

JUNCTION CITY PLANNING
Brenalain Court Phase II PRELIMINARY SUBDIVISION (SUB-13-01)
Type II Procedure – Limited Land Use Decision

Application Date: August 8, 2013
Date Complete: September 17, 2013
Notice (300 ft.): September 23, 2013
Staff Report Date: October 8, 2013
Staff Contact: Nicole Peterson, Contract Planner

Referrals: Junction City, City Administrator
Junction City Public Works Director
Junction City Police Department
Junction City Building Official
Junction City Rural Fire District
Junction City Building Official
Junction City School District
Junction City Water Control District
Lane County Transportation
Lane County Land Management
Lane Council of Governments
Lane County Surveyors
US Postmaster for Junction City
Century Link Engineering Group
Comcast Serviceability
Emerald People Utility District (EPUD)
Northwest Natural Gas
Lane Transit District

Applicant: Jed Truett, AICP, Metro Planning, Inc
Property Owner: Escape Enterprises I, LLC
Assessors Map and Lot: Assessor's Map: 16-04-06-11 Tax Lot 01400
Zoning: Duplex Residential Zone (R2)
Plan Designation: Medium Density Residential
Area: Approximately 4.09 acre site¹

REQUEST

The applicant is requesting approval of Brenalain Court Phase II preliminary subdivision. Twenty-two lots are proposed on the existing parcel that is approximately 4.09 acres. Proposed lots 26-33 and 39-46 are sized to accommodate single-family homes and lots 34-38 are sized to accommodate duplexes (27 units, Approx. 6.6 units per acre). There is an existing home to remain on lot 25. The subject property is within Junction City municipal boundary and within the Urban Growth Boundary (UGB). Access to the site will be off of the existing Ambrosia Avenue. The proposal includes an extension to the existing Ambrosia Avenue and a new street to be dedicated to the City (Ambrosia Court) running north and south perpendicular to Ambrosia Avenue. The site is located southwest of the intersection of West 1st Avenue (High Pass Road) and SW Quince Street (See Figure 1). The applicant has submitted a project narrative for the Commission's review (See Attachment 1).

¹ Application submittal. Document titled: Tentative Subdivision Application for Brenalain Court Phase 2.
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Figure 1. Aerial Photograph of Site (2013).

The subject property is zoned Duplex Residential Zone (R2) (See Figure 2).

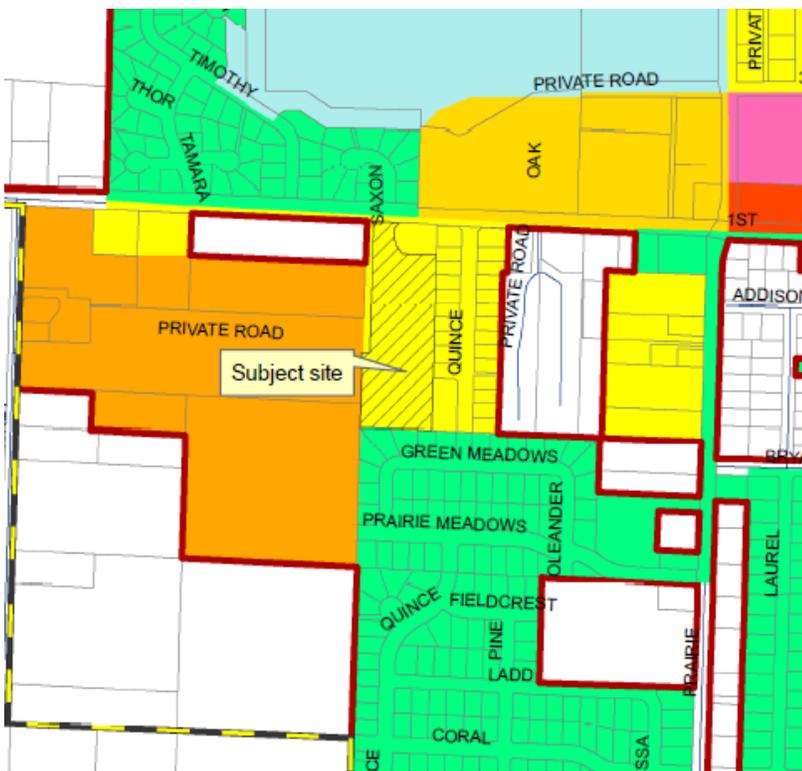


Figure 2. Zoning Map.

Surrounding Zoning:

- North (Across 1st): Single Family Residential (R1) and Multi-Family Residential (R3)
- East: Duplex Residential Zone (R2)
- South: Single Family Residential (R1)
- West: Multi-Structural Residential (R4)

The subject property plan designation is Medium Density Residential (M) described in the Comprehensive Plan as detached and attached residential uses at a typical density of 8 to 12 dwelling units per acre (See Figure 3).

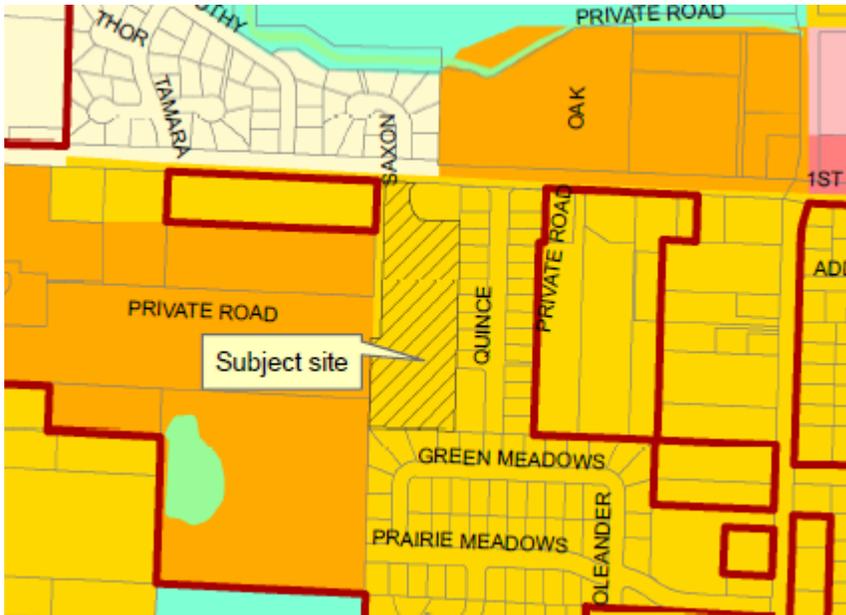


Figure 3. Plan Designation Map.

Surrounding Plan Designations:

- North (Across 1st): Low Density Residential (L) (1-8 dwelling units per acre) and High Density Residential (H) (12 or more dwelling units per acre)
- East: Medium Density Residential (M)
- South: Medium Density Residential (M)
- West: Medium Density Residential (M) and High Density Residential (H)

The surrounding properties are developed with the following uses:

- North: There is an existing single family home on the abutting property to the northeast. The property adjoins West 1st Avenue on the north side. On the opposite side of W 1st Avenue are residential uses.
- East: The property adjoins residential uses to the east (Brenalain Court Plat).
- South: The property adjoins residential uses to the south (Prairie Meadows Plat).
- West: The property adjoins residential uses to the west (Unplatted land and Washburne & Millett's Plat).

LIST OF ATTACHMENTS

- Attachment 1: Applicant Project Narrative
- Attachment 2: Sheet A1.0 Assessment of Existing Conditions
- Attachment 3: Sheet A1.1 Preliminary Subdivision Plat
- Attachment 4: Sheet C-1.0 Tentative Utility and Grading Plan
- Attachment 5: Civil Details

BACKGROUND

Directly to the east of the subject property, Brenalain Court Phase I plat was recorded in 2007. Through that proposal, a storm water retention area was designed on the south end of the subject site. The storm water retention area is designed for both phases of Brenalain Court as well as two adjacent subdivisions and other properties in the area. Easements are in place to reflect the shared storm water retention area (See Attachment 2: Existing Conditions). The applicant was responsible for the construction of the Sanitary Sewer pump station at Third and Maple during the construction of Brenalain Court Phase I, which was designed to handle sanitary sewer generated from this proposal. There is an existing home to remain on the north end of the subject site along West 1st Avenue (High Pass Road).²

PUBLIC NOTICE AND REFERRALS

Public notice for the October 15, 2013 Planning Commission hearing were mailed September 23, 2013. Referrals were sent to the agencies referenced above on September 17, 2013. The City received comments from the following agencies and the applicant submitted revised drawings in response to referral comments. The attachments in this report are the revised drawings and Staff has written this report in response to the revised drawings. Staff has sent the revised drawings to the referral list and requested comments by October 11, 2013 at noon. Staff will report any comments from the referrals at the Planning Commission hearing on October 15, 2013. Comments were received from the following:

- Lane County Surveyors 09/25/13:
 - The surveyor shall submit a paper copy of the final plat for review to the Lane County Surveyor's Office along with processing fee and other submittal requirements as noted in the "Plat Submittal Checklist" on the Lane County Surveyor's website. The final plat must be prepared by a land surveyor registered in the State of Oregon and conform to ORS Chapters 92 and 209.250. *Criterion is met with condition.*
 - Since this is the second phase of Brenalain Court the lot numbers should continue consecutively from the first phase (ORS 92.090). *Plat has been re-numbered in response to this requirement – Criterion is met.*
 - The Reserve Strip across Ambrosia Avenue must be released by the City since it is a city street and deeded to the City (Rec.# 2007-054814). Normally the strip is released and dedicated as public right of way concurrently with the recording of the new plat. *Criterion is met with condition.*
- Lane County Transportation Planning 10/02/2013–
 - Map & Tax Lot No. 16-04-06-11-01400 is located within the Urban Growth Boundary of the City of Junction City, has frontage on High Pass Road, and also abuts an existing reserve strip on the west end of Ambrosia Avenue. Access to the proposed development as shown on the Preliminary Plat will be primarily from Ambrosia Avenue. The Preliminary Plat shows Ambrosia Avenue will be extended west to provide access to the

