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## **JUNCTION CITY PLANNING FINDINGS FOR A TYPE-I DEVELOPMENT REVIEW**

**File Number:** DEV-22-03

**Summary of Findings:** Development Review conditional approval is granted to allow two structures on tax lots 3600 and 3700 to house an office building and warehouses for material manufacturing, fabrication and storage on property zoned Light Industrial (M1).

**Applicant:** Bineham Construction, Inc., 4171 W. 1<sup>st</sup> Ave, Eugene OR 97402

**Applicant's Representative:** Brian Bineham, 4171 W. 1<sup>st</sup> Ave, Eugene OR 97402

**Staff Contact:** Tere Andrews, Planning Technician, 1171 Elm St., Junction City OR 97448, [jcplanning@ci.junction-city.or.us](mailto:jcplanning@ci.junction-city.or.us), 541-998-3125; Gary Darnielle, Principal Attorney, Lane Council of Governments, [gdarnielle@lcog.org](mailto:gdarnielle@lcog.org), 41-228-7087.

**Subject Property/Zoning/Location:** The subject site is located east of Highway 99, between Dreas Way to the West and Booth Street to the East, within the city limits. The site consists of four (4) tax lots were annexed to the city in late 2021. The subject site is further identified on Lane County Assessor's Map as Tax Lots 3400, 3500, 3600, 3700, Assessor's Map 16-04-20-00. The site can also be identified as Lots 4-7 of the Plat of the Booth Industrial Park. The subject property is currently zoned M1 Light Industrial by Junction City and designated Industrial by the Junction City Comprehensive Plan.

**Relevant Dates:** Application submitted on January 27, 2022; submittal package deemed complete on May 4, 2022; decision granting conditional approval issued on December 2, 2022.

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### **Request**

The Applicant is seeking Development Review approval for construction of a 7,865 square foot open steel frame industrial storage building, located on Tax Lot 3600, and a 21,677 square foot single-story concrete tilt-up building that will be dedicated to industrial warehouse use (24,082 square feet) with a two-story commercial office component (5,913 square feet), and which will be located on Tax Lot 3700. The proposed development will be utilized by Island Fence, Inc., a business that provides fencing with a large variety of materials, including cedar, vinyl, steel, and iron. It also manufactures custom gates, window, and door guards. The company is currently located at 93114 Hwy 99S, Junction City, near the southwest corner of the intersection of Highway 99 and Highway 36.

Access will be onto Booth Street, which has a 60-foot wide right-of-way, from two locations; one located south of the manufacturing/office structure and one just north of that building. North of the steel frame warehouse building will be two 276' long heavy-duty asphalt concrete material storage rack areas.

### **Public Notice and Referrals**

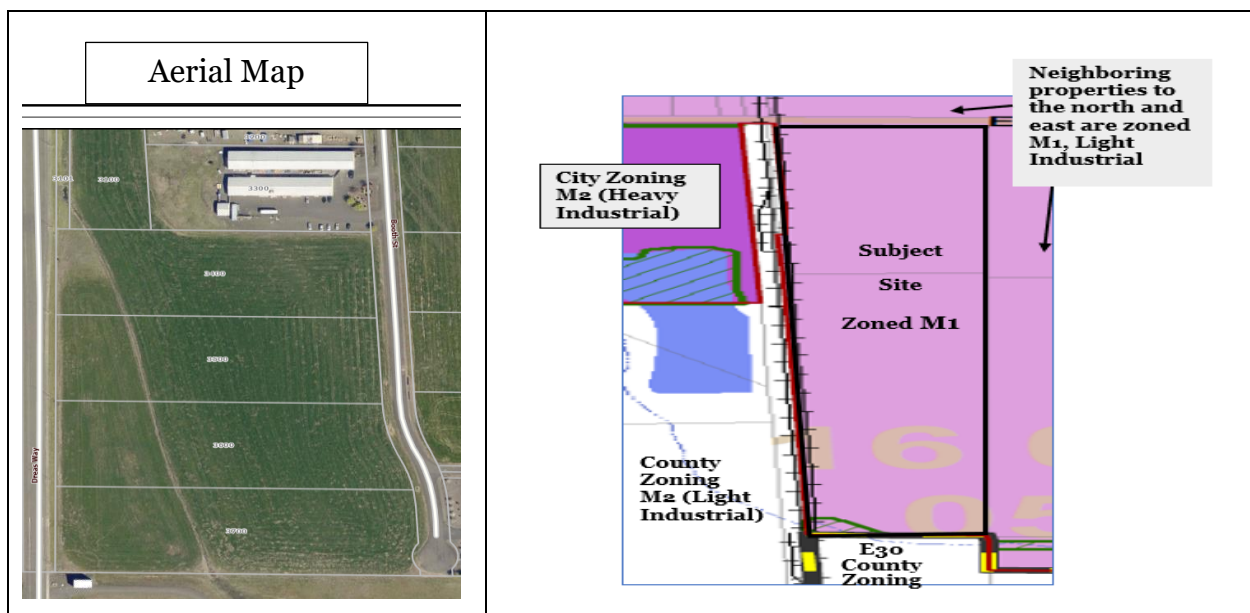
Public notice of the proposed development is not required under Junction City Municipal Code (JCMC) 17.150.070(A)(1)(b).

Referral comments on the application were requested from various affected service providers and City departments on May 13 and September 30, 2022. Pertinent referral comments are listed below and included as attachment 1 of this report.

- **Lane Fire Authority, Dean Chappell, dated October 10, 2022** – Fire hydrants may be required.
- **Lane County Transportation Engineering Services, Alycia Lenzen– Hammerel, dated May 19, 2022** – Until the portion on Milliron Road is transferred to the City’s jurisdiction, the connection of Booth Street to Milliron Road would need to be verified that it meets Lane Code Chapter 15 standards via facility permit.
- **Oregon Department of State Lands, Lynne McAllister, dated June 10, 2022.**
  1. A wetland delineation has been conducted and submitted to DSL for review and approval. City should wait for the concurrence letter and date–stamped final delineation map before issuing a building permit.
  2. A removal/fill permit application can be submitted to DSL while waiting for the delineation review.
  3. A state permit is required for 50 cubic yards or more of fill removal or other ground alternation in wetlands.
- **Blachly Lane Electric, Karen Horejs, dated May 17, 2022**  
Blachly Lane Electric has found that it is not affected by the proposal and has no comments.
- **Junction City Public Works, Gary Kaping, dated May 13, 2022**  
Public Works will need designs for the street improvement including curb, gutters, and sidewalks, as well as the approach and street patching. Storm water plan must be sent to and reviewed by the City Engineer.

All referral comments received by the Planning Department on this application are included in the application file for reference. Additionally, comments are addressed in the context of applicable Development Review approval criteria and standards in the following evaluation.

### General Property Information



The Applicant's submitted site plan shows four lots, tax lots 03400 through 03700, on Assessor's map 16-04-20-00. All parcels are currently zoned M1 Light Industrial by the city.

