



May 9, 2016

Mr. Jordan Cogburn
City of Junction City
Planning Department
680 Greenwood Street
Junction City, Oregon 97448

RE: Development Review Application
Papa Murphy's Junction City (201401/1.3)

Project Addresses: 890 Ivy Street (Tax Lot 9100)
No Address (Tax Lot 9200)
Assessor's Map & Tax Lots: Assessor's Map 15-04-32-31
Tax Lots 9100 and 9200
Owners: S & G Investments Inc.
125 East 6th Avenue
Junction City, Oregon 97448
Contact: Kurt Straube
Email: kstraube@darimart.com

Owners' Representative: TBG Architects + Planners
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Eugene, Oregon 97401
Voice: 541.687.1010 • Fax: 541.687.0625
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WRITTEN STATEMENT

In accordance with the Development Review submittal requirements, this written statement describes the proposed development and demonstrates that the proposal complies with the applicable criteria under the Junction City Municipal Code (JCMC). This Development Review proposal is subject to the Type I application review process per JCMC 17.150.070(A)(1).

I. Land Use Request

The present request is Development Review approval for the redevelopment of the old Bob's Hamburgers site, Lane County Assessor's Map 15-04-32-31 Tax Lots 9100 and 9200, which totals approximately 0.22-acres (9,584 square feet). The proposed project includes the development of a new approximately 2,047 square feet single-story building for a commercial retail tenant (Papa Murphy's Take 'N' Bake Pizza) with associated parking, landscaping, and site infrastructure. Reference the Site Plan for details.

Currently, Tax Lot 9200 has an existing driveway on Ivy Street and Tax Lot 9100 has an existing driveway on West 9th Avenue. The proposal is to maintain the existing driveway on Ivy Street and the access to the alley from both Tax Lots. The Ivy Street access has an existing approved Oregon

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Department of Transportation (ODOT) Approach Permit on file. Reference the attached ODOT Approach Permit documents. The applicant has also proposed to slightly narrow the existing West 9th Avenue driveway for use as a trash-only curb cut, which was preliminarily reviewed and acceptable by Junction City Public Works staff.

This request for Development Review on the subject GC zoned site is proposed as required per the JCMC 17.35.030(A). As demonstrated in Section IV below, the subject request meets all applicable code standards under the JCMC Title 17 in effect at the time of filing and should be approved as proposed.

The accompanying Development Review drawing set and supporting information satisfies the application requirements for the Development Review application.

Design Intent:

The project was designed with the understanding that its long-term viability as a commercial development depends of the economic and ecological health of the local community. To this end, the proposed redevelopment of the former Bob's Hamburgers site attempts to balance economic concerns with careful attention to the following:

- Enhance the quality of commercial development; and
- Ensure compatibility within the surrounding commercial developments.

The subject properties are zoned General Commercial (GC), and are designated as Commercial on the *Junction City Comp Plan Map*. The proposed retail store use on these parcels is consistent with the applicable criteria under the Junction City Municipal Code, the *Junction City Zoning Map* and the Junction City Comprehensive Plan.

Design Team:

Owners and Applicants:

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Applicants' Representative and Architect:

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II. Site Description

A. Location and Site Context

This Development Review request applies to the redevelopment of the former Bob's Hamburgers site, Lane County Assessor's Map 15-04-32-31 Tax Lots 9100 and 9200. These two properties as described will be referred in this application as the subject sites, parcels and properties.

The subject sites are located within the City Limits and the Urban Growth Boundary of Junction City per the *Junction City Comp Plan Map*. The subject parcels are located on the on the east side of Ivy Street (Hwy 99) and south of West 9th Avenue. The proposed retail store use on these parcels is consistent with the Junction City Ordinance No. 950 Zoning Regulations, the *Junction City Zoning Map* and the Junction City Comprehensive Plan. The subject properties are within the General Commercial (GC) zoning district, and are designated as Commercial on the *Junction City Comp Plan Map*.

The properties located directly to the south, north, east and west (across Ivy Street) of the subject properties are zoned GC. These properties are currently developed with commercial uses such as Chevron service station use, the Flower Gallerie retail use, Subway restaurant use as well as bank and office uses. The applicant owns adjacent contiguous Tax Lots 9300 (south), 8900 (southeast) and 9000 (east).

B. Existing Conditions and Site Access

The two sites are located within the City Limits and the Urban Growth Boundary of Junction City per the *Junction City Comp Plan Map*. The parcels are relatively flat with frontage along Ivy Street (100'-0") and West 9th Avenue (100'-0"). Tax Lots 9100 and 9200 are both approximately 0.11 acres or 4,792 square feet, which totals approximately 0.22 acres (9,584 square feet).

As noted above, Tax Lot 9200 currently takes primary access to the public road system via one existing driveway to Ivy Street. Tax Lot 9100 currently takes primary access to the public road system via one existing driveway to West 9th Avenue. Both properties have direct access to the improved alley located directly east of the site. Tax Lots 9100 and 9200 are also accessed from the alley to the east of the site. Ivy Street is classified as an arterial and West 9th Avenue is classified as a local street.

Currently, the site is mostly undeveloped with some asphalt parking lot remaining from the prior development. The prior Bob's Hamburgers restaurant building on the site was used for a practice burn building/site for the fire department. At the time, part of the agreement between the Owner and the City for permission to use the building as a practice burn site was that the Owner would receive SDC credits from this development.

