



JUNCTION CITY LAND USE FINDINGS FOR A TYPE-I DEVELOPMENT REVIEW

File Number: DEV-22-26, 135 E 1st

Summary of Findings: Development Review conditional approval is granted to allow construction of a 37,800 square foot industrial building located to the west of an existing building #5 on property zoned Light Industrial (M1).

Applicant: RLA Holdings, LLC, 410 Chambers Street, Eugene OR 97402

Applicant's Representative: Keating Engineering, LLC, 159 E 16th Ave., Eugene OR 97401

Staff Contact: Tere Andrews, Planning Technician, 1171 Elm St., Junction City OR 97448, jcplanning@ci.junction-city.or.us, 541-998-3125.

Subject Property/Zoning/Location: The subject site is located on the south side of East First Avenue at 135 East 1st Avenue within the city limits of Junction City Oregon. It is further identified on Lane County Assessor's Map 16-04-05-00, as tax Lot 00202.

Relevant Dates: Application submitted on June 10, 2022; submittal package deemed incomplete on July 8, 2022; re-submittal package deemed complete on October 14, 2022, decision granting conditional approval issued on December 12, 2022.

Decision:

Based upon the available information and findings set forth above, it is concluded that the proposed Development Review (DEV 21-09) 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. Materials stored in the warehouse, and on the grounds shall not be maintained in a manner which would attract or aid the propagation of insects or rodents or otherwise create a health hazard.
2. Prior to building permit issuance, an elevation certificate for the location of the prefabricated building is required. If the location of the building is found to be in a flood zone, a Flood Zone Development Permit will be required.
3. Prior to building permit issuance, design plans shall be submitted and approved that meet the Junction City Public Works Design and Construction Standards for issuance of the Public Works ROW Permit.
4. Required parking spaces shall be available for the parking of operable vehicles only and shall not be used for storage of vehicles or materials.

5. Prior to certificate of occupancy, the 27 parking spaces in Lot 9, within 400-feet of the proposed industrial building, shall be permanently marked and each measure 9-feet by 20-feet.
6. Prior to building permit issuance, the applicant shall submit a landscape plan which complies with JCMC 17.90.030(H)(10)(a)(d).
7. Prior to building permit issuance, the applicant will submit a site plan showing a minimum of two dedicated ADA parking spaces.
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

Informational Items and Other Requirements:

1. Future plant layouts will need to comply with JCMC 17.90
2. The required 19 parking spaces for the crane building shall be permanently, and clearly marked.
3. Future plant layouts will need to comply with JCMC 17.160.050(H).
4. All finishes, layouts, elevations, and landscaping shown on the submitted plans are required and shall not be altered without prior Planning Department approval.
5. 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.
6. The site shall be in compliance with Federal Americans with Disabilities Act standards as they relate to the current proposal.
7. It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

STAFF REPORT

Request

The Applicant is seeking Development Review approval for construction of a 37,800 square foot industrial building at 135 East 1st Avenue. The proposed industrial building would be on the west side of existing Building #5. The proposal building includes warehouse space, offices, a lunchroom, and restrooms.

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 October 31, 2022. Pertinent referral comments are listed below and included as attachment 1 of this report.

- **City Engineer, HBH Consulting Engineers, Andrey Chernishov, dated December 12, 2022**
 1. Three new stormwater infiltration basins are proposed along the west side of the property in between an existing 8” public sanitary main on the west side of the basins and an existing 10” public water main on the east side of the basins. Portions of the basins are over the top of and paralleling 1’2’ away from both the existing 8” public sanitary sewer main and 10” public water main, which are both located within an existing 60’ public easement.

Per Junction City Public Works Design Standards (JC PWDS) sections 4.15-d.4 and 5.15-d.4, “Easement locations for public water/sewer mains serving PUD, apartment complex or commercial/industrial development shall be in parking lots, private drives or similar open areas which will permit an unobstructed vehicle access for maintenance by City forces.” The proposed side slopes of the infiltration basins is up to 1:1, which are parallel to the existing public 8” sanitary sewer main and existing 10” public water main, does not allow for unobstructed access for future replacement of the existing public utilities.
 2. Per JC PWDS section 3.10.a.3, "If use of a Santa Barbara Urban Hydrograph (SBUH) based computer program is proposed for use in sizing storm drain pipes for peak discharge, a 50 year SBUH storm event must be used in lieu of the 10 year or 25 year rational storm frequency to provide equivalent capacity." The stormwater report submitted is using a storm model based on SBUH method using the City of Eugene 10-year event. JC PWDS section 3.10.a.3 states, “Peak design discharges shall use be computed using the rational formula, $Q=CiA$.” Therefore, if using the SBUH method, the 50-Year design storm is to be utilized. Or if the rational method is used, the 10-year design storm can be utilized pursuant to JC PWDS section 3.10.b.
 3. Per JC PWDS section 3.10.d.1, “Pre-development shall be defined as a site with natural vegetation on native soil.” Therefore, when comparing peak runoff rates for pre- and post-development where development is proposed, the pre-developed condition shall be natural vegetation on native soil (regardless of the current condition) and the post developed condition is based on the proposed surface.