According to the Federal Emergency Management Administration, Flood Insurance Map 41039C0615F portions of the subject site are subject to flooding during a 100-year base flood event. The subject site mapped as Zone A; which has no base flood elevation data. Municipal Code Section 17.80.050 A.5 stipulates that the City must use whatever reasonable flood data available for a base flood elevation for this zone. The subject property is located north of the Department of Corrections (DOC) property and in 2020 had WEST Consultants, Inc. conduct a flood risk assessment to support the development of the Oregon State Hospital site, located directly south of the subject site. Based upon this assessment, the DOC did a Conditional Letter of Map Revision to revise the floodplain boundaries in the area. **When the prison project was abandoned by the State the map revision was not finalized.**

The applicant has proposed that WEST Consultants, Inc. review relevant data, including existing FEMA studies, hydraulic models and studies, topographic data, and relevant hydrologic data; do a reconnaissance of the project site; and review and update the hydrologic/hydraulic model developed in 2012 for the Oregon State Hospital campus. The existing model will be updated to reflect current site conditions and incorporate updated survey data for pertinent hydraulic structures. Survey data will be provided by the applicant. The existing model will be revised to develop a conditions model that incorporates the proposed fill within the subject properties and will be revised up to three times to achieve no impact. The final modeling along with the site grading plan will be used to develop revised floodplain inundation mapping. The boundary for areas to be excluded from the revised floodplain due to fill will be provided to a surveyor for development of a metes and bounds description and map for use in the CLOMR-F<sup>1</sup> submittal that is necessary for a revision of the FEMA map. The new base flood determination is expected to take about six weeks. The CLOMR-F package is expected to be submitted to FEMA within two weeks of receipt of all required documentation.

The site is occupied by a drainage ditch located near its center that flows from south to north. Zion Natural Resources Consulting has developed a Wetland Determination and Delineation Report for the site. The report identified two wetland areas. One was a 0.16-acre area located in the northeast portion of Tax Lot 3400 and is cultivated and chemically managed for rye grass production. The other area is 4.3 acres in size and is found on both sides of the drainage ditch but primarily on the portion of the site west of the ditch. This area is also cultivated and chemically managed for rye grass production.

The National Wetland Inventory (NWI) shows the drainage ditch as PEMICx (palustrine, emergent, persistent, seasonally flooded, and excavated). A local wetland inventory is also available for the site and identifies two palustrine emergent farmed wetlands (PEMs). The applicant's Site Development Plan (4/22/22) shows that all proposed development will be located east of the identified wetland areas bordering the drainage ditch.

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<sup>1</sup> A CLOMR-F (Conditional Letter of Map Revision) is a document (Letter of Map Revision) issued by FEMA based upon fill added to a property on the condition that submitted site plans are built according to the plan.

The Junction City Transportation System Plan classifies Booth Street as a local street. Dreas Way is a County road and is not within the jurisdiction of Junction City.

Additional details of the proposal are included in the Applicant's Development Review application and are further addressed in the Applicant's written 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 development can conditionally comply with all applicable approval criteria and related standards as set forth in the Junction City Municipal Code (JCMC). Relevant application requirements and approval criteria are addressed at JCMC 17.45 Light Industrial Zone, 17.85 Access Management Standards, 17.90 Off-Street Parking & Loading, and 17.160 Development Standards. The following evaluation includes findings of compliance with the applicable criteria and related standards as provided in the JCMC, with conditions of approval and other requirements or informational items noted where appropriate. The approval criteria and related standards are listed below in **bold**, with findings addressing each.

**JCMC CHAPTER 17.45 LIGHT INDUSTRIAL ZONE (M1)**

**JCMC 17.45.010 Uses permitted outright.**

**In an M1 zone, only the following uses and their accessory uses are permitted outright:**

**S. Welding, sheet metal or machine shop.**

**T. Wholesale distribution or outlet, including trucking, warehousing and storage.**

**Finding 1:** The applicant manufactures and installs commercial, residential, and industrial fencing. The proposed facilities include two warehouses. The smaller warehouse will be an open structure where fencing materials are available for pickup by customers. The larger structure will involve the manufacturing, fabrication and storage of fencing materials and an office. Manufacturing involving steel and wholesale distribution, warehousing and storage are permitted uses in the Light Industrial (M1) zoning district as listed under JCMC 17.45.010(S), and 17.45.010(T).

As stated in the findings above, this criterion has been met.

**17.45.020 Conditional uses permitted.**

**In an M1 zone, the following uses and their accessory uses are permitted, when authorized in accordance with the requirements of Chapter 17.130 JCMC:**

**A. Fuel oil distribution.**

**B. Planned unit development. [Ord. 1242 § 1 (Exh. A), 2016; Ord. 1229 § 1 (Exh. A), 2015; Ord. 1037 § 1, 1997; Ord. 950 § 52, 1991.]**

**Finding 2:** The request does not include either a fuel distribution or planned unit development. As stated in the findings above, this criterion is not applicable.

**JCMC 17.45.030 Development Review**

**A. Procedure. Development review is a nondiscretionary, administrative review conducted by the city administrator or designee. Development review shall follow JCMC 17.150.070(A)(1), Type I Procedure – Administrative Decision.**

**Finding 3:** The application is being reviewed through an administrative process conducted by the city administrator’s designee. The procedures of JCMC 17.150.070(A)(1), Type I procedure, are followed.

**B. General Submission Requirements. The applicant shall submit an application on forms provided by the city administrator that shall:**

- 1. Contain all the general information required;**
- 2. Address the criteria in sufficient detail for review and action; and**
- 3. Be filed with the required fee as established by the city council.**

**Finding 4:** The application has been deemed complete in that the general information required has been submitted in sufficient detail for review and action and the appropriate application fee has been received by the city.

**C. Development Review Information. An application for development review shall include a proposed site plan, on a page size of 11 inches by 17 inches or larger, containing the following information if applicable, and other similar information as deemed necessary by the city administrator or designee:**

**Finding 5:** A site plan containing all of the information required by JCMC 17.45.030.C. has been submitted. However, this site plan has been revised to slightly shorten the two structures to slightly relocate them from the wetlands to the west.

The criteria of JCMC 17.45.030 have been met.

**JCMC 17.45.040 Limitations on use.**

**In an M1 zone, the following conditions and limitations shall apply:**

**A. A use which creates a nuisance because of the noise, smoke, odor, dust or gas is prohibited.**

**Finding 6:** The applicant states in their written narrative that the proposed use does not create a nuisance due to noise, smoke, odor, dust or gas and all manufacturing will take place inside of the large warehouse structure. Most of the fabrication will consist of bolting materials together although there will be some incidental welding. This activity will not generate smoke, odor, dust or gas and the noise will be contained within the structure. The smaller building will be a warehouse of fencing materials that will be offered for retail pickup. Building materials, such as

wood and steel materials will be stored on the Only incidental steel storage will take place outside on the two storage racks, which will be covered.

Therefore, this criterion has been met.

**B. Materials shall be stored and grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or otherwise create a health hazard.**

**Finding 7:** North of the industrial storage warehouse will be two 276' long heavy-duty asphalt concrete material storage racks. These are the only facilities where material will be stored outside of the two proposed structures. These storage racks will store wooden and steel materials that will be used in fabrication. The materials will be covered and are not the type of materials that will attract insects or rodents.

Therefore, this criterion has been satisfied.

**C. Storage of junk on property abutting or facing a residential zone or a public street shall be wholly within an enclosed building or screened from view by a permanently maintained, sight-obscuring fence at least six feet high.**

**Finding 8:** The lots to be developed do not abut or face a residential zone. The subject property is bordered on the north, east and south by properties zoned Light Industrial and on the west by properties zoned Public Lands. Junk will not be stored outside of an enclosed structure.

Therefore, staff finds this criterion has been satisfied.

