



JUNCTION CITY PUBLIC WORKS DEPARTMENT

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JUNCTION CITY PLANNING - TYPE-I DEVELOPMENT REVIEW FINDINGS

File Number: DEV-21-03, Junction City Commercial Center, Phase 2

Application Summary: Development Review conditional approval granted for the second phase of the Junction City Commercial Center, consisting of two buildings. The first a 14,861 square commercial structure, and the second a 5,000+/- square foot office/commercial structure.

Owners: City Junction, LLC and JC 99, LLC, PO Box 1800, Corvallis OR 97339

Applicant: Dickerhoof Properties, PO Box 1800, Corvallis, OR 97339

Applicant Representative: Rhine-Cross Group, LLC, 112 N 5th Street, Suite 200, PO Box 909, Klamath Falls, OR 97601

Lead City Staff: Tere Andrews, Junction City Planning Technician, 541-998-3125.

Subject Property/Zoning/Location: Tax Lot 2300, Lane County Assessor Map 15-04-29-00, zoned General Commercial. Located just north of the Highway 99E/Highway 99W intersection.

Relevant Dates: Application submitted on March 23, 2021; deemed complete on March 26, 2021; Referrals to City Departments and affected agencies sent on March 26, 2021; decision granting Conditional Approval issued on May 4, 2021. Public notice is not required as part of a Type-I administrative review.

Associated Files: No building or land use applications are being processed currently for the subject site. A review of files for the subject site located the following: A-06-03 (Annexation); RZ-07-01 (Rezone) and; DEV-17-03 (Development Review, phase 1)

Present Request: The applicant seeks approval of the second phase of the commercial center. The first phase included a Grocery Outlet, NW Farm Credit, Starbucks, and Taco Bell. The second phase, as shown on the site plan, is proposed to include two new commercial buildings. The first building will contain a 9,983 square foot Dollar Tree with additional space for a 4,879 square foot retail store(s), the second building will have a 2,562 square foot Oregon Community Credit Union, and 2,400 square feet allotted for two separate retail spaces of 1,200 square feet each.

Public Notice and Referrals: Public notice of the proposed development is not required under Junction City Municipal Code (JCMC) 17.150.070(A)(1)(b). Although, the application and completed staff report are posted on the Planning page of the City's website.

Referral comments on the application were requested from various affected service providers and City departments on March 26, 2021. All referral comments received on this application are included in the application file for reference. Comments received are addressed in the context of applicable approval criteria and standards in the following evaluation. Comments were received from the City's contracted engineer, HBH Consulting Engineers, and Oregon Department of Transportation (ODOT). These comments have been included as attachments to this report. Relevant application requirements and approval criteria are addressed at Junction City Municipal Code 17.35 General Commercial Standards, 17.85 Access Management, 17.90 Off-Street Parking & Loading, and 17.160 Development Standards.

GENERAL PROPERTY INFORMATION

The applicant intends to develop the second phase of the Junction City Commercial Center on the 9-acre site. The subject site is triangular and bounded to the east and south by Highway 99E, and to the west and south by Highway 99W. To the north is the remainder of the commercial center.

The subject site is designated Commercial on the Junction City Plan Designation map with a zoning of General Commercial (GC). Surrounding properties are zoned General Commercial; to the east and south are a church and an AutoZone retail store, to the west and south are the Safeway store and Safeway fuel station, and to the north is the remainder of the commercial center. The north edge of the commercial center is the Junction City limit, beyond this is property zoned farm use within Lane County. The site has direct access to Highways 99E and 99W.

The site is partially developed with a Grocery Outlet, NW Farm Credit, Taco Bell, and Starbucks. Fire protection services are provided by the Junction City Rural Fire Protection District. The site is located within the Junction City limits, and served by City water, and sanitary sewer. The subject site is within the Junction City Water Control District for storm water management. Other utilities readily available are power, telephone, and cable TV all existing within the right of way of Highway 99E overhead.

Previous property owners worked with Pacland in 2008 for a proposed Wal-Mart on this commercial property. The proposal was withdrawn prior to completion. However, many of the reports required for the Wal-Mart application remain applicable to this commercial development, including the base flood elevation determination, the wetland determination report and DSL (Department of State Lands) concurrence letter, and a geotechnical evaluation of the site.

In a report prepared by Environmental Science and Assessment, LLC, the study area, which included tax lot 02300 of Assessor's map 15-04-29-00 was determined to have one waterway and no wetlands. The Oregon Department of State Lands in their letter dated April 8, 2008 concurred with these findings.

The site consists of Malabon silty clay loam (#75 – 8.4 acres) and Malabon-Urban land complex (#76 - 0.6 acres), with hydrologic soil classifications listed as 'C'. The site is currently about 60% developed with the remainder a mix of weeds and grass.

The site is located on Panel No. 41039C0602F of the Flood Insurance Rate Map (FIRM) for Lane County. The majority of the property is located within Zone A of the flood map with no elevations listed on the FEMA map. In a report dated November 5, 2008, from Pacific Water Resources, the Base Flood Elevation was determined to be 320.67', with a minimum finished floor elevation of 321.7'. The applicant stated in their Burden of Proof that all commercial floor elevations will have a minimum floor elevation set one foot above the flood elevations.