The subject site does not have any existing landscaping or trees.

III. Land Use History

As stated above, the subject sites are located within the City limits and Urban Growth Boundary of Junction City. The subject property is within the GC zoning district, and is designated as Commercial on the *Junction City Comp Plan Map*.

IV. Approval Criteria - Development Review Supporting Facts and Findings

This section is organized by the applicable approval criteria in the Junction City Municipal Code. Applicable approval criteria are outlined in ***bold italics*** below, followed by proposed findings in normal text.

JCMC 17.35.010 Uses permitted outright.

In a GC zone, only the following uses and their accessory uses are permitted outright:

A. A use permitted outright in a C2 zone.

JCMC 17.30.010 Uses permitted outright.

A. In a C2 zone, only the following uses and their accessory uses are permitted outright:

59. Retail Store.

Note: Only the relevant uses to the proposal are listed from these code sections.

Findings: As stated above, the subject parcels are within the General Commercial (GC) zoning district, and are designated as Commercial on the *Junction City Comp Plan Map*. Papa Murphy's has a retail store format selling fresh unbaked prepared pizzas to customers for baking and consuming off the premises. The proposed retail store use is permitted outright in the GC and C2 zones.

17.35.030 Development review.

In a GC zone, development review by the city administrator or designee shall be required to ensure compliance regarding GC standards.

- A. Procedure. Development review is a nondiscretionary, administrative review conducted by the city administrator or designee. Development review shall follow JCMC 17.150.070(A)(1), Type I Procedure – Administrative Decision.***
- B. General Submission Requirements. The applicant shall submit an application on forms provided by the city administrator that shall:***
- 1. Contain all the general information required;***
 - 2. Address the criteria in sufficient detail for review and action; and***
 - 3. Be filed with the required fee as established by the city council.***
- C. Development Review Information. An application for development review shall include a proposed site plan, on a page size of 11 inches by 17 inches or larger, containing the following information if applicable, and other similar information as deemed necessary by the city administrator or designee:***

- 1. North arrow, scale, names, addresses, and telephone numbers of all persons listed as owners on the most recently recorded deed.**
- 2. Name, address, and phone numbers of project designer, engineer, surveyor, and/or planner, if applicable.**
- 3. The proposed development site, including boundaries, dimensions, and gross area.**
- 4. Features which are proposed to remain on the site.**
- 5. The location and dimensions of all existing and proposed structures, utilities, pavement, and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan, including dimensions necessary to calculate commercial floor area if applicable.**
- 6. Landscape plan if applicable.**
- 7. Location and dimensions of all proposed public and private streets, drives, rights-of-way, and easements.**
- 8. Location and dimensions of entrances and exits to the site for vehicular and pedestrian access, including pedestrian circulation routes and location and dimensions of parking areas if applicable.**
- 9. Architectural drawings:**
 - a. Building elevations which illustrate windows and building form design features.**
 - b. The name and address of the architect.**

Findings: This written statement, Development Review drawing set and accompanying supporting documents include the required information and demonstrate that the proposal complies with the GC standards. Therefore, the proposal meets the above criteria.

17.35.040 Restrictions on use.

- A. Residential dwellings shall not be allowed on the ground floor of the GC zone. However, existing dwellings and their accessory uses that were legally established prior to the effective date of the ordinance codified in this chapter may be used for residential purposes, and may be maintained, expanded, constructed or reconstructed in conformance with the development standards as established in the R3 zone and the nonconforming use standards in Chapter 17.125 JCMC. Residential dwellings are encouraged for upper floors in multistory buildings in the GC zone that are located close to the downtown area.**
- B. Any outside storage shall be conducted entirely within a sight-obscuring fence a minimum of four feet in height when adjacent to a property used or zoned for residential use or when directly visible from a public street or sidewalk and must comply with the vision clearance standards in JCMC 17.95.090.**

Findings: Residential dwellings or outside storage are not proposed as part of this project. Therefore, this criterion is not applicable. The proposed trash receptacles comply with JCMC 17.35.110, reference the applicable findings below.

17.35.050 Setback requirements.

Except as provided in JCMC 17.95.060, in a GC zone the yards are measured from the property line to the foundation of the building with a maximum projection of one foot into any setback area. Projections may include eaves, chimneys, bay windows, overhangs, and similar architectural features. Setbacks shall be as follows:

A. A minimum front (street-facing) setback is not required, except as necessary to comply with the vision clearance standards in JCMC 17.95.090. In the case of a corner lot, both street-facing sides of the lot shall be considered the front.

Findings: The proposed building is set back from the corner on both street-facing sides as needed to comply with the vision clearance standards in JCMC 17.95.090. Reference the Site Plan and the findings for the vision clearance standards below for details. Therefore, the proposal meets this criterion.

B. The side yard is not required except where the foundation of a structure abuts a residential zone, in which case it shall be a minimum of 10 feet.

C. A rear yard is not required except where the foundation of a structure abuts a residential zone, in which case it shall be a minimum of 15 feet.

Findings: Side and rear yard setbacks are not required for the proposed development because the properties are not adjacent to a residential zone. Therefore, these criteria are not applicable.