**D. Points of access from a public street to properties in an M1 zone shall be so located as to minimize traffic congestion and avoid directing traffic into residential streets.**

**Finding 9:** The proposed development will be accessed from the east onto Booth Street. Property to the east is zoned Light Industrial.

Therefore, this criterion has been satisfied.

**E. Building entrances or other openings adjacent to or across the street from a residential zone shall be prohibited if they cause glare, excessive noise or otherwise adversely affect land uses in the residential zone. [Ord. 1242 § 1 (Exh. A), 2016; Ord. 1229 § 1 (Exh. A), 2015; Ord. 1037 § 1, 1997; Ord. 950 § 53, 1991. Formerly 17.45.030.]**

**Finding 10:** As stated in the applicant's written narrative and confirmed on the Junction City zoning map, the subject site does not abut residential zones.

Therefore, this criterion is not applicable.

**JCMC 17.45.050 Lot Size.**

**Finding 11:** There is no minimum lot size in the M1 Light Industrial Zone.

Therefore, this criterion is not applicable.

**JCMC 17.45.060 Setback requirements.**

**Except as provided in JCMC 17.95.060, in an M1 zone no yard shall be required, except, when abutting a residential zone, setbacks shall be a minimum of 50 feet measured from the property line to the foundation of the building with a maximum projection of one foot into any setback area. If a living, solid screen is provided adjacent to the residential zone, the minimum setback may be reduced to 25 feet. [Ord.1037 § 1, 1997; Ord. 950 § 55, 1991.]**

**Finding 12:** As stated in the applicant’s written narrative and confirmed on the Junction City zoning map, the subject site does not abut residential zones.

Therefore, this criterion is not applicable.

**JCMC 17.45.070 Height of buildings.**

**In an M1 zone, within 150 feet of a residential zone, no building shall exceed a height of 35 feet. [Ord. 1037 § 1, 1997; Ord. 950 § 56, 1991.]**

**Finding 13:** The Junction City zoning map demonstrates the subject site is not within 150 feet of a residential zone. There are no other height limitations for development in the Light Industrial Zone.

Therefore, this criterion is not applicable.

**JCMC CHAPTER 17.80 FLOOD HAZARD AREAS**

**17.80.030 General Provisions**

**A. Lands to Which This Chapter Applies. This chapter shall apply to all areas of special flood hazard within the Junction City city limits.**

**Finding 14:** Portions of the subject property have been identified by FEME Flood Insurance Map 41039C0615F are subject to flooding during a 100–year base flood event and the subject property is located within the Junction City city limits.

**B. Basis for Establishing the Areas of Special Flood Hazard. The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled “The Flood Insurance Study for Lane County,” dated June 2, 1999, and as amended, with accompanying flood insurance maps, as amended, are hereby adopted by reference and declared to be a part of this chapter. The flood insurance study is on file at Junction City’s City Hall.**

**Finding 15:** As noted above, portions of the subject property have been identified by FEMA Flood Insurance Map 41039C0615F are subject to flooding during a 100–year base flood event

**17.80.040 Administration**

**A. Establishment of Development Permit**

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

**and for all development including fill and other activities, and the location of the foregoing.**

**Finding 16:** The applicant has applied for a development permit.

**C. Use of Other Base Flood Data.** When base flood elevation data has not been provided in accordance with JCMC [17.80.030\(B\)](#), Basis for Establishing the Areas of Special Flood Hazard, the building official shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source, in order to administer JCMC [17.80.050\(B\)](#), Specific Standards, and (C), Floodways.

**Finding 17:** FEMA Flood Insurance Map 41039C0615F designates the subject property as being within the Zone “A” zone. The “A” Zone means that no base elevation data for this zone has been provided by FEMA.

**17.80.050 Provisions for flood hazard reduction.**

**A. General Standards. In all areas of special flood hazard, the flooding standards are required:**

**5. Review of Development Permits.** Where elevation data is not available either through the flood insurance study or from another authoritative source (JCMC [17.80.040\(C\)\(2\)](#)), applications for development permits shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc., where available. Failure to elevate at least two feet above grade in these zones may result in higher insurance rates.

**Finding 18:** The applicant has proposed that WEST Consultants, Inc. review relevant data, including existing FEMA studies, hydraulic models and studies, topographic data, and relevant hydrologic data; do a reconnaissance of the project site; and review and update the hydrologic/hydraulic model developed in 2012 for the Oregon State Hospital campus. The existing model will be updated to reflect current site conditions and incorporate updated survey data for pertinent hydraulic structures. Survey data will be provided by the applicant. The existing model will be revised to develop a conditions model that incorporates the proposed fill within the subject properties and will be revised up to three times to achieve no impact. The final modeling along with the site grading plan will be used to develop revised floodplain inundation mapping. The boundary for areas to be excluded from the revised floodplain due to fill will be provided to a surveyor for development of a metes and bounds description and map for use in the CLOMR–F<sup>2</sup> submittal that is necessary for a revision of the FEMA map. The new base flood determination is expected to take about six weeks. The CLOMR–F package is expected to be submitted to FEMA within two weeks of receipt of all required documentation.

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<sup>2</sup> A CLOMR–F (Conditional Letter of Map Revision) is a document (Letter of Map Revision) issued by FEMA based upon fill added to a property on the condition that submitted site plans are built according to the plan.

The test for whether a development permit should be issued is one where local judgment finds that the proposed construction will be reasonably safe from flooding. The strategy (scope of work) outlined by the applicant appears to be as thorough as possible in that it includes all the components necessary to establish floodplain elevations. Staff believes that the reasonableness test can be applied when the Base Flood Elevation Determination is made, in conjunction with the site grading plan. Thus, the following condition is warranted:

**CONDITION:** Prior to building permit issuance, an elevation certificate for the location of all proposed structures is required. A Flood Zone Development Permit will be required for all structures located in the flood zone.

Therefore, as conditioned, this criterion can be 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 19:** The subject site takes access from Booth Street; a city-maintained facility. Booth Street is within the Junction City limits and is therefore, subject to the provisions listed within this chapter.

### **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 20:** The subject property fronts the west side of Booth Street, a city-owned and maintained facility. The proposal includes a request for two new access points and an access permit is required.

Therefore, this criterion is through a condition of approval.

**CONDITION:** Prior to the issuance of building permits the applicant shall obtain an access permit for the two access points proposed onto Booth Street.

### **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 21:** The proposed use and existing development are industrial in nature. The subject site is zoned M1 (Light Industrial) and designated Industrial on the City's Plan Designation map. Thus, the site complies with the adopted Junction City Comprehensive Plan. The proposed use is permitted outright under JCMC 17.45.010.

The subject property is located in the 'A' Zone of the 100-year flood where no base flood elevation has been determined. The two structures proposed by the applicant are located in this

zone and verification via an elevation certificate will be required. A site grading plan will be necessary to develop revised floodplain inundation mapping and to document the required amount of fill necessary to meet the requirements of JCMC 17.80.050.B.2 for nonresidential construction. Thus, the following condition is warranted.

**CONDITION:** Prior to building permit issuance, an elevation certificate for the location of all proposed structures is required. A Flood Zone Development Permit will be required for all structures located in the flood zone.

Therefore, as conditioned, this criterion can be 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 22:** The subject property takes access from, Booth Street, a city owned and maintained local street. The necessary access permit shall specify the driveway construction standards.