² Application submittal. Document titled: Tentative Subdivision Application for Brenalain Court Phase 2.
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- proposed development. Ambrosia Court is a proposed new street that will connect to Ambrosia Ave. Ambrosia Avenue is a City of Junction City Road. Transportation, access, and permitting issues within the rights-of-way of Ambrosia Avenue should be directed to the City of Junction City. High Pass Road is a Lane County Road functionally classified as an urban Major Collector that has a minimum right-of-way width of 70 feet for building setback purposes (Lane Code 15.070(1)(c)(i)(cc)). *No criteria.*
- LC 15.138 – Road and Driveway Approach Spacing Standards
 - Lane County cannot support the proposed emergency access as it does not meet the spacing standards. High Pass Road is an urban Major Collector with a posted speed of 45 miles per hour adjacent to the development. Per LC 15.138 (1), Table 2 shall be used in determining spacing between existing and proposed approaches onto County Roads classified as collectors or arterials. Per Table 2 the minimum spacing for approaches adjacent to this development is 400 feet. *Recommendation to remove access off West 1st (High Pass Road) – Criteria met.*
 - An existing emergency access is located immediately adjacent to the west property line of the subject property. Lane County would recommend that the applicant consider seeking an agreement with the adjacent property to allow joint access to the existing emergency access road. LC 15.138(9) states that “New land divisions shall consolidate access to the greatest extent possible. New access onto arterials and collectors shall be minimized.” *Recommendation to consolidate approaches on West 1st (High Pass) – Criteria met with condition.*
 - In the event that shared emergency access is not feasible, and no other viable alternatives are available, Lane County will consider LC 15.138(4) which states “Where sufficient frontage is unavailable to meet spacing standards, reasonable alternative access will be permitted as specified in LC 15.137, consistent with other applicable requirements.”, and LC 15.137(2) which states “Where a right of access from a lot or parcel to a County Road exists, access may be allowed at less than the designated spacing standard only if the property does not have reasonable alternative access and the designated spacing cannot be accomplished.”. While Lane County would recommend the applicant seek alternatives that limit the number of approaches to High Pass Road, Lane County will not deny the applicant reasonable access. *No criteria – Statement of reasonable access.*
 - The existing site plan shows emergency access and a driveway fronting High Pass Road. These two approaches would need to be combined into a single approach consistent with LC 15.139(1)(c) which allows a maximum approach width of 30 feet for residential use. *Recommendation to consolidate approaches on West 1st (High Pass) – Criteria met with condition.*
 - Lane Manual 15.515 – Drainage - In accordance with Lane Manual 15.515, storm water runoff from private property shall not be directed to the Lane County road right-of-way, or into any Lane County drainage facility, including roadside ditches. Ditches adjacent to County roads are designed solely to accommodate roadway storm water runoff. *Criterion is met with condition.*
 - Lane Code 15.205 - Facility Permits: In accordance with Lane Code 15.205(1), a Facility Permit shall be required for placement of facilities and development within the right-of-way of High Pass Road. Facilities and development include, but are not limited to, road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, storm water facilities, or any other facility, thing, or appurtenance. For more information regarding Facility Permits, please contact Lane County Right-Of-Way Services at 541-

682-6902 or visit: <http://www.lanecounty.org/Departments/PW/Pages/rowpermits.aspx>
Criterion is met with condition.

- JC Building Official (A Clair, Clair Company) 10/1/13:
 - Structure to remain on the proposed Lot 1- Verify that the proposed setback to property lines is adequate per 2010 OSSC, Section 602 (3 feet). *Criterion is met.*
 - Separate permits will be required for the development of structures and private utilities for each new lot. 2010 OSSC Section 105. *Criterion is met with condition.*
- JC Rural Fire District 10/2/13:
 - Proposed emergency access off West 1st Avenue (High Pass Road) meets the emergency access requirements. *No criteria.*
 - In the absence of the emergency access off Ambrosia Court connecting to West 1st Avenue (High Pass Road), a turn-around is required (Either a cul-de-sac bulb or hammer-head turn-around). Fire district would be able to utilize a 30' x 60' hammerhead between lots 2 & 3 and 21 & 22 if the city was ok with it. *No criteria.*
- JC Water Control District – no comment
- JC Public Works 10/3/13:
 - The only comments I have on the Utility Plan is that from a conceptual stand point I have no major issues. There are a few minor issues (locations of valves, alignment of services to the properties, etc.) and some standard drawings that have to be changed. Once this moves forward, I would have to work with their Engineer to get approvable utility plans. Overall, no issues and I would support the conceptual layout to the Commission at this point in time. Typically, the applicant is not allowed to obtain final plat approval without Public Works approval. *Criterion is met with condition.*

REFERRAL CONDITIONS:

1. The surveyor shall submit a paper copy of the final plat for review to the Lane County Surveyor's Office along with processing fee and other submittal requirements as noted in the "Plat Submittal Checklist" on the Lane County Surveyor's website. The final plat must be prepared by a land surveyor registered in the State of Oregon and conform to ORS Chapters 92 and 209.250.
2. With the recording of the Final Plat at Lane County Surveyor's the applicant shall also release the reserve strip on Ambrosia Avenue (Rec.# 2007-054814) and record all associated dedication and easement agreements.
3. Prior to building permit submittal, the applicant shall revise and submit plat drawings that reflect the replacement of the existing driveway on proposed lot 25 connecting to West 1st Avenue with a driveway off the proposed Ambrosia Court in accordance with Lane County 15.138(9).
4. The applicant shall design the storm water run-off in accordance with Lane Manual 15.515, storm water runoff from private property shall not be directed to the Lane County road right-of-way, or into any Lane County drainage facility, including roadside ditches. Ditches adjacent to County roads are designed solely to accommodate roadway storm water runoff.
5. A Facility Permit shall be required for placement of facilities and development within the right-of-way of High Pass Road. For more information regarding Facility Permits, please contact Lane County Right-Of-Way Services at 541-682-6902 or visit: <http://www.lanecounty.org/Departments/PW/Pages/rowpermits.aspx>
6. The applicant shall apply for separate permits for the development of structures and private utilities for each new lot. Reference 2010 OSSC Section 105.
7. The final utility and grading plan must be approved by the City Public Works Department prior to final plat approval.

CRITERIA AND FINDINGS

The following FINDINGS demonstrate that the proposed development plan, as conditioned will comply with all applicable approval criteria and related standards, as set forth in Junction City Municipal Code (JCMC) Title 16, Subdivisions and JCMC Title 17, Zoning and Land Use regulations. The application approval criteria and related standards are listed below with FINDINGS addressing each standard, conditions of approval, final plan requirements, and informational items are included where appropriate.

JCMC Title 16, Subdivisions

16.05.010 Purpose.

The purpose of this chapter is to provide regulations and standards to govern the approval of plats of subdivisions and partitioning of land, to carry out the development pattern and plan of Junction City and to promote the public health, safety and general welfare, lessen congestion in the streets, secure safety from fire, flood, pollution and other dangers, provide adequate light and air, prevent overcrowding of land, and facilitate adequate provision for transportation, water supply, sewerage, drainage, education, recreation and other needs of the people of Junction City and to prescribe procedures to be followed in submitting plans and plats of subdivisions and partitions of land for approval, and to meet conditions established for land use planning, urbanization of vacant lands, and provide housing.

16.05.020 Definitions.

“Subdivide land” means to divide an area or tract of land into four or more lots within a calendar year when such area or tract of land exists as a unit or contiguous units of land under a single ownership at the beginning of each year.

“Subdivision” means either an act of subdividing land or a tract of land subdivided as defined in this section.

FINDING: According to JCMC 16.05.020, Definitions, the proposal meets the definition of subdivision and subdivide land. Criterion is met.

16.05.040 Subdivisions and major partitions. D. Approval of Preliminary Plan.

1. Consideration of Preliminary Plan. The planning commission shall consider the preliminary plan and the responses of agencies with which review of the plan is required and coordinated. The preliminary plan shall be approved by a majority of a quorum of the planning commission after the responses have been considered to the extent required by any agreement with any of the coordinating agencies if the planning commission determines that the preliminary plan conforms in all respects to the requirements of this chapter and Oregon law.

2. Effect of Approval. After such approval of the preliminary plan, the subdivider or partitioner may proceed with final surveying, subdivision or partition construction, and preparation of the final plat or map. Approval shall be effective for a period of two years, and if the final plat or map is not submitted to the secretary of the planning commission, under subsection (E) of this section, within such time, the preliminary plan shall be submitted again under subsection (A) of

this section and the entire procedure provided thereafter shall be repeated for consideration of any changed conditions which may exist. Upon application, the approval of the preliminary plan may be extended for up to two years by the planning commission if the applicant is making progress on the subdivision plat application.

E. Submitting Final Major Partition Map and Subdivision Plat.

1. Time for Submitting. A final map or plat shall be submitted by the partitioner or subdivider to the secretary of the planning commission for a major partition or subdivision or any phase prior to the expiration of the tentative plan approval, together with three additional copies of the final plat. No plat or map may be submitted for planning commission consideration and approval unless a preliminary plan for the subdivision or major partition area described thereon has theretofore been duly submitted by such partitioner or subdivider and approved by the planning commission, as provided by this title.

FINDING: If the proposed Brenalain Court Phase II is approved by the Planning Commission, that approval is effective for a period of two years. The applicant must submit the Final Plat within two years from the Planning Commission approval. Criterion is met with condition.

CONDITION: The applicant must submit the Final Plat within two years of the subdivision approval in accordance with JCMC 16.05.040.D.2.