The subject property is currently designated as Commercial on the Junction City Comprehensive Plan Designation map with a General Commercial (GC) zoning. The proposal for retail, and office (credit union) uses are permitted outright within the General Commercial zone. Future uses will need to comply with permitted uses in the General Commercial zone.

EVALUATION

The following findings demonstrate that the proposed development will conditionally comply with all applicable approval criteria and related standards as set forth in the Junction City Municipal Code (JCMC). The approval criteria and related standards are listed below in **bold**, with findings addressing each. Various conditions of approval and informational items are included where appropriate.

JCMC CHAPTER 17.35 – GENERAL COMMERCIAL (GC)

JCMC 17.35.010 Uses permitted outright.

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

A. A use permitted outright in a C2 zone.

17.30.010 Uses permitted outright.

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

3. Bank, loan company or similar financial institution.

37. Grocery store.

Finding: The development proposal is for the second phase of a 2-phase commercial center to include two new commercial buildings. The first building is proposed to have approximately 10,000 square feet for a Dollar Tree and nearly 4,900 square feet for a retail store, or stores. The second building will have a 2,562 square foot credit union with an additional 2,400 square feet for two separate retail spaces. These uses are consistent with the allowed uses as stated above. All future use at the subject site shall be in compliance with the allowed uses listed under General Commercial. Therefore, the criteria have been met.

17.35.040 Restrictions on Use

A. Residential dwellings shall not be allowed on the ground floor of the GC zone. However, existing dwellings and their accessory uses that were legally established prior to the effective date of the ordinance codified in this chapter may be used for residential purposes, and may be maintained, expanded, constructed or reconstructed in conformance with the development standards as established in the R3 zone and the nonconforming use standards in Chapter 17.125 JCMC. Residential dwellings are encouraged for upper floors in multistory buildings in the GC zone that are located close to the downtown area.

B. Any outside storage shall be conducted entirely within a sight-obscuring fence a minimum of four feet in height when adjacent to a property used or zoned for residential use or when directly visible from a public street or sidewalk and must comply with the vision clearance standards in JCMC17.95.090. [Ord. 1116 § 1, 2003; Ord. 1037 § 1, 1997; Ord. 986 § 1, 1994; Ord. 950 § 42, 1991.]

Finding: No residential dwellings exist or are proposed as part of this application. The subject is not adjacent to residential zones or dwellings. As stated in the written narrative, all outside

storage will be screened with minimum six-foot fencing. Screening shall comply with the vision clearance standards of JCMC 17.95.090. Therefore, the criteria have been met.

17.35.050 Setbacks Requirements

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

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

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

C. A rear yard is not required except where the foundation of a structure abuts a residential zone, in which case it shall be a minimum of 15 feet. [Ord.1116 § 1, 2003; Ord. 1037 § 1, 1997; Ord. 950 § 43, 1991.]

Finding: The subject site is surrounded by properties zoned General Commercial. The proposed structures are shown to comply with the vision clearance standards at JCMC 17.95.090. Therefore, the criteria have been met.

17.35.060 Building Orientation Guideline

In order to create streets which are attractive to pedestrians, create a sense of enclosure, and provide activity and interest along the street edge of a building, the siting of new commercial buildings shall be close to the street rather than set back from the street behind large parking lots. Front (street-facing) setbacks between zero and 25 feet from the front property line are required where site size and configuration permit (see Appendix A, Diagram 10). [Ord. 1178 § 2, 2007; Ord. 1116 § 1, 2003; Ord. 950 § 43A, 1991.]

Finding: The applicant has placed the proposed building for the credit union and shops as close to Highway 99W as practical with parking on the interior of the commercial center.

The intent of JCMC 17.35.060 is to minimize visibility of parking lots from the roadway and create visual interest. In accordance with this section of the Development Code, Taco Bell, Grocery Outlet, and Starbucks were located along the east and south perimeters abutting Highways 99E and 99W. The NW Farm Credit building, and the proposed credit union building are along the south/west perimeters abutting Highway 99W. The buildings being located along the perimeters of the commercial center provide visual interest and minimize the visual impact of the parking lots.

The proposed Dollar Tree building will be located well within the interior of the commercial center. Although the parking lot for the Dollar Tree building is proposed to be in front of the

building, the parking lot will not be along either highway. Therefore, the criteria have been sufficiently addressed.

17.35.070 Height of Buildings

In a GC zone, no building shall exceed a height of 35 feet. [Ord. 1116 § 1, 2003; Ord. 1037 § 1, 1997; Ord. 950 § 44, 1991.]

Finding: The maximum heights of the structures are proposed to be less than the 35-foot maximum. Building permit submittal shall show compliance with this standard. As such, this criterion has been addressed.

17.35.080 Parking

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

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

B. Parking Lot Siting. To minimize the visual impact of parking areas, new commercial developments shall site off-street parking lots to the rear or side of the building where site size and configuration permit. [Ord. 1178 § 3, 2007; Ord. 1116 § 1, 2003; Ord. 950 § 44A, 1991.]

Finding: The proposal is for two new commercial structures and is therefore subject to the standards listed at JCMC 17.90.010(E), which are addressed within this report. The proposed off-street parking areas are located on the interior of the commercial center which minimizes the visual impact of the parking lots to the maximum extent possible. Therefore, as shown on the site plan, the criteria listed above have been addressed.