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 23:** The subject property will create two new access points directly onto Booth Street; a local city owned and maintained facility. Table 17.85.060 require a 25' minimum access spacing between intersections onto a local street. The applicant proposes a new 36'-wide access driveway onto Booth Street that is located on Tax Lot 3600 and a new 36'-wide access driveway onto Booth Street that is located on Tax Lot 3700. The two proposed driveways are 92 feet apart and the closest intersection is with Milliron Road and Booth Street, located about 1000 feet to the north.

Therefore, this criterion is not applicable.

**B. Where no other alternatives exist, the city may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connection restrictions (i.e., right in/out, right in only, or right out only) may be required. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

**Finding 24:** The subject property will have two new access points onto Booth Street; one located on Tax Lot 3600 and the other on Tax Lot 3700 These access points exceed the required 25-foot distance and therefore meet the criterion of Table 17.85.060.

Therefore, this criterion will be met.

**17.85.070 Joint and cross access.**

**A. Adjacent commercial or office properties classified as major traffic generators (i.e., uses that generate more than 30 peak hour trips, as cited in the Institution of Transportation Engineers' (ITE) trip generation tables) shall provide a cross-access drive and pedestrian access to allow circulation between sites.**

**B. For new commercial retail and service uses, a system of joint use driveways and cross-access easements shall be established wherever feasible and shall incorporate the following:**

- 1. A continuous service drive or cross-access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;**
- 2. A design speed of 10 m.p.h. and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;**
- 3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive;**
- 4. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.**

**C. Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.**

**D. Pursuant to this section, property owners shall:**

- 1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross-access or service drive;**
- 2. Record an agreement with the deed that remaining access rights along the roadway will be dedicated to Junction City and pre-existing driveways will be closed and eliminated after construction of the joint use driveway;**
- 3. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.**

**E. The city may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

**Finding 25:** The subject property will be for an industrial use that will take two new access points onto Booth Street. No Cross-Access easements are required or being proposed as part of this application as the subject site is under one ownership. No shared parking areas are proposed at this time. Staff finds that the proposed development satisfies the criteria listed above and finds no justification to modify or waive the standards listed in this chapter.

Therefore, the criteria have been met.

**17.85.080 Requirements for phased development plans.**

**In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this chapter. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage.**

**Driveways shall be designed to avoid queuing across surrounding parking and driving aisles and pedestrian ways and sidewalks. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

**Finding 26:** The proposal consists of four tax lots under the same ownership. The applicant submitted a site plan showing one new access point off of Tax Lot 3600 onto Booth Street. No other access points exist or are being proposed.

Therefore, this criterion is not applicable.

**17.85.090 Nonconforming access features.**

**Legal access connections in place as of the date of adoption of the ordinance codified in this chapter that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards under the following conditions:**

- A. When new access or modified accesses to public rights-of-way and/or access permits are requested;**
- B. Change in use or enlargements or improvements that will increase trip generation, as cited in the Institution of Transportation Engineers' (ITE) trip generation tables. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

**Finding 27:** The subject property has no existing access points onto Booth Street or any other street within Junction City's jurisdiction. Two new access points are being proposed with this application and the proposed use will increase trip generation.

A trip generation estimate was created by Kelly Sandow, PE of Sandow Engineering. Using the latest ITE Trip Generation Manual (11<sup>th</sup>) for a general light industrial use it was estimated that 29 trips would be generated during the AM peak hour, 20 trips would be generated during the PM peak hour, and that 190 average daily trips would be generated by the proposed use. JCMC 17.160.050 requires a traffic impact analysis when a development will generate more than 400 or more daily trips. A traffic impact analysis is not required as the proposed use will only generate around 190 trips per day.

Therefore, this criterion has been met.

**17.85.100 Reverse/dual frontage.**

**Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. [Ord.1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

**Finding 28:** The subject site is located along Booth Street but also fronts Dreas Way. The former is a local city street, and the latter is a County road. Access will be taken off of Booth Street.

Therefore, the criterion is not applicable.

**JCMC 17.85.110 Site plan review procedures for access management.**

**A. Applicants shall submit a preliminary site plan for review by the planning department. At a minimum, the site plan shall show:**

- 1. Location of existing and proposed access point(s) on both sides of the road where applicable;**
- 2. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;**
- 3. Number and direction of lanes to be constructed on the driveway plus striping plans;**
- 4. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);**
- 5. Parking and internal circulation plans including walkways and bikeways;**
- 6. Detailed description of any requested variance and the reason the variance is requested.**

**B. Site plan review shall address the following access criteria:**

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

**5. The access shall be consistent with the access management standards adopted in the transportation system plan.**

**C. Any application that involves access to the state highway system shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

**Finding 29:** The Applicant has submitted a site plan compliant with the standards listed above showing there are no existing access points on the subject property onto Booth Street and that two new access points are being proposed as a part of this application.

The subject site is relatively flat, there is very little topography for which to respond. Existing natural features are being avoided to the extent that they exist.

There are existing access points along Booth Street to the north, on Tax Lots 3200 and 3300, and to the southeast, on Tax Lot 3800. Booth Street is a Junction City facility. There are no ODOT facility access points proposed as part of this project.

An existing internal pedestrian network is indicated on the submitted site plan which complies with the above criteria.

The subject site does not involve access points along a State Highway.

Therefore, as shown in the findings above, the criteria listed at JCMC 17.85.110 have been met.

**JCMC 17.85.120 Variance standards.**

**Finding 30:** The Applicant is not seeking a variance to the access management standards.

Therefore, the criteria are not applicable.

**JCMC 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 31:** The applicant proposes 31 parking spaces for its building floor space, which is 21,677 square feet for the warehouse and 5,913 for the combined two-story office building proposed for Tax Lot 3700. Twelve company vehicles are proposed. A total of forty-nine (49) off-street parking spaces are required. See Findings #34-#37)

Therefore JCMC 17.90 is applicable to the proposal.

**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 32:** The subject site does not qualify under the above-listed exception criteria.

Therefore, the proposal is required to provide off-street parking in accordance with JCMC 17.90.

**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 33:** The applicant is not proposing to eliminate existing parking spaces as the subject property is currently undeveloped.

Therefore, this criterion is not applicable.

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

**Finding 34:** The functional floor area of the warehouse portion of the structure is 21,677 square feet and the functional floor area of the two-story office component of the structure is 5,913. These figures were used to determine that 37 parking spaces are required: plus, a parking space for each of the 12 proposed company vehicles.

Therefore, the criteria have been met.

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

**6. Commercial**

**c. Bank, office (except medical and dental)**

**One space per 400 square feet of floor area.**

**Finding 35:** The applicant proposes that 5,913 square feet of the concrete tilt-up building located on Tax Lot 3700 will be dedicated to commercial office space. This translates into a need for 14.78 parking spaces; which is rounded up to 15.

**7. Industrial.**

**a. Storage Warehouse**

**One space per 2,000 square feet of functional floor space.**

**Finding 36:** The applicant proposes a 7,865 square foot open steel frame industrial storage building on Tax Lot 3600. Because this structure will be used for customer pick-up, no off-street parking is required.

**b. Manufacturing establishment, rail or trucking freight terminal or wholesale establishment.**

**One space per 1000 square feet of floor space, plus one space per company vehicle.**

**Finding 37:** The applicant proposes that 21,677 square feet of the concrete tilt-up building located on Tax Lot 3700 will be dedicated to industrial warehouse use. This translates into 22 parking spaces. There will be 12 company vehicles on site.

