



*Planning Commission Meeting
(Possible Quorum of the Council)*

Date: Wednesday, September 20, 2017
Time: **6:30 – 9:00 p.m.**
Location: Council Chambers, 680 Greenwood Street
Contact: Jordan Cogburn, 541-998-2153

A G E N D A

1. Open Meeting and Pledge of Allegiance
2. Review Agenda
3. Public Comment (for items not already on the agenda)
4. Approval of Minutes
 - August 16, 2017
5. Action Items (Request action by Planning Commission)
 - a) SUB-17-02 – West Lynn Corporate Park, LLC – Reserve Phase-III Preliminary Subdivision
6. Planning Activity Report
7. Planning Commission Agenda Forecaster
8. Commissioner Comments
9. Adjournment

*Next Standing October 18, 2017 – Check with City for changes
Location is wheelchair accessible (WCA)*

THIS MEETING WILL BE RECORDED

I. PUBLIC HEARING PROCESS

Public Hearings will be conducted as follows:

1. Open Public Hearing
2. Declaration of Conflict of Interest, Bias, Ex Parte Contacts, and Challenges to Impartiality
3. Staff Report
4. Applicant's Presentation
5. Proponents
6. Opponents
7. Neutral Parties
8. Rebuttal of Testimony
9. Questions from the Planning Commission
10. Staff Summary
11. Close of Public Hearing
12. Deliberation and Decision by the Planning Commission

If you provide testimony, please state your name and address for the record. Testimony and evidence must be directed toward the applicable substantive criteria or other criteria believed to apply to the decision.

If you would like an opportunity to present additional evidence, arguments or testimony regarding the application at a later date, you may request during the hearing that the Planning Commission hold the record open.

Helpful Tips When Speaking Before the Planning Commission

Before the meeting begins, give a copy of any written materials to the Planning Secretary.

Please speak clearly keep in mind the meetings are recorded.

Before beginning your statement say your name and address for the record.

Speak to the Commission through the Chairperson. For example, "Mr. /Ms. Chair, members of the Commission ..."

In order to give everyone the opportunity to speak the Planning Commission may set a time limit. Out of courtesy to citizens speaking after you, please respect the time limit.

The Junction City Planning Commission met on Wednesday, August 16, 2017 at 6:30 p.m. in the Council Chambers at City Hall, 680 Greenwood Street, Junction City Oregon.

Present were: Planning Commissioners, James Hukill (Chair Pro-Tem), Ken Wells, Jeff Haag, and Sandra Dunn; Planning Commission Alternate Patricia Phelan; City Planner, Jordan Cogburn; and Planning Secretary, Tere Andrews.

Absent: Commissioner Stuart Holderby; and Alternate Alicia Beymer

Consensus: By unanimous consensus of the Planning Commission, Commissioner James Hukill was elected as Chair Pro-Tem for the August 16, 2017 Planning Commission meeting.

1. Open Meeting and Review Agenda

Chair Pro-Tem Hukill opened the meeting at 6:32 pm and led the Pledge of Allegiance.

2. Changes to the Agenda

None.

3. Public Comment (for items not already on the agenda)

None

4. Approval of Minutes

- July 19, 2017

Motion: Commissioner Dunn made a motion to approve the July 19, 2017 minutes as submitted. Commissioner Phelan seconded the motion.

Vote: Passed by a vote of 5:0:0. Chair Pro-Tem Hukill, Commissioners Dunn, Haag, Wells, and Phelan voted in favor.

5. MP-17-02 Paddock Preliminary Minor Partition Review

Planner Cogburn explained the application was for a preliminary partition on an existing lot with frontage on West 6th Avenue, south of Oaklea Drive. The partition proposed to divide an existing lot into three parcels. There were existing public utilities (i.e. fire hydrants, water, sanitary sewer, storm sewer) available near the subject property or within the public right-of-way.

There was one proposed conditions of approval, easements for access and utilities would be dedicated and noted on the partition plat at the time of

recording. All proposed easements were required to meet Public Works width standards.

Motion: Commissioner Wells made a motion to approve with conditions as stated in the final order with findings as stated in the Final Order for the Preliminary Partition of Tax Lot 3302 of Assessor's Map 15-04-31-00, File # MP-17-02. Commissioner Dunn seconded the motion.

Vote: Passed by a vote of 5:0:0. Chair Pro-Tem Hukill, Commissioners Dunn, Haag, Wells, and Phelan voted in favor.

6. Planning Commission Officers

Planner Cogburn stated former Commissioner Sumner was appointed, by the Mayor, to fill a vacancy on the City Council and had submitted his resignation to the Planning Commission.

Chair Thiesfeld had resigned at the July meeting as he had moved outside the 97448 zip code.

The Commission discussed election of a new Chair. Annual Officer Elections would be held in October. The election of a Chair to fill that vacancy until the October elections was considered by the Commission.

Consensus: Consensus of the Commissioner was to wait until the two vacant Planning Commission positions had been filled, and then hold elections.

7. Planning Activity Report

The Commission reviewed the monthly activity report. At their July 25, 2017 meeting, the City Council approved the vacation of the alley to the east of City Hall, from West 7th Avenue to midblock.

According to the applicant, the second phase of The Reserve had sufficient acreage for the required park, which did not include areas identified as cultural resources. However, the City required a written statement from the State of Oregon to that effect, and had not yet been received.

8. Commission Agenda Forecaster

The Commission reviewed the agenda forecaster. The pending business item for September was the aforementioned subdivision.

The October meeting would be held on Wednesday, October 25, 2017.

9. Commissioner Comments

Commissioner Wells asked for an update on the 'Y' property.

Planner Cogburn responded that it was moving forward and he expected submittal of a building permit application anytime.

11. Adjournment

Motion: Commissioner Haag made a motion to adjourn the meeting. Commissioner Dunn seconded the motion.

Vote: Passed by a vote of 5:0:0. Chair Pro-Tem Hukill, Commissioners Dunn, Haag, Wells, and Phelan voted in favor.

The meeting adjourned at 7:05 p.m.

The next regularly scheduled Planning Commission meeting would be Wednesday September 20, 2017 at 6:30 p.m.

Respectfully Submitted,

Tere Andrews, Planning Secretary

James Hukill, Chair Pro-Tem



JUNCTION CITY PLANNING COMMISSION

AGENDA ITEM SUMMARY

File # SUB-17-01 West Linn Corporate Park, LLC Reserve Phase-III Preliminary Subdivision

Meeting Date: September 20, 2017
Department: Planning
www.junctioncityoregon.gov

Agenda Item Numbers: 5a
Staff Contact: Jordan Cogburn
Contact Telephone Number: 541-998-4763

ISSUE STATEMENT

The applicant proposes a 9-lot residential development, called "The Reserve Phase-III", on 12.9 acres west of Oaklea Drive.

BACKGROUND

The applicant is requesting approval of a 9-lot Subdivision, called "The Reserve Phase-III" on the roughly 12.19 acre site (30,834 Square feet). The site is zoned Multiple Family Residential (R3).

The site is currently undeveloped. Fire protection services are provided by Junction City Fire and Rescue. The site is located within the Junction City limits for water service and sanitary sewerage, and is located within the Junction City Water Control District for storm water management. Other utilities readily available are power, gas, telephone, and cable TV all existing within the City owned rights of way and recorded easements.

RELATED CITY POLICIES

- JCMC 16.05 – Subdivisions
- JCMC 17.20 – Multiple Family Residential Zone (R3)
- JCMC 17.150 - Development Standards

PLANNING COMMISSION OPTIONS

The Commission may:

- a. Approve the Preliminary Plat based on the proposed findings.
- b. Approve the Preliminary Plat based on modifications to the proposal and/or findings.
- c. Deny the request with justifications based on changes to the proposed findings.
- d. Continue the hearing to a time and date certain if more information is needed.

SUGGESTED MOTION

I make a motion to (approve/modify/deny/continue) the West Linn Corporate Park, LLC Reserve Phase-III Subdivision Preliminary Plat, file SUB-17-02 based the (findings/modified

findings) as (stated/amended) in the Final Order.

ATTACHMENTS

A. Staff Report, Dated September 12, 2017

1. Referral Comments Received by September 12, 2017

B. Applicant's Subdivision materials submitted July 21, 2017, including the revised Preliminary Plat submitted August 7, 2017

C. Proposed Final Order



PLANNING DEPARTMENT STAFF REPORT AND FINDINGS:

RESERVE PHASE-III SUBDIVISION PROPOSAL (SUB-17-02)

Application Summary:

Preliminary Subdivision proposal for a 9-Parcel Residential Development.

Owner(s):

West Linn Corporate Park, LLC 5200 SW Meadows Road Suite B-100 Lake Oswego, OR 97035

Applicant(s)

West Linn Corporate Park, LLC 5200 SW Meadows Road Suite B-100 Lake Oswego, OR 97035

Applicant's Representative:

Jed Truett, AICP, Metro Planning, Inc. 370 Q Street Springfield, OR 97477 (541) 302-9830

Lead City Staff:

Jordan Cogburn, City Planner, Junction City Planning Department, (541) 998-2153

Subject Property/Zoning/Location:

Tax Lot 4203 of Assessor's Map 15-04-31-00, Zoned Multiple Family Residential (R3), located on the west side of Oaklea Drive, and south of the terminuses of Darlington Drive and West 11th Avenue.

Associated Files:

PLA-16-02, PUD-07-02, CUP-07-2, SUB-07-03, SUB-17-01

Relevant Dates:

Application originally submitted on July 21, 2017; deemed complete on August 1, 2017; Staff Report issued on September 13, 2017; Preliminary Plat Planning Commission Public Hearing held on September 20, 2017.

Present Request:

The applicant proposes a 9-parcel residential Subdivision development, called "The Reserve Phase-III", on roughly 12.19 acres west of Oaklea Drive, south of the terminuses of Breckenridge Drive, Darlington Drive, and adjacent to the southern boundary of West 11th Avenue. The parent property was created through an approved property line adjustment (City File No. PLA 16-02) and was referred to as 'Tract 3' on the property line adjustment maps.

Public Notice and Referrals:

Public notice of the proposed Subdivision is required as part of the preliminary approval criteria. The Planning department mailed notice of the application on August 3, 2017, in accordance with the applicable requirements of JCMC 17.150.080.

Public comments on the proposed Subdivision were requested from property owners within 300 feet of the subject site. No written public comments were received by the September 12, 2017 Staff Report deadline.

The Planning department also provided information concerning the application to other appropriate City departments, public agencies, and service providers on August 2, 2017. Comments received by the September 12, 2017 Staff Report deadline include the summarized statements below:

- **Monica Witzig, Engineering Associate, Lane County Public Works** – “The Applicant proposes access to the subject property (“property”) via West 11th Avenue. Access to West 11 Avenue is from Oaklea Drive to West 15th Avenue along additional local streets within Junction City Limits that extend through Phase I of The Reserve at Junction City. Of these additional local streets, Darlington Drive and Breckenridge Drive directly intersect the segment of West 11th Avenue that fronts the property. Oaklea Drive is the only aforementioned road that is under the jurisdiction of Lane County. Oaklea Drive is a Lane County road that is functionally classified as an Urban Major Collector. Urban Major Collectors have a minimum right-of-way width of 70 feet for development setback purposes [Lane Code 15.070(1)(c)(i)(cc)]. Unless and until jurisdiction of Oaklea Drive is transferred to the City of Junction City, Lane County remains the road authority for Oaklea Drive. Because Oaklea Drive is under Lane County’s jurisdiction, the Lane Code (LC) and Lane County Facility Permit requirements apply to development that impacts the right-of-way of Oaklea Drive.”
 - Additional details of the Lane County comments and Conditions of Approval are included in the application file and attached to this report for reference. The Lane County imposed Conditions of Approval are listed at the end of this report.
- **Gary Kaping, Junction City Public Works Director** – “Lot 219 is set to close to the east and will not leave enough room for the turning radius onto Breckenridge when it goes through to 10th. Breckenridge should be built through to 10th and the 10th and Oaklea intersection should be constructed. With this in addition to the other 122 lots he is proposing will limit entrance and exit on 15th and will limit emergency response. Lots 224, 225, and 226 block Darlington from being constructed through to 10th which I believe was in the original layout for this subdivision.”
 - A revised Preliminary Plat was submitted post comment to address the turn radius at Breckenridge Drive. Traffic volumes for the proposed subdivision did not warrant the extension and construction of Breckenridge and 10th Avenue, as address in the Lane County recommended Conditions of Approval.

- **Lauren Brown, Aquatics Resource Management Program, Oregon Department of State Lands -**
"We have completed our review of the Wetland Land Use Notification that was prepared for Metro Planning and West Linn Corporate Park LLC. The WLUN form was submitted to the Department for review/response and given the file number WN2017-0418."
 - Additional details of the Oregon Department of State Lands comments and conditions of approval are included in the application file and attached to this report for reference.

All referral and public comments received by the Planning Division on this application are included in their entirety in the application file for reference, and addressed in the context of applicable approval criteria and standards in the following evaluation.

The following evaluation includes findings of compliance with the applicable criteria and related standards as provided in JCMC 16.05.040, 17.20, and 17.160 with findings or informational items noted where appropriate.

General Property Information:

The applicant is requesting approval of a 9-lot Subdivision, called "The Reserve Phase-III" on the roughly 12.19 acre site (30,834 Square feet). The site is zoned Multiple Family Residential (R3).

The site is currently undeveloped. Fire protection services are provided by Junction City Fire and Rescue. The site is located within the Junction City limits for water service and sanitary sewerage, and is located within the Junction City Water Control District for storm water management. Other utilities readily available are power, gas, telephone, and cable TV all existing within the City owned rights of way and recorded easements.

Additional details of the proposal are included in the applicant's application, and are further addressed in the applicant's Burden of Proof statement and supporting documentation, all of which are included as part of the public record and located in the application file for reference. The following evaluation addresses details of the proposal in the context of compliance with the applicable approval criteria and related standards.

EVALUATION:

The following findings demonstrate that the proposed Subdivision will conditionally comply with the applicable preliminary approval criteria and related standards as set forth in the Junction City Municipal Code (JCMC). The approval criteria and related standards applicable at this time are listed below in **bold**, with findings addressing each.

JCMC CHAPTER 16.05 SUBDIVISIONS

16.05.040 Subdivisions and major partitions.

- A. Submitting Preliminary Plan. A preliminary plan shall be submitted to the secretary of the planning commission attached to an application for approval in the form prescribed by the city together with 19 additional copies of the preliminary plan.**

The applicant is submitting a preliminary plat for the subject property. The applicant has submitted three (3) copies of the preliminary subdivision plan, as Staff has waived the 19-hardcopies requirement based on submittal of digital documents.

B. Preliminary Plan Requirements.

The preliminary plan submitted by the applicant includes all pertinent information to scale. The submitted preliminary plan was prepared by Ryan M. Erickson, an Oregon licensed land surveyor. The Reserve at Junction City Phase-III subdivision name is included in the submitted preliminary plat.

The submitted Preliminary Plat includes all relevant information listed under JCMC 16.05.040(B)(2).

C. Review of Preliminary Plan.

The preliminary plan submitted by the applicant will be reviewed according to the relevant criteria listed under this section. Copies of the submitted plan were distributed to Lane County, State of Oregon, federal agencies, Junction City school district, Junction City water control district, the City Recorder and Public Works Staff for review. Comments received are referenced under Agency Comments, and are included in the application file.

D. Approval of Preliminary Plan.

Based on the findings stated above, the Planning Commission requirements stated during the initial review, and the conditions and recommendations provided by referral agencies, Staff recommends Conditional Approval of the proposed Subdivision as stated in the Draft Final Order.

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.

b. Master Street Plan.

i. Submitting Plan. The planning commission shall prepare and submit to the council a master street plan or plans and amendments thereto, for the city or such portions thereof as necessary, indicating streets and street systems needed to provide for the transportation needs of the community in its normal growth.

ii. Adoption of Plan. Upon adoption and approval by the council of any such plan or amendment thereto, as from time to time may be submitted by the planning

commission, a copy shall be kept in the planning office for the use and information of the general public.

iii. **Effect of Adoption.** Any such plan or plans and amendments thereto adopted by the council shall be considered by the planning commission to be a correct designation of the transportation, access, and safety needs of the area or areas included with respect to the streets designated thereon, for the purpose of determining design and location of streets to be required under JCMC 16.05.040, unless convincing evidence to the contrary is presented to the planning commission.

No new streets are proposed as part of this application. Additionally, the submitted preliminary Plat shows connectivity to existing local streets, and the potential for future connection to proposed Major Collectors in compliance with the 2016 Junction City Transportation System Plan.

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

Type of Street	Right-of-Way Width	Paving Width *	Sidewalk Width **	Bike Lane Width
<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>

Table 16.05.050: Street Standards

Type of Street	Right-of-Way Width	Paving Width *	Sidewalk Width **	Bike Lane Width
<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.*

No new streets are proposed as part of this application. The subject site is adjacent to West 11th Avenue, a local street. Table 16.05.050 of the JCMC provides that the minimum right-of-way and paving widths for local streets are 40-60 feet and 20-36 feet, respectfully. West 11th Avenue abutting the subject site has a 50 foot wide right-of-way with the required paving width meeting the standards in Table 16.05.050 of the JCMC. Therefore, this criterion has been adequately addressed.

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.

The proposed terminuses of West 11th Avenue will terminate in a dead-end without a cul-de-sac bulb or other acceptable turnaround in order to allow the streets to be further extended in the future when proposed Lot 04300 develops. Prior to future development and to prevent access to land at the end of each of the street, there is an existing one (1) foot reserve strip at the end of said street as shown on the plan.

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.

There are no proposed streets within this preliminary subdivision. Darlington Drive and Breckenridge Drive intersect with the subject property at an angle as near to a right angle as is practicable. No jogs are shown on the Preliminary Plat. Therefore, the above criteria have been met.

5. Topography. The layout of streets shall give suitable recognition to surrounding topographical conditions, in accordance with the purpose of this chapter.

The topography of the land is relatively flat, with a slight slope from east to west toward Flat Creek. As such, the proposed street layout complies with this criterion.

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.

The proposed Lot 227 will be a large lot reserved for future development. Additionally, Lot 227 is under the same ownership. West 11th Avenue ends at the existing Lot 4300 as a street stub with a temporary turn-around to ensure future extension when Tax Lot 4300 develops. Future extension of Breckenridge Drive southward is made possible with this proposed tentative subdivision in compliance with the standard listed above.

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.

No Cul-de-Sacs are proposed as part of this Subdivision application.

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.

There are no newly proposed streets within this preliminary subdivision. Therefore, the above criterion is not applicable.

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.

There are no newly proposed streets within this preliminary subdivision. Therefore, the above criterion is not applicable.

10. Access Management.

a. Shared Access. Subdivisions with frontage on the state highway system shall be designed to have a shared access point to and from the highway. All such subdivision accesses shall be reviewed by the Oregon Department of Transportation.

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.

No access to a road controlled by ODOT is proposed.

Street stubs at the western boundary are provided for future access connections.

The intersection points are provided in order to facilitate convenient movement of traffic within the residential neighborhood and facilitate emergency circulation and evacuation.

No new streets are proposed. Existing streets will serve this proposed tentative subdivision.

Therefore, the above criteria have been met.

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.

3. Corner Cut-Offs. Where two alleys intersect, 10-foot corner cut-offs shall be provided.

4. Grades and Curves. Unless otherwise approved by the planning commission where topographical conditions will not reasonably permit, grades shall not exceed 12 percent on alleys, and centerline radii on curves shall not be less than 100 feet.

5. Other Requirements. All provisions and requirements with respect to streets shall apply to alleys the same in all respects as if the word "street" or "streets" therein appeared as the word "alley" or "alleys," respectively.

No alleys are proposed as part of this Subdivision application. Therefore, these criteria do not apply.

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.

As shown on the submitted Preliminary Plat, West 11th Avenue does not exceed the 600 foot block length standard. There are no proposed streets within this subdivision proposal. Therefore, this standard has been met.

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.

West 11th Avenue, an existing street will serve this proposed tentative subdivision. Proposed Lot 227 is a large lot reserved for future multifamily development. West 11th Avenue ends at existing lot 4300 as a street stub with a reserve strip to ensure future extension when Lot 227 and Tax Lot 4300 develop. In addition, extension of Breckenridge Drive southward is made possible with this proposed tentative subdivision to serve future development of Lot 227.

The 2016 Junction City Transportation System Plan lists the future extension of West 10th Avenue, with the function classification of Major Collector, at the southern boundary of the subject site.

In order to maintain compliance with the above standard, and as recommended by the Junction City Public Works Director, the following condition of approval is warranted:

- Prior to Final Plat approval the applicant shall revise the Plat to show the future extension of Breckenridge Drive, and shall dedicate or cause to be dedicated, by instrument approved by the City, the proposed right-of-way of Breckenridge Drive to the southern terminus of the project boundary in compliance with JCMC 16.05.050(C)(2).

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.

There are no cul-de-sacs, unusually shaped blocks, or schools, parks, or public areas adjacent to the proposed subdivision that would require the dedication of pedestrian ways. Therefore, the above criterion is not applicable.

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.

7-foot Public Utility Easements (PUE) are proposed on the northern and eastern boundaries of the proposed properties. In addition, a twenty-five (25) foot storm drainage easement is proposed along the western boundary of the property. All easements will serve present and future development. As stated, the following condition is warranted:

- Where required, easements for access and utilities shall be dedicated on the final plat for the Subdivision.

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.