17.35.090 Building entries.

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

A. All commercial buildings must provide at least one customer entrance within 50 feet of an adjacent public sidewalk. Direct pedestrian access from the public sidewalk to the building entrance shall be provided and must be separated, raised, or protected from vehicular traffic and provide access for disabled persons in a manner that complies with applicable state and federal law. This standard does not apply to mini-storage, automobile paint shop, or car wash uses (see Appendix A, Diagram 12). [Ord. 1116 § 1, 2003; Ord. 950 § 44B, 1991.]

Finding: The above standard does not take into account the commercial center location on a large (9 Acre) parcel which is not bound on all sides by public right-of-way. The applicant submitted a site plan showing direct pedestrian access from the street in the form of a concrete separated and raised sidewalk that is directly connected to the proposed street sidewalks. However, lot dimensions, size of the buildings, topography of the project site, and required ADA facilities will limit the ability to have entry doors within 50 feet of the public sidewalk. The applicant is attempting to meet this standard by placing the credit union building as close to the public right-of-way as practical with multiple pedestrian access connections and a proposed internal

pedestrian network of raised and marked sidewalks. Additionally, the above 50-foot entry standard from a public sidewalk cannot be met for the proposed Dollar Tree building, due to the size and shape of the property, without severely limiting the density of the proposed development. Staff finds that the proposal meets the intent of this criterion through the proposed internal pedestrian network and access connections to the adjacent rights-of-way. Therefore, the criteria have been met.

17.35.100 Building form.

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

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

B. Windows. All street-facing building facades shall provide windows along a minimum of 50 percent of the length and 20 percent of the ground floor wall area (doorways may be used to help satisfy this standard). On corner lots, the general ground floor window standards must be met on one street frontage only. On the other street(s), the requirement is one-half of the general standard. This standard does not apply to mini-storage, automobile paint shop, or car wash uses (see Appendix A, Diagram 12). [Ord. 1178 § 4, 2007; Ord. 1116 § 1, 2003; Ord. 950 § 44C, 1991.]

Finding: The subject site is a large triangular corner lot with multiple structures. The credit union building is below the 10,000 square foot maximum requiring compliance with this articulation standard (4,962s.f.). Therefore, the criteria listed in JCMC 17.35.100(A) is not applicable to this portion of the proposed development.

The Dollar Tree building will be a total of 14,862 square feet which is greater than the 10,000 square feet prescribed in the above Code. Therefore, JCMC 17.35.100.(A) applies to this portion of the proposed development.

The elevation drawings for the proposed Dollar Tree building appear to be in compliance with the Building Articulation standard. However, the submitted elevation drawing does not have a scale, thus confirmation was not possible.

Both proposed structures have street facing façades. Therefore, the window standard above is applicable. The southwestern facing elevation of the proposed Dollar Tree building appears to have windows in compliance with the above standard. However, the submitted elevation drawing does not have a scale, thus confirmation was not possible.

The southwestern facing façade of the credit union building contains 10 linear feet of windows along an 80-foot building façade. In the Burden of Proof, the applicant acknowledged that this does not meet the window standard and stated this was due to security concerns. Therefore, the following conditions are warranted.

CONDITION: At the time of building permit application submittal, the applicant shall submit elevation drawings, to scale, for the 14,862 square foot Dollar Tree building in compliance with the standard at JCMC 17.35.100.

CONDITION: The southwest, street facing, elevation of the credit union building shall meet the window standards of JCMC 17.35.100(B) through the use of design features that mimic windows.

As conditioned above, these criteria can be adequately addressed.

17.35.110 Trash Receptacles

Trash receptacles shall be screened on all sides with an evergreen hedge or solid fence or wall of not less than six feet in height. No trash receptacle shall be located within required setbacks or within 25 feet of property lines abutting residential zones. [Ord. 1116 § 1, 2003; Ord. 950 § 44D, 1991.]

Finding: Trash enclosures with 6-foot CMU screening walls are proposed for each structure in compliance with this standard. The property does not abut a residential zone. The enclosures will need to meet the Public Works Design Standards for trash enclosures. Therefore, the following conditions is warranted.

CONDITION: The proposed trash enclosures shall be designed to meet Public Works Design Standards prior to issuance of building permits.

As conditioned above, these criteria can be satisfied.

17.20.120 Utilities

All utilities on the development site shall be placed underground. Ground-mounted equipment such as transformers, utility pads, cable television and telephone boxes, cell tower equipment boxes, and similar utility services shall be placed underground wherever practicable. Where undergrounding is not practicable, equipment shall be screened from view from adjacent streets, sidewalks, and abutting residentially zoned properties with an evergreen hedge or solid fence or wall at least four feet in height and must be sited to comply with the vision clearance standards in JCMC 17.95.090. [Ord. 1116§ 1, 2003; Ord. 950 § 44E, 1991.]

Finding: The applicant acknowledges, new utilities shall be located underground. The existing power feed to the property is via overhead lines. A comment was received from Emerald People's Utility District stating the utility planned to extend underground electrical backbone on the property to serve the new buildings. The Developer should contact EPUD when ready to proceed with electrical design, see EPUD comment at the end of this report. Therefore, the criterion has been satisfied.