17.35.060 Building orientation guideline.

In order to create streets which are attractive to pedestrians, create a sense of enclosure, and provide activity and interest along the street edge of a building, the siting of new commercial buildings shall be close to the street rather than set back from the street behind large parking lots. Front (street-facing) setbacks between zero and 25 feet from the front property line are required where site size and configuration permit (see Appendix A, Diagram 10).

Findings: The proposed building is set back between zero and 25'-0" (about 10'-0" from Ivy Street and 1'-0" from West 9th Avenue) from the public right-of-way with landscaping located between the building and the public sidewalk. Consistent with this criterion, the location of the proposed commercial building helps to create streets which are attractive to pedestrians and provide activity and interest along the street edge. Therefore, this criterion is met.

17.35.070 Height of buildings.

In a GC zone, no building shall exceed a height of 35 feet.

Findings: The proposed building height does not exceed a height of 35'-0". Reference the attached Exterior Elevations. Therefore, the proposal complies with the above criterion.

17.35.080 Parking.

In a GC zone, parking lots shall comply with the following standards:

- A. *Off-street vehicle parking must comply with the landscaping, size, and pedestrian circulation standards specified in Chapter 17.90 JCMC.***

Findings: Reference the off-street vehicle parking landscaping, size, and pedestrian circulation standards specified in JCMC 17.90 below for the findings demonstrating compliance with the applicable criteria.

- B. *Parking Lot Siting. To minimize the visual impact of parking areas, new commercial developments shall site off-street parking lots to the rear or side of the building where site size and configuration permit.***

Findings: The proposed parking lot is located to the rear and side of the new commercial building. Therefore, the proposal meets this criterion.

17.35.090 Building entries.

In a GC zone, new commercial buildings shall comply with the following building entry standards:

- A. *All commercial buildings must provide at least one customer entrance within 50 feet of an adjacent public sidewalk. Direct pedestrian access from the public sidewalk to the building entrance shall be provided and must be separated, raised, or protected from vehicular traffic and provide access for disabled persons in a manner that complies with applicable state and federal law. This standard does not apply to mini-storage, automobile paint shop, or car wash uses (see Appendix A, Diagram 12).***

Findings: The proposed commercial building provides a customer entrance within 50 feet of the adjacent Ivy Street public sidewalk (about 22'-10" from the public sidewalk). There is direct pedestrian access from the public sidewalk to the building entrance, which is raised from vehicular traffic. In addition, access for disabled persons is provided in a manner that complies with applicable state and federal law. Therefore, the proposal meets this criterion.

17.35.100 Building form.

In a GC zone, new commercial buildings shall comply with the following building form standards:

- A. *Building Articulation. Buildings with 10,000 square feet or greater of enclosed ground floor space shall have articulated facades on all street-facing elevations. This criterion is met when an elevation contains at least one of the following features for every 40 feet of horizontal building length: primary entrances; weather protection (awnings, canopies, arbors, trellises); building offsets or projections of a minimum of two feet in depth; changes in elevation or horizontal direction; sheltering roof terraces; a distinct pattern of division in surface materials; ornamentation; screening trees; small scale lighting (e.g., wall-mounted lighting or up-lighting); and similar features as generally shown in Appendix A, Diagram 11.***

Findings: The proposed commercial building is less than 10,000 Square feet – it is only about 2,047 square feet. Therefore, this criterion is not applicable.

B. Windows. All street-facing building facades shall provide windows along a minimum of 50 percent of the length and 20 percent of the ground floor wall area (doorways may be used to help satisfy this standard). On corner lots, the general ground floor window standards must be met on one street frontage only. On the other street(s), the requirement is one-half of the general standard. This standard does not apply to mini-storage, automobile paint shop, or car wash uses

Findings: The subject development site is a corner lot. The west façade along Ivy Street exceeds the required windows along a minimum of 50 percent (20'-8") of the length and 20 percent (142 square feet) of the ground floor wall area, with 220 square feet of windows located along about 22'-0" of the façade. The second street-facing north façade along West 9th Avenue also exceeds the required windows along a minimum of 25 percent (12'-10") of the length and 10 percent (94 square feet) of the ground floor wall area (one-half of the general standard), with 136 square feet of windows located along about 22'-0" of the façade. As allowed, doorways are used to help satisfy this standard. Therefore, the proposal complies with this criterion.

17.35.110 Trash receptacles.

Trash receptacles shall be screened on all sides with an evergreen hedge or solid fence or wall of not less than six feet in height. No trash receptacle shall be located within required setbacks or within 25 feet of property lines abutting residential zones.

Findings: The proposed trash receptacles for the subject sites are located on Tax Lot 9100, which are screened on all sides with 6'-0" minimum high masonry walls and on the street-facing façade, a solid gate. Therefore, the proposed project meets the above criterion.

There is no required front yard setback for the GC zone. However, the trash enclosure is located about 5'-0" from the property line on West 9th Avenue to allow for the receptacles to be safely moved from the enclosure to the trash truck. The applicant has proposed to slightly narrow the existing driveway on West 9th Avenue for use as a trash-only curb cut. The adjacent properties are commercial zones. Therefore, the 25'-0" setback from abutting residential uses is not applicable.