The Code requires 37 off-street parking spaces for the warehouse/office structure plus 12 parking spaces for the company vehicles for a total of 49 off-street parking spaces. The applicant has only indicated a provision of 31 plus a parking space for the company vehicles, which would require a total of 43 parking spaces. There is more than sufficient space on tax lots 3600 and 3700 to accommodate the 49 required off-street parking spaces.

**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:**

<b>1. Multifamily dwellings of three or more dwelling units</b>	<b>At least one covered bicycle space for each dwelling unit.</b>
<b>2. Parking lots: All public, commercial, and institutional parking lots</b>	<b>1 bicycle space for every 10 motor vehicle parking spaces.</b>

**Finding 38:** The proposal is for an industrial warehouse building, a warehouse/manufacturing building, and an office. Because the office use, which requires 15 parking spaces, the applicant must provide two bicycle parking spaces. The applicant has proposed four bicycle parking spaces near the office portion of the structure on Tax Lot 3600.

Therefore, the criteria have been met.

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

**Finding 39:** The parking requirement for the manufacturing component to the structure on Tax Lot 3700 was rounded up to 22 and the office use of the structure on Tax Lot 3700 was rounded up to 15. The total number of off-street parking spaces required was 37; plus, an additional 12 spaces for company vehicles.

Therefore, this criterion has been 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 40:** The subject site is not in the downtown area and does not have a commercial zoning.

Therefore, this criterion is not applicable.

**17.90.020 Off-street loading.**

**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 41:** The submitted site plan shows five designated loading zones which are of sufficient area to adequately serve the proposed manufacturing needs of the structure on Tax Lot 3700. There is one designated loading zone for the smaller structure used for industrial storage. On-site parking areas will not be impacted by loading activities.

Therefore, the above criterion has been met.

**17.90.030 General provisions – Off-street parking and loading.**

**A. Submission of Parking Plans and Changes of Use. The provision and maintenance of off-street parking and loading spaces are continuous obligations of the property owner. No permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space**

**required by this chapter. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be unlawful and in violation of this chapter to begin or maintain such altered use until the required increase in off-street parking or loading is provided.**

**Finding 42:** The Applicant has submitted a site plan in compliance with the requirements of the above standard. Because the site plan does not reflect the required number of off-street parking spaces it must be revised to indicate the location of these spaces. As a condition of approval, the revised site plan must be submitted prior to the application for building permits.

Therefore, this criterion has been conditionally met.

**B. Requirements for Buildings and Uses Not Specifically Listed. Requirements for types of buildings and uses not specifically listed herein shall be determined by the city administrator based upon the requirements of comparable uses listed.**

**Finding 43:** The proposed buildings will house storage, manufacturing, and office use as specified in the table at 17.90.010(E).

Therefore, this criterion has been met.

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

**Finding 44:** As noted above, manufacturing use and office use will share the proposed structure on Tax Lot 3700. The off-street parking requirements for each use have been computed and combined to identify the total number of parking spaces required for that structure.

Therefore, this standard has been met.

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

**Finding 45:** The Applicant is not proposing joint use.

Therefore, this criterion is not applicable.

**E. Distance of Parking from Use. Off-street parking spaces shall be located on the same lot with the building. However, nonresidential required parking spaces may be located not farther than 400 feet from the building or use they are required to serve, measured in a straight line from the building, and shall be used by the business's employees. Exceptions to this requirement are listed in JCMC 17.90.010(B).**

**Finding 46:** Off-street parking is proposed to be located adjacent to the manufacturing/office structure on Tax Lot 3600. Parking for visitors and customers will be located on both the north side of the structure and parking for the employees and company vehicles on the north and south side.

Therefore, the above criterion has been satisfied.

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

**Finding 47:** The applicant has warranted that all required parking spaces shall be available for the parking of operable vehicles only and shall not be used for storage of vehicles or materials.

This criterion is satisfied.

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

**Finding 48:** The proposed off-street parking and loading areas are located in the M1, Light Industrial zone, outside of any yard area requirements.

Therefore, the above criterion has been satisfied.

**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 49:** The applicant's site plan shows that the surface of Tax Lots 3600 and 3700, except for that occupied by structures, will be overlain with light and heavy-duty asphalt concrete pavement.

Therefore, the criteria listed above has 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 50:** The subject site is not adjacent to a residential zone or a residential use.

Therefore, this criterion is not applicable.

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

**Finding 51:** The site plan shows that all parking is located adjacent to the structure on Tax Lot 3700. None of the proposed parking spaces extend beyond a property line.

Therefore, the criterion listed above 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 52:** There are no adjacent residential zones or dwellings.

Therefore, the criterion listed above has been satisfied.

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

**Finding 53:** As a condition of approval, proposed parking spaces must be consistent with the Diagram 14 of Appendix A of Title 17 of the JCMC. The current site plan indicate that the standards of Diagram 14 have been met.

Therefore, the criterion listed above has been met.

**CONDITION:** The required parking spaces shall conform with Diagram 14 of Appendix A of Title 17 of the JCMC.

**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 54:** The applicant's site plan shows a proposed two 36'-wide driveways. The driveway aprons will be standard concrete. No manoeuvring within a street or alley is required for the parking area as vehicles will be able to backout of their parking space onto light duty asphalt concrete pavement without having to maneuver within Booth Street.

Therefore, the criterion listed above has been met.

**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 55:** Appendix A, Diagram 15 of the JCMC shows that perpendicular (90°) parking spaces are required to be at least 20 feet deep and 9 feet wide. According to the applicant's site plan, the distance between the end of a parking space on the north side of the structure on Tax Lot 3700 and the structure on Tax Lot 3600 is 35 feet; more than enough room for two-way traffic.

Therefore, the criterion listed above has been addressed.

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

**Finding 56:** Tax Lot 3700 will have 49 parking spaces for vehicles. Thus, the parking spaces must be permanently and clearly marked.

**CONDITION:** The required parking spaces for the proposed use shall be permanently, and clearly marked on a revised site plan.

Therefore, the criterion listed above has been met.

**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 57:** As noted earlier in this report there are 37 required parking spaces plus 12 additional spaces for company vehicles. A portion of Tax Lot 3600, north of the access driveway, represents maneuvering area that is adjacent to Booth Street. Tax Lot 3600 has about 215 feet of frontage on Booth Street, requiring about seven (7) trees required by JCMC 12.35.110. The applicant's site plan only shows five (5) trees. The area designated for landscaping contains sufficient area to meet the requirements of this criterion.

Therefore, the criteria listed can be met with a slight adjustment of the site plan that meets the requirements of JCMC 12.35.110.

**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 58:** The total proposed surface area for parking and maneuvering is 117,250 square feet. The applicant proposes 13,677 square feet of landscaping, including three planter islands. This exceeds the 10 percent landscaping requirement by almost 2,000 square feet.

Therefore, the criteria listed are met.

**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 59:** The required number of parking spaces does not equal 80.

Therefore, the criteria listed above are not applicable.

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

**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 60:** The applicant’s site plan shows an eight (8) foot wide pedestrian connection between the two proposed structures. The plan notes that the pedestrian crossing zone is stripped.

Therefore, the criterion listed has been met.

**H. Proposed Gravel Parking Lots. Gravel parking lots may be allowed under the Type III conditional use process as outlined in Chapter 17.130 JCMC. Any change in use associated with a gravel lot will require review of the lot and paving may be required if usage increases.**

**Finding 61:** The applicant does not propose any gravel parking lot.

Therefore, this criterion is not applicable.