17.35.130 Delivery and loading facilities.

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

A. Delivery and loading facilities are not permitted in required setback areas.

B. All loading spaces for commercial buildings and uses shall be off the street, shall be in addition to required off-street parking spaces, and shall be served by service drives and maneuvering areas so that no backward movement or other vehicle maneuvering within a street, other than an alley, will be required. [Ord. 1116 § 1, 2003; Ord. 950 § 44F, 1991.]

Finding: No delivery or loading facilities are located within the required setbacks. Therefore, the above criterion has been met.

17.035.140 Drive-through facilities:

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

A. A stacking lane a minimum of 80 feet in length shall be provided for cars waiting to access a drive-through window. The stacking lane must be contained entirely on private property between the public right-of-way and the drive-through window and shall not interfere with vehicle parking or circulation. [Ord. 1116 § 1, 2003; Ord. 950 § 44G, 1991.]

Finding: The applicant has proposed a drive-through for the credit union structure that is approximately 250 feet in length from the entry to the drive-through window location. The drive-through is separated from the onsite parking and access drives. Therefore, the criterion is met.

JCMC CHAPTER 17.85 - ACCESS MANAGEMENT

17.85.020 Applicability.

This chapter shall apply to all public streets within Junction City and to all properties that abut these roadways. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]

Finding: The proposed development is directly adjacent to State Highway 99W Therefore, the standards listed under JCMC 17.85 apply to this proposal.

17.85.030 Permit application.

Requests for new accesses or modified access to public rights-of-way shall complete an access permit application and comply with the standards in this chapter. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]

Finding: Access to the site is subject to the Oregon Department of Transportation access management standards, as the approach fronts Oregon Highway 99W. The Oregon Department of Transportation issued the following comment for phase 2 Development Review:

Tax lot 2200 (now 2201 and 2202) and 2300 have highway frontage on ORE99E and OR99W and do not have frontage along any other roadways. The applicant is advised that the highway

frontage for both properties is access controlled as ODOT has acquired and owns access rights to the subject properties. At the time, the land use application for Phase 1 a grant of access was applied for in order to obtain an approach to 99W for this development. The grant was approved subject to the relinquishing of access rights on 99E and now these properties share access rights to one reservation of access on each highway where the current approaches have been constructed and permitted. As part of the permitting process ODOT also reviewed all frontage improvements and roadway improvements that were conditioned on Phase 1 of this development. The proposed uses for Phase 2 and some of the existing uses onsite appear to be more intensive than what the TIA had assumed. The completion of frontage improvements for Phase 2 including the pedestrian system and storm drainage system will need to be reviewed, approved, and permitted by ODOT in order for an ODOT Miscellaneous Permit to be issued that authorizes work within the ODOT right of way. All improvements within ODOT right of way shall be constructed as necessary to be consistent with local, ODOT and ADA standards. Private signs are not permitted in the State highway right of way and off-premises signs require a permit through the ODOT Outdoor Advertising Sign program (ORS 377.700-377.840).

Therefore, as stated above, this criterion can be satisfied.

17.85.040 Compliance with regulations.

The proposed use and development of land shall conform to all applicable land use regulations and the Junction City comprehensive plan. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]

Finding: The development site is designated as Commercial on the adopted Comprehensive Plan map (2012) and is zoned General Commercial on the Junction City Zoning map. The proposed use is Commercial and is considered as a use permitted outright under the General Commercial (GC) zoning standards as noted above. It is the intent of the applicant to maintain compliance with the criterion listed above. Therefore, this criterion has been met.

17.85.050 Standards and specifications.

All construction of such driveways shall be done in conformity with proper standards and workmanship, and according to specifications furnished by the community development director. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]

Finding: It is the intent of the applicant to maintain compliance with the standard listed above. Any future driveway and approach construction will be subject to Public Works Design Standards and/or ODOT permitting and approval. Therefore, this criterion has been met.

17.85.060 Corner clearance.

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

Finding: The applicant has placed the proposed driveway accesses as far away from the highway 99E/99W intersection as possible as requested by ODOT. The 150' standard for access onto an arterial is exceeded. Therefore, this criterion has been met.

JCMC 17.85.070 - 17.85.120

Finding: The development site includes one parcel. There are no adjacent office facilities. The applicant is developing phase 2 the existing commercial center and all proposed buildings on the property will have cross access circulation to driveway locations on Highway 99E and Highway 99W.

The existing access road serves as the vehicular approach onto Highway 99E and Highway 99W.

The applicant shall record shared parking, access, and maintenance agreements as required.

As part of phase 1 development, the applicant included a change of use access permit application through ODOT on to Highway 99E. This was a part of their Development Review submission package (File# DEV-17-03). Subsequently, a permit for access onto Highway 99W was approved by ODOT and constructed prior to Development Review submittal for phase 2.

The applicant submitted a site plan in compliance with the criteria listed in this chapter. Oregon Department of Transportation was notified of the Development Review proposal. All comments received as of the date of this Staff Report are included as an attachment to this report, and in the application file (DEV-21-03) for reference.

No Access Variance is being requested as part of this application.

As the findings state above, the proposal complies with the standards listed within JCMC 17.85.070 - 17.85.120

JCMC CHAPTER 17.90 - OFF-STREET PARKING & LOADING

JCMC 17.90.010 Off-Street Parking

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

Finding: Off-street parking spaces are provided in accordance with the requirements of this section. Therefore, this criterion is met.