The applicant has provided a preliminary plat showing no rear yards that abuts an existing or planned street. Therefore, no perimeter fences are required as part of this subdivision.

However, the Planning Commission may require additional treatments at the time of review in response to submitted written statements from adjacent property owners, as allowed by the above criterion.

E. Lots. Lot sizes in mobile home subdivisions shall conform to the provisions of Chapter 17.100 JCMC, Mobile Homes, rather than this subsection (E).

1. Size and Frontage.

a. General Requirements.

i. Width. Each lot shall have an average width between the lot side lines of not less than 60 feet. Each corner lot and each authorized key lot and butt lot shall have an average width between the lot side lines of not less than 65 feet.

All of the proposed lots shown on the tentative plat will have a minimum average width greater than 60 feet. Therefore, this standard is met.

ii. Depth. Each lot shall have an average depth between the lot front line and the lot rear line of not less than 80 feet and not more than two and one-half times the average width between the lot side lines. Each double frontage lot shall have an average depth between the lot front line and lot rear line of not less than 120 feet, unless a lesser depth is approved by the planning commission where necessitated by unusual topographic conditions.

All of the proposed lots will have at least an average depth of 80 feet. None of the lot depths are more than 2.5 times the average lot widths. Therefore, this standard has been met.

iii. Area. Minimum lot area shall be in accord with requirements for the zoning district within which the lot is located.

The project site is located within the R3 Zoning District. Pursuant to JCMC 17.20.040 - Lot Size, the minimum lot size for parcels in the R3 - Multiple Family Residential Zoning District regarding multiple-family dwellings, residential care homes, and residential care facilities shall be 7,500 square feet. For townhomes (single-family attached or row houses) the minimum lot area shall be 2,500 square feet per unit. For neighborhood commercial uses, the minimum lot area shall be 5,000 square feet. The minimum lot area for two-family dwellings (duplexes) shall be 5,000 square feet. All lots shown on the Preliminary Plat are in compliance with the minimum lot size standard required by the provision listed above, with the exception that only proposed Lot 227 is suitable for Multiple Family Dwelling developments as it is the only proposed lot shown to exceed the minimum lot size of 7,500 square feet.

Therefore, this standard has been met.

iv. Frontage. Each lot shall have frontage of not less than 60 feet upon a street, except that a lot on the outer radius of a curved street or facing the circular end of a cul-de-sac shall have frontage of not less than 35 feet upon a street, measured on the arc.

All lots shown on the Preliminary Plat are in compliance with the minimum frontage requirement listed above. Therefore, this criterion has been addressed.

v. Reverse Frontage.

(A) Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with lower functional classification.

(B) When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road. Access rights of these lots to the arterial shall be dedicated to the city and recorded with the deed (reserve strip). A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

The applicant understands the vehicular access requirement. All future building permit submittals will be required to show compliance with this standard prior to building permit issuance. The preliminary Plat does not include areas adjacent to an arterial roadway. As such, 16.05.050(E)(1)(a)(v)(B) is not applicable.

As stated, the reverse frontage criteria have been satisfied.

b. Exceptions.

i. Partition or Subdivision Area Developed as a Unit. The planning commission may, in its discretion, authorize relaxation of the parcel or lot size and frontage requirements specified herein where the partitioner or subdivider presents a plan satisfactory to the planning commission whereby the entire partition or subdivision area will be designed and developed with provision for proper maintenance of recreation and park area which will be commonly available for recreation and park purposes to the residents of the partition or subdivision area, and which the planning commission determines will be of such benefit to said residents as is equal to that which would be derived from observance of the parcel or lot size and frontage requirements otherwise specified, and will be in accordance with the purpose of this chapter.

The applicant has not requested exceptions at this time.

ii. Land Zoned for Commercial or Industrial Use. The planning commission may, in its discretion, authorize relaxation of the parcel or lot size and frontage requirements specified herein in the case of land zoned for commercial use, where such relaxation is necessary in consideration of the suitability of the land for such use, and in accordance with the purpose of this chapter.

This proposal is for a Residentially Zoned Subdivision. Therefore, this standard is not applicable.

iii. Parcel or Lot Retained for Future Partition or Subdivision. The planning commission may, in its discretion, waive parcel or lot frontage requirements where, in its

judgment, a parcel or lot should and will be retained by the partitioner or subdivider, and future partition or subdivision of such parcel or lot will be the highest and best use thereof, and such use will be best protected by the creation of a reserve strip separating such parcel or lot from any street.

Proposed Lot 227 is a large lot intended for future development, which will be required to meet the minimum lot area and width standards at the time of development. As such, this standard has been adequately addressed.

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.

There are no proposed Key or Butt Parcels as part of this proposal. Therefore, this standard is not applicable.

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.

To the greatest extent possible, all lot lines are either radial or perpendicular to the street right of way.

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.

All proposed lots are designed to meet the Junction City zoning regulations and provide for the health, safety, and sanitary needs of the future residents.

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.

Post Subdivision approval, proposed Lot 227 would result in an area roughly 10.9 acres in size. Therefore, the above criterion is applicable. Breckenridge Drive is stubbed to the boundaries of said lot, with Conditions of Approval stated at JCMC 16.05.050(C)(2) requiring further extension to ensure that ample access is provided for future subdivision and/or development. In addition, West 11th Avenue will terminate in a dead-end without a cul-de-sac bulb or other acceptable turnaround in order to allow

the streets to be further extended in the future when proposed Lot 227 and existing Lot 4300 develops. Pursuant to this criterion, the Planning Commission may also require the applicant to provide a future partitioning outline, including potential lot lines and street layouts, prior to Final Approval.

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;

No Panhandle Lots are proposed as part of this Subdivision application. Therefore, the criteria listed under JCMC 16.05.050(E)(6) are not applicable.

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.

No stormwater drainage and grading plan has been submitted by the applicant. Should the preliminary subdivision be approved by Junction City, the drainage plan shall be designed with the construction drawings for the subdivision, which shall comply with all relevant Public Works Design Standards. The overall plan will be to provide master drainage facilities designed to service the entire development.

There are Oregon Department of State Lands recognized wetland areas within the development site, as shown on the Local Wetland Inventory Map and provided comments from the Department of State Lands (File # WN2017-0418). However, the submitted Preliminary Plat indicates that no disturbance is anticipated within the wetland areas. As such, the following condition of approval is warranted:

- Prior to Final Plat Approval, the applicant shall submit a jurisdictional delineation approved by the Oregon Division of State Lands, or, alternatively, an on-site or off-site jurisdictional determination, conducted or confirmed by Oregon Division of State Lands, that concludes the proposed activities will occur outside the jurisdictional wetland.

Additionally, there are no watercourses or streams within the development site that will be impacted by the proposed Subdivision.

G. Railroads.

No railroads are within or adjacent to the proposed development. Therefore, the criteria listed under JCMC 16.05.050(G) are not applicable.

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.

As stated at JCMC 16.05.050(E)(5), the Planning Commission may require the applicant to provide a future partitioning sketch outline, including potential lot lines and street layouts, prior to Final Approval.

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.

No recreation areas have been proposed as part of this Subdivision application.

The proposed Subdivision is roughly 0.25 miles from the Junction City owned 11.85 acre parcel that was deeded to the City by the applicant as part of the a prior Planned Unit Development (PUD-07-02), in order to serve the entire population of the previously approved PUD and Preliminary Subdivision (SUB-07-03), including the areas shown on the current Preliminary Plat (SUB-17-02), and the previously approved 122-lot Subdivision (SUB-17-01).

Based on the standard at 16.05.050(I)(1), the existing 11.85 acre parcel is sufficient size to serve the population of the currently proposed Subdivision. However, Staff has confirmed with the State Historic Preservation Office, as well as the Confederated Tribes of the Grand Ronde that a Kalapuya cultural resource site overlays a large portion of both the intended parkland, as well as portions of the development area.

In order to mitigate potential impacts to the known cultural resource, the applicant will be required to obtain formal opinion, review, and approval from the Confederated Tribes of the Grand Ronde and the State Historic Preservation Office in order to verify that the land can be utilized for recreation area, and that the proposed lot layout does not impact the resource area acknowledged by the State.

As a result of the undetermined suitability of the areas proposed for park lands and potential development impacts, Staff recommends the following Condition of Approval:

- The applicant shall obtain and provide proof of review and approval by the State Historic Preservation Office, for the use of Tax Lot 4201 of Assessors Map #15-04-31-00 as intended recreation area in compliance with the standard at 16.05.050(l)(1), prior to Final Subdivision approval.

In regard to the recreation area requirement listed above, the applicant may also choose to dedicate additional 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, if the existing land dedicated for park purposes does not prove feasible for future recreation area development.

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.

The applicant states that all lots requiring fill will be done so in accordance with accepted engineering practices including property compaction and structural fill requirements.

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.

A minimum finished floor elevation will be set with the final construction grading plan for the project. The minimum finished floor elevation shall be listed on the final plat.

L. Utility Access. All accesses to utilities are to be brought to finish grade.

- All utilities shall be designed and installed so that lids and risers are at finished grade.

16.05.060 Improvements.

A. Submitting Specifications. The planning commission shall prepare and submit to the council specifications, and amendments thereto, for construction of streets and alleys, construction of curbs and gutters, dedication of slope easements for streets and alleys, construction of drainage facilities, and construction of pedestrian ways in subdivision areas. Such specifications shall conform to proper engineering standards relevant thereto, and be so devised as to facilitate provision for the health, safety, and welfare needs of the city and area affected, in accordance with the purpose of this chapter.

Following approval of the preliminary plan in this application, the applicant shall submit detailed construction drawings for the construction of public and private improvements.

Driveway locations shall be shown on the construction drawings for all of the lots. Driveway drops shall be installed at the time of curb construction for those lots with approved driveway locations to minimize curb cutting required at the time of home construction.

B. Land Surface Drainage. Such grading shall be done and such drainage facilities shall be constructed by the partitioner or subdivider as are adequate for the purpose of proper drainage of the partition or subdivision area and of areas affected thereby, and for the preservation of healthful and convenient surroundings and conditions for residents of the partition or subdivision area and for the benefit of the general public, and in accordance with specifications adopted by the city council.

The site will be graded and improved for drainage in such a manner as to provide adequate drainage of the subdivided area and to preserve the healthful and convenient surroundings and conditions for residents and the general public. A Drainage Plan shall be required to illustrate how a combination of storm pipes and low impact development techniques will be utilized to drain the water from the site. The detailed construction drawings shall include a grading and erosion control plan.

C. Streets and Alleys. The partitioner or subdivider shall grade and pave all streets and alleys in the partition or subdivision area to the width specified in JCMC 16.05.050, and provide for drainage of all such streets and alleys, and construct curbs and gutters within the partition or subdivision area, in accordance with specifications of this chapter. Construction of such improvements shall be subject to inspection and approval by the council's street and alley committee.

No streets or alleys are proposed as part of this application. Therefore, this criterion is not applicable.

D. Sidewalks. Sidewalks shall be located and constructed to conform with Chapter 12.20 JCMC.

The applicant shall submit final engineering drawings with sidewalk locations and design as required by JCMC 12.20 prior to issuance of a building permit.

E. Pedestrian Ways. A walk strip not less than five feet in width shall be paved in the center of all dedicated pedestrian ways. Such paving shall conform to specifications adopted by the city council.

No pedestrian ways are shown as part of this application. Therefore, this criterion is not applicable.

F. Street Light and Fire Hydrant Installations. The partitioner or subdivider shall provide for the installation of all street lights and fire hydrants in accordance with city specifications.

Street light locations shall meet the requirements of the Junction City lighting specifications. All fire hydrant locations shall be installed per the requirements of the Junction City Rural Fire Department. Both lighting and fire hydrant locations shall be shown on the final engineering drawings prior to issuance of a building permit.

G. Performance Agreement. If all improvements required by the planning commission and this chapter are not completed according to specifications, as required herein, prior to the time the final map or plat is duly submitted for consideration and approval, the planning commission may accept in lieu of said completion of improvements a performance agreement executed by the partitioner or subdivider conditioned on faithful performance and completion of all such improvements within a period of time stated in such performance agreement and approved by the planning commission. [Ord. 809 § 6, 1980.]

The applicant shall either construct the required improvements, or comply with the performance agreement provisions as outlined in this section.

16.05.070 Modification of provisions.

The applicant has not requested any modifications under JCMC 16.050.070. Therefore, these criteria do not apply to the subdivision request.

16.05.080 Appeals.

The applicant is not requesting an appeal at this time. Therefore, the criteria listed under JCMC 16.05.080 do not apply to the current subdivision request.

JCMC CHAPTER 17.20 – MULTIPLE FAMILY RESIDENTIAL ZONE (R3)

17.20.040 Lot size.

In an R3 zone, the lot size shall be as follows:

A. For multiple-family dwellings, residential care homes, and residential care facilities the minimum lot area shall be 7,500 square feet. The minimum lot width at the front building line shall be 50 feet, and 35 feet for cul-de-sac lots.

B. For townhomes (single-family attached or row houses) the minimum lot area shall be 2,500 square feet per unit. The minimum lot width at the front property line shall be 25 feet.

C. For neighborhood commercial uses, the minimum lot area shall be 5,000 square feet. The minimum lot width at the front property line shall be 60 feet. The minimum lot area for two-family dwellings (duplexes) shall be 5,000 square feet. The minimum lot width at the front property line shall be 50 feet and 35 feet for cul-de-sac streets. [Ord. 1242 § 1 (Exh. A), 2016; Ord. 1116 § 1, 2003; Ord. 1037 § 1, 1997; Ord. 950 § 23, 1991.]

The development site is located within the R3, Multiple Family Residential Zoning district. Therefore the criterion listed above is applicable.

As stated within the findings at JCMC 16.05.050(E)(1)(a)(iii), the submitted Preliminary Plat shows compliance with the above standard.

17.160 DEVELOPMENT STANDARDS

17.160.050 - Development Requirements

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

As conditioned above, the applicant will be required to submit all relevant Agency review and approvals prior to Final Subdivision Plat approval.

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

The proposed development includes a total of nine (9) residentially zoned parcels. The intensity of use is unknown at this time, as the proposed parcels allow for Multiple Family uses. However, the preliminary subdivision is shown to take access from the existing Oaklea Drive via West 15th Avenue. Oaklea Drive is a Lane County owned and maintained facility. Therefore, Lane County Public Works recommended Conditions of Approval have been included below as part of the Preliminary Subdivision approval.

CONDITIONS OF APPROVAL

Junction City Planning Department, contact: Jordan Coqburn, City Planner, jcoqburn@ci.junction-city.or.us, 541-998-4763

1. The applicant shall record dedicated reserve strips of land at the terminuses of all proposed rights-of-way in compliance with the standards listed at JCMC 16.05.050.3 prior to Final Plat approval.
2. Prior to Final Plat approval the applicant shall revise the Plat to show the future extension of Breckenridge Drive, and shall dedicate or cause to be dedicated, by instrument approved by the City, the proposed right-of-way of Breckenridge Drive to the southern terminus of the project boundary in compliance with JCMC 16.05.050(C)(2).
3. Where required, easements for access and utilities shall be dedicated on the final plat for the Subdivision.
4. Prior to Final Plat Approval, the applicant shall submit a jurisdictional delineation approved by the Oregon Division of State Lands, or, alternatively, an on-site or off-site jurisdictional determination, conducted or confirmed by Oregon Division of State Lands, that concludes the proposed activities will occur outside the jurisdictional wetland.

5. The applicant shall obtain and provide proof of review and approval by the State Historic Preservation Office, for the use of Tax Lot 4201 of Assessors Map #15-04-31-00 as intended recreation area in compliance with the standard at 16.05.050(I)(1), prior to Final Subdivision approval.
6. All utilities shall be designed and installed so that lids and risers are at finished grade.

Lane County Public Works, contact: Monica Witzig, Engineering Associate,
Monica.Witzig@co.lane.or.us, 541-682-6996

1. The Applicant must construct “North Phase” street improvements on Oaklea Drive extending from the north property line as described in the Declaration of Conditions, Restrictions, and Covenants Relating to Transportation Improvements, Instrument No. 2002-098039; the said north property line corresponding to the northerly property line of current 1300 of Assessor’s Map 15-04-31-21, with the said improvements extending to the south, including the frontage of the public park, to the south property line of Phase I (Oaklea Meadows) also known as Phase-I of “The Reserve at Junction City.”

“North Phase” street improvements on Oaklea Drive must be based upon Diagram 2 in Lane Code 15.710, with a Two-Way-Left-Turn-Lane (TWLTL, Center Turn Lane), two travel lanes, two bike lanes, curb and gutter on each side of the road and sidewalks on each side of the roadway either 6-foot curbside or 5.5-foot setback sidewalks with a 6-foot wide planter strip.

The required improvements to Oaklea Drive will include sufficient widening and improvements to construct an 11-foot wide travel lane on the easterly side of centerline, a 12-foot wide TWLTL centered on the roadway centerline, an 11-foot wide travel lane on the westerly side of centerline, a 5.5-foot wide bike lane on the westerly side of centerline, a 2-foot wide curb and gutter on the westerly side of centerline, and a sidewalk (either 6-foot wide curbside or 5-foot wide setback with a 6 foot planter strip) on the westerly side of centerline.

Construction of the Oaklea Drive Street Section will require approximately 6 feet of pavement widening on the easterly side of Oaklea Drive and approximately 11.5 feet of pavement widening on the westerly side of Oaklea Drive together with the addition of curbs and sidewalks on the westerly side of the roadway. The required improvements will include work necessary to tie the existing pavement section into the required widenings to provide a structurally homogeneous roadway. Pavements must be constructed to avoid joints falling near travel lane wheel paths. The required improvements will also include reconstruction of existing driveway accesses and other incidental improvements necessary to complete the required Oaklea Drive improvements.

The TWLTL design must provide that the crown of the road and center of the TWLTL is located at the center of the roadway consistent with Lane Code 15.710, Diagram 2. The design must provide for reasonable vehicle storage at intersections and must provide pavement tapers at the north and south end of improvements. The design must include striping as well as the construction of all

necessary improvements. Pavement tapers for the TWLTL on Oaklea Drive must be designed to meet minimum AASHTO standards and must be approved by Lane County prior to construction.

2. The Applicant must construct 11-foot wide travel lanes on Oaklea Drive, consistent with LC 15.702(5).
3. Pursuant to LC 15.105, the minimum right-of-way width on the west side of Oaklea Drive must meet the requirements of LC 15.702(3), unless otherwise approved by Lane County as a temporary measure in order to facilitate improvements to Oaklea Drive.
4. Required sidewalk improvements on Oaklea Drive must be either setback sidewalks or curbside sidewalks meeting the requirements of LC 15.702(8)(b).
5. Required bike lanes constructed on Oaklea Drive must meet the requirements of LC 15.702(9)(a) and LC 15.702(9)(b). Due to the absence of a bike lane on the east side of the road, and the lack of bike lane beyond the project area, the bike lane is temporarily allowed to be striped as travel lane until full improvements on Oaklea Drive occur. Striping and related striping removal must be required in transition tapers and for center TWLTLs. The Applicant will be required to submit a striping plan for approval as part of the required Lane County Facility Permit process.
6. Curbs with gutters are the required curb alternative. Curbs and gutters constructed on Oaklea Drive must meet the requirements of LC 15.702(12).
7. The center TWLTL on Oaklea Drive must meet the requirements of LC 15.702(14) and must be constructed to a width of 12 feet.
8. The pavement structure for all required improvements on Oaklea Drive must meet the requirements of LC 15.707. The pavement section design must be sufficient to handle future traffic generated by the development.
9. ADA-compliant sidewalk ramps, sidewalk landings, and all necessary associated curbs must be constructed on the east side of Oaklea Drive at West 13th Avenue, on the west side of Oaklea Drive across from West 13th Avenue where the 12-foot wide public right-of-way from “The Reserve at Junction City” Phase I subdivision provides pedestrian access at Oaklea Drive, and at the intersection of West 15th Avenue as well as at any other location required to comply with ADA standards. The said pedestrian improvements must be constructed in conjunction with the adjacent roadway improvements.
10. The Applicant must provide striping and related stripe removal as necessary to facilitate construction, as well as for the final design configuration of Oaklea Drive. Striping must include required transition tapers, fog line, left turn lanes, etc. Specific striping plans must be submitted for review and approval for each phase of the work at the time of application for Facility Permit approval.

11. Except as modified within these conditions of approval, the Applicant must construct all required improvements to Oaklea Drive to meet the minimum urban collector standards of LC 15.702.
12. In accordance with Lane Manual Chapter 15.515, stormwater runoff from private property must 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 stormwater runoff. As related to potential impacts to Lane County facilities, the Applicant must submit copies of stormwater design plans and associated reports demonstrating the capacity of the subject property to handle stormwater runoff (e.g., stormwater study and calculations) to Lane County Public Works. Please coordinate with Brad Lemhouse, at 541.682.6928, for review of the study and proposed design of the stormwater management system within the subject property.
13. Pursuant to LC 15.205(1), a Facility Permit is required for the placement of facilities within the right-of-way of Oaklea Drive. Facilities and development includes, but is not limited to: road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, stormwater facilities (e.g. gutter) proposed within the segment of Oaklea Drive requiring improvements, or any other facility, thing, or appurtenance [LC 15.205(1)].

Lane County approval of a Facility Permit will be required for the construction of all stormwater, pedestrian, and road improvements to Oaklea Drive and any other work within the right-of-way of Oaklea Drive. As part of the Facility Permit process, the Applicant must provide Engineering drawings for Lane County review and approval for all phases of the work prior to the issuance of Facility Permits.