17.35.120 Utilities.

All utilities on the development site shall be placed underground. Ground-mounted equipment such as transformers, utility pads, cable television and telephone boxes, cell tower equipment boxes, and similar utility services shall be placed underground wherever practicable. Where undergrounding is not practicable, equipment shall be screened from view from adjacent streets, sidewalks, and abutting residentially zoned properties with an evergreen hedge or solid fence or wall at least four feet in height and must be sited to comply with the vision clearance standards in JCMC 17.95.090.

Findings: All new utilities on the subject sites are proposed to be placed underground wherever practical. Where undergrounding of ground-mounted equipment is not practical, equipment will be screened from view from adjacent streets and sidewalks with an evergreen hedge at least 4'-0" in height and will be sited to comply with the vision clearance standards. Therefore, the proposed project meets the above criterion.

17.35.130 Delivery and loading facilities.

In a GC zone, new commercial buildings shall comply with the following delivery and loading facility standards:

- A. Delivery and loading facilities are not permitted in required setback areas.***
- B. All loading spaces for commercial buildings and uses shall be off the street, shall be in addition to required off-street parking spaces, and shall be served by service drives and maneuvering areas so that no backward movement or other vehicle maneuvering within a street, other than an alley, will be required.***

Findings: There are no delivery and loading facilities proposed as part of this project. Therefore, these criteria are not applicable.

17.35.140 Drive-through facilities.

Drive-up and drive-through facilities (e.g., associated with restaurants, banks, car washes, and similar uses) shall conform to all of the following standards:

- A. A stacking lane a minimum of 80 feet in length shall be provided for cars waiting to access a drive-through window. The stacking lane must be contained entirely on private property between the public right-of-way and the drive-through window and shall not interfere with vehicle parking or circulation.***

Findings: A drive-through facility is not proposed as part of this project. Therefore, these criteria are not applicable.

17.90.010 Off-street parking.

- A. Off-Street Parking Spaces Required. At the time of erection of a new structure, at the time of enlargement of an existing structure's floor area by more than 20 percent, or at the time of change in use of an existing structure within any zone in the city, off-street parking spaces shall be provided in accordance with the requirements of this section.**

Findings: Off-street parking spaces are provided in accordance with the requirements of this section.

- B. Exceptions to Off-Street Parking Requirements. Properties are exempt from the requirement for off-street parking if such properties:**

- 1. Are or have been assessed for public off-street parking facilities;**
- 2. Have a commercial use and are bounded by 3rd Avenue to the south, 10th Avenue to the north, West Front Street to the east, and the alley between Juniper Street and Kalmia Street to the west. Properties within this area are exempted from off-street parking requirements, except at the time of erection of a new structure, at the time an existing structure's floor area is enlarged by more than 20 percent, or when the property changes from a commercial use;**
- 3. Have a commercial use, are located within 900 feet of a city of Junction City parking lot, and are located in an existing residential structure located in the area bounded by W 4th**

Avenue to the north, W 2nd Avenue to the south, Holly Street to the west, and Front Street to the east, including abutting properties to the alleys.

- C. Elimination of Parking Spaces.** If a parking space has been provided in connection with an existing use, the parking space shall not be eliminated if it would result in less parking than required by this chapter.

Findings: The proposed project proposes a new commercial building on a mostly undeveloped development site in compliance with the applicable code criteria. Therefore, the above criteria are not applicable.

- D. Measurement of Required Parking Spaces.** Where square feet are specified the area measured shall be the gross floor area of the functional use of the building, but shall exclude space devoted to off-street parking or loading. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space.
- E. Off-Street Parking Spaces.** The minimum number of off-street parking spaces shall be provided as follows:
- 6. Commercial.**
- a. Retail store except as provided in subsection (E)(6)(b) of this section** **One space per 350 square feet of floor area.**

Findings: The project proposes a retail store commercial use (Papa Murphy's Take 'N' Bake Pizza) on the subject sites. The proposed building area is 2,047 square feet, therefore, 6 vehicle parking spaces are required (number of required spaces rounded up). The proposed project includes 11 vehicle parking spaces, which exceeds this code criterion.

- F. Bicycle parking facilities shall be provided as part of new multifamily developments of three units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots. Bicycle parking requirements shall apply to new development, changes of use, and building expansions and remodels where the floor area of the building is being increased by 50 percent or more. Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet wide, and shall provide at least seven feet of vertical clearance. Bicycle parking shall not interfere with pedestrian circulation. For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio. Bicycle parking spaces shall be provided as indicated below:**
- 2. Parking lots: All public, commercial, and institutional parking lots** **1 bicycle space for every 10 motor vehicle parking spaces.**

Findings: As discussed above, 11 vehicle parking spaces are proposed. Therefore, two bicycle parking spaces (one bicycle hoop) are provided with an area that is 6 feet long, two feet wide, and provides more

than 7 feet of vertical clearance. The bicycle parking is located in a convenient place to lock a bicycle adjacent to the south façade on the 11'-0" walkway, which allows a 5'-0" wide clear walkway area where bicycle and vehicle parking do not interfere with pedestrian circulation. Therefore, the proposed project meets the above criterion.

G. In calculating the number of required spaces, fractions shall be rounded up to the nearest whole number.

Findings: The number of required vehicle and bicycle parking spaces for the project has been rounded up to the nearest whole number. Therefore, the proposed project meets the above criterion.