## **JCMC 17.160 DEVELOPMENT STANDARDS**

### **17.160.050 Development requirements.**

**The following requirements shall pertain to all development falling under the categories identified in JCMC 17.160.050.**

**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 62:** The Applicant has stated a willingness to comply with the requirements of this chapter upon building permit submittal and has indicated that the building permit application will be accompanied by more detailed drawings and specifications for construction.

Therefore, the criteria have been satisfied.

**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 63:** The subject property does not abut existing curb and gutter or sidewalks.

For this reason, the above criterion is not applicable.

**C. Pedestrian Access and Circulation.**

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

**Finding 64:** The general public will not have access to the majority of the site although visitors will be directed to the office portion of the structure on Tax Lot 3700. Pedestrian routes will meet accessibility requirements of the Oregon Structural Specialty Code and ICC/ANSI A117.1-2003.

Therefore, this criterion has been met.

**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 65:** The commercial portion of the proposed development is oriented so that the main entrance faces Booth Street. Parking spaces are located on the north side of the office portion of the structure for visitors and customers and on the south side for employees and deliveries.

Therefore, the above criteria have been met.

**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 66:** The applicant's site plan identifies the location of the pedestrian crossing and bicycle facilities.

Therefore, the criteria have been addressed.

**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 67:** For parking of one to 25 parking spaces, the Oregon Building Code requires one ADA parking space. The applicant's site plan shows 2 marked ADA parking spaces along the north side of the office portion of the structure on Tax Lot 3700.

Therefore, the above criteria have been met.

**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 68:** The development will tie into an existing water line, which runs through Dreas Way and abuts the subject property to the east. An easement is proposed to be provided to the City by the applicant to access this water line. Stormwater is to be released to the Junction City Water District via an existing drainage ditch, in accordance with the annexation agreement for the property. The Water District requires that EGR review the applicant's stormwater plan prior to development approval. Gravity wastewater pipes will tie into the public sanitary sewer system via an existing wastewater manhole located near the southwest corner of the development on Dreas Way.

CONDITION: Prior to the issuance of building permits, all required easements shall be executed and improvements shall be completed and approved by the City.

Therefore, the above criterion has been addressed.

**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 69:** The applicant has acknowledged this requirement and a public water line constructed to city standards will be constructed at the applicant's expense.

Therefore, the above criterion has been addressed.

**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 70:** It is not anticipated that the proposed improvements will benefit properties other than those owned by the applicant. The applicant is free to require reimbursement for any

development of adjacent properties that seek access to public utilities over the applicant's private easement over its property.

Therefore, the above criteria have been addressed.

**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 71:** Referral notices have been sent out to the Oregon Department of Environmental Quality, the Oregon Department of State Lands, the Emerald Peoples' Utility District, the Lane Transit District, Lane County Transportation and Land Management Divisions, JC Public Works and Building Official, Junction City Water Control District.

CONDITION: Proof of all relevant agency approvals and satisfaction of all imposed conditions of approval associated with this application shall be required prior to issuance of a Certificate of Occupancy.

Therefore, as conditioned the criteria can be met.

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

**Finding 72:** A trip generation estimate was created by Kelly Sandow, PE of Sandow Engineering. Using the latest ITE Trip Generation Manual (11<sup>th</sup>) for a general light industrial use it was estimated that 29 trips would be generated during the AM peak hour, 20 trips would be generated during the PM peak hour, and that 190 average daily trips would be generated by the proposed use. JCMC 17.160.050 requires a traffic impact analysis when a development will generate more than 400 or more daily trips. A traffic impact analysis is not required as the proposed use will only generate around 190 trips per day.

Therefore, the criterion has been met.

**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 73:** The applicant has warranted that it would be providing the necessary dedication of land along the site frontage for the required right-of-way and street frontage improvements required by the Code.

Therefore, as outlined in the above finding, the criterion can be satisfied.

**Decision:**

Based upon the available information and findings set forth above, it is concluded that the proposed Development Review (DEV 22-03) conditionally 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 below. Additional requirements and informational items related to the subsequent building permit processes are also included below, for the Applicant’s benefit.

**Planning Department Conditions of Approval:**

1. Prior to the issuance of building permits the applicant shall obtain an access permit for the two access points proposed onto Booth Street.
2. Prior to building permit issuance, an elevation certificate for the location of all proposed structures is required. The certificate shall be generated as described in Finding #18. A Flood Zone Development Permit will be required for all structures located in the flood zone.
3. Prior to the issuance of building permits, a revised site plan must be submitted showing the location of the required 49 off–street parking spaces. Proposed parking spaces must be consistent with the Diagram 14 of Appendix A of Title 17 of the JCMC.
4. Prior to the issuance of building permits, a revised site plan must be submitted showing the following:
  - a. The location of the required 49 off–street parking spaces. Proposed parking spaces must be consistent with the Diagram 14 of Appendix A of Title 17 of the JCMC.
  - b. The location of seven (7) trees along the frontage of Tax Lot 3600.
5. Prior to the issuance of building permits, EGR shall have reviewed and approved the applicant’s stormwater plan.
6. Prior to the issuance of building permits, all required easements shall be executed and improvements shall be completed and approved by the City.
7. The applicant shall provide the necessary dedication of land along the site frontage for the required right–of–way and street frontage improvements required by the Code.
8. Proof of all relevant agency approvals and satisfaction of all imposed conditions of approval associated with this application shall be required prior to issuance of a Certificate of Occupancy.

*For more information on the Planning Department conditions above, contact Tere Andrews, Planning Technician at 541-998-3125, or by email at: [tandrews@ci.junction-city.or.us](mailto:tandrews@ci.junction-city.or.us)*

**Informational Items:**

1. The required 49 parking spaces shall be permanently, and clearly marked.

**Other Requirements:**

1. All finishes, layouts, elevations, and landscaping shown on the submitted plans are required and shall not be altered without prior City approval.

2. 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 building permits.
3. The site shall be in compliance with Federal Americans with Disabilities Act standards as they relate to the current proposal.

**Attachments**

1. Referral comments received for DEV-22-03.

## Tere Andrews

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**From:** Gary Kaping  
**Sent:** Friday, May 13, 2022 2:36 PM  
**To:** Tere Andrews

**Subject:** RE: Referral: DEV-22-03, Booth St. warehouses

Public works will need designs for the street improvement including Curb, gutters, and sidewalks as well as the approach and street patching. Storm water plan must be sent to and reviewed by the City Engineer.

Gary Kaping  
Public Works Director  
City of Junction City

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**From:** Tere Andrews <tandrews@ci.junction-city.or.us>  
**Sent:** Friday, May 13, 2022 11:54 AM  
**Subject:** Referral: DEV-22-03, Booth St. warehouses

## Tere Andrews

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**From:** Mike Henry <mhenry@hbh-consulting.com>  
**Sent:** Friday, May 13, 2022 2:46 PM  
**To:** Tere Andrews

**Subject:** Re: Referral: DEV-22-03, Booth St. warehouses

Tere,  
I am in concurrence with Gary's comments relating to street improvements. Also do you have a site plan you can send me along with a stormwater report.  
Thanks,  
Mike

Get [Outlook for iOS](#)

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**From:** [Karen Horejs](#)  
**To:** [Tere Andrews](#)  
**Subject:** Referral: DEV-22-03, Booth St. warehouses  
**Date:** Tuesday, May 17, 2022 9:42:21 AM  
**Attachments:** [image001.png](#)

---

You don't often get email from horejsk@blachlylane.coop. [Learn why this is important](#)

We at Blachly Lane Electric have reviewed and found that we are not affected by the proposal and have no comments.