For more information regarding the submittal process and requirements for Facility Permits, please contact 541.682.6902 or visit:

<http://www.lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4196243>

Lane County Transportation Planning staff requests notification and opportunity to review and comment in the event there are any revisions to the proposal. Thank you for the opportunity to review and comment on this proposal.

Staff Findings:

Based upon the available information, Staff Findings, and the Conditions of Approval set forth within this report, it is concluded that the Subdivision (SUB-17-02) application will satisfy the applicable Preliminary Approval criteria set forth within the JCMC. Subsequent Subdivision approval will be subject to relevant criteria listed within the JCMC, Lane Code Provisions, Oregon Revised Statutes, as well as Planning Commission Conditions of Approval stated within the Final Order. A number of additional informational items related to the approval process are also included below, for the applicant's benefit.

For information contact:

Jordan Cogburn, City Planner, City of Junction City

Informational Items:

- No final approval or certificate of occupancy will be issued by the city until such time as the applicant has complied with all requirements and shall not be issued if there is any major variance from the site plan.
- A preliminary approval fee will be required at the time of Planning Commission preliminary approval.
- All future development and proposed uses shall comply with the nuisance provisions set forth under the JCMC.
- Final Subdivision Plan approval is subject to the review, comments and conditions of all affected agencies, including: Lane County, State of Oregon, Junction City School District, Junction City Water Control District, Junction City Fire District, and all applicable State and Federal agencies.
- Indian Graves and Protected Objects (ORS 97.740-97.760) - protects all Native American cairns and graves and associated cultural items.
- Native American Graves Protection and Repatriation Act of 1990 - requires the return of Native American remains and cultural objects by federal agencies and museums to Native American groups; governs excavations and inadvertent discovery of remains and cultural items on federal and tribal lands.
- Archaeological Objects and Sites (ORS 358.905-358.961) - law provides definitions of archaeological sites, 75 years of age or older, significance, cultural patrimony; prohibits the sale and exchange of cultural items; or damage to archaeological sites on public and private lands. Items of cultural patrimony or associated with human remains are protected everywhere, unless the activity is authorized by an archaeological excavation permit.
- Scenic Waterways (ORS 390.805-390.925) - establishes a state policy that protects historic and archaeological sites that are located adjacent to designated scenic waterways (i.e., rivers or lakes) from destruction due to the building of dams, construction, mining, etc.
- Conservation Easement (ORS 271.715-271.795) - permits agencies to help in protecting lands with special natural or cultural features and provides tax incentives to private land owners who agree to restrict their use of such lands.
- State Historic Preservation Plan (ORS 358.605-358.622) - established the SHPO as the administrative agency designated to carry out the state's policies on the identification, preservation, and management of culturally significant structures, sites, and objects within the state. Among other tasks, this plan authorized the state to conduct a comprehensive, statewide

survey to identify all properties (i.e., districts, sites, buildings, structures, and objects) that are potentially significant to Oregon history and to maintain a statewide inventory of historic properties.

- Permit and Conditions for Excavation or Removal of Archaeological or Historical Materials (ORS 390.235)
- Administrative Rules for Archaeological Permits for Public and Private Lands (OAR 736-051-0000 through 0090)

Junction City File: SUB-17-02
TP File: 11238
Applicant: Metro Planning, Inc.
Owner: West Linn Corporate Park, LLC
Property Location: South of The Reserve at Junction City Phase I and abutting W 11th Avenue to the north
Map & Tax Lot: 15-04-31-00-04300
Contiguous Property: 15-05-36-00-00900, 15-04-31-00-04300
Property Area: 12.19 acres (+/-)
Zoning District: R3 (Multiple-Family Residential)
Proposal: **The Applicant proposes a 9-lot subdivision for eight multifamily residential (duplex) lots and one lot currently proposed as open space that will potentially serve future subdivision phases.**

COMMENTS FROM LANE COUNTY TRANSPORTATION PLANNING

The Applicant proposes access to the subject property (“property”) via West 11th Avenue. Access to West 11 Avenue is from Oaklea Drive to West 15th Avenue along additional local streets within Junction City Limits that extend through Phase I of The Reserve at Junction City. Of these additional local streets, Darlington Drive and Breckenridge Drive directly intersect the segment of West 11th Avenue that fronts the property.

Oaklea Drive is the only aforementioned road that is under the jurisdiction of Lane County. Oaklea Drive is a Lane County road that is functionally classified as an Urban Major Collector. Urban Major Collectors have a minimum right-of-way width of 70 feet for development setback purposes [**Lane Code 15.070(1)(c)(i)(cc)**].

Unless and until jurisdiction of Oaklea Drive is transferred to the City of Junction City, Lane County remains the road authority for Oaklea Drive. Because Oaklea Drive is under Lane County’s jurisdiction, the Lane Code (LC) and Lane County Facility Permit requirements apply to development that impacts the right-of-way of Oaklea Drive.

The following specific comments and conditions address the proposed Site Plan as provided to Lane County Transportation Planning. The Site Plan depicts proposed access from West 15th Avenue at this time. Should access be considered from West 10th Avenue, Lane County Transportation Planning requests an opportunity to review any revised Site Plans and adjust comments accordingly.

Background

Previous construction within “The Reserve at Junction City” resulted in 97 homes on the west side of Oaklea Drive. A Declaration of Conditions, Restrictions, and Covenants Relating to Transportation Improvements—Instrument No. 2002-098039 applies to 331 acres of property within the current city limits of Junction City located west of Oaklea Drive (Attachment 1). The 331 acres include the 97 lots that each contain single family dwellings, a property that recently gained conditional approval of a 122-lot subdivision, and include the subject property where nine (9) additional lots are proposed.

Junction City’s previously issued conditional approval for the 122-lot subdivision request within the 331-acre property that encompasses The Reserve at Junction City property is associated with City File SUB-17-01. Sandow Engineering completed a Traffic Impact Analysis (TIA) on March 30, 2017 as part of SUB-17-01. As discussed below (page 3), the TIA identified certain transportation improvements required of

the Applicant as part of conditional approval. Final approval of the subdivision request is subject to the satisfaction of the conditions of approval issued and has not yet been granted. The owner of the property subject to that approval is the same owner of the application under current consideration.

Prior to submittal of SUB-17-01, a Subdivision/Planned Unit Development application served as the most recently submitted subdivision involving the same property (S-07-03 and PUD-07-02). S-07-03 and PUD-07-02 contained conditions of approval in the Final Order of the Junction City Planning Commission that were similar to those specified in the recently approved subdivision request for 122 lots (SUB-17-01).

Instrument No. 2002-098039, recorded on December 17, 2002, runs with the land and is binding upon Oaklea, it heirs, successors, and assigns. Accordingly, the request is subject to the Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements as specified in the aforementioned document regardless of whether the 122 lots proposed as part of future development of The Reserve at Junction City continue to proceed through the development process. An excerpt of the Declaration of Conditions, Restrictions and Covenants are cited below for reference:

Terms of the Conditions, Restrictions, and Covenants:

- 1.5** *The Declarant, Oaklea, shall be responsible for constructing or paying for the cost of constructing half-street frontage improvements (including two travel lanes, curb, gutter, sidewalk, bike lane, street trees and storm drainage improvements) for the full length of Oaklea Drive fronting the properties made subject to these conditions. Frontage improvements shall be constructed in three phases, in no particular order:*

 - 1.5.1.** *North Phase: from the north property line to half way between 15th and 10th Avenues (approximately 1,700 feet).*
 - 1.5.2.** *Middle Phase: from half way between 15th and 10th Avenues to halfway between 10th and 6th Avenues (approximately 1,600 linear feet).*
 - 1.5.3.** *South Phase: from halfway between 10th and 6th Avenues to the south property line (approximately 1,000 linear feet).*
- 1.6** *Construction of an Oaklea Drive frontage improvement phase shall be required whenever:*

 - 1.6.1.** *A neighborhood collector street (6th, 10th, or 15th Avenue) is improved and intersects Oaklea Drive; and*
 - 1.6.2.** *That improved street serves more than (i) 20,000 square feet of occupied commercial or industrial floor area; or (ii) 100 occupied dwelling units.*
- 2.** ***Covenant runs with the land.*** *The Oaklea property described in Exhibit A hereto shall be held, sold and conveyed subject to and restricted by this Covenant, which shall bind Oaklea, it heirs, successors and assigns. This Covenant is for the benefit of Lane County.*

Based upon the applicable Declaration of Conditions, Restrictions, and Covenants Relating to Transportation Improvements, Instrument No. 2002-098039, which memorializes the responsibility to the subject property for construction of half-street frontage improvements (including two travel lanes, curb and gutter, sidewalk, bike lane, street trees and storm drainage improvements) as development progresses for the full length of Oaklea Drive; the fact that the covenant runs with the land; and the fact

that the Site Plan shows that access is currently proposed from West 15th Avenue—an improved street that intersects with Oklea Drive, **the Applicant is required to construct “North Phase” street improvements on Oaklea Drive extending from the north property line as described in Instrument No. 2002-098039 and as discussed below. As described in Instrument No. 2002-098039, the said north property line corresponds to the northerly property line of Tax Lot 1300 of Assessor’s Map 15-04-31-21, with improvements extending to the south, including the frontage of the public park, to the south property line of Phase I (Oaklea Meadows) also known as Phase I of “The Reserve at Junction City.”**

The TIA prepared for SUB-17-01 informed Junction City’s issuance of a condition of approval for a future two-way left-turn lane (i.e., center turn lane, TWLTL) on Oaklea Drive at West 15th Avenue. Coordination of the required improvements for the North Phase of Oaklea Drive should occur such that the improvements accommodate the future center turn lane given that proposed development subject to the conditions of SUB-17-01 is located within the larger 331-acre development area and given that the property associated with SUB-17-01 and the subject property are under the same ownership. **The improvements subject to the aforementioned Declaration of Conditions, Restrictions, and Covenants should be constructed to accommodate the three-lane section of Oaklea Drive that is to contain a TWTL as conditioned by SUB-17-01.**

Oaklea Drive Improvement : Roadway Typical Section

Oaklea Drive is an existing Lane County Road, paved to a width of 22 feet. Pursuant to Instrument No. 2002-098039, the Applicant is responsible for half-street improvements to include two travel lanes, curb and gutter, sidewalk, bike lane, street trees, and storm drainage improvements for the full length of the described section of Oaklea Drive; the first phase of the said improvements being triggered by the 15th Avenue connection to Oaklea Drive and the fact that approval of the current application will result in the 15th Avenue connection serving more than 100 occupied dwelling units.

Pursuant to **LC 15.702(2)**, Diagrams 1 through 5 at **LC 15.710** illustrate design configurations for Urban Arterials and Collectors. **Diagram 2** outlines street dimensions for a three-lane section, which includes a TWLTL. A TWLTL provides a center lane to pull into and promotes roadway safety by allowing vehicles to make left turns outside of the flow of through traffic.

Right-of-Way

The analysis provided for SUB-17-01 determined that a TWLTL would provide mitigation for the left turn lane requirement on Oaklea Drive at West 15th Avenue and would facilitate the safe movement of vehicles turning into residences on the east side of the roadway and those making left turns onto West 13th Avenue. This configuration is desirable for the future safety of Oaklea Drive as future left turn lanes will also be required at West 10th Avenue and West 6th Avenue. The total right-of-way required for half street improvements includes one half of the 12 foot turn lane width = 6 feet, an 11-foot travel lane, a 5.5-foot bike lane, 2 feet for curb and gutter, 6 feet for curbside sidewalk, plus 4 feet for utilities, transition cut and fill slopes etc. The total minimum right-of-way width for one half street improvements along the west side of Oaklea Drive is 34.5 feet. For full width improvements to Oaklea Drive, 69 feet would be the minimum right-of-way requirement.

Pavement and Other Improvements

In order to construct the entire desirable three-lane section, Oaklea Drive at its current width would require that Oaklea Drive be widened to include two travel lanes at 11 feet wide; a 12-foot center turn lane; and two 5.5-foot wide bike lanes; as well as curb, gutter, and sidewalks on both sides of the roadway. The final pavement width between the lip of the curb gutter on the west and east sides of the

roadway would be (2 travel lanes x 11') + (1 center turn lane x 12') + (2 bike lanes x 5.5') for a total of 45 feet. As noted above, the existing roadway is 22 feet wide and as such the difference between the existing and desirable pavement widths is 23 feet of additional pavement.

The Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements requires construction of two travel lanes and a bike lane. The width of these improvements would be (2 travel lanes x 11') + (1 bike lane x 5.5') for a total improved pavement width of 27.5, which is greater than the 23 feet of additional pavement calculated above.

For the similar development approved as part of the Rolling Meadows PUD (PUD-14-01), located in close proximity to proposed development and the 122-lot subdivision conditionally approved under SUB 17-01 on the west side of Oaklea Drive, staff review of the request contemplated the need for left turn improvements. The resultant findings and Condition of Approval 17 ultimately required the Applicant to construct a TWLTL on Oaklea Drive.

Given Oaklea Drive's functional classification as an Urban Major Collector; Sandow Engineering's analysis prepared for SUB-17-01, which found that a TWLTL is warranted on Oaklea Drive at West 15th Avenue; the determination that a TWLTL will require less additional pavement than if the Applicant were to proceed with constructing two full travel lanes and a bike lane as required by Instrument No. 2002-098039; the Final Order for The Reserve Subdivision Phase I citing a future left turn lane requirement on Oaklea Drive at West 10th; the desirability of having a left turn lane at West 13th Avenue and in the future at West 11th Avenue; the desirability of having a left turn lane for a future street connection at West 6th Avenue; the desirability of having a left turn lane for those residents fronting Oaklea Drive on the east side of the roadway; Condition 17 in the Final Order for preliminary PUD-14-01, which required construction of a TWLTL on Oaklea Drive for the nearby Rolling Meadows PUD; and safety considerations cited in the conditional approval for the 122 lots affecting the larger area subject to Instrument No. 2002-098039, **staff finds that the Applicant must construct Phase I of the future Oaklea Drive street section based upon Diagram 2 in Lane Code 15.710, with a TWLTL, two travel lanes, two bike lanes, curb and gutter on each side of the road, and sidewalks on each side, those sidewalks being either 6 foot curbside or 5.5 foot setback sidewalks with a 6 foot wide planter strip.**

LC 15.702: Urban Arterial and Collector Standards

Pursuant to **LC 15.702(1)(a)(ii)**, the Urban Arterial and Collector Standards of **LC 15.702** apply to County Roads functionally classified as Major Collectors within urban growth boundaries.

Pursuant to **LC 15.702(1)(b)**, *"For the streets listed in LC 15.702(1)(a), the standards apply to the following street improvements within urban growth boundaries:*

(ii) Reconstruction of existing arterial and collector streets, including reconstruction of the roadbed and addition of curbs, gutters and sidewalks, but not including preservation or pavement rehabilitation.

(iii) Widening of existing improved arterial and collector streets that result in adding one or more through lanes, left turn lanes, continuous center turn lanes, right turn lanes, bicycle lanes, or other additional lanes."

Staff finds that urban improvements to Oaklea Drive required as a part of this development must meet the requirements of LC 15.702.

Pursuant to **LC 15.702(3)**, *“Right-of Way Width. The minimum right-of-way width shall be the sum of all roadway design element widths plus an additional eight feet (four feet on each side). In addition, the right-of-way shall include space for utilities, transition areas, and cut and fill slopes, and may vary based on terrain.”*

The existing right-of-way along the frontage of The Reserve Phase I is adequate to build half street improvements on the west side of the centerline of Oaklea Drive within that section of Oaklea Drive.

North of this section along Junction City owned lands (park lands dedicated to Junction City as part of The Reserve Phase I), it appears that additional right-of-way may be needed to accommodate street improvements along the west side of Oaklea Drive. Junction City may desire setback sidewalks with street trees along this section of roadway fronting the park. Street trees are a portion of the work required in the Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements. In order to facilitate the planting of street trees in this section, additional right-of-way may be needed. **Pursuant to LC 15.105 (Dedication and Improvement Requirements), Lane County Transportation Planning recommends that Junction City work with the Applicant to dedicate any necessary right-of-way to assure that adequate right-of-way exists to construct the required street improvements on Oaklea Drive.**

North of the Junction City-owned lands, Tax Lot 1300 of Assessor’s Map 15-04-31-21 abuts the final 130 feet (+/-) on the north end of the Oaklea Drive frontage which is subject to the Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements. This property is encumbered by the Covenant. It is unclear whether sufficient right-of-way exists at this time to complete full half street improvements on the west side of Oaklea Drive at this northerly parcel.

Staff finds that the minimum right-of-way width must meet the requirements of LC 15.702(3), unless otherwise approved by Lane County as a temporary measure in order to facilitate improvements to Oaklea Drive.

Pursuant to **LC 15.702(5)(b)**, *“Urban Minor Arterials and Major or Minor Collectors. Travel lanes shall be 11 feet wide, except that wider lanes may be required for industrial areas or areas where the truck percentage of ADT is 10% or more within a 12-hour period.”*

Per Lane County Materials Laboratory records for Oaklea Drive, the most recent classification counts indicate that truck traffic is 5.6% of all traffic; therefore, 11-foot travel lanes are appropriate on Oaklea Drive.

Staff finds that travel lanes on Oaklea Drive must be 11 feet wide.

Pursuant to **LC 15.702(8)(b)**, *“Sidewalk design must be either setback sidewalks or curbside sidewalks, as follows:*

(i) The preferred design option is setback sidewalks. Setback sidewalks must be a minimum of five feet wide with a minimum six feet wide planting strip. Planting strips provide more physical separation of pedestrians from vehicles and space for street trees, landscaping, ground covers, or turf and provide aesthetic benefits to the streetscape. Street trees within public right-of-way are maintained by Lane County. Shrubs, groundcovers, and turf are maintained by the adjacent property owner.

(ii) Curbside sidewalks must be a minimum six feet wide (excluding curb width) to allow for:

- (aa) Additional separation for pedestrians from parked cars or higher speed traffic.*
- (bb) Additional usable width for pedestrians when mailboxes, signs or utilities obstruct the sidewalk area.*
- (cc) Provision of ADA compliant driveway designs and handicap ramps. These standards generally call for flat landing areas, gentle grades, and adequate width for pedestrian and wheelchair movements.”*

Right-of-way constraints in some portions of the right-of-way will not allow the construction of setback sidewalks unless a design exception is approved to allow a reduced width planter strip. County requirements for curbside sidewalk require a 6-foot sidewalk, excluding the curb. Setback sidewalks may be 5 feet in width with a minimum 6-foot wide planting strip.

Staff finds that sidewalks on Oaklea Drive, either setback or curbside, must meet the requirements of LC 15.702(8)(b).

Pursuant to **LC 15.702(9)**, *“Bike Lanes.*

- (a) Bicycle lanes must be a minimum of five and one-half feet wide and provide sufficient usable lane width around drainage grates and utility covers. In a typical application, the five and one-half feet width provides a one and one-half feet shy distance from a curb or parked car and four feet for travel.*
- (b) Curb inlets are the preferred design option for storm water facilities. Where installation of curb inlets is not possible due to steep slopes, utility placement, or other conflicts, catch basins with approved bike-friendly grates are acceptable.*
- (c) Marked bicycle lanes are required when streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.”*

Staff finds that bike lanes constructed on Oaklea Drive must meet the requirements of LC 15.702(9)(a) and LC 15.702(9)(b). Due to the absence of a bike lane on the east side of the road, and the lack of bike lane beyond the project area, the bike lane is temporarily allowed to be striped as travel lane until full improvements on Oaklea Drive occur. Striping and related striping removal must be required including for transition tapers and for left turn lanes. The Applicant will be required to submit a striping plan for approval as part of the required Lane County Facility Permit process.

Pursuant to **LC 15.702(12)**, *“Curb & Gutter. Curbs and gutters serve any or all of the following purposes: drainage control, roadway edge delineation, right-of-way reduction, aesthetics, delineation of pedestrian walkways, reduction of maintenance operations, and assistance in orderly roadside development. The type and location of curbs and gutters affect driver behavior and, in turn, the safety and utility of a roadway.*

- (a) Water conveyance capacity in curb and gutter design must be provided by a minimum 18-inch gutter width.*
- (b) The minimum gutter slope must be 0.5%.*
- (c) The minimum curb height must be six inches.*
- (d) Curb designs that are acceptable for use on County roads include:*
 - (i) Vertical curbs are intended to discourage vehicles from leaving the roadway. Vertical curbs should not be used along high-speed roadways because an out-of-control vehicle may overturn or become airborne as a result of an impact with such a curb. A suitable traffic barrier should be provided where redirection of vehicles is needed.*

(ii) Sloping or mountable curbs are used on roads with speeds of 45 miles per hour or greater and are designed so vehicles can cross them readily if necessary. For example, sloping curbs can be used at median edges or to outline channelizing islands in intersection areas.

(iii) Extruded curbs of either cement or bituminous concrete usually have sloping faces because they provide better initial stability, are easier to construct, and are more economical than steep or vertical faces. Extruded curbs must only be used for drainage control and not as separation for vehicles and pedestrians.

(iv) Other curb designs that conform with accepted engineering practice as set forth in LC 15.701(1)."

The covenant applicable to the subject property requires curb and gutter as part of the required street improvements. **Staff finds that curbs with gutters are the required curb alternative and that curb and gutter constructed on Oaklea Drive must meet the requirements of LC 15.702(12)**

Pursuant to LC 15.702(14), "Center Turn Lanes.