H. For existing buildings in the commercial zone in the downtown area where space is restricted and bicycle parking cannot be provided safely, the planning commission may waive the bicycle parking requirements.

Findings: As noted above, the bicycle parking requirements have been met, therefore, this criterion is not applicable.

17.90.020 Off-street loading.

A. Passengers. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity greater than 25 students.

Findings: Passenger off-street loading and a school are not proposed on the subject sites. Therefore, this criterion is not applicable.

B. Merchandise, Materials or Supplies. Buildings or structures to be built or substantially altered which receive and distribute material or merchandise shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use. Off-street parking areas used to fulfill the requirements of this chapter shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

Findings: The minimal delivery for the proposed building tenant will occur on the south side of 30'-0" parking lot drive aisle or along the alley on the adjacent property to east of the alley (the entire block is under the same ownership) during periods of the day when the business is not open to the public. (The delivery trucks typically have a width of 8'-0" to 8'-6".) This option helps alleviate the conflict of on-site traffic patterns and potential congestion that could impact the public system. Therefore, the proposal meets the above criteria.

17.90.030 General provisions – Off-street parking and loading.

- A. Submission of Parking Plans and Changes of Use.** *The provision and maintenance of off-street parking and loading spaces are continuous obligations of the property owner. No permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this chapter. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be unlawful and in violation of this chapter to begin or maintain such altered use until the required increase in off-street parking or loading is provided.*
- B. Requirements for Buildings and Uses Not Specifically Listed.** *Requirements for types of buildings and uses not specifically listed herein shall be determined by the city administrator based upon the requirements of comparable uses listed.*

Findings: A retail store use, Papa Murphy's Take 'N' Bake Pizza, is currently proposed for the building on the subject sites. This use is consistent with the GC outright permitted use list per JCMC 17.35.010 and JCMC 17.30.010. The applicant understands the following:

- No permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking,
- The subsequent use of property for which a permit might be issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this chapter, and
- Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be unlawful and in violation of this chapter to begin or maintain such altered use until the required increase in off-street parking or loading is provided.

Therefore, the proposal meets the above criteria.

- C. Multiple Uses in Structure or on Parcel.** *In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*

Findings: A single-tenant retail store use, Papa Murphy's Take 'N' Bake Pizza, is currently proposed for the building on the subject site. Therefore, this criterion is not applicable.

- D. Agreements for Joint Use.** *Owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use. Failure to utilize this parking will constitute a violation of this chapter. If owners eliminate parking spaces or if the approved agreement expires, it shall constitute a violation of this chapter.*

Findings: Although the Owner is not proposing a joint use at this time, the Owner understands the requirements for agreements for joint use if ever desired in the future. The minimum parking requirements for the proposed use on the subject sites are met. Therefore, this criterion is not applicable.

E. Distance of Parking from Use. Off-street parking spaces shall be located on the same lot with the building. However, nonresidential required parking spaces may be located not farther than 400 feet from the building or use they are required to serve, measured in a straight line from the building, and shall be used by the business's employees. Exceptions to this requirement are listed in JCMC17.90.010(B).

Findings: Off-street parking spaces for the project are located on the same development site with the associated building and use they are required to serve (no farther than 400 feet). Therefore, the proposal is consistent with this criterion.

F. Parking Space Usage. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

Findings: Required parking spaces are available for the parking of operable passenger automobiles of customers, patrons and employees only, and will not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. Therefore, the proposal is consistent with this criterion.

G. Visual Clearance and Safety Hazards. Off-street parking of any vehicle, watercraft, or parts designed to be affixed thereto, which creates a vision clearance problem, as defined in JCMC 17.05.020, 17.95.090 and Appendix A, or potential safety hazard shall not be allowed in any required yard.

Findings: Off-street vehicle parking on both parcels is located outside of any required yard and vision clearance areas. There are no temporary or permanent obstructions exceeding 3'-0" (or lower than 8'-0") in height proposed within the required vision clearance areas. There is an existing sign to remain in the northwest corner of Tax Lot 9100, which sits outside the vision clearance area. The minimum distance required for the vision clearance triangles at the Ivy Street and West 9th Avenue, and West 9th Avenue and the alley public street intersections comply with Appendix A, Diagram 1. Landscape improvements proposed within the vision clearance area comply with Appendix A, Diagram 1. Reference the attached Site Plan, Sheet A1, and Planting Plan, Sheet L1, for details. Therefore, the proposal complies with this criterion.

H. Design Requirements. Design requirements for parking lots and spaces, with the exception of single-family and duplex dwelling units:

- 1. Areas used for parking, standing, and maneuvering of vehicles shall have a hard surface of asphalt or concrete and be maintained adequately for all-weather use and so drained as to avoid flow of water onto adjacent property. Lots may be paved with a permeable surface, subject to approval by the city administrator or designee. Permeable pavement parking lots may be sited anywhere, but are subject to the requirements listed in subsections (1)(1) and (3) through (6) of this section. Gravel lots may be approved as a conditional use as outlined in subsection (1) of this section. Size of standing and maneuvering areas, in addition to the required number of parking spaces, shall comply with the areas illustrated in Appendix A, Diagram 14.**

Findings: The vehicle parking proposed on the subject sites will have a hard surface of asphalt and drain to avoid flow of water onto adjacent property. The properties will be maintained adequately for all-weather use. Reference the civil engineering plans for details. The proposed size of standing and maneuvering areas, and the required number of parking spaces comply with the areas illustrated in Appendix A, Diagram 14. Therefore, the proposal is consistent with this criterion.