16.05.050 Platting and mapping standards. A. Streets.1. Dedication.

a. Generally. The planning commission may require adequate and proper streets, including arterials, collector streets, local streets, and other streets, to be dedicated to the public by the partitioner or subdivider, of such design and in such location as are necessary to facilitate provision for the transportation and access needs of the community and the partition or subdivision area, in accordance with the purpose of this chapter..

FINDING: The applicant is proposing to dedicate two local streets to the City. The first is an extension of the existing Ambrosia Avenue running east and west on the south side of the subject site. The second local street is Ambrosia Court proposed to extend north from Ambrosia Avenue through the middle of the subject site. A draft dedication agreement has been submitted to the City for consideration. Criterion is met with condition.

CONDITION: The applicant must submit the final street dedication agreement to the City with the Final Plat application.

16.05.050 Platting and mapping standards. A. Streets. 2. Width.

a. Generally. Widths of street right-of-way and paving design for streets shall be not less than those set forth in the table below; except that for a street abutting land not in the partition or subdivision area a lesser width may be allowed, in the discretion of the planning commission, where the partitioner or subdivider presents a satisfactory plan whereby such street will be expanded to the width otherwise required.

b. Existing Adjacent Street. The widths of street right-of-way provided in the table below shall be the minimum widths of right-of-way for streets existing along and adjacent to any boundary of the partition or subdivision area; and the partitioner or subdivider shall dedicate additional right-of-way, as determined by the planning commission in accordance with such table, for any such adjacent street where the existing width of right-of-way for such street is less than the minimum in such table.

c. Slope Easements. Slope easements shall be dedicated in accordance with specifications adopted by the council under this section:

Table 16.05.050: Street Standards

<i>Type of Street</i>	<i>Right-of-Way Width</i>	<i>Paving Width *</i>	<i>Sidewalk Width **</i>	<i>Bike Lane Width</i>
<i>Arterials</i>	<i>60' – 120' ****</i>	<i>36' – 52'</i>	<i>6.5'</i>	<i>6'</i>
<i>Major and Minor Collector Streets</i>	<i>50' – 80' ****</i>	<i>34' – 46'</i>	<i>5.5'</i>	<i>6' (if required)</i>
<i>Local Streets</i>	<i>40' – 60'</i>	<i>20' – 36'</i>	<i>5.5'</i>	<i>Not required</i>
<i>Other Local Streets</i>	<i>40' – 60'</i>	<i>20' – 36'</i>	<i>5.5'</i>	<i>Not required</i>
<i>Cul-de-Sacs</i>	<i>40' – 50'</i>	<i>28' – 36'</i>	<i>5.5'</i>	<i>Not required</i>
<i>Cul-de-Sacs Bulb</i>	<i>92' ***</i>	<i>70' ***</i>	<i>5.5'</i>	<i>Not required</i>
<i>Hammerhead or “T” stubs</i>	<i>30' “T” end</i>	<i>15' – 20'</i>	<i>5.5'</i>	<i>Not required</i>

* Paving measured from inside of curb to inside of curb.

** Includes six-inch curb width.

*** Measured by diameter of circle constituting circular end.

**** The planning commission may require a width within the limits shown based upon adjacent physical conditions, safety of the public, and the traffic needs of the community, and in accordance with specifications adopted by the council under this section.

FINDING: Two local streets are proposed in this preliminary subdivision (Ambrosia Avenue and Ambrosia Court). The proposed Right-of-Way widths of the two proposed local streets meet the minimum width requirement of 40 feet (Ambrosia Avenue – 40 feet and Ambrosia Court – 40 feet). Both proposed streets meet the minimum paving width of 20 feet. Ambrosia Avenue is proposed to have a 36 foot paving width to match the existing section of Ambrosia Avenue. Ambrosia Court is proposed to have a 28 foot paving width in compliance with the 20 foot minimum requirement. Criterion is met.

The proposed sidewalk width does not meet the 5.5 foot minimum standard set forth in Table 16.05.050. However, the proposed 5 foot sidewalks are designed to match the existing sidewalks approved along the existing Ambrosia Avenue as part of the Brenalain Court plat, recorded in 2007. The Planning Commission may approve the proposal under JCMC 16.05.050.A.2.b Existing Adjacent Street. Bike lanes are not required on local streets and no bike lanes are proposed. Criterion is met.

16.05.050 Platting and mapping standards. A. Streets. 3. Reserve Strips. The planning commission may require the partitioner or subdivider to create a reserve strip controlling the access to a street, said strip to be placed under the jurisdiction of the council, when the planning commission determines that a strip is necessary:

- a. To prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly partitioning or subdivision of land lying beyond the street; or*
- b. To prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards provided in the table of subsection (A)(2)(c) of this subsection; or*
- c. To prevent access to land abutting a street of the partition or subdivision, but not within the tract or parcel of land being partitioned or subdivided; or*
- d. To prevent access to land unsuitable for building development.*

FINDING: The Planning Commission may require a reserve strip under JCMC 16.05.050.A.3. if the Planning Commission finds a reserve strip is necessary for any of the following reasons:

- a. To prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly partitioning or subdivision of land lying beyond the street; or
- b. To prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards provided in the table of subsection (A)(2)(c) of this subsection; or
- c. To prevent access to land abutting a street of the partition or subdivision, but not within the tract or parcel of land being partitioned or subdivided; or
- d. To prevent access to land unsuitable for building development.

No reserve strips are proposed in this preliminary subdivision application. However, Lane County Transportation identified that the property abuts an existing reserve strip on the west end of Ambrosia Avenue. The applicant is proposing to extend Ambrosia Avenue and Lane County Surveyor has suggested that the reserve strip be released as part of the recording of the final plat. Connection to the surrounding neighborhoods is discussed further in the preceding sections of this report. Criterion is met.

16.05.050 Platting and mapping standards. A. Streets. 4. Intersections of Streets.

a. Angles. Streets shall intersect one another at an angle as near to a right angle as is practicable, considering topography of the area and previous adjacent layout; where not so practicable, the right-of-way and street paving within the acute angle shall have a minimum of 30-foot centerline radius where such angle is not less than 60 degrees. In the case of streets intersecting at an angle of less than 60 degrees, then of such minimum as the planning commission may determine in accordance with the purpose of this chapter.

b. Jogs. Intersections shall be so designed that no jog dangerous to the traveling public is created as a result of staggering of intersections; and in no case shall there be a jog of less than 100 feet between nearest or adjacent right-of-way lines.

FINDING: The proposed preliminary subdivision includes an extension of a local street (Ambrosia Avenue) and the addition of a local street (Ambrosia Court). Ambrosia Avenue is the extension of an existing street. Ambrosia Court is designed perpendicular to Ambrosia Avenue and creates two right angles at the intersection of the streets in compliance with JCMC 16.05.050.A.4 Intersections of Streets. No jogs are proposed as part of this preliminary subdivision. Criterion is met.

16.05.050 Platting and mapping standards. A. Streets. 5. Topography. The layout of streets shall give suitable recognition to surrounding topographical conditions, in accordance with the purpose of this chapter.

FINDING: The subject site is relatively flat with a slight grade change proposed at the south end of the site for storm water drainage purposes. The proposed grading of the site is meant to facilitate the flow of storm water to the south side of the property to the designated storm water retention area (See Attachment 4). Both proposed local streets are designed to connect to the existing storm water drainage system on Ambrosia Avenue and will drain to the designated storm water retention area. Criterion is met.

16.05.050 Platting and mapping standards. A. Streets. 6. Future Extension of Streets. Where the partition or subdivision area is adjacent to land likely to be partitioned or subdivided in the future, streets shall continue through to the boundary lines of the tract under the same ownership of which the subdivision area is a part, where the planning commission determines that such continuation is necessary to provide for the orderly partitioning or subdivision of such adjacent land, or the transportation and access needs of the community.

FINDING: The Planning Commission may require the extension of streets under JCMC 16.05.050.A.6. The proposed plat provides an extension of the existing Ambrosia Avenue half way through the subject property and a connection to the neighboring private road to the west through a proposed alley connection (See Attachment 3).

The proposed new street running north perpendicular from Ambrosia Avenue (Ambrosia Court) does not connect to West 1st Avenue (High Pass Road) for several reasons: 1) that the north property line jogs to the west and deters the straight alignment of the proposed street to connect to West 1st Avenue, and 2) that the City and County have access spacing requirements that prohibit the access location of the proposed street connection due to existing driveways and streets in the area.

The applicant has revised the original proposal to include the alley connection to the west in response to this provision. The existing road to the west may be private and without cross-access easements to support public access through the property. Staff recommends that the applicant obtain cross-access easements to support through access. However, in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line. Criterion is met with condition.

CONDITION: The City recommends that the applicant obtain cross-access easements over the road to the west and in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line.

16.05.050 Platting and mapping standards. A. Streets. 7. Cul-de-Sacs. There shall be no cul-de-sacs more than 400 feet long or serving more than 18 single-family dwellings. Each cul-de-sac shall have a circular end with a minimum diameter of right-of-way width and paving as shown in the table of subsection (A)(2)(c) of this subsection.

FINDING: No Cul-de-Sacs are proposed as part of the proposed preliminary subdivision. Criterion is met.

16.05.050 Platting and mapping standards. A. Streets. 8. Street Names. Streets that are in alignment with existing named streets shall bear the names of such existing streets. Names for streets that are not in alignment with existing streets are subject to approval by the planning commission and shall not unnecessarily duplicate or resemble the name of any existing or platted street in the city. All streets running in a generally north and south direction shall be named in alphabetical order to conform to the established pattern in the city.

FINDING: The proposed preliminary subdivision includes an extension of a local street (Ambrosia Avenue) and the addition of a local street (Ambrosia Court). Ambrosia Avenue is the extension of an existing street. Ambrosia Court is designed perpendicular to Ambrosia Avenue running north and south and dead-ends on the north end. The street naming convention requires that the new street have a name that begins with an “S.” Staff recommends a condition of approval that the applicant work with the City to proposed an alternative name for Ambrosia Court that begins with an “S” in compliance with the street naming convention. Criterion is met with condition.