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

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

located in the area bounded by W 4th Avenue to the north, W 2nd Avenue to the south, Holly Street to the west, and Front Street to the east, including abutting properties to the alleys.

Finding: The applicant proposes two (2) new commercial buildings on a partially developed site in compliance with the applicable code criteria. Therefore, the above criteria are not applicable.

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

Finding: It is the intent of the applicant to maintain compliance with this standard. Therefore, this criterion has been satisfied.

D. Measurement of Required Parking Spaces. Where square feet are specified the area measured shall be the gross floor area of the functional use of the building, but shall exclude space devoted to off-street parking or loading. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space.

E. Off-Street Parking Spaces. The minimum number of off-street parking spaces shall be provided as follows:

6. Commercial.	
A. Retail store except as provided in subsection (e)(6)(b) of this section	One space per 350 square feet of floor area.
C. Bank, office (except medical and dental)	One space per 400 square feet of floor area.

Finding: The project proposes two structures with commercial uses on the subject site. The first proposed building area is 14,862 square feet thus, 43 vehicle parking spaces are required. The second structure proposes a credit union and two retail spaces, which are office, and commercial uses on the subject site. The proposed credit union area is 2,562 square feet, and the two retail spaces will be 1,200 square feet each. Therefore, a total of 14 vehicle parking spaces are required (7 for the credit union and 7 for the two retail spaces). Based on the standards listed above, a total of 57 off-street parking spaces are required to serve the proposed uses. The proposal includes a total of 113 vehicle parking spaces as part of phase 2, including six (6) ADA Van-Accessible spaces in excess of the minimum required by the Federal Americans with Disabilities Act standard. Therefore, the criteria have been met.

F. Bicycle parking facilities shall be provided as part of new multifamily developments of three units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots. Bicycle parking requirements shall apply to new development, changes of use, and building expansions and remodels where the floor area of the building is being increased by 50 percent or more. Bicycle parking spaces shall provide

a convenient place to lock a bicycle and shall be at least six feet long, two feet wide, and shall provide at least seven feet of vertical clearance. Bicycle parking shall not interfere with pedestrian circulation. For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio. Bicycle parking spaces shall be provided as indicated below:

<p>2. Parking lots: All public, commercial, and institutional parking lots</p>	<p>1 bicycle space for every 10 motor vehicle parking spaces.</p>
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Finding: The applicant has exceeded the requirement with at 113 vehicle parking spaces. Based on the number of required vehicle parking spaces, a total of six bicycle parking spaces are required. The applicant provided a site plan with bicycle parking which meets the required number of six spaces. The bicycle parking is located in a convenient place to lock a bicycle adjacent to each building and allows a 5-foot-wide clear walkway area where bicycle and vehicle parking do not interfere with pedestrian circulation. There are no covered vehicle parking areas. Therefore, no covered bicycle parking is required. The applicant has not submitted detailed drawings of the proposed bicycle parking facilities. As such, the following condition is warranted:

CONDITON: Prior to issuance of a building permit, the applicant shall submit detailed drawings showing compliance with the bicycle parking requirements listed at JCMC 17.90.010(F).

As conditioned above, these criteria can be satisfied.

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

Finding: The number of required vehicle and bicycle parking spaces for the project were rounded up to the nearest whole number. Therefore, the criterion is met.

H. For existing buildings in the commercial zone in the downtown area where space is restricted and bicycle parking cannot be provided safely, the planning commission may waive the bicycle parking requirements. [Ord. 1169 § 2, 2007; Ord. 1116 § 1, 2003; Ord.

Finding: This proposal is for new Commercial buildings. The subject site is not located in the downtown area. Therefore, this criterion is not applicable.

17.090.020 Off-street loading:

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

B. Merchandise, Materials or Supplies. Buildings or structures to be built or substantially altered which receive and distribute material or merchandise shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use or is added to an existing

use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use. Off-street parking areas used to fulfill the requirements of this chapter shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs. [Ord.1037 § 1, 1997; Ord. 950 § 79, 1991.]

Finding: The subject site is not a school. The proposal is for the development of two (2) new commercial buildings. Loading areas will not be used in conjunction with off-street parking. Therefore, these criteria have been met.

17.90.030 General provisions – Off-street parking and loading.

17.90.030(A) Through 17.90.030(G).

Finding: The submittal shows plans for proposed off-street parking for phase 2 of the commercial center. The site plan also shows existing off-street parking areas. The known tenant use is specifically listed in Table 17.90.010(E). The site is proposed to have commercial use only. Proposed off-street parking is on-site, and under the same ownership. Off-street parking will be for the use of customer and employee vehicles. Off-street parking spaces will comply with the required visual and safety hazard clearances. Therefore, the requirement has been met,

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

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

Finding: All parking areas are proposed to be paved with asphalt. Stormwater will be collected and conveyed to the on-site stormwater facility. All proposed off-street parking spaces shall be 9 feet x 20 feet with all two-way aisles meeting the design guidelines of Appendix A, Diagram 14. No gravel parking areas are proposed as part of this application. All standing and manoeuvring areas are shown to comply with the standards listed above. Therefore, the criteria listed above have been met.