- 2. Except for parking to serve single-family detached, townhome, or duplex residential uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a sight-obscuring fence of not less than four feet in height except where vision clearance is required by this code.**

Findings: The subject site is not located adjacent to or within residential zones. Therefore, this criterion is not applicable.

- 3. Parking spaces within a parking lot shall be designed and constructed so that no portion of a parked vehicle, including an opened door, will extend beyond the property line.**

Findings: The proposed vehicle parking spaces on the subject sites are designed and will be constructed so that no portion of a parked vehicle, including an opened door, will extend beyond the property line. Therefore, the proposal is consistent with this criterion.

- 4. Artificial lighting which may be provided shall be so arranged as to not produce direct glare on any abutting or adjacent residential zone or on any adjacent dwelling.**

Findings: The subject sites are not abutting or adjacent to residential zones or dwellings. Therefore, this criterion is not applicable.

5. Access aisles shall comply with the aisle widths illustrated in Appendix A, Diagram 14.

Findings: The proposed parking lot access aisle width is about 30'-0", which exceeds the requirements illustrated in Appendix A, Diagram 14. Reference the Site Plan for details. Therefore, the proposal is consistent with this criterion.

6. All parking spaces, except single-family detached, townhomes, and duplex residential, shall be served by a driveway designed so that no backing movements or other maneuvering within a street, other than an alley, will be required.

Findings: All parking spaces on the subject sites are served by a driveway designed so that no backing movements or other maneuvering within a street, other than an alley, will be required. Therefore, the proposal is consistent with this criterion.

7. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site. In no case shall two-way and one-way driveways be less than 20 feet wide and 12 feet wide respectively. The number of service drives shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Service drives shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives. Service drives are also subject to the requirements of Chapter 17.85 JCMC.

Findings: Service drives are not proposed on the subject sites. Vehicle parking spaces are located off the drive aisles that have direct access to the adjacent public streets. Therefore, this criterion is not applicable.

8. Lots containing more than three parking spaces shall have all spaces permanently and clearly marked.

Findings: All proposed parking spaces for the subject sites will be permanently and clearly marked at the time of construction as shown on the Site Plan on Sheet A1. Therefore, the proposal is consistent with this criterion.

9. If four or more off-street parking spaces are required under this code, then off-street parking and maneuvering areas adjacent to public streets and drives shall provide a minimum of two square feet of landscaping for each lineal foot of street and/or drive frontage. Such landscaping shall consist of landscaped berms or evergreen shrubbery at least two feet in height upon maturity, which shall be parallel to and adjacent to the street frontage and drive as much as practical. Additionally, one tree, which will provide a canopy of at least 300 square feet upon maturity, shall be provided for each 30 lineal feet

of street frontage or fraction thereof. For a list of allowed trees, see JCMC 12.35.110. Said landscaping shall be provided with irrigation facilities and protective curbs or raised wood headers.

Findings: There is 168 square feet of landscaping for the 57'-0" lineal foot of street and/or drive frontage, which exceeds the minimum two square feet of landscaping area required for the proposed off-street parking and maneuvering areas adjacent to Ivy Street and the drive aisle. There is 183 square feet of landscaping for the 83'-0" lineal foot of street and/or drive frontage, which exceeds the minimum two square feet of landscaping area required for the proposed off-street parking and maneuvering areas adjacent to West 9th Avenue and the drive aisle. The proposed plants in these landscape beds are consistent with this section as illustrated on the Planting Plan, Sheet L1. Irrigation facilities and protective curbs are proposed. Therefore, the proposal complies with this criterion.

10. Parking lots with 20 or more spaces shall comply with the following interior landscaping standards (see Appendix A, Diagram 13):

Findings: There are only 11 vehicle parking spaces proposed on the subject sites. Therefore, these criteria are not applicable.

11. Parking lots with 80 spaces or more shall additionally comply with the following standards:

Findings: There are only 11 vehicle parking spaces proposed on the subject sites. Therefore, these criteria are not applicable.

12. Commercial, industrial, multifamily, and mixed use developments with two or more buildings shall provide safe, reasonably direct, and convenient pedestrian connections between primary building entrances and between building entrances and all adjacent streets. Where walkways cross a driveway or street, they shall be clearly marked with contrasting paving materials, painted striping ("crosswalk"), or humps/raised crossings (see Appendix A, Diagram 13).

Findings: The proposed project provides safe, reasonably direct, and convenient and continuous pedestrian walkway between the primary building entrance on the south façade and the employee entrance on the east façade, and all adjacent streets (Ivy Street and West 9th Avenue). There are no walkways proposed that cross a driveway or street. Therefore, the proposal complies with this criterion.

13. New off-street parking lots located in R3, R4, CR, C2, and GC zones shall be placed to the rear or side of the building in accordance with JCMC 17.20.100 (R3 zone), 17.30.080 (C2 zone), and 17.35.080 (GC zone).