CONDITION: The applicant shall work with the City to propose an alternative name for Ambrosia Court that begins with an “S” in compliance with the street naming convention.

16.05.050 Platting and mapping standards. A. Streets. 9. Grades and Curves. Unless otherwise approved by the planning commission because topographical conditions will not reasonably permit, grades shall not exceed six percent on arterials, 10 percent on collector streets, or 12 percent on all other streets. Centerline radii on curves shall not be less than 300 feet on arterials, 200 feet on collector streets, or 100 feet on all other streets.

FINDING: Two local streets are proposed as part of the preliminary subdivision. The applicant has submitted a Tentative Utility & Grading Plan that must meet the grades and curves requirements set forth in JCMC 16.05.050.A.9. Grades and Curves. The final utility and grading plan must be approved by the City Public Works Department prior to building permit. Criterion is met with condition.

CONDITION: The final utility and grading plan must be approved by the City Public Works Department prior to building permit.

16.05.050 Platting and mapping standards. A. Streets. 10. Access Management. b. Connectivity.

i. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this section.

ii. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with a turn-around. Removal of the turn-around shall be at the option and cost of the owner of the lot where the turnaround is located.

iii. Minor collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets.

FINDING: The proposed plat provides an extension of the existing Ambrosia Avenue half way through the subject property and a connection to the neighboring private road to the west through a proposed alley connection in compliance with JCMC 16.05.050.A.10.b.Connectivity (See Attachment 3).

The proposed new street running north perpendicular from Ambrosia Avenue (Ambrosia Court) does not connect to West 1st Avenue (High Pass Road) for several reasons: 1) that the north property line jogs to the west and deters the straight alignment of the proposed street to connect to West 1st Avenue, and 2) that the City and County have access spacing requirements that prohibit the access location of the proposed street connection due to existing driveways and streets in the area.

The applicant has revised the original proposal to include the alley connection to the west in response to this provision. The existing road to the west may be private and without cross-access easements to support public access through the property. Staff recommends that the applicant obtain cross-access easements to support through access. However, in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line. Criterion is met with condition.

CONDITION: The City recommends that the applicant obtain cross-access easements over the road to the west and in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line.

16.05.050 Platting and mapping standards. B. Alleys.

1. Dedication. The planning commission may require adequate and proper alleys to be dedicated to the public by the partitioner or subdivider of such design and in such location as necessary to provide for the access needs of the partition or subdivision area in accordance with the purpose of this chapter.

2. Width. Width of right-of-way and paving design for alleys shall be not less than 20 feet, except that for an alley abutting land not in the partition or subdivision area a lesser width may be allowed, in the discretion of the planning commission, where the partitioner or subdivider presents a satisfactory plan whereby such alley will be expanded to the width otherwise required. Slope easements shall be dedicated in accordance with specifications adopted by the planning commission.

FINDING: This provision allows the Planning Commission to require alley dedication as necessary to provide for the access needs of the subdivision. The proposed plat provides an extension of the existing Ambrosia Avenue half way through the subject property and a connection to the neighboring private road to the west through a proposed alley connection. To meet City requirements for connectivity, the applicant revised the original plat to include the paved alley connection to the west. The proposed alley will be the primary access for lots 34 and 35. Staff recommends that the Planning Commission allow the dedication of the paved connector alley through this provision to provide for the access needs to the subdivision. Staff recommends a condition that the proposed paved alley be in-line with the existing drive to the west and that the proposed alley also match the width of the existing drive to the west. Criterion is met with condition.

CONDITION: Prior to building permit, the applicant shall revise and submit plat drawings that reflect that the proposed paved alley is in-line with the existing drive to the west and reflecting that the proposed alley is matching the width of the existing drive to the west in accordance with JCMC 16.05.050.B.Alleys.

16.05.050 Platting and mapping standards. C. Blocks.

1. Block Length. Block length shall not exceed 600 feet. In residential and commercial zones, maximum block perimeter shall be 1,600 feet. The planning commission may allow exceptions where pedestrian pathways are utilized as mid-block connections between streets.

FINDING: The longest block in the subdivision is approximately 400 feet running the length of the proposed Ambrosia Court. This provision states that the block length shall not exceed 600 feet and the longest block in the proposed subdivision is less than the minimum at approximately 400 feet. Criterion is met.

16.05.050 Platting and mapping standards. C. Blocks. 2. Street Connectivity. In order to promote efficient vehicular and pedestrian circulation throughout the city, land divisions and developments greater than two acres in size shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

a. The proposed development shall include street connections in the direction of all existing or planned streets within one-quarter mile of the development site. The proposed development shall also include street connections to any streets that abut, are adjacent to, or terminate at the development site.

b. The proposed development shall include streets that extend to undeveloped or partially developed land that is adjacent to the development site.

c. The requirements of subsections (C)(2)(a) and (b) of this section do not apply if it is demonstrated that the connections cannot be made due to impact of natural resource areas such as wetlands, streams, or upland wildlife habitat area or where existing development on adjacent lands, including previously subdivided vacant parcels, precludes a connection now or in the future.

FINDING: The proposed subdivision provides an extension of the existing Ambrosia Avenue half way through the subject property and a connection to the neighboring private road to the west through a proposed alley connection in compliance with JCMC 16.05.050.C.2.Street Connectivity (See Attachment 3).

The proposed new street running north perpendicular from Ambrosia Avenue (Ambrosia Court) does not connect to West 1st Avenue (High Pass Road) for several reasons: 1) that the north property line jogs to the west and deters the straight alignment of the proposed street to connect to West 1st Avenue, and 2) that the City and County have access spacing requirements that prohibit the access location of the proposed street connection due to existing driveways and streets in the area.

The applicant has revised the original proposal to include the alley connection to the west in response to this provision. The existing road to the west may be private and without cross-access easements to support public access through the property. Staff recommends that the applicant obtain cross-access easements to support through access. However, in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line. Criterion is met with condition.

CONDITION: The City recommends that the applicant obtain cross-access easements over the road to the west and in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line.

16.05.050 Platting and mapping standards. C. Blocks. 3. Pedestrian Ways. When necessary for public convenience and safety, the planning commission may require the partitioner or subdivider to dedicate to the public pedestrian ways 10 feet in width to connect to cul-de-sacs, to pass through oddly shaped or unusually long blocks, or to provide access to schools, parks, or other public areas, of such design and location as reasonably required to facilitate pedestrian travel.

FINDING: Through this provision the Planning Commission may require that the applicant dedicate pedestrian ways for the public convenience and safety. JCMC Section 16.05.050.C.3. Pedestrian Ways states, “*the planning commission may require the partitioner or subdivider to dedicate to the public pedestrian ways 10 feet in width to connect to cul-de-sacs, to pass through oddly shaped or unusually long blocks, or to provide access to schools, parks, or other public areas.*” This provision provides the Commission an opportunity to assess the pedestrian travel to and from the site. The applicant is proposing sidewalks, 5 feet wide, on both sides of the proposed streets (Ambrosia Avenue and Ambrosia Court). The proposed sidewalks will facilitate pedestrian travel to and from the subject site. Criteria is met.

16.05.050 Platting and mapping standards. C. Blocks. 4. Easements for Utilities. Dedication of easements for stormwater sewers and for access thereto for maintenance, in order to safeguard the public against flood damage and the accumulation of surface water, and dedication of easements for sanitary sewers and for access thereto for maintenance, and dedication of easements for other public or private utilities, may be required of the partitioner or subdivider by the planning commission along lot rear lines, lot side lines, or elsewhere as necessary to provide needed facilities for present or future development of the area in accordance with the purpose of this chapter. Easements for utility lines shall be not less than 14 feet in width; except that, for an easement abutting land not in the partition or subdivision area, a lesser width may be allowed, in the discretion of the planning commission, where the petitioner or subdivider presents a satisfactory plan whereby such easement will be expanded to the width otherwise required.

FINDING: Through this provision the Planning Commission may require the dedication of utility easements for safety and maintenance. The proposal includes utilities that run along the proposed local streets (Ambrosia Avenue and Ambrosia Court) and alley. In addition to the dedication of the street and alley right-of-way, the applicant is proposing 7 foot public utility easements behind the sidewalks along both sides of Ambrosia Avenue and Ambrosia Court. Criteria is met.

16.05.050 Platting and mapping standards. D. Perimeter Fences. Perimeter fences shall be required where rear yards abut an existing or planned street. The perimeter fence shall be sight-obscuring and at least five feet in height, and shall be set back at least three feet from the sidewalk or right-of-way. At least one deciduous shade tree (a minimum of two inches in caliper at planting) shall be provided for each 50 lineal feet of frontage. At the time of application review, the planning commission may also require additional subdivision perimeter fencing, retaining walls, or other perimeter treatment in order to address privacy, stormwater runoff, or other issues relating to compatibility with adjacent properties.

FINDING: This provision requires perimeter fences where rear yards abut an existing or planned street. No lots in the proposed subdivision have rear yards that abut an existing or planned street. The lots along the west property line will abut a private road but it is not a street. Criterion is met.

16.05.050 Platting and mapping standards. E. Lots. 1. Size and Frontage.

FINDING: This provision sets forth lot requirements. For the purposes of reviewing this subdivision the lot requirements found in the zoning district apply and are further described in the preceding sections of this report. Criterion is met.

16.05.050 Platting and mapping standards. E. Lots. 2. Key Parcels or Lots and Butt Parcels or Lots. There shall be no key parcels or lots nor butt parcels or lots, except where authorized by the planning commission where such parcels or lots are necessitated by unusual topographic conditions or previous adjacent layout.

“Butt lot or parcel” means a lot or parcel the sideline of which abuts the lot or parcel rear line of two or more adjoining lots or parcels.