(a) Center turn lanes on arterial and collector streets must be a minimum of 12 feet wide.

(b) A turn lane width of 14 feet may be used in industrial or commercial areas and other streets that experience a minimum 10% truck percentage of traffic volume. Where the truck percentage of traffic volume is greater than 15%, a minimum 14 feet center turn lane must be required.

(c) Arterial and collector streets may have a continuous two-way center turn lane to channelize and remove left turning traffic from through traffic lanes, or to provide additional separation between traffic moving in opposite directions."

Per Lane County Materials Laboratory records for Oaklea Drive, the most recent classification counts indicate that truck traffic is 5.6% of all traffic. Therefore, 12-foot wide center turn lanes are appropriate on Oaklea Drive.

Staff finds that center turn lanes on Oaklea Drive must meet the requirements of LC 15.702(14) and must be constructed to a width of 12 feet.

Required Improved Oaklea Drive Street Section

Minimum improvements on Oaklea Drive addressing LC 15.702 and 15.710 will include half street improvements to urban standards. As per the findings above, the appropriate street section for Oaklea Drive is a three-lane section with a TWLTL. Construction of these improvements will result in a finished Oaklea Drive width which will include two 11-foot travel lanes, a 12-foot center turn lane, a 5.5-foot bike lane on the west side, plus 1.5 feet of curb gutter on the west side for a total of 41 feet from the face of curb on the westerly side of Oaklea Drive to the edge of paving on the easterly side. Excluding the curb dimension, the total pavement width needed is 39.5 feet. Since the existing width of Oaklea Drive is 22 feet, construction of a minimum of 17.5 additional feet of pavement width is necessary in order to make half street improvements including a functional TWLTL.

Instrument No. 2002-098039 requires construction of two travel lanes and a bike lane. The width of these improvements would be (2 travel lanes x 11') + (1 bike lane x 5.5') for a total improved width of 27.5, which is considerably more than the minimum 17.5 feet of additional pavement width necessary to construct the desired section.

Diagram 2 in Lane Code 15.710 shows the crown of the pavement cross section to be at the centerline of the roadway in the middle of the TWLTL. Staff notes that construction of a functional TWLTL requires that one half of the TWLTL be located on each side of the roadway centerline. As a result, improvements necessary to construct the TWLTL will include the requirement to construct approximately 6 feet of pavement widening on the easterly side of Oaklea Drive and 11.5 feet of pavement widening on the westerly side of Oaklea Drive, as well as minimal construction necessary within the existing pavement section to tie the old pavement section together with the new pavement section.

Failure to construct the 6 feet of widening on the easterly side of the roadway would not allow for construction of a safe and functional TWLTL. In review of S-07-03 and PUD-07-02, "The Reserve at Junction City," staff does not agree with Condition of Approval 18(b). This condition would have allowed improvements to the roadway to be constructed 24 feet wide from centerline to the face of the curb with that distance including the TWLTL and the travel lane without the addition of a bike lane. A 12-foot wide TWLTL and 11-foot wide travel lane would require the use of 6 inches of the 18 inch wide curb gutter as part of the travel lane. Additionally, a 2-foot shy distance provided from the curb and bike lane would be lacking. Pedestrians would be forced to walk on a curbside sidewalk immediately adjacent to vehicles that would be using the curb gutter as part of their travel lane, with no buffer space from the curb and adjacent to Oaklea Drive, which is currently posted as a 45 mph speed zone. This would be an unacceptable and unsafe condition.

As previously noted, a TWLTL provides a center lane to pull into and promotes roadway safety by allowing vehicles to make left turns outside of the flow of through traffic. In this case, a TWLTL will provide safety mitigation for increased development traffic as it will facilitate safe movement of vehicles turning into residents on the east side of the roadway, including left turns onto West 13th Avenue. The TWLTL will also provide mitigation for the left turn lane requirement on Oaklea Drive at West 15th Avenue. This configuration is desirable for the future safety of Oaklea Drive as future left turn lanes will also be required at West 6th and 10th Avenues. West 11th Avenue will also benefit from the future extension of the TWLTL.

Staff finds that the required center turn lane improvements must be a continuous TWLTL on Oaklea Drive along the full length of "North Phase" street improvements on Oaklea Drive extending from the north property line as described in the Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements, Instrument No. 2002-098039; the said north property line corresponding to the northerly property line of Tax Lot 1300 of Assessor's Map 15-04-31-21, with the said improvements extending to the south, including the frontage of the public park, to the south property line of Phase I (Oaklea Meadows) also known as Phase I of "The Reserve at Junction City."

The required improvements to Oaklea Drive will include sufficient widening and improvements to construct an 11-foot travel lane on the easterly side of centerline, a 12-foot wide TWLTL centered on the roadway centerline, an 11-foot wide travel lane on the westerly side of centerline, a 5.5 foot wide bike lane on the westerly side of centerline, a 2-foot wide curb and gutter on the westerly side of centerline, and a sidewalk (either 6 foot wide curbside or 5-foot wide setback with a 6-foot planter strip) on the westerly side of centerline. Construction of the Oaklea Drive Street Section will require approximately 6 feet of pavement widening on the easterly side of Oaklea Drive and approximately 11.5 feet of pavement widening on the westerly side of Oaklea Drive along with the addition of curbs and sidewalks on the westerly side of the roadway. The required improvements will include work necessary to tie the existing pavement section into the required widenings to provide a structurally

homogeneous roadway. Pavements must be constructed to avoid joints falling near travel lane wheel paths. The required improvements will also include reconstruction of existing driveway accesses and other incidental improvements necessary to complete the required Oaklea Drive Improvements.

The TWLTL design must provide that the crown of the road and center of the TWLTL is located at the center of the roadway consistent with Lane Code 15.710, Diagram 2. The design must provide for reasonable vehicle storage at intersections and must provide pavement tapers at the north and south end of improvements. The design must include striping as well as the construction of all necessary improvements. Pavement tapers for the TWLTL on Oaklea Drive must be designed to meet minimum AASHTO standards and must be approved by Lane County prior to construction.

LC 15.707: Pavement Structure

Conditions of approval for the prior application (S-07-03/PUD-07-02) – The Reserve at Junction City, provided some pre-approved minimum pavement sections. Lane County has subsequently overlaid the roadway further increasing the existing pavement section. It is likely that an acceptable pavement section would include any of those cited in the conditions of approval for S-07-03 plus the additional pavement depth of the recent Oaklea Drive overlay.

Pursuant to **LC 15.702(7)**, *“Pavement Structure. Pavement Structure design must meet the requirements specified in **LC 15.707**.”*

Pursuant to **LC 15.707** Pavement Structure, *“A single minimum pavement structure design standard cannot be established due to varying factors that affect the structural design of the roadway such as soil type, ADT, truck traffic, and axle configurations. The following requirements are intended to ensure sound engineering practice and road integrity.*

*(1) The requirements in **LC 15.707(2)** through **(4)** apply to the following roads:*

- (a) Arterials and Collectors as described in **LC 15.020**;*
- (b) Local Roads, when the existing ADT on such roads is 400 or more, or projected ADT on such roads is 400 or more when new development is proposed;*

(2) Developers must perform a pavement structure needs analysis and propose a section that is adequate to support the expected traffic. The AASHTO design procedures must be used to determine the needed pavement structure, but, at a minimum, the analysis must show the following:

- (a) The analysis must be completed by an Oregon-certified engineer with expertise in pavement analysis.*
- (b) Determine the design life: establish a minimum remaining useful design life of road segment based on current background traffic projected into the future; and establish the remaining useful design life of road segment with proposed development traffic added. If development contains implementation phases, determine remaining design life at each phase.*
- (c) Recommend additional pavement structure needed, if any, to support proposed new development, and recommend timing for additional pavement to be placed. For example, prior to new development, prior to beginning operations, or estimated year.*
- (d) Subgrade soil type and strengths as measured by the R-value, California Bearing Ratio (CBR) method, or Resilient Modulus test.*
- (e) Projected traffic characteristics including ADT, truck percentage, and axle configurations of each truck type, and annual average traffic growth rate.*
- (f) Design coefficients in the AASHTO design calculations.*

(g) Proposed asphalt concrete (AC) depth and crushed base aggregate thickness. Minimum AC depth must be no less than 4 inches.

(3) The analysis and design proposals are subject to approval by the County Engineer or designee.

(4) Paving material must be asphalt concrete. The use of alternative paving materials such as Portland cement concrete may be used only if approved through the design deviation approval process pursuant to LC 15.709.”

Staff finds that Oaklea Drive is an Urban Major Collector, and as such, the pavement structure for all required improvements on Oaklea Drive must meet the requirements of LC 15.707.

Lane Manual 15.515: Drainage

In accordance with **Lane Manual Chapter 15.515**, stormwater runoff from private property must 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 stormwater runoff. As related to potential impacts to Lane County facilities, the Applicant must submit copies of stormwater design plans and associated reports demonstrating the capacity of the subject property to handle stormwater runoff (e.g., stormwater study and calculations) to Lane County Public Works. Please coordinate with Brad Lemhouse at 541.682.6928 for review of the study and proposed design of the stormwater management system within the subject property.

Lane Code 15.205: Facility Permits

Pursuant to **LC 15.205(1)**, a Facility Permit is required for the placement of facilities within the right-of-way of Oaklea Drive. Facilities and development includes, but is not limited to: road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, stormwater facilities (e.g. gutter) proposed within the segment of Oaklea Drive requiring improvements, or any other facility, thing, or appurtenance [**LC 15.205(1)**].

Lane County approval of a Facility Permit will be required for the construction of all stormwater, pedestrian, and road improvements to Oaklea Drive and any other work within the right-of-way of Oaklea Drive. As part of the Facility Permit process, the Applicant must provide Engineering drawings for Lane County review and approval for all phases of the work prior to the issuance of Facility Permits.

For more information regarding the submittal process and requirements for Facility Permits, please contact 541.682.6902 or visit:

<http://www.lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4196243>

CONCLUSION/CONDITIONS OF APPROVAL

Based on the findings above, Lane County Transportation Planning recommends the following conditions of approval in the event that the construction of the development described in SUB-17-02 is complete prior to the completion of the 122 residential lots proposed for development as part of SUB-17-01.

The property subject to final approval of SUB-17-01 per the conditions issued is subject to the same Declaration of Conditions, Restrictions, and Covenants of Instrument No. 2002-098039 as is the property involved in the present request. The requirements of said Instrument run with the land. As noted, the Applicant for SUB-17-01 is also the Applicant requesting approval for the present request (SUB-17-02);

thus coordination of the improvements can more easily occur with Junction City and Lane County such that the Applicant can demonstrate whether SUB-17-01 or SUB-17-02 first satisfies the conditions that apply to both applications as development progresses. To assist in this process, staff notes that Item 4 of Instrument No. 2002-098039 prescribes methods for partial releases of specific obligations of Instrument No. 2002-098039 to be recorded by the property owner and approved by Lane County.

1. The Applicant must construct “North Phase” street improvements on Oaklea Drive extending from the north property line as described in the Declaration of Conditions, Restrictions, and Covenants Relating to Transportation Improvements, Instrument No. 2002-098039; the said north property line corresponding to the northerly property line of current 1300 of Assessor’s Map 15-04-31-21, with the said improvements extending to the south, including the frontage of the public park, to the south property line of Phase I (Oaklea Meadows) also known as Phase I of “The Reserve at Junction City.”

“North Phase” street improvements on Oaklea Drive must be based upon **Diagram 2 in Lane Code 15.710**, with a Two-Way-Left-Turn-Lane (TWLTL, Center Turn Lane), two travel lanes, two bike lanes, curb and gutter on each side of the road and sidewalks on each side of the roadway either 6-foot curbside or 5.5-foot setback sidewalks with a 6-foot wide planter strip.

The required improvements to Oaklea Drive will include sufficient widening and improvements to construct an 11-foot wide travel lane on the easterly side of centerline, a 12-foot wide TWLTL centered on the roadway centerline, an 11-foot wide travel lane on the westerly side of centerline, a 5.5-foot wide bike lane on the westerly side of centerline, a 2-foot wide curb and gutter on the westerly side of centerline, and a sidewalk (either 6-foot wide curbside or 5-foot wide setback with a 6 foot planter strip) on the westerly side of centerline.

Construction of the Oaklea Drive Street Section will require approximately 6 feet of pavement widening on the easterly side of Oaklea Drive and approximately 11.5 feet of pavement widening on the westerly side of Oaklea Drive together with the addition of curbs and sidewalks on the westerly side of the roadway. The required improvements will include work necessary to tie the existing pavement section into the required widenings to provide a structurally homogeneous roadway. Pavements must be constructed to avoid joints falling near travel lane wheel paths. The required improvements will also include reconstruction of existing driveway accesses and other incidental improvements necessary to complete the required Oaklea Drive improvements.

The TWLTL design must provide that the crown of the road and center of the TWLTL is located at the center of the roadway consistent with **Lane Code 15.710, Diagram 2**. The design must provide for reasonable vehicle storage at intersections and must provide pavement tapers at the north and south end of improvements. The design must include striping as well as the construction of all necessary improvements. Pavement tapers for the TWLTL on Oaklea Drive must be designed to meet minimum AASHTO standards and must be approved by Lane County prior to construction.

2. The Applicant must construct 11-foot wide travel lanes on Oaklea Drive, consistent with **LC 15.702(5)**.

3. Pursuant to LC 15.105, the minimum right-of-way width on the west side of Oaklea Drive must meet the requirements of **LC 15.702(3)**, unless otherwise approved by Lane County as a temporary measure in order to facilitate improvements to Oaklea Drive.
4. Required sidewalk improvements on Oaklea Drive must be either setback sidewalks or curbside sidewalks meeting the requirements of **LC 15.702(8)(b)**.
5. Required bike lanes constructed on Oaklea Drive must meet the requirements of **LC 15.702(9)(a)** and **LC 15.702(9)(b)**. Due to the absence of a bike lane on the east side of the road, and the lack of bike lane beyond the project area, the bike lane is temporarily allowed to be striped as travel lane until full improvements on Oaklea Drive occur. Striping and related striping removal must be required in transition tapers and for center TWLTLs. The Applicant will be required to submit a striping plan for approval as part of the required Lane County Facility Permit process.
6. Curbs with gutters are the required curb alternative. Curbs and gutters constructed on Oaklea Drive must meet the requirements of **LC 15.702(12)**.
7. The center TWLTL on Oaklea Drive must meet the requirements of **LC 15.702(14)** and must be constructed to a width of 12 feet.
8. The pavement structure for all required improvements on Oaklea Drive must meet the requirements of **LC 15.707**. The pavement section design must be sufficient to handle future traffic generated by the development.
9. ADA-compliant sidewalk ramps, sidewalk landings, and all necessary associated curbs must be constructed on the east side of Oaklea Drive at West 13th Avenue, on the west side of Oaklea Drive across from West 13th Avenue where the 12-foot wide public right-of-way from “The Reserve at Junction City” Phase I subdivision provides pedestrian access at Oaklea Drive, and at the intersection of West 15th Avenue as well as at any other location required to comply with ADA standards. The said pedestrian improvements must be constructed in conjunction with the adjacent roadway improvements.
10. The Applicant must provide striping and related stripe removal as necessary to facilitate construction, as well as for the final design configuration of Oaklea Drive. Striping must include required transition tapers, fog line, left turn lanes, etc. Specific striping plans must be submitted for review and approval for each phase of the work at the time of application for Facility Permit approval.
11. Except as modified within these conditions of approval, the Applicant must construct all required improvements to Oaklea Drive to meet the minimum urban collector standards of **LC 15.702**.
12. In accordance with Lane Manual Chapter 15.515, stormwater runoff from private property must 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 stormwater runoff. As related to potential impacts to Lane County facilities, the Applicant must submit copies of stormwater design plans and associated reports demonstrating the capacity of the subject property to handle stormwater runoff (e.g.,

stormwater study and calculations) to Lane County Public Works. Please coordinate with Brad Lemhouse at 541.682.6928 for review of the study and proposed design of the stormwater management system within the subject property.

- 13.** Pursuant to **LC 15.205(1)**, a Facility Permit is required for the placement of facilities within the right-of-way of Oaklea Drive. Facilities and development includes, but is not limited to: road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, stormwater facilities (e.g. gutter) proposed within the segment of Oaklea Drive requiring improvements, or any other facility, thing, or appurtenance [**LC 15.205(1)**].

Lane County approval of a Facility Permit will be required for the construction of all stormwater, pedestrian, and road improvements to Oaklea Drive and any other work within the right-of-way of Oaklea Drive. As part of the Facility Permit process, the Applicant must provide Engineering drawings for Lane County review and approval for all phases of the work prior to the issuance of Facility Permits.

For more information regarding the submittal process and requirements for Facility Permits, please contact 541.682.6902 or visit:

<http://www.lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4196243>

Lane County Transportation Planning staff requests notification and opportunity to review and comment in the event there are any revisions to the proposal. Thank you for the opportunity to review and comment on this proposal.

ATTACHMENTS

Attachment 1: Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements (Lane County Instrument No. 2002-098039)

Exhibit "C"

Send Tax Statements to: Unchanged

After Recording Return to:
Law Office of Bill Kloos, PC
PO Box 11906
Eugene, OR 97440

Consideration: None

Division of Chief Deputy Clerk
Lane County Deeds and Records

2002-098039



\$71.00

00368792200200980390100102

12/17/2002 11:21:41 AM

RPR-REST Cnt=1 Stn=3 CASHIER 07
\$50.00 \$10.00 \$11.00

**DECLARATION OF CONDITIONS, RESTRICTIONS AND
COVENANTS RELATING TO TRANSPORTATION IMPROVEMENTS**

Recitals:

- A. Declarant, Oaklea Enterprises, Inc., 1210 Rose Street, Junction City, OR 97448 ("Oaklea") owns about 331 acres of land ("Oaklea property") located inside the Junction City urban growth boundary ("UGB"). The Oaklea property abuts the west side of Oaklea Drive, which is a county road. The Oaklea property is described in Exhibit A hereto.
- B. Oaklea is in the process of bringing its property into the City of Junction City, with the intention of making it developable for urban uses, primarily low density residential, but including professional technical, multi-family residential, and small commercial area.
- C. Two additional, small land ownerships adjacent to the west side of Oaklea Drive, but otherwise surrounded by the Oaklea property, are also a part of the land proposed to be brought into the City for development. These additional ownerships are: (1) Assessor's Map 15-05-31-21, Tax Lot 1300, which totals .50 acres (fully described in Exhibit B hereto); and (2) Assessor's Map 15-04-31-24, Tax Lot 1200, which totals 5.59 acres (fully described in Exhibit C hereto).
- D. Land that is inside the Junction City UGB is subject to joint comprehensive planning by the City and the County. The process for making the Oaklea property developable for urban uses involves the following steps, generally stated: (1) Secure changes to the Junction City Comprehensive Plan to designate the property for appropriate urban uses; (2) Secure the same changes to the Lane County Comprehensive to designate the property for the same appropriate urban uses; (3) Annex the property to Junction City, which includes demonstrating that the property can be served by an orderly extension of urban facilities and services; (4) Secure appropriate city zoning to implement the new Junction City plan designations.

- E. Junction City adopted new comprehensive plan designations for the property by Ordinance No. 1094, dated July 21, 2002. A copy of that ordinance appears as Exhibit D hereto.
- F. Lane County tentatively adopted the same new comprehensive plan designations for the property in December 2002. Those changes will become final with the enactment of Ordinance No. PA 1185.
- G. If the Oaklea property is annexed to Junction City, Oaklea Drive will be used by all traffic accessing the Oaklea project. Oaklea Drive is a county road. It is not constructed to urban road standards. Oaklea Drive has remaining capacity for additional traffic volume. However, as the Oaklea project builds out, capacity problems may develop at several intersections on Oaklea Drive and other nearby intersections.
- H. This Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements ("Covenant") intends to establish and provide a mechanism to enforce certain obligations for the owners of the Oaklea property to make improvements to Oaklea Drive and nearby intersections in a way that keeps pace with increased demands on the roads as the Oaklea project develops. The objective is to bring Oaklea Drive up to urban road standards, to maintain the capacity of Oaklea as a collector by limiting new direct access to it, and to make capacity improvements to intersections when there is a demonstrated need for such improvements.
- I. The obligations created herein are intended to run with the land and bind future owners of the land. Because it is intended that road improvements will be made in phases as development progresses, provisions are made for release of portions of the Oaklea property from the obligations of this covenant.

NOW THEREFORE, Declarant Oaklea hereby declares the Oaklea property shall be held, sold and conveyed subject to the following conditions, restrictions and covenants which are for the purpose of protecting the value and desirability of the Oaklea property, and which shall run with the Oaklea property and be binding on all parties, their heirs, successors and assigns, and shall inure to the benefit of each owner thereof, and to the benefit of Lane County, a political subdivision of the State of Oregon.