Findings: The proposed off-street parking areas are located to the side and rear of the new building in accordance with 17.35.080 (GC zone). Therefore, the proposal complies with this criterion.

I. Proposed Gravel Parking Lots. Gravel parking lots may be allowed under the Type III Conditional Use Process as outlined in Chapter 17.130 JCMC. Any change in use associated with a gravel lot will require review of the lot and paving may be required if usage increases. Gravel lots must meet the following standards:

Findings: A gravel parking lot is not proposed on the subject sites. Therefore, these criteria are not applicable.

17.160.010 Purpose and policy.

The expressed purpose of this code is to assure equal and fair treatment to all individuals seeking to develop within the planning area of the city of Junction City. This chapter shall govern the development of property or structures within the planning area which are exempt from the subdivision requirements or are developed within subdivided property. The policies of the city of Junction City are as follows:

- A. Adequate information must be presented with each development to assure zoning regulatory standards are upheld, coordinate traffic flow and street patterns and assure existing public and private utilities are not damaged or infringed upon by development.**
- B. To assure reasonable development standards are achieved to promote the development of Junction City, while protecting the tax base and tax burden of all residents in the community.**
- C. To foster and promote the logical extension of public improvements in an economical manner over a long term.**
- D. To empower the conditioning of the right to build or change uses of property with requirements to construct necessary public improvements.**

17.160.020 Definitions.

For purposes of this chapter, the following words and phrases shall have the meaning ascribed to them herein:

“Development” means the conversion or change in character of occupancy or use of a building which would place the structure in a different building group as defined in the Uniform Building Code; the erection of a new structure; the demolishing of existing buildings for the conversion of such property to a differing use; the creation of gasoline pumps, drive-up windows, traffic islands or similar alterations which channelize, alter or increase the traffic volume or pattern on adjacent roadways. The term “development” for purposes of this chapter shall not mean interior remodeling, repairs, maintenance or improvements to any existing structure which does not

increase the volume of the structure. Specifically exempted under this chapter are building facades, roof or exterior wall repair or replacement, heating, ventilating or electrical alterations, or activities similar in character.

“Development site” means an area consisting of a parcel or tract of land specifically identified by a developer as the land to be altered or developed. All required area to meet parking standards and similar requirements for a particular development shall be included in the term; however, the total property ownership of the proponent will not be considered in the site if it is not necessary to the development.

17.160.030 Building permit.

From and after May 22, 1990, no building permit may be issued for any development within the city of Junction City unless it has met the terms of this chapter.

17.160.040 Implementing action.

Henceforth, the following development shall fall within the scope of this chapter and shall be required to comply with the requirements identified herein:

- A. New residential, commercial or industrial development.**
- B. Expansion of single-family or duplex residential development with a permit value in excess of 30 percent of the assessed value of the improvements on the property.**
- C. Reconstruction of a single-family or duplex residential casualty loss with a permit value in excess of 130 percent of the previously assessed value of the structure itself.**
- D. Expansion of multiple-family, commercial or industrial development with a permit value in excess of 10 percent of the assessed value of the improvements on the property.**
- E. Reconstruction of multiple-family, commercial or industrial casualty loss with a permit value in excess of 110 percent of the previously assessed value of the structure itself.**
- F. Change of occupancies.**

Findings: The development site consists of two parcels (Tax Lot 9100 and 9200) for Development Review approval. The proposed development consists of a new commercial building, parking, landscaping and site improvements. The proposed project does not impact traffic flow and street patterns and assures existing public and private utilities are not damaged or infringed upon by the development. The proposed retail store tenant use for this site is consistent with the GC outright permitted use list per JCMC 17.35.010 and the associated section JCMC 17.30.010. The Owner will submit a building permit with the required documents in compliance with the applicable code standards.

17.160.050 Development requirements.

The following requirements shall pertain to all development falling under the categories identified in JCMC 17.160.020:

- A. The applicant shall complete a building permit application as provided by the city and a site plan. The site plan shall be drawn to scale and show all existing and proposed structures and their exterior dimensions; all streets, alleys and other public right-of-way; existing and proposed utility lines and/or easements; building setbacks; location of utilities and proposed connection routes; off-street parking; curb cut and sidewalk locations and dimensions and a drainage plan. When required in a conditional use permit or in a major development, the city**

may require the applicant to supply landscape plans, screening, lighting, fire flow and similar requirements.

Findings: Once the Development Review application is approved for the development site, the applicant will complete a building permit application for the project as provided by the city and a site plan. The site plan for the building permits will be drawn to scale and show all existing and proposed structures and their exterior dimensions; all streets, alleys and other public right-of-way; existing and proposed utility lines and/or easements; building setbacks; location of utilities and proposed connection routes; off-street parking; curb cut and sidewalk locations and dimensions and a drainage plan.

B. Where the applicant's development site abuts existing curb and gutter, sidewalks in conformance with city standards are required to be constructed to the extent curb and gutter exist at the time of application.

Findings: The development site abuts fully developed existing public curb, gutter and sidewalks in conformance with city standards. In the location of the proposed landscape bed within the right-of-way and the slight modification to the existing driveway along West 9th Avenue, any replacement and/or modification to the public sidewalk will be constructed in conformance with city standards. Therefore, this criterion is not applicable.