2. Except for parking to serve single-family detached, townhome, or duplex residential uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a

sight-obscuring fence of not less than four feet in height except where vision clearance is required by this code.

Finding: The project site is not located adjacent to any residential zones or residential uses. Therefore, this criterion does not apply.

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

Finding: All existing parking areas are within all property lines. The proposed layout of the phase 2 parking areas is in conformance with this standard. Therefore, the criterion has been met.

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

Finding: The subject site is not abutting or adjacent to residential zones or dwellings. Therefore, this criterion is not applicable.

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

Finding: The access aisle widths in the proposed parking areas are in conformance with this standard of a minimum 24-foot-wide drive aisle for 90° parking. As proposed, aisle widths are 25.5 to 32.5 feet wide. Therefore, this criterion has been met.

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

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

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

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

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

Finding: The applicant proposes that all standard spaces will be delineated by curbs and painted striping. As demonstrated on the site plan, ADA Van-Accessible spaces and aisles will be striped and signed as required. The site plan indicates the 11 parking spaces along the southeast façade of the Dollar Tree building will be 18-feet in length rather than the required 20 feet. Thus, the following conditions is warranted.

CONDITION: Prior to Certificate of Occupancy, the parking lots, driveway approach and parking spaces shall be permanently marked. The parking space dimensions shall be nine feet wide by 20 feet long. Areas shown with parking stall lengths of 18-feet shall be modified to meet the standard of 20-foot length per JCMC Title 17, Appendix A, Diagram 14.

As conditioned above, these criteria can be satisfied.

9. If four or more off-street parking spaces are required under this code, then off-street parking and maneuvering areas adjacent to public streets and drives shall provide a minimum of two square feet of landscaping for each lineal foot of street and/or drive frontage. Such landscaping shall consist of landscaped berms or evergreen shrubbery at least two feet in height upon maturity, which shall be parallel to and adjacent to the street frontage and drive as much as practical. Additionally, one tree, which will provide a canopy of at least 300 square feet upon maturity, shall be provided for each 30 lineal feet of street frontage or fraction thereof. For a list of allowed trees, see JCMC 12.35.110. Said landscaping shall be provided with irrigation facilities and protective curbs or raised wood headers.

Finding: The applicant submitted a preliminary landscaping plan exceeding the minimum requirement for frontage landscaping on the adjacent Highway facility. The proposed plants and required street trees (7 total) in the landscape areas are consistent with this section as illustrated on the submitted preliminary Landscaping Plan, Sheet T3. Irrigation facilities and protective curbs are proposed. Therefore, the proposal complies with the criteria.

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

- a. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of evenly distributed shade trees with shrubs and/or ground cover plants. There shall be one planter island for every 10 parking spaces. Planter islands shall be a minimum of eight feet in width (exclusive of the curb) and a full parking space in length and contain one deciduous shade tree (a minimum two inches in caliper at planting). Tree species shall be limited to those species specified in JCMC 12.35.110. The parking islands shall be fully landscaped with shrubs and ground cover, which will not exceed three feet in height at**

maturity. Bark mulch shall not be an acceptable substitute for vegetation.

b. A minimum six-foot-wide planter area shall separate and visually screen parking from building facades with living area windows. The planting area shall include a mix of ground cover, shrub, and/or tree species of appropriate size and growth habit. At least one small tree or large shrub with mature canopy no larger than 10 feet in diameter shall be provided for each 50 lineal feet of building.

c. Where a parking, maneuvering area, or driveway is adjacent to a commercial building, the area shall be separated from the building by a curb and a raised walkway, plaza or landscaped buffer not less than five feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect pedestrians, landscaping, and buildings from being damaged by vehicles.

d. The property owner shall be responsible for maintaining the landscaped areas to the specified standards.

Finding: As stated and shown on the site plan, the proposed parking lot area is 59,036 square feet, with 99,897 square feet of landscape area, exceeding compliance with the above standard. One planting island has been provided for every ten parking spaces. One deciduous shade tree has been provided at each island. Parking islands shall be fully landscaped and plant material in the islands may be maintained at a maximum height of three feet.

No living area windows are included in this proposal.

All commercial buildings shown on the site plan are separated from the parking areas by a curb and a raised walkway, plaza, or landscaped buffer not less than five feet in width. Therefore, the criteria listed at 17.90.030(H)(10) have been satisfied.

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

a. Parking area shall be divided into separate areas by landscaped areas or raised walkways at least 10 feet in width, or by a building or group of buildings (see Appendix A, Diagram 13).

b. A continuous internal, raised, pedestrian walkway, no less than eight feet in width, shall be provided from the public sidewalk or right-of-way to all customer entrances of all buildings on site, and to all public sidewalks and paths abutting the development site.

Finding: The proposed development for phase 2 includes a total of 113 parking spaces, with 57 being required based on the commercial use types. The site plan submitted by the applicant shows landscaped areas and raised walkways in compliance with the above standards. A continuous internal, raised, pedestrian walkway is shown to connect Highway 99E and Highway 99W to public entrances on site, as well as the proposed public sidewalks adjacent to the site. Therefore, these criteria can be satisfied with the following condition.

CONDITION: All required parking, pedestrian, and landscaping features within the property shall comply with the requirements of JCMC 17.90.030(H) prior to the issuance of a Certificate of Occupancy.