Thank you,

*Karen Horejs*

Blachly Lane Electric Coop  
Engineering Technician  
541-284-2157





u WARR Gareth P <[Gareth.WARR@lanecountyor.gov](mailto:Gareth.WARR@lanecountyor.gov)>  
o FW: Referral: DEV-22-03, Booth St. warehouses

Hi Gareth,

I see you are on POD calls today. Could I trouble you to look at this and see if any Lane County review / regulations would apply and let me know what you find? I am guessing not if it's in City zoning. I usually check especially for if it's adjacent to County roads, but I also see that Alycia is copied.

Thanks!  
Amber

## Tere Andrews

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**From:** PAUGH Jennifer A <jennifer.paugh@lanecountyor.gov>  
**Sent:** Wednesday, May 18, 2022 12:37 PM  
**To:** WARR Gareth P; Tere Andrews  
**Cc:** LENZEN-HAMMEREL Alycia B; VARTANIAN Sasha L  
**Subject:** RE: Referral: DEV-22-03, Booth St. warehouses  
**Attachments:** Booth & Milliron Annexation.jpg

You don't often get email from jennifer.paugh@lanecountyor.gov. [Learn why this is important](#)

I have confirmed with Survey that Booth St has been transferred to the City as a JC Road as of the annexation date, so I will update that in our mapping program (likely next week). Additionally the City (orange line) in the attached map will be extended slightly east to encompass the entire frontage of Dreas Way. So technically speaking, the Dreas Way connection to Milliron Rd E is also City.

The connection of the now "City" Booth St is annexed and I'm not sure where that annexed piece of E. Milliron from Dreas to Booth St is in the "Transfer" world. I've cc'd Sasha on these correspondence as well in case she has any Transfer info, comments or questions.

At any rate, that's what I know and I will leave the TP comments to TP for now :)

Thanks for the opportunity to comment!

Jennifer Paugh  
Lane County Public Works  
Road Maintenance Planning  
541-682-6905

---

**From:** WARR Gareth P  
**Sent:** Wednesday, May 18, 2022 9:46 AM  
**To:** tandrews@ci.junction-city.or.us  
**Cc:** LENZEN-HAMMEREL Alycia B <Alycia.LENZEN-HAMMEREL@lanecountyor.gov>; PAUGH Jennifer A <jennifer.paugh@lanecountyor.gov>  
**Subject:** RE: Referral: DEV-22-03, Booth St. warehouses

Hello Tere,

I have looked up the tax lots 16-04-20-00-03400, -03500, -03600, and -03700, and none of them are in Lane County's zoning jurisdiction. I see that they are in A-zone Floodplain, as well as having an NHD Creek and freshwater emergent wetlands running through them. I presume the regulatory requirements of encroachment in these overlays will be managed by Junction City's planning department.

The properties are adjacent to Booth St, a Local Access Road, which is connected to Milliron Rd, a county owned and maintained, Urban Local-classified road. For that reason, I have cc'd Alycia Lenzen-Hammerel and Jennifer Paugh in case there are some roads/RoW/transportation planning concerns.

## Gareth Warr

Planner  
Lane County - Land Management Division  
[Gareth.Warr@lanecountyor.gov](mailto:Gareth.Warr@lanecountyor.gov)  
541-682-6655

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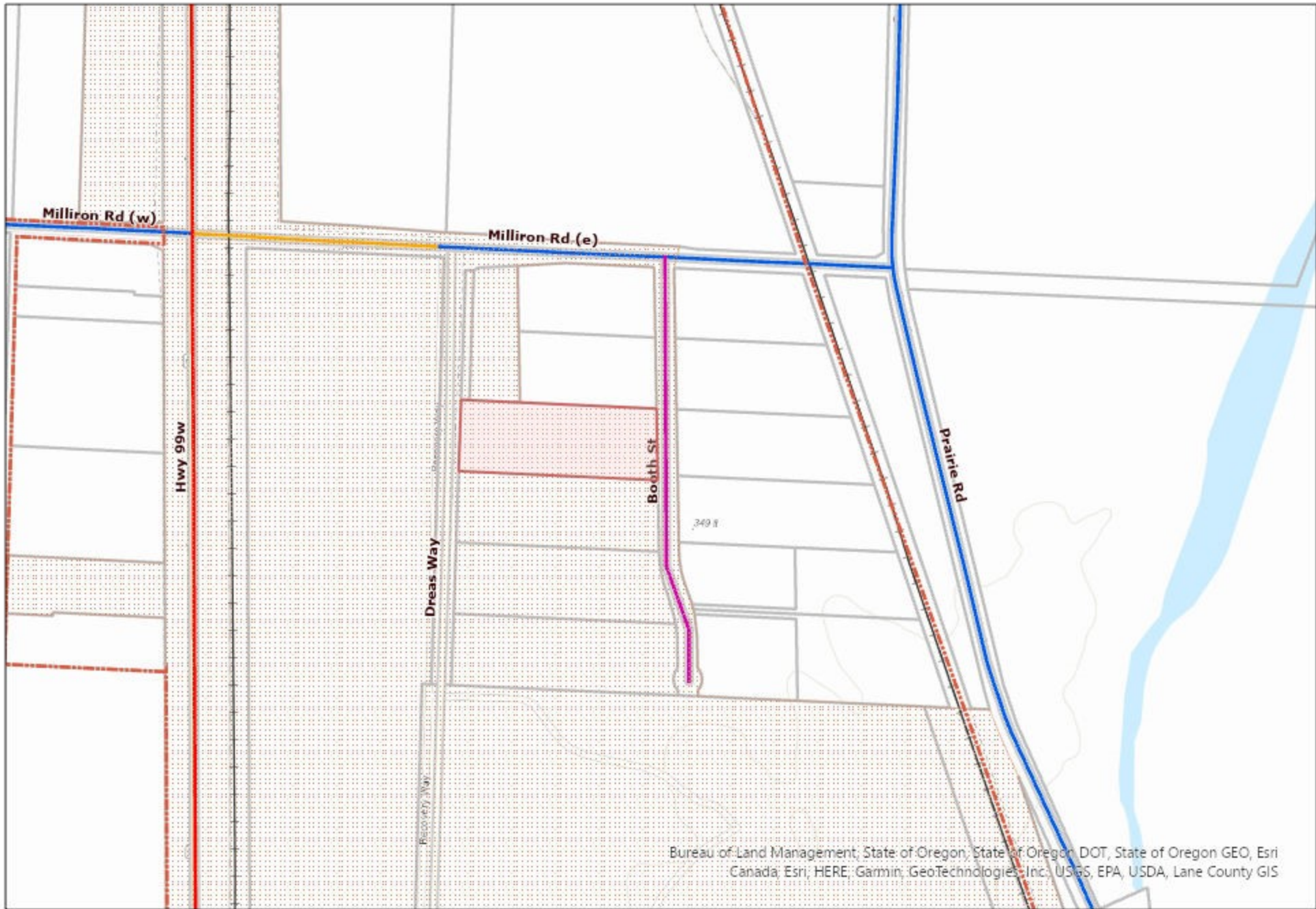
**From:** BELL Amber R <[amber.bell@lanecountyor.gov](mailto:amber.bell@lanecountyor.gov)>  
**Sent:** Friday, May 13, 2022 1:49 PM  
**To:** WARR Gareth P <[Gareth.WARR@lanecountyor.gov](mailto:Gareth.WARR@lanecountyor.gov)>  
**Subject:** FW: Referral: DEV-22-03, Booth St. warehouses

Hi Gareth,

I see you are on POD calls today. Could I trouble you to look at this and see if any Lane County review / regulations would apply and let me know what you find? I am guessing not if it's in City zoning. I usually check especially for if it's adjacent to County roads, but I also see that Alycia is copied.