Terms of the Conditions, Restrictions and Covenants:

- 1. **Conditions on property subject to county comprehensive plan change:** The property subject to the Lane County comprehensive plan amendment contained in Ordinance No. PA 1185, the property described in Exhibits A, B, and C hereto, is hereby made subject to the following conditions relating to road access and road improvements:
 - 1.1. Except as qualified under condition 1.3, below:

- 1.1.1. No driveway access shall be taken to Oaklea Road.
 - 1.1.2. New street connections shall be limited to three new streets forming four-way intersections only at 6th, 10th and (approximately) 15th Avenues.
- 1.2. The nature and timing of required capacity improvements shall be determined based on the recommendations of future traffic impact studies to be conducted by the applicant to applicable county standards.
 - 1.2.1. The scope of each required TIS shall include High Pass Road and its intersections with Highway 99, Prairie Road and Oaklea Drive; and Oaklea Road and its intersections with 6th, 10th and 15th Avenues, except where there is reason to believe that a particular intersection would not be significantly impacted.
 - 1.2.2. Up to five transportation impact studies shall be required for development of the Oaklea site as it develops, assuming approximately 1,500 peak hour vehicle trips.
 - 1.2.3. The threshold for determining when a TIS is required shall be 300 estimated external peak-hour trips. Thus, the first new TIS study will be required when the cumulative estimated number of external peak hour trips is equal to or greater than 300. The second new TIS will be required for the next increment of external peak hour trips that is equal to or greater than 300, and so forth.
- 1.3. Condition 1.1 may be modified through individual development applications only when consistent with (a) the results of an updated traffic impact study, (b) applicable adopted city and county access management standards, and (c) county requirements for approval of an additional access to Oaklea Drive by facility permit.
- 1.4. Because the Junction City TSP recognizes that capacity improvements will need to be made to the collector and arterial intersections identified in Conditions 1.2 and 1.5, the costs of such improvements shall be applied towards any applicable systems development charges.
- 1.5. The Declarant, Oaklea, shall be responsible for constructing or paying for the cost of constructing half-street frontage improvements (including two travel lanes, curb, gutter, sidewalk, bike lane, street trees and storm drainage improvements) for the full length of Oaklea Drive fronting the properties made subject to these conditions. Frontage improvements shall be constructed in three phases, in no particular order:

- 1.5.1. North Phase: from the north property line to half way between 15th and 10th Avenues (approximately 1,700 linear feet).
 - 1.5.2. Middle Phase: from half way between 15th and 10th Avenues to half way between 10th and 6th Avenues (approximately 1,600 linear feet).
 - 1.5.3. South Phase: from half way between 10th and 6th Avenues to the south property line (approximately 1,000 linear feet).
 - 1.6. Construction of an Oaklea Drive frontage improvement phase shall be required whenever:
 - 1.6.1. A neighborhood collector street (6th, 10th or 15th Avenue) is improved and intersects Oaklea Drive; and
 - 1.6.2. That improved street serves more than (i) 20,000 square feet of occupied commercial or industrial floor area; or (ii) 100 occupied dwelling units.
 - 1.7. No new building(s) shall be constructed within 100 feet of a planned east-west neighborhood collector street (i.e., 6th, 10th or 15th Avenues) without first improving this street and connecting it to Oaklea Drive.
2. **Covenant runs with the land.** The Oaklea property described in Exhibit A hereto shall be held, sold and conveyed subject to and restricted by this Covenant, which shall bind Oaklea, its heirs, successors and assigns. This Covenant is for the benefit of Lane County.
 3. **Full release of property from covenant.** When Oaklea's obligations under this Covenant are fully performed, Oaklea may record a release of the Covenant in the appropriate form when approved by Lane County.
 4. **Partial release of property from covenant.** Improvements to Oaklea Drive may be made in phases, as described in paragraph 1.5. above, and the capacity improvements to intersections, as described in paragraph 1.2.1. above, will be made incrementally as development proceeds, based on the transportation impact studies to be done under paragraphs 1.2.2. and 1.2.3. As improvements are made under this agreement, Oaklea may record a partial releases of specific obligations of the Covenant for specific portions of the property when approved by Lane County. Unless otherwise approved by Lane County, the partial releases shall be allowed as follows:
 - 4.1. **Partial releases for improvement of Oaklea Drive.** Upon satisfaction of the obligations for improving Oaklea Drive stated in paragraph 1.5 above, partial releases may be recorded as follows:

- 4.1.1. Upon full performance and completion of the North Phase as described in paragraphs 1.5 and 1.5.1. above, release of all property north of 15th Avenue from obligations for those Oaklea Drive improvements;
 - 4.1.2. Upon full performance and completion of the Middle Phase as described in paragraphs 1.5 and 1.5.2. above, release of all property between 10th and 15th Avenues from obligations for those Oaklea Drive improvements;
 - 4.1.3. Upon full performance and completion of the South Phase as described in paragraphs 1.5 and 1.5.3. above, release of all property south of 10th Avenue from obligations for those Oaklea Drive improvements.
- 4.2. **Partial releases for intersection capacity improvements.** Under paragraph 1.2. above, Oaklea will conduct up to five traffic impact studies to determine the need for capacity improvements at the described intersections. These studies will be triggered by the trips associated with phases of proposed development in the Oaklea project. Unless otherwise approved by Lane County, when a development phase triggers a traffic impact study, and the study determines that intersection improvements are needed, all approved developments within that phase may be released from the improvement obligations under paragraph 1.2. above when improvements identified as necessary are funded and necessary contributions from Oaklea are received.
5. **Other sources of funding for improvements.** This Covenant establishes the obligations for improvements relating to off-site roads in connection with development of the Oaklea property. This Covenant does not address sources of revenue that may be available in connection with facility improvements, including, but not limited to: public funds that may be available for the facilities; Oaklea's right to credits; or any reimbursements to Oaklea from any level of government.
6. **Effective date.** Whether or not it is recorded, this Covenant will become effective upon execution but the conditions requiring improvements shall not become operative until: (1) the effective date of the county's Ordinance No. PA 1185 adopting the same plan designations for the Oaklea property as are the subject of Junction City Ordinance No. 1094; (2) the annexation of the Oaklea property to the City of Junction City; (3) adoption of city zoning for all or part of the Oaklea site; and (4) the expiration of the appeal dates for the decisions in (1) through (3) above.
7. **Amendment.** This Covenant may be amended at any time with the written approval of Lane County.
8. **Interpretation.** Use of the singular herein shall include reference to the plural, and vice versa, and use of the masculine shall include reference to the feminine gender. The

captions in this Covenant are inserted only as a matter of convenience and for reference, and in no way describe, define or limit the intent of this Covenant. The captions are not to be used in interpreting this Covenant.

9. **Severability.** Invalidation of any one of the provisions herein by judgment or court order shall not in any way affect any other provision which shall remain in full force and effect.

IN WITNESS WHEREOF, Oaklea has executed this Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements this 17 day of December, 2002.

By: 
Robert Brink, President
Oaklea Enterprises, Inc., an Oregon
Corporation

STATE OF OREGON)
) ss.
County of Lane)

The foregoing instrument was acknowledged before me this 17 day of December, 2002, by Robert Brink as President of Oaklea Enterprises, Inc., an Oregon corporation, on behalf of said corporation.



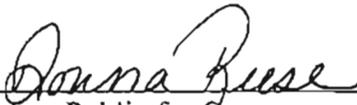

Notary Public for Oregon
My Commission expires: 6-10-03

EXHIBIT A
to Oaklea Declaration

The Oaklea property consists of four tracts of land acquired by separate deeds, as listed below:

A.1
(Hanson Tract)

A tract of land fully described in the warranty deed from Frances E. Teitzel and Frances E. Teitzel, Trustee, to Oaklea Enterprises, Inc., recorded as Instrument No. 9758892, Lane County Oregon Deeds and Records, as

9758892

Ex. A

PROPERTY DESCRIPTION

Beginning at a point 8 chains South of the one-quarter section corner between sections 30 and 31, Township 18 South, Range 4 West, Willamette Meridian; thence East 8.00 chains; thence South 6.48 chains; thence West 47.43 chains to a point 14.23 chains South of Northwest corner of said Section 31; thence West 40.00 chains; thence North 7.188 chains to a stone marked C. S. 7.188 chains South of the one-quarter section corner between sections 25 and 36, Township 18 South, Range 5 West of the Willamette Meridian; thence East 40.00 chains to an iron bar; thence North 3.71 chains to an iron bar 3.40 chains South of Northeast corner of section 36; thence East 28.60 chains to the center line of the Pacific Highway; thence South 14° East 4.49 chains along the center line of the highway; thence East 12.71 chains to the place of beginning, in Lane County, Oregon;

EXCEPT: Beginning at a point on the East line of the John Milliorn Donation Land Claim No. 59, Township 18 South, Range 4 West of the Willamette Meridian, said point being 528.0 feet South 0° 19' East from the Northeast corner of said claim; running thence South 0° 19' East 426.36 feet; thence North 89° 36' West 331.11 feet; thence North 50° 53' 20" West 681.71 feet; thence South 89° 36' East 887.71 feet to the point of beginning, in Lane County, Oregon;

EXCEPT: Beginning at a point 528.0 feet South 0° 19' East and 887.71 feet North 89° 36' West of the Northeast corner of the John Milliorn Donation Land Claim No. 59, Township 18 South, Range 4 West of the Willamette Meridian; running thence South 50° 53' 20" East 681.71 feet; thence North 89° 36' West 700.08 feet to the Easterly right-of-way line of the Oaklea Road; thence along said right-of-way line on a curve to the left having a radius of 984.93 feet, through a central angle of 9° 50' 40" (long chord bears North 11° 51' 10" West 169.03 feet) 169.19 feet; thence North 16° 46' 30" West 273.33 feet; thence leaving said right of way line South 89° 36' East 264.73 feet to the point of beginning, in Lane County, Oregon.

ALSO EXCEPT: Beginning at a point in the center line of the old Pacific Highway No. 99 which point is 28.60 chains East of an iron bar which iron bar is in the ground 3.40 chains South of the Northeast corner of section 36, Township 18 South, Range 5 West of the Willamette Meridian, Lane County, Oregon; thence run West 217.8 feet; thence South 14° East 100 feet; thence East 217.8 feet; thence North 14° West 100 feet to the place of beginning, in Lane County, Oregon.

A.2
(Lemon Tract)

A tract of land fully described in the warranty deed from Elnora Marie Lemon, Trustee, to Oaklea Enterprises, Inc., recorded as Instrument No. 9681476, Lane County Oregon Deeds and Records, as

PARCEL I: Beginning at a point on the West line of Section 31, Township 15 South, Range 4 West of the Willamette Meridian, 50 links North of the quarter section corner on said line; thence running East 50 links; thence South 66.61 feet; thence South 89°18' East 31.41 chains to center of County Road No. 98, at point, 11 links North of the forks thereof; thence North 0°57' West 14.93 chains; thence North 89°22' West 71.68 chains to West line of the Northeast quarter of Section 36, Township 15 South, Range 5 West of the Willamette Meridian; thence South 7.24 chains; thence South 89°27' East 40 chains to the East line of said section; thence South 6.68 chains to the place of beginning, in Lane County, Oregon.

EXCEPTING THEREFROM: Beginning at a point on the West line of Section 31, Township 15 South, Range 4 West of the Willamette Meridian, 50 links North of the Quarter section corner on said line; thence East 50 links; thence South 66.61 feet; thence South 89°18' East 31.41 chains to the center of County Road No. 98 to the true point of beginning; running thence North 0°57' West 600.0 feet; thence North 89°18' West 435.60 feet; thence South 0°57' East 600.0 feet; thence South 89°18' East 435.60 feet to the true point of beginning, in Lane County, Oregon.

PARCEL II: Beginning at a point 14.48 chains North of the Southeast corner of the Northeast quarter of section 36, Township 15 South, Range 5 West of the Willamette Meridian; and running thence North 89°38' West 40 chains to quarter section line running North and South through said section 36; thence North 11.45 chains; thence South 89°38' East 40 chains to the East line of said section; thence East 31.41 chains, more or less, to the center of the County Road, known as the Old West side Pacific Highway; thence South along the center line of said road, 11.45 chains, more or less to a point due East of the place of beginning; and thence West 31.41 chains, more or less to the place of beginning, all in Lane County, State of Oregon.

A.3
(Mitchell Tract)

A tract of land fully described in the warranty deed from Jare L. Mitchell and Lorgia E. Mitchell, to Oaklea Enterprises, Inc., recorded as Instrument No. 9537292, Lane County Oregon Deeds and Records, as

Beginning at a point in the West line of Section 31, Township 15 South, Range 4 West of the Willamette Meridian, 12 chains and 38 1/2 links North of the Southwest corner of said Section 31; and running thence East parallel with South line of said Section, 32.24 chains to the middle of County Road No. 98; thence North along center of road 12 chains 38 1/2 links; thence West parallel with South line of said Section, 32.24 chains to the West line of said Section; and thence South on Section line 12 chains and 38 1/2 links to the place of beginning, in Lane County, Oregon.

A.4
(Gray Tract)

A tract of land fully described in the warranty deed from John Gray, to Oaklea Enterprises, Inc., recorded as Instrument No. 9451135, Lane County Oregon Deeds and Records, as

PARCEL 1:

Beginning at a point in the West line of Section 31, Township 15 South, Range 4 West of the Willamette Meridian 50 links South of quarter Section corner on said line; thence South 89° 18' East 31.91 chains to center of County Road No. 98 at a point 13 links North of the Forks thereof; thence South 17° East along center line of said road 14.85 chains, thence North 89° 13' West 31.98 chains to West line of Section 31, thence North 14.81 chains to place of beginning, in Section 31, of said Township and Range.

ALSO: Beginning at East quarter Section corner of Section 36, Township 15 South of Range 5 West of the Willamette Meridian, thence North 89° 31' West 40 chains to center of Section 36; thence North 7.24 chains thence South 89° 27' East 40 chains to East line of Section 36; thence South 6.68 chains; thence East 50 links thence South 1.02 chains, thence West 50 links, thence North 52 links to the place of beginning, in Sections 36 and 31, aforesaid, situate in Lane County, Oregon.

PARCEL 2:

Beginning at the Northeast corner of the North 1/2 of the Southeast 1/4 of Section 36, Township 15 South, Range 5 West of the Willamette Meridian; thence 480 feet South along the East line of Section 36; thence Northwesterly to a point on the North line of the North 1/2 of the Southeast 1/4 of Section 36, which is 170 feet West of the point of beginning, thence East 170 feet to the point of beginning, in Lane County, Oregon.

EXHIBIT B
to Oaklea Declaration
(Tracer Property)

Approximately .50 acres of land, commonly known as Lane County Assessor's Map No. 15-05-31-21, Tax Lot 1300, and fully described in the warranty deed from Leona J. Tracer to the Leona J. Tracer Revocable Living Trust, recorded as Instrument No. 9721291, Lane County Oregon Deeds and Records, as:

Beginning at a point in the centerline of the Old Pac Hwy #99 which point is 28.60 chains E of an iron bar which iron bar is in the ground 3.40 chains S of the NE corner of Sac 16, Twp 15 S, R 5 W of the WM, Lane County, Oregon, thence run W 217.8 ft thence S 14° E 100.0 ft thence E 217.8 ft thence N 14° W 100.0 ft to the place of beginning, all in Lane County, Oregon.

EXHIBIT C
to Oaklea Declaration
(Monroe Property)

Approximately 5.59 acres of land, commonly known as Lane County Assessor's Map No. 15-04-31-24, Tax Lot 1200, and fully described in the warranty deed from Viola West and Charles A. Reetz to Patrick R. Monroe and Pamela A. Monroe, recorded as Instrument No. 9711386, Lane County Oregon Deeds and Records, as:

Beginning at a point on the West line of Section 31, Township 15 South, Range 4 West of the Willamette Meridian, 50 links North of the quarter section corner on said line; thence East 50 links; thence South 66.61 feet; thence South 89° 18' East 31.41 chains to the center of County Road No. 98 to the true point of beginning; running thence North 0° 57' West 600.0 feet; thence North 89° 18' West 435.60 feet; thence South 0° 57' East 600.0 feet; thence South 89° 18' East 435.60 feet to the true point of beginning, in Lane County, Oregon.

Phone

503 601 8762

Email

kelley@w205.com

Activity Location

Township*	Range*	Section*	Quarter-quarter Section	Tax Lot(s)*
15	04	31	00	4203 <small>You can enter multiple tax lot numbers within this field. i.e. 100, 200, 300, etc.</small>

To add additional tax map and lot information, please click the "add" button below.

Address

Street Address

Address Line 2

City

State / Province / Region

Postal / Zip Code

Country

County*

Lane

Adjacent Waterbody**Proposed Activity****Local Case File #***

SUB-17-02

Zoning

Multifamily Residential R-3

Proposed

- Building Permit (new structures)
- Grading Permit
- Site Plan Approval
- Other (please describe)

- Conditional use Permit
- Planned Unit Development
- Subdivision

Project

9-Lot Preliminary Subdivision

Required attachments with site marked: LWI/NWI, tax map and site plan(s). (?)

Layout-MultiFam(1)_072017.pdf	347.26KB
Layout-MultiFam(2)_072017.pdf	698.08KB
Layout-MultiFam(3)_072017.pdf	652.72KB

Additional Attachments



WETLAND LAND USE NOTIFICATION RESPONSE
OREGON DEPARTMENT OF STATE LANDS
775 Summer Street NE, Suite 100, Salem, OR 97301-1279
Phone (503) 986-5200
www.oregonstatelands.us

DSL File Number: WN2017-0418

Cities and counties have a responsibility to notify the Department of State Lands (DSL) of certain activities proposed within wetlands mapped on the Statewide Wetlands Inventory. Jordan Cogburn from city of Junction City submitted a WLUN pertaining to local case file #: SUB17-02.

Activity location:

township: 15S	range: 04W	section: 31	quarter-quarter section:
tax lot(s): 4203			
street address:			
city: Junction City		county: Linn	
latitude: 44.223727		longitude: -123.224703	

Mapped wetland/waterway features:

- The national wetlands inventory shows a wetland/waterway on the property.
- The local wetlands inventory shows a wetland on the property.
- The county soil survey shows hydric (wet) soils on the property. Hydric soils indicate that there may be wetlands.

Oregon Removal-Fill requirement (s):

- A state permit is required for 50 cubic yards or more of removal and/or fill in wetlands, below ordinary high water of streams, within other waters of the state, or below highest measured tide where applicable.

Your activity:

- It appears that the proposed project may impact wetland and requires a wetland delineation.
- An onsite inspection by a qualified wetland consultant is recommended prior to site development to determine if the proposed project may impact wetlands or waters. If wetlands are present, a wetland delineation is needed to determine precise wetland boundaries. The wetland delineation report should be submitted to DSL for review and approval.

Contacts:

- For permit information and requirements contact DSL Resource Coordinator (see website for current list) http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands_Waterways
- For wetland delineation report requirements and information contact DSL Wetlands Specialist (see website for current list)
http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands_Waterways
- For removal-fill permit and/or wetland delineation report fees go to
http://www.oregon.gov/DSL/PERMITS/docs/rf_fees.pdf



GENERAL LAND USE APPLICATION

City of Junction City
680 Greenwood Ave/PO Box 250
Junction City, OR 97448
Phone: 541-998-2153
Fax: 541-998-3140
www.junctioncityoregon.gov

Type of Application: (May require a supplemental application to be attached and/or additional documentation)

- Annexation
- Comprehensive Plan Amendment
Map _____ Text _____
- Conditional Use Permit
- Variance:
Major _____ Minor _____
- Development Review
- Pre-Application Meeting
- Partition:
Preliminary _____ Final _____
- Vacation
- Rezone (Zone Change)
- Subdivision:
Preliminary Final _____
- Temporary Use Permit
- Other:

LOCATION OF PROPERTY OR ADDRESS:		The Reserve at Junction City Phase 2	
SIZE OF PROPERTY(S): ~12 acres/ 13 Lots	ASSESSOR'S MAP AND TAX LOT #: 15-04-31-00-04203		
PRESENT USE: Vacant	PROPOSED USE: Residential		
BRIEF SUMMARY OF ACTION REQUESTED: Tentative Subdivision Plat			

NAME OF PROPERTY OWNER: West Linn Corporate Park, LLC	
ADDRESS: 5200 SW Meadows Road Suite B-100 Lake Oswego, OR 97035	
PHONE:	E-MAIL:

NAME OF APPLICANT: Same	
ADDRESS:	
PHONE:	E-MAIL:

NAME OF CONTACT: Metro Planning, Inc. c/o Jed Truett, AICP	
ADDRESS: 370 Q Street Springfield, OR 97477	
PHONE: O: (541) 302-9830 C: (541) 968-9849	E-MAIL: jed@metroplanning.com

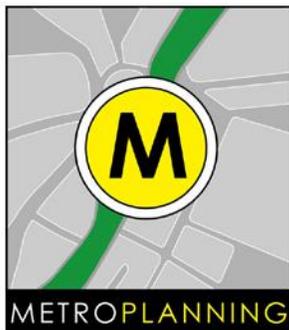
ATTACHMENT(S): Yes No _____

I have the following legal interest in the property (Please check one):
Owner of Record Lessee _____ Holder of an exclusive Option to Purchase _____ Contract Purchase _____

Per Resolution 862: All direct costs for contracted city staff shall be charged monthly to the applicant in the amount billed to City. Contracted staff includes, but are not limited to, city engineer, city attorney, building inspector, traffic consultant, wetlands specialist. Direct costs 30 days past due shall be charged 9% interest in addition to the amount billed to the City.

I hereby certify that the foregoing statements and other information attached hereto are true and accurate to the best of my knowledge and belief. I also agree to pay all direct costs associated with processing this land use application.