“Key lot or parcel” means a lot or parcel the rear line of which abuts the lot or parcel sideline of two or more adjoining lots or parcels.

FINDING: Under this provision (JCMC 16.05.050.E.2. Key Parcels or Lots and Butt Parcels or Lots) key and butt lots are prohibited unless the Commission finds that such parcels are necessitated by unusual topographic conditions or previous adjacent layout. No Key or Butt parcels or lots are proposed in this subdivision. Criteria is met.

16.05.050 Platting and mapping standards. E. Lots. 3. Parcel and Lot Side Lines. As far as is practicable, parcel and lot side lines shall run at right angles to the street upon which the parcels or lots face, except that on curved streets they shall be radial to the curve.

FINDING: All proposed lots run at right angles to the street upon which the lots face. Criterion is met.

16.05.050 Platting and mapping standards. E. Lots. 4. Suitability for Intended Use. All parcels and lots shall be suitable for the purpose for which they are intended to be used. No parcel or lot shall be of such size or design as to be detrimental to the health, safety, or sanitary needs of the residents of the partition or subdivision area or of such parcel or lot, as determined by the planning commission in accordance with the purpose of this chapter.

FINDING: Lots 26-33 and 39-46 are sized appropriately for single family dwellings and lots 34-38 are sized appropriately for duplex or two-family dwellings. All lots are suitable in size for the permitted and intended uses of the lots. No lots are of such size or design as to be detrimental to the health, safety, or sanitary needs of the residents of the subdivision. Criterion is met.

16.05.050 Platting and mapping standards. E. Lots. 5. Future Partitioning or Subdivision of Parcels or Lots. Where the partition or subdivision will result in a parcel or lot one-half acre or larger in size which, in the judgment of the planning commission, is likely to be partitioned or subdivided in the future, the planning commission may require that the location of parcel or lot lines and other details of layout be such that future partition or subdivision may readily be made without violating the requirements of this chapter and without interfering with orderly extension of adjacent streets. Any restriction of buildings within future street locations shall be made a matter of record, if the planning commission deems it necessary for the purpose of future subdivision.

FINDING: No proposed parcel or lot is one-half acre (21,780 square feet) or larger in size which is likely to be partitioned or subdivided in the future. Criterion is met.

16.05.050 Platting and mapping standards. E. Lots. 6. Panhandle Lots. Panhandle lot configurations shall not be utilized in new subdivisions. The planning commission may authorize exceptions from frontage requirements for panhandle lots in the R1 and R2 zones only in established neighborhoods; provided, that the following standards, applicable to all panhandle lots, are met:

“Panhandle lot or parcel” is a lot or parcel that the city has approved with less frontage on a public street than is normally required. The panhandle is an access corridor to lots or parcels located behind lots or parcels with normal or standard required street frontage. Panhandle lots or parcels are sometimes referred to as flag lots or parcels.

FINDING: No proposed parcel or lot is a panhandle lot or parcel. Criterion is met.

16.05.050 Platting and mapping standards. F. Drainage. Where land in the partition or subdivision area is or will be periodically subject to accumulations of surface water or is traversed by any water course, channel, stream or creek, the planning commission may require the partitioner or subdivider to provide for adequate unrestricted drainage over drainage land by dedicating to the public easements therefor approved by the planning commission as adequate for the drainage needs of the area; or, where necessary, in the judgment of the planning commission, for protection of such needs, by conveying ownership of such drainage land for drainage purposes to the city.

FINDING: The applicant has provided a tentative utility and grading plan (See Attachment 4). Drainage to the existing storm water detention area and easements are shown on the plan. The south end of the subject property is designed to collect storm water for the proposed lots and surrounding residential properties. Existing easements pertaining to drainage have been recorded with the County and shown on the plat drawings. Criterion is met.

16.05.050 Platting and mapping standards. G. Railroads.

1. Crossings. Special requirements may be imposed by the planning commission, including but not limited to provisions for separation of street and railroad grades, in connection with any railroad crossing which will immediately affect the safety of the residents of the partition or subdivision area, for the protection of such residents, and the safety of the general public, in accordance with the purpose of this chapter.

2. Partition or Subdivision Area Adjacent to Right-of-Way. Where the partition or subdivision area is adjacent to a railroad right-of-way, and the surrounding economic and physical conditions indicate such property will be used for industrial purposes in the normal growth of the community, all streets shall be located at a sufficient distance from said right-of-way to allow for reasonable sites for industrial use adjacent to said right-of-way.

FINDING: No railroads or railroad crossings are adjacent to the subject property. Criterion is met.

16.05.050 Platting and mapping standards. H. Partial Development. Where the partition or subdivision area includes only a part of the tract owned by the partitioner or subdivider, the planning commission may require a sketch of a tentative layout of streets in the remainder of said tract.

FINDING: The subdivider does not own any undeveloped or unplatted tracts of land that are abutting the subject property. Criterion is met.

16.05.050 Platting and mapping standards. I. Recreational Area. The planning commission, after council approval first having been obtained, may require, as a condition of approval of the subdivision, either:

1. The dedication of land for park and recreational purpose of an amount equal to a ratio of not less than one acre of recreational area to every 100 people of the ultimate population in the subdivision; or

2. The payment to the city of a sum as established by the resolution adopting park systems development charges for each living unit permitted to be constructed within the subdivision. Payment of the charge shall be made at the time the building permit for construction of each living unit is issued by the city. The amount of the charge shall be that prescribed in the parks systems development resolution in effect at the time the individual permit is issued.

In exercising the discretion of requiring the dedication of land or the payment of money, the commission shall consider recreational needs of the ultimate population of the subdivision and the extent to which a dedication of land under the above rate would fulfill those needs.

All moneys received from the above provision shall be deposited in the recreational reserve area fund and shall be expended from that fund for the purpose of purchasing recreational land and making improvements thereof.

FINDING: Through this provision the Planning Commission has an opportunity to recommend that dedication of land or a fee in lieu of land dedication is required for recreational purposes. The Council adopted Resolution 1018 that adopts the Parks and Recreation System Development Charges Methodology Update Report (April 19, 2010) which sets forth System Development Charges (SDC) for parks and recreational facilities. Staff recommends that in response to this provision, the Planning Commission adopt a condition of approval that requires the applicant to pay the required SDC in accordance with Parks and Recreation System Development Charges Methodology Update Report (April 19, 2010) and any adopted revisions at the time of final plat approval. Criterion is met with condition.

CONDITION: The applicant shall pay the required SDC in accordance with Parks and Recreation System Development Charges Methodology Update Report (April 19, 2010) and any adopted revisions at the time of final plat approval.

16.05.050 Platting and mapping standards. J. Building Lots Filled. All building lots shall be filled in accordance with accepted engineering practice. All fill shall be placed in accordance with Chapter 70 of the Oregon Structural, Specialty and Fire and Life Safety Code.

FINDING: The applicant has applied for a fill permit from the Oregon Department of Environmental Quality (DEQ). Junction City Public Works and Fire Departments are reviewing the permit. The applicant has submitted a Tentative Utility & Grading Plan that must meet this standard. The final utility and grading plan must be approved by the City Public Works Department prior to building permit. Criterion is met with condition.

CONDITION: The final utility and grading plan must be approved by the City Public Works Department prior to building permit.

16.05.050 Platting and mapping standards. K. Finish Floor Elevations. Finish floor elevations shall be established for all buildings on the final plat in accordance with elevations established by and for the city of Junction City.

FINDING: The applicant has submitted a Tentative Utility & Grading Plan that includes the proposed site elevations. Finished floor elevations are reviewed at the time of building permit. The final utility and grading plan must be approved by the City Public Works Department prior to building permit. Criterion is met with condition.

CONDITION: The final utility and grading plan must be approved by the City Public Works Department prior to building permit.

16.05.050 Platting and mapping standards. L. Utility Access. All accesses to utilities are to be brought to finish grade.

FINDING: This provision states that all utilities are to be brought to finish grade. The applicant has submitted a Tentative Utility & Grading Plan that must meet this standard. The final utility and grading plan must be approved by the City Public Works Department prior to building permit. Criterion is met with condition.

CONDITION: The final utility and grading plan must be approved by the City Public Works Department prior to building permit.

JCMC Title 17, Zoning and Land Use

Chapter 17.15 DUPLEX RESIDENTIAL ZONE (R2)

17.15.010 Uses permitted outright.

In an R2 zone, only the following uses and their accessory uses are permitted outright:

- A. Single and two-family dwellings (duplexes).*
- B. A use permitted in the R1 zone.*
- C. A use similar to those listed above.*

17.15.020 Conditional uses permitted.

In an R2 zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements of Chapter 17.130 JCMC:

- A. A use permitted as a conditional use in an R1 zone.*
- B. Multiple-family dwelling, which shall comply with the applicable standards listed in the R3 zone.*
- C. Townhome, which shall comply with applicable standards listed in the R3 zone.*
- D. Planned unit development.*
- E. Neighborhood commercial use less than 5,000 gross square feet which serves the immediate neighborhood, and complies with the applicable neighborhood commercial standards listed in the R3 zone.*
- F. Beauty salon and barber shop.*
- G. Bed and breakfast facilities; provided, that:*
 - 1. No other such facilities exist within 400 feet;*
 - 2. The facility is owner-occupied or immediately adjacent to the owner's residence; and*
 - 3. Length of stay for guests shall not exceed three days.*

FINDING: The subject property is zoned Duplex Residential Zone (R2). Single and two-family dwellings are permitted outright in the R2 zone. The applicant is proposing to construct single family dwellings on lots 26-33 and lots 39-46 and the lots are appropriately sized for the intended use. Two-family dwellings are proposed on lots 34-38 and the lots are appropriately sized for the intended use. Both uses are permitted outright in the R2 zoning district. No conditional uses are proposed at this time. Criterion is met.