Thanks!  
Amber

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Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri  
 Canada, Esri; HERE; Garmin; GeoTechnologies, Inc.; USGS, EPA, USDA, Lane County GIS

The information on this map was derived from digital databases in the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc. for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



# Lane County Transportation Map

Lane County, Oregon



## Response Page

Department of State Lands (DSL) WN# \*

WN2022-0499

### Responsible Jurisdiction

**Staff Contact**

Tere Andrews

**Jurisdiction Type**

City

**Municipality**

Junction City

**Local case file #**

DEV-22-04

**County**

Lane

### Activity Location

Township	Range	Section	QQ section	Tax Lot(s)
16S	04W	20		3400,3500 ,3600,370 0

Street Address

E of Hwy 99, between Dreas Way and Booth St

Address Line 2

City

Junction City

State / Province / Region

OR

Postal / Zip Code

97448

Country

Lane

**Latitude**

44.168896

**Longitude**

-123.197302

### Wetland/Waterway/Other Water Features



- There are/may be wetlands, waterways or other water features on the property that are subject to the State Removal-Fill Law based upon a review of wetland maps, the county soil survey and other available information.
- The National Wetlands Inventory shows wetland, waterway or other water features on the property
- Local Wetlands Inventory shows wetland, waterway or other water features on the property
- The county soil survey shows hydric (wet) soils on the property. Hydric soils indicate that there may be wetlands.

### Your Activity



- It appears that the proposed project **will** impact wetlands and **requires** a State Permit.

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## Applicable Oregon Removal-Fill Permit Requirement(s)

- A state permit is required for 50 cubic yards or more of fill removal or other ground alteration in wetlands, below ordinary high water of waterways, within other waters of the state, or below highest measured tide.

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## Closing Information

### Additional Comments

A wetland delineation has been conducted and submitted to DSL for review and approval. City should wait for the concurrence letter and date-stamped final delineation map before issuing building permit. It appears that the entire area will be paved/developed; therefore a permit will likely be needed. To expedite the process, a removal/fill permit application can be submitted to DSL while waiting for the delineation review.

**This is a preliminary jurisdictional determination and is advisory only.**

This report is for the State Removal-Fill law only. City or County permits may be required for the proposed activity.

- A Federal permit may be required by The Army Corps of Engineers: (503)808-4373

### Contact Information

- o For information on permitting, use of a state-owned water, wetland determination or delineation report requirements please contact the respective DSL Aquatic Resource, Proprietary or Jurisdiction Coordinator for the site county. The current list is found at: <http://www.oregon.gov/dsl/ww/pages/wwstaff.aspx>
- o The current Removal-Fill permit and/or Wetland Delineation report fee schedule is found at: <https://www.oregon.gov/dsl/WW/Documents/Removal-FillFees.pdf>

### Response Date

6/10/2022

### Response by:

Lynne McAllister

### Response Phone:

503-986-5300

## Tere Andrews

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**From:** Tere Andrews  
**Sent:** Monday, October 10, 2022 9:38 AM  
**To:** DARNIELLE Gary L  
**Cc:** Gary Kaping  
**Subject:** Booth St Development Review (DEV-22-03)

Tracking:	Recipient	Delivery	Read
	DARNIELLE Gary L		
	Gary Kaping	Delivered: 10/10/2022 9:38 AM	Read: 10/10/2022 11:24 AM

Good Moring,

Todd Monroe, of the Junction City Water Control District called this morning in response to the referral for the Booth Street warehouse development (applicant rep: Metro Planning).

Todd requested the following be listed as standard comments under INFORMATIONAL ITEMS, and if applicable as a Condition of Approval, in all staff reports, including the Booth Street, DEV-22-03:

“Stormwater draining into Junction City Water Control drainage ways must be reviewed by EGR at the developer’s expense. For more information contact Junction City Water Control District at 541- 998-3223, or [jcwatercontrol@yahoo.com](mailto:jcwatercontrol@yahoo.com).”

“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 Federal agencie

Sincerely,  
*Tere Andrews*  
Admin Aide/Planning Technician  
City of Junction City  
680 Greenwood St/PO Box 250  
Junction City OR 97448  
541-998-2153 ext. 207  
541-393-7089 (cell)

The Junction City Zoning Code can be viewed at: JC Zoning Code: [Title 17 ZONING AND LAND USE \(codepublishing.com\)](http://codepublishing.com)

## Tere Andrews

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**From:** Tere Andrews  
**Sent:** Monday, October 10, 2022 11:43 AM  
**To:** DARNIELLE Gary L  
**Subject:** FW: Booth Street  
**Attachments:** DEV-22-03 Booth St REF update.pdf

Gary,

I spoke with Dean Chappell at Lane Fire Authority. They have a comment, “fire hydrant(s) may be required, that determination would occur at the time of building permit review.”

Sincerely,  
*Tere Andrews*  
Admin Aide/Planning Technician  
City of Junction City  
680 Greenwood St/PO Box 250  
Junction City OR 97448  
541-998-2153 ext. 207  
541-393-7089 (cell)

The Junction City Zoning Code can be viewed at: [JC Zoning Code: Title 17 ZONING AND LAND USE \(codepublishing.com\)](#)

*Disclosures:*  
*Correspondence to and from this e-mail address may be subject to disclosure under Oregon Public Records Law.*  
*If you have received this e-mail in error, please contact the sender. Use of the contents by anyone other than the original addressee is prohibited.*

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**From:** Tere Andrews  
**Sent:** Monday, October 10, 2022 11:17 AM  
**To:** deanchappell@lanefire.org  
**Subject:** FW: Booth Street

Dean,

Thank you for responding to the request for comments about the proposed Booth Street warehouses. Lane Fire does not have comment at this time, is that correct?

Sincerely,  
*Tere Andrews*  
Admin Aide/Planning Technician  
City of Junction City  
680 Greenwood St/PO Box 250  
Junction City OR 97448  
541-998-2153 ext. 207  
541-393-7089 (cell)

The Junction City Zoning Code can be viewed at: JC Zoning Code: [Title 17 ZONING AND LAND USE \(codepublishing.com\)](http://codepublishing.com)

*Disclosures:  
Correspondence to and from this e-mail address may be subject to disclosure under Oregon Public Records Law.  
If you have received this e-mail in error, please contact the sender. Use of the contents by anyone other than the original addressee is prohibited.*

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**From:** Dean Chappell <[DeanChappell@lanefire.org](mailto:DeanChappell@lanefire.org)>  
**Sent:** Monday, October 3, 2022 10:35 AM  
**To:** Tere Andrews <[tandrews@ci.junction-city.or.us](mailto:tandrews@ci.junction-city.or.us)>  
**Subject:** Booth Street

You don't often get email from [deanchappell@lanefire.org](mailto:deanchappell@lanefire.org). [Learn why this is important](#)

Please see attached

Dean Chappell  
Lane Fire Authority  
541-935-2226 ex 102  
[deanchappell@lanefire.org](mailto:deanchappell@lanefire.org)