As conditioned above, these criteria can be satisfied.

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

Finding: The proposed project provides safe, reasonably direct, and convenient and continuous pedestrian walkways between the primary building entrances and all adjacent streets. The proposed walkways that cross the drive aisles are shown to have markings for the credit union building in compliance with the above standard. However, there are no such markings for the Dollar Store building. Therefore, the following condition is warranted.

CONDITION: At the time of building permit application submittal, the applicant will submit drawings showing a marked walkway between the Dollar Store building and Grocery Outlet and a marked walkway between the two new buildings in phase 2.

As conditioned, the criteria can be met.

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

Finding: The proposed off-street parking areas are oriented to the interior of the commercial center. The site plan for phase 2 of the commercial center indicates that the credit union building will be located as near as practical to the adjacent Highway 99W. As addressed under the criteria at JCMC 17.35.060, the applicant is meeting this standard to the greatest extent possible. The proposed tenants require the front of their store to face the parking lot which is in direct contrast to the above requirement. To meet the above standard, the applicant placed the parking to the interior of the commercial center. The street facing side of the credit union building will be required to have architectural elements that mimic the front of the store. The front entry of the Dollar Store building will be visible to the roadway. The front entry will also face the parking lot as required by the major tenants. The access road and interior drive aisle network connects all buildings within the project site. Therefore, Staff has determined that the proposal can meet the above criteria based on the findings stated above, with the following condition.

CONDITION: Prior to building permit issuance, the applicant shall submit elevation drawings depicting the street facing side of the credit union building with architectural elements that mimic the front of the store are required.

As conditioned, the criteria can be met.

JCMC CHAPTER 17.160 - DEVELOPMENT STANDARDS

17.160.050 Development requirements.

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

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

Finding: The applicant understands and intends to maintain compliance with the criteria listed above at the time of building permit submittal. A Conditional Use application will not be required as part of this Development Review application as the proposed use is a use permitted outright under JCMC 17.35.010(A). A comment received from Public Works stated streetlights will be required at the west entrance to the commercial center (Highway 99W) as the road is too dark at night for further development. The submitted site plan indicates outdoor lighting for the parking lots to serve the two new buildings but does not include outdoor lighting near the Highway 99W entrance to the commercial center. Staff spoke with the applicant, they indicated they did plan to light the west entrance to the commercial center. Therefore, the following condition is warranted.

CONDITION: Prior to building permit issuance, the applicant shall submit detailed drawings showing outdoor lighting at the west (Highway 99W) entrance to the commercial center for Public Works review and approval.

As conditioned, the criteria can be met.

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

Finding: The site abuts existing public curb, gutter, and sidewalks. The applicant acknowledges and intends to comply with City requirement to install pedestrian facilities including curb, gutter, and sidewalk facilities in conformance with Public Works Design Standards as part of phase 2. All work within the ODOT right-of-way will be subject to State review and approval. Therefore, the criterion is met.

C. Pedestrian Access and Circulation.

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

Finding: An internal pedestrian concrete walkway is provided for phase 2 of the commercial center which connects the clustered buildings to Highway 99E and Highway 99W. Therefore, the proposal meets the above criterion.

2. Commercial Development Standards.

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

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

Finding: The phase 2 site plan indicates that the proposed buildings will be located as near as practical to the adjacent Highway 99W. As addressed under the criteria at JCMC 17.35.060, the applicant is meeting this standard to the greatest extent possible. The proposed tenants require the front of their store to face the parking lot which is in direct contrast to the above requirements. To meet the above standard regarding orientation, the applicant has placed the structures as close to the public streets as possible and placed parking to the interior of the commercial center. The street facing side of the credit union building will be required to have architectural elements that mimic the front of the store. The front entry of the Dollar Store building may be visible from the street but also be facing the parking lot as required by the major tenants. Additionally, the development proposal includes an interior drive aisle network that connects all buildings within the project site. These drive aisles provide a direct correlation to the above standard regarding building entrance orientation. Therefore, Staff has determined that the proposal meets the above criteria based on the findings as stated.

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

Finding: The proposed, and existing, internal pedestrian concrete walkways provide connection to Highways 99E and 99W. The required on-site bicycle parking facilities for the development are located along the on-site pedestrian walkways. Therefore, the proposal meets the above criterion.

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

Finding: The internal pedestrian concrete walkways provided for the proposed commercial buildings are shown to meet handicapped accessible (ADA) design standards, as required by State and Federal laws. Therefore, the proposal meets the above criterion.

D. The applicant shall be required to participate in public facilities, such as water, wastewater, drainage, curb, gutter, sidewalk and street right-of-way adjacent to the development in conformance with city standards and provide easements or deeds to the city for all such public facilities. However, where it is determined that delaying the design and construction of any or all such

facilities is not appropriate and logical, or causes an adverse impact on surrounding properties, the city may require the developer to construct and dedicate all such improvements as a condition to development.

Finding: There is adequate service for the proposed project available from the existing public facilities such as water, wastewater, drainage, curb, gutter, sidewalk, and street right-of-way adjacent to the development in conformance with City standards. New easements will be required as part of this Development Review application.

CONDITION: Where required, easements for access and utilities shall be dedicated prior to building permit issuance. All proposed easements shall meet Public Works width requirements.