17.15.030 Lot size.

In an R2 zone, the minimum lot size shall be as follows:

- A. The minimum lot area for single-family dwellings shall be 5,000 square feet.*
- B. The minimum lot area for two-family dwellings (duplexes) shall be 7,000 square feet.*
- C. The minimum lot area for multiple-family dwellings shall be 7,500 square feet.*
- D. The minimum lot depth shall be 75 feet.*
- E. The minimum lot width shall be 50 feet and 35 feet for cul-de-sac lots.*

FINDING: The subject property is zoned Duplex Residential Zone (R2). The proposed lots meet the R2 lot size requirements as follows:

- A. The minimum lot area for single-family dwellings shall be 5,000 square feet. Lots 26-33 and lots 39-46 are sized from 5,000 sf to 6,015 sf to accommodate single-family dwellings
- B. The minimum lot area for two-family dwellings (duplexes) shall be 7,000 square feet. Lots 34-38 are sized from 10,933 and up to accommodate two-family dwellings.
- C. The minimum lot area for multiple-family dwellings shall be 7,500 square feet. No multiple-family dwellings are proposed through this subdivision.
- D. The minimum lot depth shall be 75 feet. All proposed lots have a lot depth of 80 feet or more.
- E. The minimum lot width shall be 50 feet and 35 feet for cul-de-sac lots. All proposed lots have a lot width of 50 feet or more.

Criterion is met.

17.15.040 Setback requirements.

Except as provided in JCMC 17.95.060, in an R2 zone, the yards, measured from the property line to the foundation of the building with a maximum projection of three feet into any setback area as defined in JCMC 17.10.070, shall be as follows:

- A. The front yard shall be a minimum of 18 feet to the front facade of the house and a minimum of 20 feet to the garage. Covered but unenclosed porches shall be allowed to be a minimum of 10 feet from the front property line, as long as they do not encroach into a public utility easement and comply with the vision clearance standards in JCMC 17.95.090 (see Appendix A, Diagram 4).*
- B. Each side yard shall be a minimum of six feet, measured from the foundation, except that on corner lots, the side yard on the street side shall be a minimum of 15 feet measured from the foundation.*
- C. The rear yard shall be a minimum of 15 feet, measured from the foundation. An exception shall be permitted where an accessory dwelling unit, garage, or other accessory structure is located at the rear lot line abutting an alley, in which case the setback shall be a minimum of four feet.*

D. In the case of a duplex residential use on a corner lot where primary vehicular access is provided from two streets, then both yards abutting the street shall be considered the front yard with appropriate front yard setbacks (20 feet from property line to foundation of building). Setbacks for rear yards are measured separately for each residential dwelling opposite the front yard

FINDING: The subject property is zoned Duplex Residential Zone (R2). Setbacks in the R2 Zone are as stated above. Buildings are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. Proposed structures will be evaluated for setbacks at the time of building permit. One building exists on the subject property on proposed Lot 25. The proposed Lot 25 existing home meets the R2 setback requirements as follows:

A. The front yard shall be a minimum of 18 feet to the front facade of the house and a minimum of 20 feet to the garage. The existing home has access off West 1st Avenue (High Pass Road) and the existing setback to West 1st Avenue is approximately 70 feet.

B. Each side yard shall be a minimum of six (6) feet, measured from the foundation. The side yard setbacks (east and west sides) are approximately 15 feet (west) and 16 feet (east).

C. The rear yard shall be a minimum of 15 feet, measured from the foundation. The rear yard setback (south) is approximately 15.3 feet.

D. In the case of a duplex residential use on a corner lot ... Not applicable.

Criterion is met.

17.15.050 Height of buildings.

In an R2 zone, no building shall exceed a height of 35 feet.

FINDING: The subject property is zoned Duplex Residential Zone (R2). The maximum height of buildings in the R2 Zone is 35 feet. Buildings are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. Proposed structures will be evaluated for height at the time of building permit. The existing structure on proposed Lot 25 is less than 35 feet in height. Criterion is met.

17.15.060 Lot coverage.

In an R2 zone, buildings shall not occupy more than 50 percent of the lot area.

FINDING: The subject property is zoned Duplex Residential Zone (R2). The maximum lot coverage of buildings in the R2 Zone is 50 percent. Buildings are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. Proposed structures will be evaluated for lot coverage at the time of building permit. The existing structure on proposed Lot 25 covers less than 50 % of the lot. Criterion is met.

17.15.070 Setback exceptions.

In an R2 zone, the following architectural features are allowed to encroach into the setback yards: eaves, chimneys, bay windows, overhangs, and similar architectural features may encroach into setbacks by up to three feet; provided, that the State Fire Code is met. Walls and fences may be placed on property lines, subject to the standards in JCMC 17.95.020. Walls and

fences within front yards shall additionally comply with the vision clearance standards in JCMC 17.95.090.

FINDING: The subject property is zoned Duplex Residential Zone (R2). Setback exceptions in the R2 Zone are as stated above. Buildings are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. Proposed structures will be evaluated for setback exceptions at the time of building permit. The existing structure on proposed Lot 25 as shown on sheet A1.0 (See Attachment 2) does not appear to have architectural features as described above that are allowed to encroach into the setback. Criterion is met.

Chapter 17.80 FLOOD HAZARD AREAS

17.80.040 Administration.

A. Establishment of Development Permit.

1. Development Permit Required. A development permit shall be obtained before construction or development begins within any area of special flood hazard established in JCMC 17.80.030(B). The permit shall be for all structures including manufactured homes, as set forth in the definitions, and for all development including fill and other activities, also as set forth in the definitions.

FINDING: JCMC 17.80 sets forth regulations for property within a designated flood area. The subject property contains a section of land designated Zone A (100 Year Flood Zone) as shown on Sheet A1.1 (See attachment 3). Prior to building permit (before construction or development begins) the applicant shall obtain a development permit in accordance with Section 17.80. Criterion is met with condition.

CONDITION: Prior to building permit (before construction or development begins) the applicant shall obtain a development permit in accordance with Section 17.80.

17.15.070 Chapter 17.85 ACCESS MANAGEMENT

17.85.010 Purpose.

This chapter is adopted to implement the access management policies of Junction City as set forth in the transportation system plan. The transportation system plan categorizes state, county and local roads for access purposes based upon their level of importance and function. The purpose of this chapter is to reduce traffic accidents, personal injury, and property damage attributable to poorly designed access systems, and to improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. This chapter serves to further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

17.85.060 Corner clearance.

A. New accesses shall meet or exceed the minimum spacing requirements as set forth in Table 17.85.060 for that roadway's classification, as set out in the city's transportation system plan. The measurement shall be from centerline to centerline of the intersection.

Table 17.85.060: Access Spacing

Table 17.85.060: Access Spacing

Roadway Type	Access Spacing
Arterial	150 feet
Major Collector	75 feet
Minor Collector	50 feet
Local Street	25 feet

B. Where no other alternatives exist, the city may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connection restrictions (i.e., right in/out, right in only, or right out only) may be required.

FINDING: West 1st Avenue (High Pass Road) abuts the subject property to the north. High Pass Road is a Lane County Road functionally classified as an urban Major Collector that has a minimum right-of-way width of 70 feet for building setback purposes (Lane Code 15.070(1)(c)(i)(cc)). No access is proposed onto West 1st Avenue (High Pass Road) due to the access spacing requirements set forth in this provision and Lane County Code. The proposed subdivision provides an extension of the existing Ambrosia Avenue that connects to Quince. No new access is proposed to the adjacent street (Quince) to the east. Criteria is met.

17.85.110 Site plan review procedures for access management. Access criteria:

- 1. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.*
- 2. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.*
- 3. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.*
- 4. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development and open space, recreational and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.*
- 5. The access shall be consistent with the access management standards adopted in the transportation system plan.*

FINDING: JCMC 17.85.110B. above sets forth access criteria for new development. The proposed preliminary subdivision meets the criteria as follows:

1. *All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.* The subject site is relatively flat with a planned storm water drainage area on the southern portion of the property. There are no existing trees on the subject site. The proposed roads do follow the natural topography and preserve natural features of the site as much as possible. Criterion is met.

2. *Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.* The proposed streets are designed to specification for access spacing/sight distance. No driveways are proposed yet through this application. Joint and cross access is proposed through an extension of the existing Ambrosia Avenue and an alley connection to the west. Criterion is met.

3. *The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.* The proposal provides adequate access for residents and visitors in passenger vehicles. Emergency vehicle and garbage collection access is proposed with a turn-around at the end of Ambrosia Court. Staff is recommending that the applicant provide a turnaround that meets Fire Department standards for emergency access and garbage collection. Along with the proposed turn-around, adequate easements shall be drawn and agreements drafted to allow emergency and garbage collection access and turn around on the affected lots (Proposed lots 26, 27, 45, 46). The property lines of the affected lots shall remain as drawn on the plans attached to this report to maintain the minimum lot size set forth in JCMC. Criterion is met with condition.

4. *An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development and open space, recreational and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.* The applicant is proposing sidewalks on both sides of both proposed streets (Ambrosia Avenue and Ambrosia Court). The sidewalks provide an internal pedestrian system that provides connections to entrances to the development and open space, recreational and other community facilities associated with the development. Criterion is met.

5. *The access shall be consistent with the access management standards adopted in the transportation system plan.* The Junction City Transportation System Plan is currently being revised. The proposed preliminary subdivision application is generally in compliance with the adopted Transportation System Plan. Criterion is met.

Criterion is met with condition.

CONDITION:

Prior to building permit submittal, the applicant shall submit plat drawings and easement agreements that reflect adequate turn-around and easements at the end of Ambrosia Court for emergency access and garbage collection as approved by the Junction City Fire Department and Public Works Department.

Chapter 17.90 OFF-STREET PARKING AND LOADING

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.