Owner's Signature: [REDACTED] Date: 6/20/17



LAND USE PLANNING AND CONSULTING SERVICES

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

TENTATIVE SUBDIVISION APPLICATION FOR THE RESERVE AT JUNCTIONI CITY, PHASE 2 (MULTI-FAMILY)

Written Statement

Submittal No.:	1
Document Date:	July 7, 2017
Applicant's Request:	Tentative Subdivision approval for 8 lots for multi-family residential and 1 lot of open space on an approximately 12 acres site.
Property Owner/ Applicant:	West Linn Corporate Park, LLC 5200 SW Meadows Road Suite B-100 Lake Oswego, OR 97025
Applicant's Representative/ Project Coordinator:	Metro Planning, Inc. c/o Maureen Jackson 370 Q Street Springfield, OR 97477 Tel (541) 302-9830
Civil Engineer:	A&O Engineering, LLC c/o Scott Morris, PE 380 Q Street Suite 200 Springfield, OR 97477 Tel (541) 302-9790
Surveyor:	EGR & Associate, Inc. c/o Ryan Erickson, PLS 2535 Prairie Road Eugene, OR 97402 Tel (541) 688-8322
Subject Property:	Assessor's Map 15-04-31-00; Tax Lot 04203
Location:	The subject property is located south of West 11 th Avenue and west of Oaklea Drive.
Property Size:	12.19 acres
Zoning:	R3/WRD (Multiple Family Residential/ Wetland Resources Overlay District)

Background

This is an application for a tentative subdivision located to the south east of The Reserve at Junction City (Phase 2). The proposed subdivision is located at the terminuses of West 11th Avenue, Darlington Drive, and Breckenridge Drive. The parent property was created through an approved property line adjustment (City File No. PLA 16-02) and was referred to as 'Tract 3' on the property line adjustment maps.

The subject property is zoned R3 (Multiple-Family Residential) and falls within the WRD (Wetland Resources Overlay District). This proposed development will include eight (8) lots for multi-family residential and one (1) large lot of open space for future subdivision phases.

To assist the city staff and Planning Commission in their review of this tentative subdivision application, this written statement addresses the applicable provisions from Title 16 (Subdivisions) and Title 17 (Zoning and Land Use) of the Junction City Municipal Code (JCMC). The JCMC text is in bold italics and the responses are included in plain text.

Applicable Zoning Standards

JCMC 17.20 Multiple-Family Residential Zone (R3)

The base zone that applies to the subject property is R3 (Multiple-Family Residential). JCMC 17.20.010 allows multiple-family residential dwellings in the R3 zone as an outright permitted use. All proposed lots with the exception of Lot D9 are being designed to accommodate future two-family residential dwellings (duplexes) as permitted. The exception lot, Lot D9, will be reserved for future subdivision phases or will not be developed (i.e. the open space tracts).

Per Section 17.20.010 of the JCMC, duplexes within the multiple-family residential (R3) zone shall comply with the standards in the R2 zone (Chapter 17.15 JCMC). Within the R2 zone, the minimum lot area of 7,000 square feet is required for a multiple-family dwelling (duplex) with a minimum lot depth of 75 feet per JCMC 17.15.030. All of the eight (8) standard lots will meet the minimum area of 7,000 square feet and minimum lot depth of 75 feet specified in JCMC 17.15.030.

The remaining standards of JCMC will be reviewed at the time of individual lot development during the building permit process.

JCMC 17.60 Wetland Resources Overlay District (WRD)

The subject site is zoned R3 /WRD (duplex family residential with wetland resources overlay district). According to the City of Junction City Local Wetland Inventory (LWI), the subject property is encumbered by wetlands with DSL delineation in the northwest corner and southwest corner of the subject site on proposed Lot D9. Said Lot D9 is a large lot that is being reserved for future subdivision phases and will not be developed at this time. A twenty-five (25) foot storm drainage easement is proposed for the western boundary of the subject property encompassing the existing wetland area as shown on the preliminary subdivision plan. There will be no impacts to existing wetlands as a result of this proposed subdivision. The standards of the WRD (Wetland Resources Overlay District) found in JCMC 17.60.010 – 17.60.210 will be reviewed during the future subdivision application for proposed Lot D9. Given this fact, none of said standards need to be addressed in this application. The Reserve at Junction City, Phase 2 will be in compliance with standards of the WRD (Wetland Resources Overlay District).

Subdivision Procedure

JCMC 16.05.040 Subdivisions and major partitions.

A. Submitting Preliminary Plan. A preliminary plan shall be submitted to the secretary of the planning commission attached to an application for approval in the form prescribed by the city together with 19 additional copies of the preliminary plan.

Metro Planning is the authorized representative for the West Linn Corporate Park, LLC. This tentative subdivision application is being submitted as required.

B. Preliminary Plan Requirements.

1. Drafting.

a. The preliminary plan shall show all pertinent information to scale. The drawing shall be on standard size sheets 18 inches by 27 inches and at a scale of one inch equals 100 feet. The scale may be increased or decreased, if necessary to fit the drawing to the required plan size of 18 inches by 27 inches; but in all cases the scale shall be standard, being 10, 20, 30, 40, 50, or 60 feet to the inch, or multiples of 10 of any one of these scales.

The preliminary subdivision plan has been drafted to an appropriate engineer's scale on 18" x 24" paper and a reduced copy on 8.5" x 11" paper is also included required.

b. Preliminary plans shall be prepared by an Oregon-licensed land surveyor. An affidavit of the preparer shall be furnished as a part of the preliminary plan submitted.

The plat was prepared by Ryan Erickson, PLS, an Oregon licensed land surveyor and his signature block indicates his review of, and affidavit, for this proposed subdivision.

2. Information Required. The preliminary plan shall, in clear and legible form, include the following information with respect to the proposed subdivision or major partition area, on the plan where practicable, and otherwise on separate sheets of paper in written statement:

a. The proposed name of the proposed subdivision or major partition area, which shall conform to the standards set forth in ORS 92.090.

The name of the preliminary subdivision is noted on the plan.

b. The date, north point, and scale of the drawing, and a sufficient description to define the location and boundaries of the proposed subdivision area, and the names of all recorded plats of land contiguous to such area.

The date of the survey, north arrow, engineer's scale, legal description, and names recorded subdivisions or partitions contiguous to the subject area are shown on the attached plan.

c. The names and addresses of the subdivider or partitioner, owner and engineer or surveyor.

The contact information for the West Linn Corporate Park, LLC (owner) is noted on the plan. In addition, the address and phone number of the surveyor, Ryan Erickson, is included as well.

d. The location of existing and proposed right-of-way lines for existing or projected streets, pedestrian and bicycle facilities, including accessways, as shown on the master road plan.

The location of existing right-of-way lines for existing streets are shown on the plan. This preliminary subdivision does not propose any new streets, pedestrian and bicycle facilities or accessways. This requirement will be met.

e. The locations, names, widths, and typical improvement cross-sections of all streets, existing or proposed to be created, and the grades of existing streets, and the estimated finished grades of streets proposed to be created.

The locations, names, and widths of all existing streets are shown on the plan. This preliminary subdivision does not propose any new streets. This requirement will be met.

f. The elevations of all points used to determine contours correctly shown, and the base data thereof used by the surveyor, having the following intervals:

- i. One-foot contour intervals for ground slopes up to five percent.*
- ii. Two-foot contour intervals for ground slopes between five percent and 10 percent.*
- iii. Five-foot contour intervals for ground slopes exceeding 10 percent.*

One foot contour intervals are shown on the attached preliminary plan based on LIDAR data derived from Oregon Department of Geology and Mineral Industries (DOGAMI).

g. The approximate width and location of all existing and proposed easements for public utilities, and all reserve strips proposed to satisfy requirements which may be imposed by the planning commission under JCMC 16.05.050.

A seven (7) foot public utility easement exists along the eastern edge and northern boundary of the subject property. No other public utility easements are proposed. A one (1) foot reserve strip exists at the terminus of W. 11th Avenue north of proposed Lot D8. No other reserve strips are proposed.

h. The approximate radii of all curves.

There are no curves in this preliminary subdivision plan; this requirement is not applicable.

i. The approximate dimension and area of all proposed lots or parcels.

The dimensions of the boundary and proposed lot lines are shown on the attached plan.

j. 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.

The eastern edge of the subject property will be encumbered by a proposed twenty-five (25) foot storm water drainage easement, as shown on the preliminary subdivision plan.

k. The existing and proposed uses of the property, including the location of all existing structures which the subdivider or partitioner intends will remain in the proposed subdivision or partition area.

The subject property is currently undeveloped. The preliminary subdivision plan shows the location of eight (8) proposed lots for multi-family residential and one (1) lot of open space for future development.

l. All proposals for sewer lines, flood control, and easements or deeds for drainage land, including profiles of proposed drainage ways and direction of flow.

The preliminary subdivision plan shows existing sewer lines and proposed flood control and easements for drainage. Infrastructure required to support this preliminary subdivision exists, no new sewer lines are proposed.

m. All public area proposed to be dedicated by the subdivider or partitioner and the proposed uses thereof.

This preliminary subdivision plan does not include an areas proposed to be dedicated to the public. This requirement is not applicable.

n. All improvements proposed to be made or installed, and the time within which said improvements are proposed to be completed.

This preliminary subdivision plan does not propose installation of any improvements. All infrastructure required to support the proposed preliminary subdivision is already existing. This requirement is not applicable.

o. A legal description of the boundaries of the entire tract and acreage owned by the subdivider or partitioner of which the proposed subdivision or partition area is a part; provided, that where the proposed subdivision or partition area comprises all of such tract, an affidavit of such fact shall accompany the preliminary plan.

Shown on the preliminary plan is a legal description of the boundaries of the entire tract and acreage owned by the subdivider as required by JCMC 16.05.040(B)(2.)(o).

p. The information, conditions and standards set forth in ORS 92.090(1) and (2).

ORS 92.090 Approval of subdivision plat names

(1) Subdivision plat names shall be subject to the approval of the county surveyor or, in the case where there is no county surveyor, the county assessor. No tentative subdivision plan or subdivision plat of a subdivision shall be approved which bears a name similar to or pronounced the same as the name of any other subdivision in the same county, unless the land platted is contiguous to and platted by the same party that platted the subdivision bearing that name or unless the party files and records the consent of the party that platted the contiguous subdivision bearing that name. All subdivision plats must continue the lot numbers and, if used, the block numbers of the subdivision plat of the same name last filed. On or after January 1, 1992, any subdivision submitted for final approval shall not use block numbers or letters unless such subdivision is a continued phase of a previously recorded subdivision, bearing the same name, that has previously used block numbers or letters.

This preliminary subdivision has been named in accordance with ORS 92.090.

(2) No tentative plan for a proposed subdivision and no tentative plan for a proposed partition shall be approved unless:

(a) The streets and roads are laid out so as to conform to the plats of subdivisions and partitions already approved for adjoining property as to width, general direction and in all other respects unless the city or county determines it is in the public interest to modify the street or road pattern.

There are no proposed streets or roads within this preliminary subdivision; thus this requirement is not applicable.

(b) Streets and roads held for private use are clearly indicated on the tentative plan and all reservations or restrictions relating to such private roads and streets are set forth thereon.

There are no proposed streets or roads within this preliminary subdivision; thus this requirement is not applicable.

(c) The tentative plan complies with the applicable zoning ordinances and regulations and the ordinances or regulations adopted under ORS 92.044 (Adoption of standards and procedures governing approval of plats and plans) that are then in effect for the city or county within which the land described in the plan is situated.

This preliminary subdivision complies with applicable zoning ordinances and JCMC 16.05.050 Platting and Mapping Standards as addressed below.

q. The maximum area of each which may be occupied by buildings.

There is no development proposed with this preliminary subdivision except for establishment of lot lines for the purpose creating new lots. Future development will meet JCMC lot coverage standards which will be addressed at time of building permit.

r. The approximate boundaries of and the proposed sequencing of phases in the subdivision, if phasing is proposed.

There is no phasing proposed with this preliminary subdivision. This requirement is not applicable.

Subdivision Platting and Mapping Standards

JCMC 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.*

(b) Master Street Plan.

i. **Submitting Plan.** *The planning commission shall prepare and submit to the council a master street plan or plans and amendments thereto, for the city or such portions thereof as necessary, indicating streets and street systems needed to provide for the transportation needs of the community in its normal growth.*

ii. **Adoption of Plan.** *Upon adoption and approval by the council of any such plan or amendment thereto, as from time to time may be submitted by the planning commission, a copy shall be kept in the planning office for the use and information of the general public.*

iii. **Effect of Adoption.** *Any such plan or plans and amendments thereto adopted by the council shall be considered by the planning commission to be a correct designation of the transportation, access, and safety needs of the area or areas included with respect to the streets designated thereon, for the purpose of determining design and location of streets to be required under JCMC [16.05.040](#), unless convincing evidence to the contrary is presented to the planning commission.*

There are no proposed streets within this preliminary subdivision; thus this standard is not applicable.

(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:*

There are no proposed streets within this preliminary subdivision. The subject site is adjacent to West 11th Avenue, a local street. Table 16.05.050 of the JCMC provides that the minimum right-of-way and paving widths for local streets

are 40-60 feet and 20-36 feet, respectfully. West 11th Avenue abutting the subject site has a 50 foot wide right-of-way with the required paving width meeting the standards in Table 16.05.050 of the JCMC.

- (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.*

The proposed terminuses of West 11th Avenue will terminate in a dead-end without a cul-de-sac bulb or other acceptable turnaround in order to allow the streets to be further extended in the future when proposed Lot 04300 develops. Prior to future development and to prevent access to land at the end of each of the street, there is an existing one (1) foot reserve strip at the end of said street as shown on the plan.

- (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.*

There are no proposed streets within this preliminary subdivision. West 11th Avenue intersects with the subject property at an angle as near to a right angle as is practicable.

- (5) **Topography.** *The layout of streets shall give suitable recognition to surrounding topographical conditions, in accordance with the purpose of this chapter.*

There are no proposed streets within this preliminary subdivision; thus this standard is not applicable.

- (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.*

The proposed Lot D9 will be a large lot reserved for future development. Further said Lot D9 is also under the same ownership of West Linn Corporate Park, LLC. West 11th Avenue ends at proposed Lot D8 as a street stub with a temporary turn-around to ensure future extension when Tax Lot 4300 develops. In addition, extension of Breckenridge Drive southward is made possible with this proposed tentative subdivision. This standard will be met.

- (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.*

There are no proposed cul-de-sacs within this subdivision proposal; thus this standard is not applicable.

- (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.*

There are no proposed streets within this subdivision proposal; thus this standard is not applicable.

- (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.*

There are no proposed streets within this subdivision proposal; thus this standard is not applicable.

(10) **Access Management.**

- (a) **Shared Access.** *Subdivisions with frontage on the state highway system shall be designed to have a shared access point to and from the highway. All such subdivision accesses shall be reviewed by the Oregon Department of Transportation.*

None of the existing streets abutting the proposed subdivision are under the jurisdiction of ODOT (Oregon Department of Transportation); thus this standard is not applicable.

(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.*

No new streets are proposed. Existing streets will serve this proposed tentative subdivision. West 11th Avenue ends at proposed Lot D8 as a street stub with a temporary turn-around to ensure future extension when Tax Lot 4300 develops. Based on this fact, connectivity standards will be met.

(B) **Alleys.**

No alleys are proposed with this subdivision application; thus this section is not applicable and none of the subsections of (B) – Alleys are addressed below.

(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.*

West 11th Avenue does not exceed the 600 foot block length standard. There are no proposed streets within this subdivision proposal; thus this standard is met.

*(11) **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.*

West 11th Avenue, an existing street will serve this proposed tentative subdivision. Proposed Lot D9 is a large lot reserved for future development. West 11th Avenue ends at proposed Lot D8 as a street stub with a temporary turn-around to ensure future extension when Lot D9 and Tax Lot 4300 develop. In addition, extension of Breckenridge Drive southward is made possible with this proposed tentative subdivision to serve future development of Lot D9.

*(12) **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.*

There are no cul-de-sacs or schools adjacent to the proposed subdivision that would require the dedication of any pedestrian ways; thus this standard is not applicable.

*(13) **Easements for utilities.** Dedication of easements for storm water sewers and for access there-to 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 ordinance. Easements for utility lines shall be not less than 14 feet in width; except that, for an easement abutting land not in the partitioned or subdivision area, a lesser width may be allowed, in the description of the planning commission, where the petitioner or subdivider presents a satisfactory plan whereby such easement will be expanded to the width otherwise required.*

Seven (7) foot-wide Public Utility Easements (PUE) are proposed along the northern and eastern boundaries of the property as shown on the plan. A twenty-five (25) foot storm drainage easement is proposed along the western boundary of the property. All easements will serve present and future development; thus this standard is met.

*(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 5 feet in height, and shall be setback at least 3 feet from the sidewalk or right-of-way. At least one deciduous shade tree (a minimum 2-inches in caliper at planting) shall be provided for each 50 lineal feet of street 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.

None of the proposed lots for will have a rear yard that abuts an existing or planned street; thus no perimeter fences are required with this tentative subdivision.

(E) **Lots.** *Lot sizes in mobile home subdivisions shall conform to the provisions of Chapter 17.100 JCMC, Mobile Homes, rather than this subsection (E).*

(1) **Size and frontage.**

(a) *General requirements.*

(i) *Width. Each lot shall have an average width between the lot side lines of not less than 60 feet. Each corner lot and each authorized key lot and butt lot shall have an average width between the lot side lines of not less than 65 feet.*

All of the proposed lots will have average widths between the lot side lines of at least 60 feet. This standard will be met.

(ii) *Depth. Each lot shall have an average depth between the lot front line and the lot rear line of not less than 80 feet and not more than 2 ½ times the average width between the lot side lines. Each double frontage lot shall have an average depth between the lot front line and lot rear line of not less than 120 feet, unless a lesser depth is approved by the planning commission where necessitated by unusual topographic conditions.*

All of the proposed lots will have at least an average depth of 80 feet. Regarding the relationship of lot depth to width, none of the lot depths are more than 2.5 times the average lot widths.

(iii) *Area. Minimum lot area shall be in accord with requirements for the zoning district within which the lot is located.*

Per Section 17.20.010 of the JCMC, duplexes within the multiple-family residential (R3) zone shall comply with the standards in the R2 zone (Chapter 17.15 JCMC).

Per Section 17.15.030 of the JCMC, the minimum lot area in an R2 zone for two-family dwellings (duplexes) is 7,000 square feet. All of the proposed lots will be over 7,000 square feet.

(iv) *Frontage. Each lot shall have frontage of not less than 60 feet upon a street, except that a lot on the outer radius of a curved street or facing the circular end of a cul-de-sac shall have frontage of not less than 35 feet upon a street, measured on the arc.*

All of the lots will have frontage of at least 60 feet to meet this standard.

(v) **Reverse Frontage.**

(A) *Lots that front on more than on street shall be required to locate motor vehicle accesses on the street with lower functional classification.*

(B) *When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road. Access rights of these lots to the arterial shall be dedicated to the city and recorded with the deed (reserve strip.) A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.*

There are no corner lots proposed and none of the proposed lots will have frontage on an arterial street; thus this standard is not applicable.

(b) Exceptions.

(i) Partitioned or subdivision area developed as a unit. The planning commission may, in its discretion, authorize relaxation of the parcel or lot size and frontage requirements specified herein where the partitioner or subdivider presents a plan satisfactory to the planning commission whereby the entire partitioned or subdivision area will be designed and developed with provision for proper maintenance of recreation and park area which will be commonly available for recreation and park purposes to the residents of the partitioned or subdivision area, and which the planning commission determines will be of such benefit to said residents as is equal to that which would be derived from observance of the parcel or lot size and frontage requirements otherwise specified, and will be in accordance with the purpose of this ordinance.

(ii) Land zoned for commercial or industrial use. The planning commission may, in its discretion, authorize relaxation of the parcel or lot size and frontage requirements specified herein in the case of land zoned for commercial use, where such relaxation is necessary in consideration of the suitability of the land for such use, and in accordance with the purpose of this ordinance.

(iii) Parcel or lot retained for future partition or subdivision. The planning commission may, in its discretion, waive parcel or lot frontage requirements where, in its judgment, a parcel or lot should and will be retained by the partitioner or subdivider, and future partition or subdivision of such parcel or lot will be the highest and best use thereof, and such use will be best protected by the creation of a reserve strip separating such parcel or lot from any street.

All lot design standards in the R2 zone (area, width) will be met for all eight (8) lots that are intended for duplex family residential development. Proposed Lot D9 is a large lot intended for future development, but will also meet the minimum lot area and width standards. No exceptions to lot standards are being requested in this application.

(2) Key parcels or lots and butt parcels or lots. There shall be no key parcels or lots or butt parcels or lots, except where authorized by the planning commission here such parcels or lots are necessitated by unusual topographic conditions or previous adjacent layout.

There are no proposed key lots or parcels or butt lots or parcels, as required.

(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.

The parcel lot side lines are at right angles to the street upon which the parcels face as far as is practicable, as required.

(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 ordinance.

All proposed lots are large enough in area and suitable for duplex family residential development, as envisioned by the Junction City Comprehensive Plan. Lot D9 is large enough to accommodate future subdivision phases of duplex family residential lots. No lot size will be detrimental to public health and safety and is suitable for its intended use.

(5) Future partitioning or subdivision of parcels or lots. Where the partition or subdivision will result in a

parcel or lot ½ 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 ordinance 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.

Lot D9 is significantly larger than a ½ acre. Breckenridge Drive is stubbed to the boundaries of said lot to ensure that ample access is provided for future subdivision applications. In addition, West 11th Avenue will terminate in a dead-end without a cul-de-sac bulb or other acceptable turnaround in order to allow the streets to be further extended in the future when proposed Lot 04300 develops.