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

Finding: The applicant understands this requirement. All public infrastructure improvement shall be constructed in conformance with Public Works Design Standards at the cost of the developer. Therefore, the proposal meets the above criterion.

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

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

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

Finding: Agency referrals were sent on March 26, 2021. All relevant comments and conditions of approval are listed within this report and included in the application file for reference.

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.

Finding: The commercial retail center on the subject site will generate more than 400 new average daily motor vehicle trips (ADTs). A traffic impact analysis was completed and submitted to ODOT for review and approval during phase 1. Comments received from ODOT for phase 2 included a statement that completion of frontage improvements for phase 2 would need to be reviewed, approved, and permitted by ODOT. A copy of the ODOT comments received are attached to this report. All comments received are in the application file for reference with any conditions of approval listed at the end of this report.

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

Finding: The proposed use is consistent with the adopted Transportation System Plan and respective zoning district. No additional burden is shown to exist as part of this application. Therefore, this criterion is not applicable.

DECISION:

Based upon the available information and findings and conditions set forth above, it is concluded that phase 2 of the Junction City Commercial Center (DEV-21-03) complies with the applicable approval criteria and related standards set forth within the Junction City Municipal Code. Approval of the applicant's Development Review application is therefore granted, subject to the conditions of approval noted within this report and listed below. Additional requirements and informational items related to the subsequent building permit process are also included below, for the applicant's benefit.

PLANNING & PUBLIC WORKS CONDITIONS OF APPROVAL:

1. At the time of building permit application submittal, the applicant shall submit elevation drawings, to scale, for the 14,862 square foot Dollar Tree building in compliance with the standard at JCMC 17.25.100.
2. The southwest, street facing, elevation of the credit union building shall meet the window standards of JCMC 17.35.100(B) through the use of design features that mimic windows.
3. The proposed trash enclosures shall be designed to meet Public Works Design Standards prior to issuance of building permits.
4. Prior to issuance of a building permit, the applicant shall submit detailed drawings showing compliance with the bicycle parking requirements listed at JCMC 17.90.010(F).
5. Prior to Certificate of Occupancy, the parking lots, driveway approach and parking spaces shall be permanently marked. The parking space dimensions shall be nine feet wide by 20 feet long. Areas shown with parking stall lengths of 18-feet shall be modified to meet the standard of 20-foot length per JCMC Title 17, Appendix A, Diagram 14.
6. All required parking, pedestrian, and landscaping features within the property shall comply with the requirements of JCMC 17.90.030(H) prior to the issuance of a Certificate of Occupancy.

7. Prior to building permit issuance, the applicant will submit drawings showing a marked walkway between the Dollar Store building and Grocery Outlet and a marked walkway between the two new buildings in phase 2.
8. Prior to building permit issuance, the applicant shall submit elevation drawings depicting the street facing side of the credit union building with architectural elements that mimic the front of the store are required.
9. Prior to building permit issuance, the applicant shall submit detailed drawings showing outdoor lighting at the west (Highway 99W) entrance to the commercial center for Public Works review and approval.
10. Where required, easements for access and utilities shall be dedicated prior to building permit issuance. All proposed easements shall meet Public Works width requirements.

For more information on the Planning Conditions of Approval, contact Tere Andrews, Junction City Planning Technician at 541-988-3125, or by email at: tandrews@ci.junction-city.or.us

1. A backflow device will be required for all proposed irrigation facilities, and fire suppression system(s).
2. A Sewer Tap application will be required at the time of building permit submittal.

For more information on Public Works Conditions of Approval, contact Gary Kaping, Junction City Public Works Director at 541-988-3125, or by email at: gkaping@ci.junction-city.or.us

OTHER REQUIREMENTS AND INFORMATIONAL ITEMS:

- All finishes, layouts, elevations, and landscaping shown on the submitted plans are required and shall not be altered without prior Planning Department approval.
- The applicant shall be responsible for ensuring that the proposed development authorized under this application is consistent with and complies with all conditions of approval established by other agencies with right-of-way and access management jurisdiction, prior to issuance of a Certificate of Occupancy.
- Building designs will need to comply with the 2014 Oregon Specialty Codes.
- Complete construction plans and documentation will be required at building permit application to include structural plans and calculations, architectural features, proposed egress and exit components, accessibility features of the building, energy code compliance measures, and a complete code analysis for the building. 2014 OSSC Section 107.1.
- A separate building permit is required for signs that may be installed. Consult Junction City Planning prior to the installation of any new signs. 2014 OSSC Section 105.1.
- Complete plans will be required at building permit application to include, structural design, proposed use of the new spaces, proposed egress and exit components, accessibility features of the buildings and the site, energy code compliance measures, and a complete code analysis for the buildings. 2014 OSSC, Section 107.1.
- Additional code requirements will be assessed when detailed construction plans are provided for review.

- ODOT has permitting authority for the State Highway 99W access facilities and an interest in ensuring that this proposed land use is compatible with their safe and efficient operation. ODOT comments in full are attached to this report.
- EPUD to be contacted when ready to proceed with electrical design. Contact John Norrena, johnn@epud.org.
- Attachments to this report:
 - ODOT comments
 - HBH Consulting Engineers comments

Approval Date: 5-4-21

Approval Granted By:

Tere Andrews, Planning Technician