1. Residential.

a. One- and two-family dwellings

Two spaces per dwelling unit, located in driveway or garage, and one of which may be located within any required yard, with both paved in accordance with design requirements in JCMC 17.90.030(I).

FINDING: JCMC Section 17.90 sets forth parking and loading standards for new development. The proposed uses include single and two-family dwellings that require 2 spaces per dwelling unit located in the driveway or garage. Buildings, driveways, and landscaping are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. In order to evaluate this level of detail and the buildings, landscaping, and driveways in relation to one another and the proposed lot lines, the features will be evaluated in accordance with JCMC Section 17.90 at the time of building permit. Criterion is met with condition.

CONDITION: The applicant shall apply for separate permits for the development of structures and private utilities for each new lot.

Chapter Chapter 17.160 DEVELOPMENT STANDARDS

Sections:

17.160.010 Purpose and policy.

17.160.020 Definitions.

17.160.030 Building permit.

17.160.040 Implementing action.

17.160.050 Development requirements.

17.160.060 Final approval.

17.160.070 Penalties.

17.160.080 Appeal.

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.

FINDING: JCMC Section 17.160 sets forth development standards for new development. Under the Development requirements section, the applicant is required to submit a building permit for new development and the proper easements are required for dedication and participation in public facilities. Buildings, driveways, and landscaping are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. In order to evaluate the buildings, landscaping, and driveways in relation to one another and the proposed lot lines, the features will be evaluated in accordance with JCMC Section 17.160 at the time of building permit. Criterion is met with condition.

CONDITION: The applicant shall apply for separate permits for the development of structures and private utilities for each new lot.

JCMC Title 12 Streets, Sidewalks and Public Places

12.05 House Numbering

12.10 Service Driveways

12.15 Protection of Sidewalks and Streets

12.20 Sidewalk Construction

12.25 Public Improvement Assessments

12.30 Improvement Procedures in Newly Annexed Territory

12.35 Street Trees

12.40 Public Works Design and Construction Standards

FINDING: Title 12 sets forth regulations in regard to house numbering, service driveways, sidewalk construction, street trees, etc. Buildings, driveways, and landscaping are not yet proposed on 21 of the 22 lots in this preliminary subdivision request. In order to evaluate this level of detail and the buildings, landscaping, and driveways in relation to one another and the proposed lot lines, the features will be evaluated in accordance with JCMC Title 12 at the time of building permit. Criterion is met with condition.

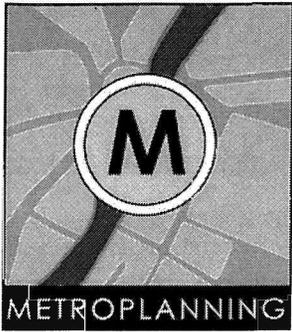
CONDITION: The applicant shall apply for separate permits for the development of structures and private utilities for each new lot.

RECOMMENDATION

The application for preliminary subdivision of Brenalain Court Phase II (DEV 13-01) located southwest of the intersection of West 1st Avenue (High Pass Road) and SW Quince Street, Junction City, OR (Assessor's Map: 16-04-06-11 Tax Lot 01400) is **approved with the following conditions**. The conditions below are recommended to the Planning Commission in response to the relevant ordinances and regulations, findings, as described in this report and plans submitted and attached to this report.

1. The surveyor shall submit a paper copy of the final plat for review to the Lane County Surveyor's Office along with processing fee and other submittal requirements as noted in the "Plat Submittal Checklist" on the Lane County Surveyor's website. The final plat must be prepared by a land surveyor registered in the State of Oregon and conform to ORS Chapters 92 and 209.250.

2. With the recording of the Final Plat at Lane County Surveyor's the applicant shall also release the reserve strip on Ambrosia Avenue (Rec.# 2007-054814) and record all associated dedication and easement agreements.
3. Prior to building permit submittal, the applicant shall revise and submit plat drawings that reflect the replacement of the existing driveway on proposed lot 25 connecting to West 1st Avenue with a driveway off the proposed Ambrosia Court in accordance with Lane County 15.138(9).
4. The applicant shall design the storm water run-off in accordance with Lane Manual 15.515, storm water runoff from private property shall not be directed to the Lane County road right-of-way, or into any Lane County drainage facility, including roadside ditches. Ditches adjacent to County roads are designed solely to accommodate roadway storm water runoff.
5. A Facility Permit shall be required for placement of facilities and development within the right-of-way of High Pass Road. For more information regarding Facility Permits, please contact Lane County Right-Of-Way Services at 541-682-6902 or visit:
<http://www.lanecounty.org/Departments/PW/Pages/rowpermits.aspx>
6. The applicant shall apply for separate permits for the development of structures and private utilities for each new lot. Reference 2010 OSSC Section 105.
7. The final utility and grading plan must be approved by the City Public Works Department prior to final plat approval.
8. The applicant must submit the Final Plat within two years of the subdivision approval in accordance with JCMC 16.05.040.D.2.
9. The applicant must submit the final street dedication agreement to the City with the Final Plat application.
10. The City recommends that the applicant obtain cross-access easements over the road to the west and in the absence of obtaining public easements over the private drive to the west, the applicant may protect their liability of trespassing onto the neighboring property by posting no trespassing signs at the subject property line.
11. Prior to building permit, the applicant shall revise and submit plat drawings that reflect that the proposed paved alley is in-line with the existing drive to the west and reflecting that the proposed alley is matching the width of the existing drive to the west in accordance with JCMC 16.05.050.B.Alleys.
12. The applicant shall pay the required SDC in accordance with Parks and Recreation System Development Charges Methodology Update Report (April 19, 2010) and any adopted revisions at the time of final plat approval.
13. Prior to building permit (before construction or development begins) the applicant shall obtain a development permit in accordance with Section 17.80.
14. Prior to building permit submittal, the applicant shall submit plat drawings and easement agreements that reflect adequate turn-around and easements at the end of Ambrosia Court for emergency access and garbage collection as approved by the Junction City Fire Department and Public Works Department.



LAND USE PLANNING AND CONSULTING SERVICES

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 SPRINGFIELD, OREGON 97477
 (541) 302-9830
 WWW.METROPLANNING.COM

Tentative Subdivision Application for Brenalain Court Phase 2

Assessors Map: 16040611

Tax Lot: 01400

Acres: 4.09

Zoning: R2 – Duplex Residential

Owner: Escape Enterprises I, LLC

Owner Address: PO box 10092
 Eugene, OR 97440

Owner's Representative: Metro Planning, Inc.
 Representative Address: 370 Q Street
 Springfield, OR 97477

Contact: Jed Truett, AICP
 (541) 915-6458

Background

This subdivision represents Phase 2 of Brenalain Court Phase 1, which was recorded in 2007. The proposal is for a 22-lot subdivision immediately to the west of Brenalain Court Phase 1. As part of the proposed project Ambrosia Avenue will be extended to the west from Brenalain Court Phase 1, and Ambrosia Court will extend through the property in a northerly direction. Attached drawings showing details of existing conditions, the tentative subdivision layout, the proposed engineering design and engineering details are all attached.

The site is flat and there is an existing home to remain on the north end of the site along High Pass Road. On the south end of the site is a storm retention area designed for both phases of Brenalain Court as well as two adjacent subdivisions and several other properties in the area. The applicant was responsible for the construction of the Sanitary Sewer pump station at Third and Maple during the construction of Brenalain Court Phase 1, which was designed to handle sanitary sewer generated from this proposal.

Below are the R2 zoning standards and subdivision standards along with responses to how the applicant has met the requirements of the Junction City ordinances for the

Attachment 1: Applicant Project Narrative

design of this project. Any questions may be directed towards the Owner's Representative (contact information above).

R2 Zoning Standards

The following R2 zoning standards apply to this property:

17.15.010 Uses permitted outright:

A. *Single and two-family residences*

The proposal is to subdivide the parent parcel into 22 lots (see the attached tentative plat drawing for details). Proposed lots 1- 9 and Lots 15-22 are standard single-family lots. Lots 10-14 are proposed as duplex lots. Both uses are permitted outright in the R2 zone.

17.15.030 Lot Size

A. *The minimum lot area for single-family dwellings shall be 5000 square feet*

The proposed lots 1-9 and 15-22 all have at least 5000 square feet of area.

B. *The minimum lot area for two-family dwellings (duplexes) shall be 7000 square feet*

The proposed lots 10-14 all have at least 7000 square feet of area, but may be developed with single family residences.

Subdivision Standards

16.05.050 – Platting and Mapping Standards

A. *Streets*

1. *Dedication*

The proposed subdivision has two proposed local streets. The first is a north-south street with the proposed name of Ambrosia Court with a 40-foot right of way. The second is an east-west continuation of Ambrosia Avenue from Brenalain Court Phase 1. The proposal is for a 50-foot right of way for Ambrosia Avenue east of the Ambrosia Avenue/Ambrosia Court intersection, and a 40-foot right of way west of that intersection. See the attached tentative subdivision plan drawings for details.

Ambrosia Court will dead end towards the northerly end of the site. A vehicle turnaround will be provided as well as a secondary emergency access to High Pass Road. The secondary emergency access will be located within a 15-foot easement and will be closed off to general traffic with bollards, and has preliminary approval based on a conversation with the Fire Marshal.

Both proposed streets are designed according to Table 16.05.050: Street Standards in the Junction City Subdivision Ordinance, which allow a 40' minimum right of way for local streets.

2. *Width*

Ambrosia Court, the proposed north-south street, will have a street width of 28 feet. Ambrosia Avenue will connect to and match the existing Ambrosia Avenue stub in Brenalain Court Phase 1 as a 36' street.

Attachment 1: Applicant Project Narrative

East of the intersection with Ambrosia Court it will taper to a 28' street. Both street widths are allowable as per the Table 16.05.050, which provide for a minimum street width on a local street of 20'.

3. Reserve Strips

No reserve strips are proposed.