(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.

No panhandle lots are being proposed given that this application is for a new subdivision. This standard will be met.

*(F) **Drainage.** Where land in the partitioned or subdivision area is or will be periodically subject to accumulations of surface water or is traversed by any watercourse, 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 therefore 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.*

According to the City of Junction City Local Wetland Inventory (LWI), the subject property is encumbered by wetlands with DSL delineation in the northwest corner and southwest corner of the subject site on proposed Lot D9. Said Lot D9 is a large lot that is being reserved for future subdivision phases and will not be developed at this time. A twenty-five (25) foot storm drainage easement is proposed for the western boundary of the subject property encompassing the existing wetland area as shown on the preliminary subdivision plan. There will be no impacts to existing wetlands as a result of this proposed subdivision.

(G) Railroads.

There are no railroads adjacent to the proposed preliminary subdivision; thus this section is not applicable. Given this fact, none of the subsections are included below.

*(H) **Partial development.** Where the partitioned 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.*

The remainder of land also owned by the West Linn Corporate Park, LLC is the proposed Lot D9 as well as the adjacent properties (Properties 1 and 3) from the approved property line adjustment application PLA 16-02. Given that there will adequate access available from the extension of W. 11th Avenue westward and Breckenridge Drive southward no future development plan/sketch should be necessary.

*(I) **Recreational area.** The planning commission, after council approval first having been obtained, may require, as a condition of approval of the subdivision, either:*

(7) 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 one hundred people of the ultimate population in the subdivision;
or

(8) 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.

This application is for a preliminary subdivision and no public park land or payment to the city for parks is proposed.

*(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 Oregon Structural, Specialty and Fire and Life Safety Code.*

The subject property is relatively level and only some or no fill maybe needed for building lots. Any fill that is needed will be in compliance with accepted engineering practices and the Oregon Structural Specialty Code.

*(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.*

The property owner/applicant understands this final plat standard.

*(L) **Utility access.** All accesses to utilities are to be brought to finish grade.*

All of the accesses to utilities when constructed will be brought to finished grade.

**TENTATIVE SUBDIVISION PLAT
COVER SHEET
FOR
THE RESERVE AT JUNCTION CITY PHASE 3
(Multi-Family)**
NW 1/4 SEC. 31, TOWNSHIP 15 SOUTH, RANGE 4 WEST, W.M.
JUNCTION CITY, LANE COUNTY, OREGON
DATE OF SURVEY: MARCH 2016



VICINITY MAP
NOT TO SCALE

PROPERTY INFORMATION

SITE ADDRESS: N/A?
2601 W 12TH AVENUE
JUNCTION CITY, OR 97448

PROPERTY OWNER: WEST LINN CORPORATE PARK, LLC
5200 SW MEADOWS ROAD SUITE B-100
LAKE OSWEGO, OR 97035

APPLICANT: MIKE KELLEY
WEST LINN CORPORATE PARK, LLC
5200 SW MEADOWS ROAD SUITE B-100
LAKE OSWEGO, OR 97035

DESIGN TEAM

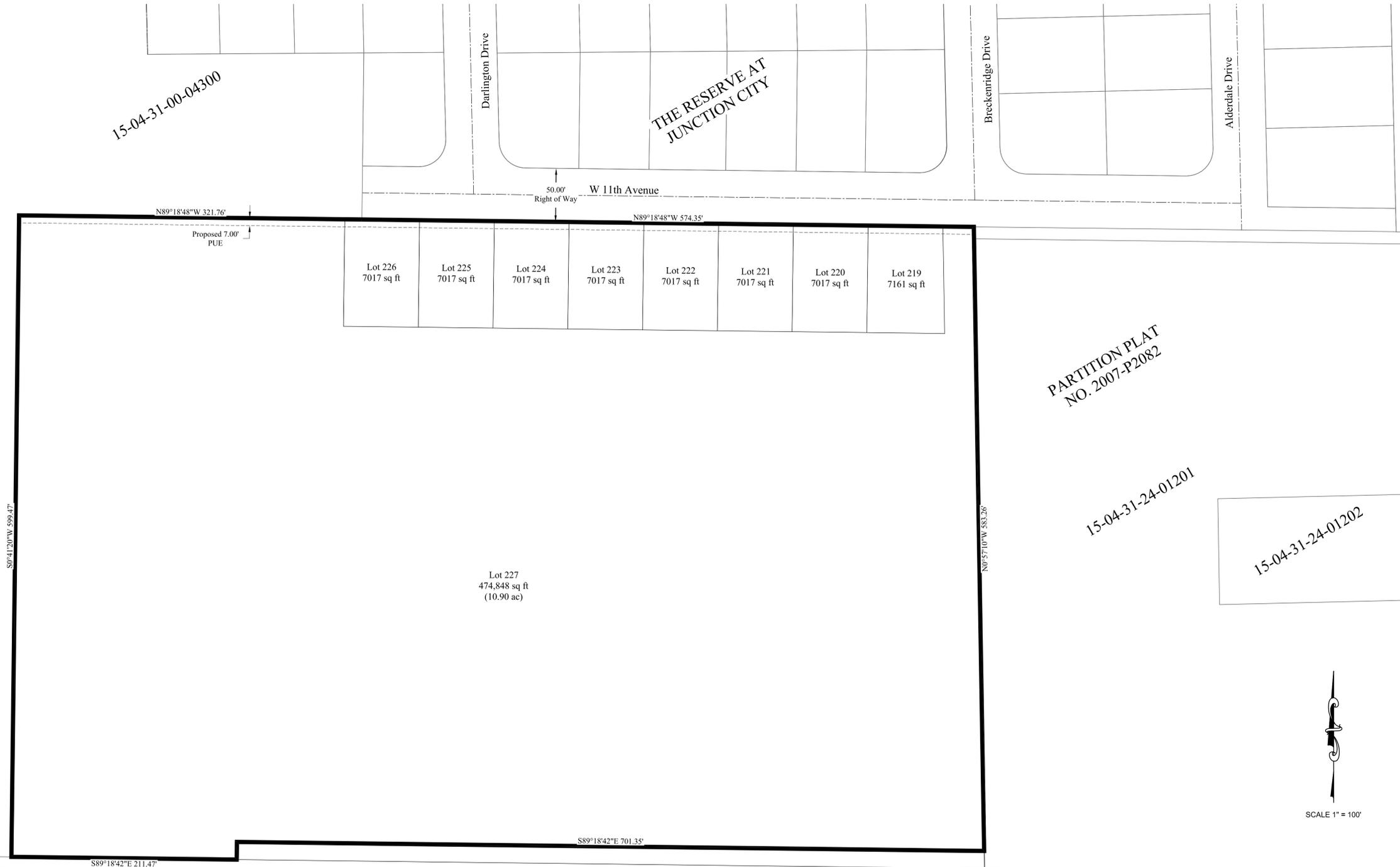
PROJECT: METRO PLANNING, INC
COORDINATOR: JED TRUETT, AICP
370 Q STREET
SPRINGFIELD, OREGON 97477
O: 541-302-9830 C: 541-915-6458

SURVEYOR: EGR & ASSOCIATES, INC.
RYAN ERICKSON, PLS
2535 B PRAIRIE ROAD
EUGENE, OREGON 97402
541-688-8322

ENGINEER: A & O ENGINEERING, LLC
SCOTT MORRIS, PE
380 Q STREET SUITE 200
SPRINGFIELD, OREGON 97477
541-302-9790

SHEET INDEX

SHEET 1 COVER SHEET
SHEET 2 EXISTING CONDITIONS, STORMWATER,
WASTEWATER, AND WATER
SHEET 3 PROPOSED PLAN



EGR & Associates, Inc.
Engineers, Geologists, and Surveyors

TENTATIVE SUBDIVISION PLAT
EXISTING CONDITIONS, STORMWATER, WASTEWATER, AND WATER
FOR
THE RESERVE AT JUNCTION CITY PHASE 3
(Multi-Family)
 NW 1/4 SEC. 31, TOWNSHIP 15 SOUTH, RANGE 4 WEST, W.M.
 JUNCTION CITY, LANE COUNTY, OREGON
 DATE OF SURVEY: MARCH 2016

LEGEND

-  BOUNDARY
-  PROPOSED LOT LINES
-  ADJACENT LOTS
-  CENTERLINE
-  7' PUBLIC UTILITY EASEMENT (PUE)
-  EXISTING WETLANDS
-  1 FOOT CONTOURS
-  EXISTING WASTEWATER
-  EXISTING STORMWATER
-  EXISTING WATER



PARTITION PLAT
NO. 2007-P2082

15-04-31-24-01201

15-04-31-24-01202



SCALE 1" = 50'



**FINAL ORDER OF THE JUNCTION CITY PLANNING COMMISSION
WEST LINN CORPORATE PARK, LLC - THE RESERVE PHASE-III
PRELIMINARY SUBDIVISION APPROVAL (SUB-17-02)**

A. The Junction City Planning Commission finds the following:

- a. The applicant has submitted the application and preliminary plan as required by Chapter 16.05.040 of the Junction City Municipal Code.
- b. The Junction City Planning Commission held a Public Hearing on September 20, 2017 after giving the required notice for public hearing per Chapter 17.150.080 of the Junction City Municipal Code.
- c. The Junction City Planning Commission followed the required procedure of approving a Subdivision as required by Chapter 16.05.040(D) of the Junction City Municipal Code.

B. Conditions of Approval:

PRIOR TO FINAL PLAT APPROVAL:

The City has reviewed the applicant's request and has the following conditions for preliminary subdivision approval:

1. The applicant shall record dedicated reserve strips of land at the terminuses of all proposed rights-of-way in compliance with the standards listed at JCMC 16.05.050.3 prior to Final Plat approval.
2. Prior to Final Plat approval the applicant shall revise the Plat to show the future extension of Breckenridge Drive, and shall dedicate or cause to be dedicated, by instrument approved by the City, the proposed right-of-way of Breckenridge Drive to the southern terminus of the project boundary in compliance with JCMC 16.05.050(C)(2).
3. Where required, easements for access and utilities shall be dedicated on the final plat for the Subdivision.
4. Prior to Final Plat Approval, the applicant shall submit a jurisdictional delineation approved by the Oregon Division of State Lands, or, alternatively, an on-site or off-site jurisdictional determination, conducted or confirmed by Oregon Division of State Lands, that concludes the proposed activities will occur outside the jurisdictional wetland.
5. The applicant shall obtain and provide proof of review and approval by the State Historic Preservation Office, for the use of Tax Lot 4201 of Assessors

Map #15-04-31-00 as intended recreation area in compliance with the standard at 16.05.050(I)(1), prior to Final Subdivision approval.

6. All utilities shall be designed and installed so that lids and risers are at finished grade.
7. The Applicant must construct "North Phase" street improvements on Oaklea Drive extending from the north property line as described in the Declaration of Conditions, Restrictions, and Covenants Relating to Transportation Improvements, Instrument No. 2002-098039; the said north property line corresponding to the northerly property line of current 1300 of Assessor's Map 15-04-31-21, with the said improvements extending to the south, including the frontage of the public park, to the south property line of Phase I (Oaklea Meadows) also known as Phase-I of "The Reserve at Junction City."

"North Phase" street improvements on Oaklea Drive must be based upon Diagram 2 in Lane Code 15.710, with a Two-Way-Left-Turn-Lane (TWLTL, Center Turn Lane), two travel lanes, two bike lanes, curb and gutter on each side of the road and sidewalks on each side of the roadway either 6-foot curbside or 5.5-foot setback sidewalks with a 6-foot wide planter strip.

The required improvements to Oaklea Drive will include sufficient widening and improvements to construct an 11-foot wide travel lane on the easterly side of centerline, a 12-foot wide TWLTL centered on the roadway centerline, an 11-foot wide travel lane on the westerly side of centerline, a 5.5-foot wide bike lane on the westerly side of centerline, a 2-foot wide curb and gutter on the westerly side of centerline, and a sidewalk (either 6-foot wide curbside or 5-foot wide setback with a 6 foot planter strip) on the westerly side of centerline.

Construction of the Oaklea Drive Street Section will require approximately 6 feet of pavement widening on the easterly side of Oaklea Drive and approximately 11.5 feet of pavement widening on the westerly side of Oaklea Drive together with the addition of curbs and sidewalks on the westerly side of the roadway. The required improvements will include work necessary to tie the existing pavement section into the required widenings to provide a structurally homogeneous roadway. Pavements must be constructed to avoid joints falling near travel lane wheel paths. The required improvements will also include reconstruction of existing driveway accesses and other incidental improvements necessary to complete the required Oaklea Drive improvements.

- The TWLTL design must provide that the crown of the road and center of the TWLTL is located at the center of the roadway consistent with Lane Code 15.710, Diagram 2. The design must provide for reasonable vehicle storage at intersections and must provide pavement tapers at the north and south end of improvements. The design must include striping as well as the construction of all necessary improvements. Pavement tapers for the TWLTL on Oaklea Drive must be designed to meet minimum AASHTO standards and must be approved by Lane County prior to construction.
8. The Applicant must construct 11-foot wide travel lanes on Oaklea Drive, consistent with LC 15.702(5).
 9. Pursuant to LC 15.105, the minimum right-of-way width on the west side of Oaklea Drive must meet the requirements of LC 15.702(3), unless otherwise approved by Lane County as a temporary measure in order to facilitate improvements to Oaklea Drive.
 10. Required sidewalk improvements on Oaklea Drive must be either setback sidewalks or curbside sidewalks meeting the requirements of LC 15.702(8)(b).
 11. Required bike lanes constructed on Oaklea Drive must meet the requirements of LC 15.702(9)(a) and LC 15.702(9)(b). Due to the absence of a bike lane on the east side of the road, and the lack of bike lane beyond the project area, the bike lane is temporarily allowed to be striped as travel lane until full improvements on Oaklea Drive occur. Striping and related striping removal must be required in transition tapers and for center TWLTLs. The Applicant will be required to submit a striping plan for approval as part of the required Lane County Facility Permit process.
 12. Curbs with gutters are the required curb alternative. Curbs and gutters constructed on Oaklea Drive must meet the requirements of LC 15.702(12).
 13. The center TWLTL on Oaklea Drive must meet the requirements of LC 15.702(14) and must be constructed to a width of 12 feet.
 14. The pavement structure for all required improvements on Oaklea Drive must meet the requirements of LC 15.707. The pavement section design must be sufficient to handle future traffic generated by the development.
 15. ADA-compliant sidewalk ramps, sidewalk landings, and all necessary associated curbs must be constructed on the east side of Oaklea Drive at West 13th Avenue, on the west side of Oaklea Drive across from West 13th Avenue where the 12-foot wide public right-of-way from "The Reserve at

Junction City” Phase I subdivision provides pedestrian access at Oaklea Drive, and at the intersection of West 15th Avenue as well as at any other location required to comply with ADA standards. The said pedestrian improvements must be constructed in conjunction with the adjacent roadway improvements.

16. The Applicant must provide striping and related stripe removal as necessary to facilitate construction, as well as for the final design configuration of Oaklea Drive. Striping must include required transition tapers, fog line, left turn lanes, etc. Specific striping plans must be submitted for review and approval for each phase of the work at the time of application for Facility Permit approval.
17. Except as modified within these conditions of approval, the Applicant must construct all required improvements to Oaklea Drive to meet the minimum urban collector standards of LC 15.702.
18. In accordance with Lane Manual Chapter 15.515, stormwater runoff from private property must 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 stormwater runoff. As related to potential impacts to Lane County facilities, the Applicant must submit copies of stormwater design plans and associated reports demonstrating the capacity of the subject property to handle stormwater runoff (e.g., stormwater study and calculations) to Lane County Public Works. Please coordinate with Brad Lemhouse, at 541.682.6928, for review of the study and proposed design of the stormwater management system within the subject property.
19. Pursuant to LC 15.205(1), a Facility Permit is required for the placement of facilities within the right-of-way of Oaklea Drive. Facilities and development includes, but is not limited to: road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, stormwater facilities (e.g. gutter) proposed within the segment of Oaklea Drive requiring improvements, or any other facility, thing, or appurtenance [LC 15.205(1)].

Lane County approval of a Facility Permit will be required for the construction of all stormwater, pedestrian, and road improvements to Oaklea Drive and any other work within the right-of-way of Oaklea Drive. As part of the Facility Permit process, the Applicant must provide Engineering drawings for Lane County review and approval for all phases of the work prior to the issuance of Facility Permits.

For more information regarding the submittal process and requirements for Facility Permits, please contact 541.682.6902 or visit:
<http://www.lanecounty.org/cms/One.aspx?portalId=3585881&pageId=4196243>

Lane County Transportation Planning staff requests notification and opportunity to review and comment in the event there are any revisions to the proposal. Thank you for the opportunity to review and comment on this proposal.

C. IT IS HEREBY ORDERED THAT the Junction City Planning Commission approves the Preliminary Subdivision Plat for tax lot 4203 Assessor's Map 15-04-31-00 with the conditions of approval listed above based on the following findings of fact:

Applicable criteria from the Junction City Municipal Code are listed in *italics* and **findings and conditions are highlighted with bold font.**

16.05.040 Subdivisions and major partitions.

A. Submitting Preliminary Plan. A preliminary plan shall be submitted to the secretary of the planning commission attached to an application for approval in the form prescribed by the city together with 19 additional copies of the preliminary plan.

The applicant is submitting a preliminary plat for the subject property. The applicant has submitted three (3) copies of the preliminary subdivision plan, as Staff has waived the 19-hardcopies requirement based on submittal of digital documents.

B. Preliminary Plan Requirements.

The preliminary plan submitted by the applicant includes all pertinent information to scale. The submitted preliminary plan was prepared by Ryan M. Erickson, an Oregon licensed land surveyor. The Reserve at Junction City Phase-III subdivision name is included in the submitted preliminary plat.

The submitted Preliminary Plat includes all relevant information listed under JCMC 16.05.040(B)(2).

C. Review of Preliminary Plan.

The preliminary plan submitted by the applicant will be reviewed according to the relevant criteria listed under this section. Copies of the submitted plan were distributed to Lane County, State of Oregon, federal agencies, Junction City school district, Junction City water control district, the City Recorder and Public Works Staff for review. Comments received are

referenced under **Agency Comments**, and are included in the application file.

D. Approval of Preliminary Plan.

Based on the findings stated above, the Planning Commission requirements stated during the initial review, and the conditions and recommendations provided by referral agencies, Staff recommends Conditional Approval of the proposed Subdivision as stated in the Draft Final Order.

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.

b. Master Street Plan.

i. Submitting Plan. The planning commission shall prepare and submit to the council a master street plan or plans and amendments thereto, for the city or such portions thereof as necessary, indicating streets and street systems needed to provide for the transportation needs of the community in its normal growth.

ii. Adoption of Plan. Upon adoption and approval by the council of any such plan or amendment thereto, as from time to time may be submitted by the planning commission, a copy shall be kept in the planning office for the use and information of the general public.

iii. Effect of Adoption. Any such plan or plans and amendments thereto adopted by the council shall be considered by the planning commission to be a correct designation of the transportation, access, and safety needs of the area or areas included with respect to the streets designated thereon, for the purpose of determining design and location of streets to be required under JCMC 16.05.040, unless convincing evidence to the contrary is presented to the planning commission.

No new streets are proposed as part of this application. Additionally, the submitted preliminary Plat shows connectivity to existing local streets, and the potential for future connection to proposed Major Collectors in compliance with the 2016 Junction City Transportation System Plan.

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.

No new streets are proposed as part of this application. The subject site is adjacent to West 11th Avenue, a local street. Table 16.05.050 of the JCMC provides that the minimum right-of-way and paving widths for local streets are 40-60 feet and 20-36 feet, respectfully. West 11th Avenue abutting the subject site has a 50 foot wide right-of-way with the required paving width meeting the standards in Table 16.05.050 of the JCMC. Therefore, this criterion has been adequately addressed.

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.

The proposed terminuses of West 11th Avenue will terminate in a dead-end without a cul-de-sac bulb or other acceptable turnaround in order to allow the streets to be further extended in the future when proposed Lot 04300 develops. Prior to future development and to prevent access to land at the end of each of the street, there is an existing one (1) foot reserve strip at the end of said street as shown on the plan.

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.

There are no proposed streets within this preliminary subdivision. Darlington Drive and Breckenridge Drive intersect with the subject property at an angle as near to a right angle as is practicable. No jogs are shown on the Preliminary Plat. Therefore, the above criteria have been met.

5. Topography. The layout of streets shall give suitable recognition to surrounding topographical conditions, in accordance with the purpose of this chapter.

The topography of the land is relatively flat, with a slight slope from east to west toward Flat Creek. As such, the proposed street layout complies with this criterion.

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.

The proposed Lot 227 will be a large lot reserved for future development. Additionally, Lot 227 is under the same ownership. West 11th Avenue ends at the existing Lot 4300 as a street stub with a temporary turn-around to ensure future extension when Tax Lot 4300 develops. Future extension of Breckenridge Drive southward is made possible with this proposed tentative subdivision in compliance with the standard listed above.

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.

No Cul-de-Sacs are proposed as part of this Subdivision application.

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.

There are no newly proposed streets within this preliminary subdivision. Therefore, the above criterion is not applicable.

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.

There are no newly proposed streets within this preliminary subdivision. Therefore, the above criterion is not applicable.