C. Pedestrian Access and Circulation.

1. Internal pedestrian circulation shall be provided in new and expansions of commercial, office, and multifamily residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, accessways, or similar techniques.

Findings: An internal pedestrian concrete walkway is provided for the proposed commercial building that connects to Ivy Street, West 9th Avenue and alley. Therefore, the proposal meets the above criterion.

2. Commercial Development Standards.

a. New commercial buildings, particularly retail shopping and offices, shall be encouraged to orient to the street, near or at the setback line. A main entrance shall be oriented to the street. For lots with more than two front yards, the building(s) shall be oriented to the two busiest streets.

b. Off-street motor vehicle parking for new commercial developments shall be encouraged to locate at the side or behind the building(s).

Findings: The proposed commercial building is located at the corner of Ivy Street and West 9th Avenue, near the setback line. The main entrance on the south façade is located within about 22'-10" from Ivy Street along a concrete walkway with direct connection to the public sidewalks. The proposed vehicle parking areas for the commercial development is located at the side and rear of the building. Therefore, the proposal meets the above criteria.

3. All site plans (industrial and commercial) shall clearly show how the site's internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.

Findings: An internal pedestrian concrete walkway is provided for the proposed commercial building that connects to Ivy Street, West 9th Avenue and the alley. The required on-site bicycle parking for the development is located adjacent to the south façade along the on-site pedestrian walkway. Reference the attached Site Plan, Sheet A1, for details of how the development site's internal pedestrian and bicycle facilities connect with external existing facilities and systems. Therefore, the proposal meets the above criterion.

4. Development covered under this chapter shall ensure all pedestrian facilities on site and adjacent to the site are handicapped accessible, as required by state and federal laws.

Findings: The internal pedestrian concrete walkways provided for the proposed commercial building are handicapped accessible (ADA), as required by State and Federal laws. The walkway connection to the alley is not ADA accessible because it is not required by State and Federal laws. Therefore, the proposal meets the above criterion.

D. The applicant shall be required to participate in public facilities, such as water, wastewater, drainage, curb, gutter, sidewalk and street right-of-way adjacent to the development in conformance with city standards and provide easements or deeds to the city for all such public facilities. However, where it is determined that delaying the design and construction of any or all such facilities is not appropriate and logical, or causes an adverse impact on surrounding properties, the city may require the developer to construct and dedicate all such improvements as a condition to development.

Findings: There is adequate service for the proposed project available from the existing public facilities such as water, wastewater, drainage, curb, gutter, sidewalk and street right-of-way adjacent to the development in conformance with City standards. The area is fully developed; no easements should be necessary. Reference the attached civil engineering drawings.

E. Where it has been determined that the extension of public facilities is required, all costs related to such extension shall be borne by the developer. In addition, any extension of such facilities shall be continued and extended in a logical fashion to the extent of the development site so as to be readily available for adjacent development.

Findings: In the location of the proposed landscape bed within the right-of-way and the slight modification to the existing driveway along West 9th Avenue, any replacement and/or modification to the public sidewalk will be constructed in conformance with city standards at the cost of the developer. There are no other required extensions of public facilities because all abutting properties and rights-of-way are fully developed. Therefore, the proposal meets the above criterion.

F. Where such improvement installed by a developer shall benefit other properties, a mutually agreeable settlement shall be arrived at between the city and the developer prior to installing the improvements. This agreement shall identify the benefiting properties, actual costs to be charged and method of repayment to the developer. Where prior agreement exists for improvements benefiting the subject property, the applicant shall make arrangements with the city for the payment of such improvements prior to issuance of any city permit.

Findings: The above-mentioned public sidewalk infill or replacement areas are in locations adjacent to the subject sites, which do not directly benefit other properties. Therefore, this criterion is not applicable.

G. The developer shall provide proof of review and approval by all affected state and/or county agencies, such as the State Department of Transportation or county planning department.

Findings: This project proposes to maintain the existing driveways along Ivy Street and West 9th Avenue. (The West 9th Avenue driveway is proposed to be slightly narrowed and change to a trash-only access.) The Ivy Street driveway has an existing ODOT Approach Permit. Reference the attached Record of the ODOT Approach Permit. Therefore, this criterion has been met.

H. The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project. The determination of impact or effect and the scope of the impact study shall be coordinated with the provider of the affected transportation facility.

I. Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.

J. Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use.

Findings: The proposed retail store use on the subject sites does not generate more than 400 new average daily motor vehicle trips (ADTs). The proposed use will result in a reduction of net trips when compared to the previous development on the sites, and therefore will not significantly impact the existing transportation system. Therefore, these criteria are not applicable.

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V. Conclusion

Based on the information and findings contained in this written statement, associated attachments and drawings, the proposed Development Review meets the criteria of approval contained in the Junction City Municipal Code. Therefore, the applicant requests that the City Administrator approve the proposal as presented. Both the owners' representative and applicants' representative are available for questions as necessary.

If you have any questions about the above application, please do not hesitate to contact Kristen Taylor at TBG Architects + Planners (541.687.1010).

Sincerely,



Kristen Taylor, CSBA
Planner/Senior Project Manager

KT/nl

cc: Kurt Straube, *Dari-Mart Stores, Inc.*
Damien Gilbert, *Branch Engineering, Inc.*
David Dougherty, *Dougherty Landscape Architects*

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