4. Intersection of Streets

The intersection of Ambrosia Avenue and Ambrosia Court is designed at a right angle. There is a slight jog to the east of the intersection as the new section of Ambrosia Avenue connects to the existing portion of Ambrosia Avenue, but the jog is minimal and poses no danger to the traveling public.

5. Topography

The layout of the streets once fill is provided to the site will be relatively flat.

6. Future Extension of Streets

There are no undeveloped parcels adjacent to the subject site, so no street extensions are proposed. To the east is the existing Brenalain Court Phase 1. To the west is a built out mobile home park. To the south is a large drainage feature on the subject property, and then adjacent to the south is a platted subdivision. To the north is High Pass Road.

7. Cul-de-Sacs

No cul-de-sacs are proposed as a part of this development.

8. Street Names

The proposed north-south street is named Ambrosia Court since it is coming off of Ambrosia Avenue and going no further than this subdivision. In the event that the Planning Commission does not like that name, the applicant is proposing Rhododendron (pending approval by Lane County) or another plant or flower that begins with the letter R.

9. Grades and Curves

There are no grade issues on this site. All centerline radii are greater than 100 feet.

10. Access management

The connection for this subdivision is to the existing Ambrosia Avenue to the east and then up to High Pass Road. Other connections are precluded, as described below. Subsection (b)(iii) of this section states "connections shall be designed to avoid or minimize through traffic on local streets." The proposed street layout is designed to minimize through traffic on Ambrosia Court and Ambrosia Avenue by not connecting to High Pass Road.

Ambrosia Avenue dead ends to the west as the property to the west is fully developed as a manufactured home park and homes currently exist on that site where the street connection would be.

Attachment 1: Applicant Project Narrative

Ambrosia Court does not connect through to High Pass Road to the north. The primary reason for this is that the existing home on Lot #1 would need to be removed for a road to connect through. Further, a road connection would provide no benefit to connectivity with Saxon Place to the north as it is a cul-de-sac serving 11 homes. All trips from that subdivision would not be passing through this subdivision, and conversely all trips from this subdivision have no reason to pass through that subdivision. All trips entering and leaving both subdivisions would be utilizing High Pass Road to get to and from other locations. Finally, it is always a good safety policy to minimize ingress-egress points on Urban Major Collector streets to avoid turning conflicts on a high volume road. If a roadway were pushed through here, it would be less than 300 feet to the next intersection to the east (Quince Street) and 70 feet or less to the next street to the west coming out of the manufactured home park.

The secondary emergency access proposed in this application would serve to provide not only emergency vehicle access to and from this subdivision, but also pedestrian connectivity from our site to the pedestrian connection along Saxon Place through to the High School. This emergency access also meets the intent of subsection (b)(iii) of this section by providing a connection to High Pass Road to “facilitate emergency (and) evacuation.” In this sense it also furthers the intent of subsection (b)(i) by connecting the subdivision for emergency and pedestrian access to High Pass Road.

B. Alleys

There are no alleys proposed in this subdivision.

*C. Blocks**1. Block length*

The block length of Ambrosia Court is approximately 400 feet in length, and so is well below the maximum block length of 600 feet.

2. Street connectivity

Ambrosia Avenue will connect to the existing Ambrosia Avenue to the east in Brenelain Court Phase 1. As noted above, Ambrosia Avenue will not connect to the property to the west because that property is already fully developed. Also as noted above, Ambrosia Court will not connect through to High Pass Road as this extension is precluded by the location of the existing house fronting High Pass Road. The secondary emergency access is proposed to provide secondary emergency services to the subdivision, as needed, and also doubles as a pedestrian connection to the walk way system to the north. A turnaround is provided at the end of Ambrosia Court to facilitate circulation through the site. The intent of subsections (i) and (ii) of this section have been met.

Quince Street, in Brenelain Court Phase 1, provides vehicular access to High Pass Road and streets within one quarter mile of the overall development site.

Attachment 1: Applicant Project Narrative*3. Pedestrian ways*

A pedestrian connection is provided on the north end of the site for access across High Pass Road to the pedestrian way in Saxon Place, which connects to the high school property to the north. Pedestrian connections to the east are via sidewalk to Ambrosia Avenue.

4. Easements for utilities

Existing easements, particularly for storm drainage, are shown on Sheet 1 of the plan set drawings. Seven (7) foot public utility easements are proposed behind the sidewalks along both sides of Ambrosia Avenue and Ambrosia Court. Sanitary sewer and storm systems are located within Ambrosia Avenue and Ambrosia Court, and so do not need additional easements.

D. Perimeter Fences

No rear yards in this subdivision abut an existing or planned street, so this standard generally does not apply. The applicant will provide a similar fence along the house side of the 15' secondary emergency access up to High Pass Road to discourage non-emergency vehicular access to and parking within that area.

*E. Lots**1. Size and frontage**i. General requirements**1. Width*

It is assumed that the R2 zoning ordinance on lot width of at least 50 feet is pertinent here. All proposed lots have a minimum width of greater than 50 feet.

2. Depth

It is assumed that the R2 zoning ordinance standard on lot depth of at least 75 feet is pertinent here. All lots have a minimum depth of greater than 80 feet. Lots 10-14 are extra deep because of the existence of the extra-large storm detention easement in the back of each lot. The buildable areas have depths between 85-105 feet for these lots, collectively.

3. Area

All lots have a minimum area of 5000 square feet or greater, as required in the R2 zoning district.

4. Frontage

It is assumed that the R2 zoning ordinance standard width is 50 feet, based on Brenlain Court Phase 1 and the minimum lot width requirement in the R2 zone of 50 feet. All lots have at least 50 feet of frontage.

5. Reverse frontage

Lots 9 and 15 are corner lots, and so have frontage on two streets. Since both streets are local streets with approximately the same number of daily trips generated, this standard may not apply.

Attachment 1: Applicant Project Narrative

2. Key Lots or Butt Lots

There are no key lots proposed in this subdivision. Lot number 22 will be a butt lot by virtue of the previous layout of the two lots adjacent to the north. The applicant requests the planning commission to approve the configuration of Lot 22 on the basis of the preexisting adjacent lot layout.

3. Parcel and Lot Side Lines

All proposed lot side lines run at right angles to the street upon which the lots face. See attached drawing.

4. Suitability for Intended Use

All proposed lots are suitable for single family use. Lots 10-14 are also suitable for duplex use.

5. Future Subdivision of parcels or lots

None of the proposed lots will be further subdivided in the future as long as the existing stormwater drainage easement exists on the southern portion of the lot.

6. Panhandle lots

No panhandle lots are proposed.

F. Drainage

The planned storm drainage system is delineated on Sheet C 1.0 of the attached tentative subdivision plan set.

G. Railroads

There are no railroads adjacent or pertinent to this site.

H. Partial development

This project includes all adjacent developable land owned by this applicant.

I. Recreational area

No recreational areas are proposed with this development, though a public pedestrian connection to properties to the north is provided.

J. Building lots filled

All building lots will be filled in accordance with accepted engineering practice.

K. Finish floor elevations

Finish floor elevations will be established for all buildings in accordance with elevations established by and for the City of Junction City.

L. Utility access

All access to utilities, if any, will be brought to finish grade.

Attachment 1: Applicant Project Narrative

Additional Items on the Tentative Subdivision Drawings from Completeness Review

1. *Information Required on the preliminary plans shall, in clear and legible form, include the following information with respect to the proposed subdivision, on the plan where practicable, and otherwise on separate sheets of paper in written statement:*

- a. *On sheets A-1.0 and A-1.1 add the project dates*

Project dates have been added.

- b. *On sheets A-1.0 and A-1.1 add the names of all recorded plats of land contiguous to the subject site (to the west).*

Names of all recorded plats on contiguous land have been added.

- c. *On sheet A-1.1 add a legend including the description of all dashed lines.*

A legend including the description of all dashed lines has been added

- d. *On sheet C-1.0 add the approximate location of areas subject to inundation of stormwater overflow, and all areas covered by water, and the location, width, and direction of flow of all water courses.*

Notes 9-10 have been added to sheet C.1.0 to address this item.

- e. *On sheet A-1.1 add existing easement document numbers and provide detailed descriptions of the existing storm easement and detention area (include any proposed easements or deeds for utilities and drainage land that includes profiles of proposed drainage ways and direction of flow).*

Easement document numbers have been added to the plat. Easement documents related to the existing storm detention area are attached to this written statement.

- f. *On sheet A-1.1 add any existing easements that are described on Page 4 of the Public Records Report and add any proposed easements that are described in the Tentative Subdivision document prepared by Metro Planning and submitted as part of this application.*

Item #8 is not on the property (its in Brenalain, Ph 1). The others have been added.

- g. *On sheet C-1.0 add all proposals for sewer lines and flood control.*

Note 11 has been added to Sheet C.1.0 to address this item.

- h. *On sheet A-1.1 show all public area proposed to be dedicated by the subdivider or partitioner (e.g. streets and sidewalks) and the proposed uses thereof including the draft agreements of said dedications.*

Proposed rights of way to be dedicated to the public are shown. At the time of final plat these rights of way will be formally dedicated to the public.

- i. *On sheet A-1.1 add a 'proposed' label to all improvements proposed to be made or installed (e.g. streets and sidewalks). And on a separate sheet describe the time within which said improvements are proposed to be completed.*

Attachment 1: Applicant Project Narrative

This label has been attached. The improvements as shown are proposed to be completed this coming spring and summer.

- j. On sheet C-1.0 show details of the turn-around proposed at the north end of Ambrosia Court.*

A detail of the turnaround has been added to sheet C.1.1

- k. On sheet A-1.1 add the proposed width of lots 12 and 14 at the front lot lines along the proposed Ambrosia Avenue.*

The width dimensions have been added.

- l. Show approximate boundaries of and the proposed sequencing of phases in the subdivision, if phasing is proposed.*

No phasing is proposed.