10. Access Management.

a. Shared Access. Subdivisions with frontage on the state highway system shall be designed to have a shared access point to and from the highway. All such subdivision accesses shall be reviewed by the Oregon Department of Transportation.

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.

No access to a road controlled by ODOT is proposed.

Street stubs at the western boundary are provided for future access connections.

The intersection points are provided in order to facilitate convenient movement of traffic within the residential neighborhood and facilitate emergency circulation and evacuation.

No new streets are proposed. Existing streets will serve this proposed tentative subdivision.

Therefore, the above criteria have been met.

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.

3. Corner Cut-Offs. Where two alleys intersect, 10-foot corner cut-offs shall be provided.

4. Grades and Curves. Unless otherwise approved by the planning commission where topographical conditions will not reasonably permit, grades shall not exceed 12 percent on alleys, and centerline radii on curves shall not be less than 100 feet.

5. Other Requirements. All provisions and requirements with respect to streets shall apply to alleys the same in all respects as if the word "street" or "streets" therein appeared as the word "alley" or "alleys," respectively.

No alleys are proposed as part of this Subdivision application. Therefore, these criteria do not apply.

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.

As shown on the submitted Preliminary Plat, West 11th Avenue does not exceed the 600 foot block length standard. There are no proposed streets within this subdivision proposal. Therefore, this standard has been met.

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.

West 11th Avenue, an existing street will serve this proposed tentative subdivision. Proposed Lot 227 is a large lot reserved for future multifamily development. West 11th Avenue ends at existing lot 4300 as a street stub with a reserve strip to ensure future extension when Lot 227 and Tax Lot 4300 develop. In addition, extension of Breckenridge Drive southward is made possible with this proposed tentative subdivision to serve future development of Lot 227.

The 2016 Junction City Transportation System Plan lists the future extension of West 10th Avenue, with the function classification of Major Collector, at the southern boundary of the subject site.

In order to maintain compliance with the above standard, and as recommended by the Junction City Public Works Director, the following condition of approval is warranted:

- **Prior to Final Plat approval the applicant shall revise the Plat to show the future extension of Breckenridge Drive, and shall dedicate or cause to be dedicated, by instrument approved by the City, the proposed right-of-way of Breckenridge Drive to the southern terminus of the project boundary in compliance with JCMC 16.05.050(C)(2).**

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.

There are no cul-de-sacs, unusually shaped blocks, or schools, parks, or public areas adjacent to the proposed subdivision that would require the dedication of pedestrian ways. Therefore, the above criterion is not applicable.

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.

7-foot Public Utility Easements (PUE) are proposed on the northern and eastern boundaries of the proposed properties. In addition, a twenty-five (25) foot storm drainage easement is proposed along the western boundary of the property. All easements will serve present and future development. As stated, the following condition is warranted:

- **Where required, easements for access and utilities shall be dedicated on the final plat for the Subdivision. All proposed easements shall meet Public Works width requirements.**

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.

The applicant has provided a preliminary plat showing no rear yards that abuts an existing or planned street. Therefore, no perimeter fences are required as part of this subdivision.

E. Lots. Lot sizes in mobile home subdivisions shall conform to the provisions of Chapter 17.100 JCMC, Mobile Homes, rather than this subsection (E).

1. Size and Frontage.

a. General Requirements.

i. Width. Each lot shall have an average width between the lot side lines of not less than 60 feet. Each corner lot and each authorized key lot and butt lot shall have an average width between the lot side lines of not less than 65 feet.

All of the proposed lots shown on the tentative plat will have a minimum average width greater than 60 feet. Therefore, this standard is met.

ii. Depth. Each lot shall have an average depth between the lot front line and the lot rear line of not less than 80 feet and not more than two and one-half times the average width between the lot side lines. Each double frontage lot shall have an average depth between the lot front line and lot rear line of not less than 120 feet, unless a lesser depth is approved by the planning commission where necessitated by unusual topographic conditions.

All of the proposed lots will have at least an average depth of 80 feet. None of the lot depths are more than 2.5 times the average lot widths. Therefore, this standard has been met.

iii. Area. Minimum lot area shall be in accord with requirements for the zoning district within which the lot is located.

The project site is located within the R3 Zoning District. Pursuant to JCMC 17.20.040 - Lot Size, the minimum lot size for parcels in the R3 - Multiple Family Residential Zoning District regarding multiple-family dwellings, residential care homes, and residential care facilities shall be 7,500 square feet. For townhomes (single-family attached or row houses) the minimum lot area shall be 2,500 square feet per unit. For neighborhood commercial uses, the minimum lot area shall be 5,000 square feet. The minimum lot area for two-family dwellings (duplexes) shall be 5,000 square feet. All lots shown on the Preliminary Plat are in compliance with the minimum lot size standard required by the provision listed above, with the exception that only proposed Lot 227 is suitable for Multiple Family Dwelling

developments as it is the only proposed lot shown to exceed the minimum lot size of 7,500 square feet.

Therefore, this standard has been met.

iv. Frontage. Each lot shall have frontage of not less than 60 feet upon a street, except that a lot on the outer radius of a curved street or facing the circular end of a cul-de-sac shall have frontage of not less than 35 feet upon a street, measured on the arc.

All lots shown on the Preliminary Plat are in compliance with the minimum frontage requirement listed above. Therefore, this criterion has been addressed.

v. Reverse Frontage.

(A) Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with lower functional classification.

(B) When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road. Access rights of these lots to the arterial shall be dedicated to the city and recorded with the deed (reserve strip). A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

The applicant understands the vehicular access requirement. All future building permit submittals will be required to show compliance with this standard prior to building permit issuance. The preliminary Plat does not include areas adjacent to an arterial roadway. As such, 16.05.050(E)(1)(a)(v)(B) is not applicable.

As stated, the reverse frontage criteria have been satisfied.

b. Exceptions.

i. Partition or Subdivision Area Developed as a Unit. The planning commission may, in its discretion, authorize relaxation of the parcel or lot size and frontage requirements specified herein where the partitioner or subdivider presents a plan satisfactory to the planning commission whereby the entire partition or subdivision area will be designed and developed with provision for proper maintenance of

recreation and park area which will be commonly available for recreation and park purposes to the residents of the partition or subdivision area, and which the planning commission determines will be of such benefit to said residents as is equal to that which would be derived from observance of the parcel or lot size and frontage requirements otherwise specified, and will be in accordance with the purpose of this chapter.

The applicant has not requested exceptions at this time.

ii. Land Zoned for Commercial or Industrial Use. The planning commission may, in its discretion, authorize relaxation of the parcel or lot size and frontage requirements specified herein in the case of land zoned for commercial use, where such relaxation is necessary in consideration of the suitability of the land for such use, and in accordance with the purpose of this chapter.

This proposal is for a Residentially Zoned Subdivision. Therefore, this standard is not applicable.

iii. Parcel or Lot Retained for Future Partition or Subdivision. The planning commission may, in its discretion, waive parcel or lot frontage requirements where, in its judgment, a parcel or lot should and will be retained by the partitioner or subdivider, and future partition or subdivision of such parcel or lot will be the highest and best use thereof, and such use will be best protected by the creation of a reserve strip separating such parcel or lot from any street.

Proposed Lot 227 is a large lot intended for future development, which will be required to meet the minimum lot area and width standards at the time of development. As such, this standard has been adequately addressed.

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.

There are no proposed Key or Butt Parcels as part of this proposal. Therefore, this standard is not applicable.

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.

To the greatest extent possible, all lot lines are either radial or perpendicular to the street right of way.

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.

All proposed lots are designed to meet the Junction City zoning regulations and provide for the health, safety, and sanitary needs of the future residents.

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.

Post Subdivision approval, proposed Lot 227 would result in an area roughly 10.9 acres in size. Therefore, the above criterion is applicable. Breckenridge Drive is stubbed to the boundaries of said lot, with Conditions of Approval stated at JCMC 16.05.050(C)(2) requiring further extension to ensure that ample access is provided for future subdivision and/or development. In addition, West 11th Avenue will terminate in a dead-end without a cul-de-sac bulb or other acceptable turnaround in order to allow the streets to be further extended in the future when proposed Lot 227 and existing Lot 4300 develops. Pursuant to this criterion, the Planning Commission may also require the applicant to provide a future partitioning outline, including potential lot lines and street layouts, prior to Final Approval.

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;

No Panhandle Lots are proposed as part of this Subdivision application. Therefore, the criteria listed under JCMC 16.05.050(E)(6) are not applicable.

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.

No stormwater drainage and grading plan has been submitted by the applicant. Should the preliminary subdivision be approved by Junction City, the drainage plan shall be designed with the construction drawings for the subdivision, which shall comply with all relevant Public Works Design Standards. The overall plan will be to provide master drainage facilities designed to service the entire development.

There are Oregon Department of State Lands recognized wetland areas within the development site, as shown on the Local Wetland Inventory Map and provided comments from the Department of State Lands (File # WN2017-0418). However, the submitted Preliminary Plat indicates that no disturbance is anticipated within the wetland areas. As such, the following condition of approval is warranted:

- **Prior to Final Plat Approval, the applicant shall submit a jurisdictional delineation approved by the Oregon Division of State Lands, or, alternatively, an on-site or off-site jurisdictional determination, conducted or confirmed by Oregon Division of State Lands, that concludes the proposed activities will occur outside the jurisdictional wetland.**

Additionally, there are no watercourses or streams within the development site that will be impacted by the proposed Subdivision.

G. Railroads.

No railroads are within or adjacent to the proposed development. Therefore, the criteria listed under JCMC 16.05.050(G) are not applicable.

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.

As stated at JCMC 16.05.050(E)(5), the Planning Commission may require the applicant to provide a future partitioning sketch outline, including potential lot lines and street layouts, prior to Final Approval.

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.

No recreation areas have been proposed as part of this Subdivision application.

The proposed Subdivision is roughly 0.25 miles from the Junction City owned 11.85 acre parcel that was deeded to the City by the applicant as part of the a prior Planned Unit Development (PUD-07-02), in order to serve the entire population of the previously approved PUD and Preliminary Subdivision (SUB-07-03), including the areas shown on the current

Preliminary Plat (SUB-17-02), and the previously approved 122-lot Subdivision (SUB-17-01).

Based on the standard at 16.05.050(I)(1), the existing 11.85 acre parcel is sufficient size to serve the population of the currently proposed Subdivision. However, Staff has confirmed with the State Historic Preservation Office, as well as the Confederated Tribes of the Grand Ronde that a Kalapuya cultural resource site overlays a large portion of both the intended parkland, as well as portions of the development area.

In order to mitigate potential impacts to the known cultural resource, the applicant will be required to obtain formal opinion, review, and approval from the Confederated Tribes of the Grand Ronde and the State Historic Preservation Office in order to verify that the land can be utilized for recreation area, and that the proposed lot layout does not impact the resource area acknowledged by the State.

As a result of the undetermined suitability of the areas proposed for park lands and potential development impacts, Staff recommends the following Condition of Approval:

- **The applicant shall obtain and provide proof of review and approval by the State Historic Preservation Office, for the use of Tax Lot 4201 of Assessors Map #15-04-31-00 as intended recreation area in compliance with the standard at 16.05.050(I)(1), prior to Final Subdivision approval.**

In regard to the recreation area requirement listed above, the applicant may also choose to dedicate additional 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, if the existing land dedicated for park purposes does not prove feasible for future recreation area development.

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.

The applicant states that all lots requiring fill will be done so in accordance with accepted engineering practices including property compaction and structural fill requirements.

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.

A minimum finished floor elevation will be set with the final construction grading plan for the project. The minimum finished floor elevation shall be listed on the final plat.

L. Utility Access. All accesses to utilities are to be brought to finish grade.

- **All utilities shall be designed and installed so that lids and risers are at finished grade.**

16.05.060 Improvements.

A. Submitting Specifications. The planning commission shall prepare and submit to the council specifications, and amendments thereto, for construction of streets and alleys, construction of curbs and gutters, dedication of slope easements for streets and alleys, construction of drainage facilities, and construction of pedestrian ways in subdivision areas. Such specifications shall conform to proper engineering standards relevant thereto, and be so devised as to facilitate provision for the health, safety, and welfare needs of the city and area affected, in accordance with the purpose of this chapter.

Following approval of the preliminary plans in this application, the applicant shall submit detailed construction drawings for the construction of public and private improvements.

Driveway locations shall be shown on the construction drawings for at least 50% of the lots. Driveway drops shall be installed at the time of curb construction for those lots with approved driveway locations to minimize curb cutting required at the time of home construction.

B. Land Surface Drainage. Such grading shall be done and such drainage facilities shall be constructed by the partitioner or subdivider as are adequate for the purpose of proper drainage of the partition or subdivision area and of areas affected thereby, and for the preservation of healthful and convenient surroundings and conditions for residents of the partition or subdivision area and for the benefit of the general public, and in accordance with specifications adopted by the city council.

The site will be graded and improved for drainage in such a manner as to provide adequate drainage of the subdivided area and to preserve the healthful and convenient surroundings and conditions for residents and the general public. A Drainage Plan shall be required to illustrate how a combination of storm pipes and low impact development techniques will be utilized to drain the water from the site. The detailed construction drawings shall include a grading and erosion control plan.

C. Streets and Alleys. The partitioner or subdivider shall grade and pave all streets and alleys in the partition or subdivision area to the width specified in JCMC 16.05.050, and provide for drainage of all such streets and alleys, and construct curbs and gutters within the partition or subdivision area, in accordance with specifications of this chapter. Construction of such improvements shall be subject to inspection and approval by the council's street and alley committee.

No streets or alleys are proposed as part of this application. Therefore, this criterion is not applicable.

D. Sidewalks. Sidewalks shall be located and constructed to conform with Chapter 12.20 JCMC.

The applicant shall submit final engineering drawings with sidewalk locations and design as required by JCMC 12.20 prior to issuance of a building permit.

E. Pedestrian Ways. A walk strip not less than five feet in width shall be paved in the center of all dedicated pedestrian ways. Such paving shall conform to specifications adopted by the city council.

No pedestrian ways are shown as part of this application. Therefore, this criterion is not applicable.

F. Street Light and Fire Hydrant Installations. The partitioner or subdivider shall provide for the installation of all street lights and fire hydrants in accordance with city specifications.

Street light locations shall meet the requirements of the Junction City lighting specifications. All fire hydrant locations shall be installed per the requirements of the Junction City Rural Fire Department. Both lighting and fire hydrant locations shall be shown on the final engineering drawings for each phase of the development prior to issuance of a building permit.

G. Performance Agreement. If all improvements required by the planning commission and this chapter are not completed according to specifications, as required herein, prior to the time the final map or plat is duly submitted for consideration and approval, the planning commission may accept in lieu of said completion of improvements a performance agreement executed by the partitioner or subdivider conditioned on faithful performance and completion of all such improvements within a period of time stated in such performance agreement and approved by the planning commission. [Ord. 809 § 6, 1980.]

The applicant shall either construct the required improvements, or comply with the performance agreement provisions as outlined in this section.

16.05.070 Modification of provisions.

The applicant has not requested any modifications under JCMC 16.050.070. Therefore, these criteria do not apply to the subdivision request.

16.05.080 Appeals.

The applicant is not requesting an appeal at this time. Therefore, the criteria listed under JCMC 16.05.080 do not apply to the current subdivision request.

JCMC CHAPTER 17.20 - MULTIPLE FAMILY RESIDENTIAL ZONE (R3)

17.20.040 Lot size.

In an R3 zone, the lot size shall be as follows:

A. For multiple-family dwellings, residential care homes, and residential care facilities the minimum lot area shall be 7,500 square feet. The minimum lot width at the front building line shall be 50 feet, and 35 feet for cul-de-sac lots.

B. For townhomes (single-family attached or row houses) the minimum lot area shall be 2,500 square feet per unit. The minimum lot width at the front property line shall be 25 feet.

C. For neighborhood commercial uses, the minimum lot area shall be 5,000 square feet. The minimum lot width at the front property line shall be

60 feet. The minimum lot area for two-family dwellings (duplexes) shall be 5,000 square feet. The minimum lot width at the front property line shall be 50 feet and 35 feet for cul-de-sac streets. [Ord. 1242 § 1 (Exh. A), 2016; Ord. 1116 § 1, 2003; Ord. 1037 § 1, 1997; Ord. 950 § 23, 1991.]

The development site is located within the R3, Multiple Family Residential Zoning district. Therefore the criterion listed above is applicable.

As stated within the findings at JCMC 16.05.050(E)(1)(a)(iii), the submitted Preliminary Plat shows compliance with the above standard.

17.160 DEVELOPMENT STANDARDS

17.160.050 - Development Requirements

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

As conditioned above, the applicant will be required to submit all relevant Agency review and approvals prior to Final Subdivision Plat approval.

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

The proposed development includes a total of nine (9) residentially zoned parcels. The intensity of use is unknown at this time, as the proposed parcels allow for Multiple Family uses. However, the preliminary subdivision is shown to take access from the existing Oaklea Drive via West 15th Avenue. Oaklea Drive is a Lane County owned and maintained facility. Therefore, Lane County Public Works recommended Conditions of Approval have been included above as part of the Preliminary Subdivision approval.

D. This approval shall become final on the date this decision and supporting findings of fact are signed by the Chairperson of the Junction City Planning Commission. An appeal of the Planning Commission's decision must be submitted to the City Council within 12 days of this Final Order being mailed to all opponents. Appeals may be made by filing written notice with the city and paying the fee equal to the average cost as prescribed by the City Council and cost of the written transcripts up to \$500, plus one-half the cost over \$500. If no appeal is taken within the 12-day period, the decision of the Planning Commission shall be final. An appeal of the City Council's decision must be submitted to the Land Use Board of Appeals within 21 days of the Council's decision becoming final.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the City to respond to the issue precludes an action for damages in circuit court.

Signature: _____
Stuart Holderby, Vice-Chairperson of the Junction City Planning Commission

Approval Date: _____

TO: Planning Commission
FROM: Planning Department
RE: September Planning Activities



Land Use Application and Planning Project Status

- Current Planning related projects include:
 - The Planning and Building office relocation project is nearly complete. Staff moved all Planning and Building records, office furniture, and data lines to the new location. Planning and Building is now operational at 1171 Elm Street. Staff is waiting for the customer counter to be completed, as well as hanging additional overhead storage, prior to scheduling an open house.
 - Staff met with a potential applicant and representatives regarding a new 300,000+Square Foot industrial processing facility to co-locate on the Grain Millers site. The potential applicant is ready to move on the project and Staff has outlined the most expedient process in order to ensure an early summer 2018 ground breaking. A meeting was also held on Friday September 15 with Business Oregon to determine the feasibility and eligibility for State incentives. The project is proposed to employ roughly 150 people.
 - Staff met with another potential applicant regarding the vacant parcel directly north of BiMart. The discussion revolved around City requirements as they relate to RV and Trailer Sales. The interested party is hoping to close on the site and get started with the permitting process likely in the next month.
 - Another Pre-Application meeting has been scheduled regarding the parcel directly north of the recently approved “Y-property” development. The proposal includes a 10,000Square Foot retail facility with a focus on Farm and tractor supplies. The proposed development will be required to share access with the approved approach onto Highway 99E, as the State will likely obtain access control as part of the push to gain access onto 99W for future phases of the y-property development.

City Council Update

- A proposed update to the Building Permit Fee Schedule will go before the City Council on October 10. The proposed update includes establishing fees the Building Official already charges for various permits and investigations, as well as adding new fees for items currently not listed within the state E-Permitting system. The proposed update is required in order to update the City’s online permitting system, which includes a Planning Module for online payment, tracking, and issuance.
- The Junction City High School has also submitted a request to the Council for an update to the Construction Excise Tax. The item was presented to the Finance and Judiciary Committee, with a recommendation for approval. The item will go before the Council at the October 10 meeting.

Future Action Items

- Nothing at this time.

Planning Commission

- To date, Staff has received two applications for the two vacant and one expiring Planning Commission seats.

Building Activities:

- The year to date building report will be included in the October Planning Activity Report.



PLANNING COMMISSION

AGENDA FORECASTER

TABLE OF CONTENTS

Contents

Current Business Items _____	1
Pending Business Items _____	2
Future Business Items _____	3
2017 Planning Commission Meeting Calendar _____	4

CURRENT BUSINESS ITEMS

Current Business Items

<u>Item</u>	SUB-17-02 - West Linn Corporate Park LLC – Reserve Phase-III Preliminary Subdivision
<u>Requested By</u>	Applicant
<u>Staff Contact</u>	Planner Cogburn
<u>Date Last at Commission</u>	N/A

Item Description

This is a new request for the creation of a 9-parcel subdivision adjacent to West 11th Avenue.

Current Status/Update

This is a new review item.

PENDING BUSINESS ITEMS

Pending Business Items

Item

Nothing At this time

FUTURE BUSINESS ITEMS

Future Business Items

Item Zoning Inconsistencies - Chapel Creek (West 17th)

Requested By Planning Commission

Item Description

Review of the High Density zoning designation at the Chapel Creek Subdivision.

Item Enterprise Zone Boundary Expansion

Requested By Planning Commission

Item Description

Review and propose expansion of the Junction City Enterprise Zone.

2017

Calendar Key

- Packets Available Date
- Regular Meeting Date
- Holiday Observed

January

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

February

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	1	2	3	4
5	6	7	8	9	10	11

March

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8

April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3
4	5	6	7	8	9	10

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	1
2	3	4	5	6	7	8

July

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

September

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
1	2	3	4	5	6	7

October

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

November

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2
3	4	5	6	7	8	9

December

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6