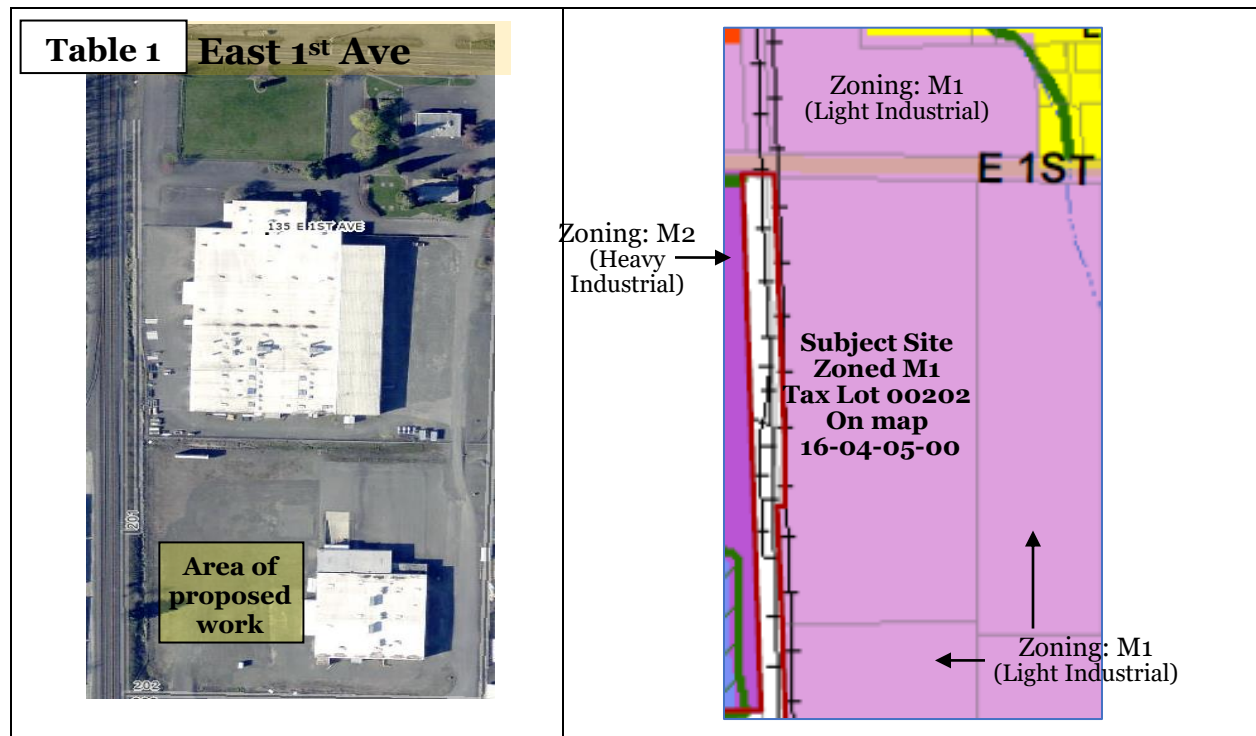
4. Per JC PWDS section 3.18.d.5.c, "The side slopes for detention basins shall be no steeper than 4H:1V. Steeper slopes may be used where approved in writing by the City Engineer and Public Works and if access to the detention facility is restricted by chain link or other approved fencing a minimum of six (6) feet high." The proposed infiltration basins appear to have slopes as steep as 1:1, which does not meet this design standard.
 5. Please note that setting the Antecedent Moisture Condition (AMC) to a value of 1 in the HydroCAD model is only for dry conditions. Since the large storm events do not occur in summer months, the AMC value should be set to 2, which is for normal conditions, as described by HydroCAD.
 6. When modeling stormwater runoff from gravel surfaces, the Curve Number (CN) will be much higher than a value of 1. According to HydroCAD, since gravel roads/parking lots are highly compacted and have minimal absorption capabilities, a curve number of approximately 96 would be a reasonable value to use, depending on the soil group at this site.
 7. Per JC PWDS section 5.15.f.4, "The minimum cover from the bottom of the ditch or drainage channel to the top of pipe shall be a minimum of thirty-six (36) inches unless approved by the Director of Public Works and the Oregon Health Division." Infiltration basin 3 is proposed over the top of an existing 6" waterline located within the 60-foot wide public water and sewer easement.
 8. Where stormwater infiltration is proposed, such as in the infiltration basins, infiltration tests shall be conducted at the proposed bottom of basin elevation for each basin.
 9. Final design plans will need to meet the Junction City Public Works Design and Construction Standards prior to issuance of the Public Works ROW Permit.
- **Lane County Transportation Engineering Services, Engineering Associate, Alycia Lenzen-Hammerel, LIST, dated November 15, 2022** – In accordance with LC 15.697(1)(d) a Traffic Impact Analysis/Traffic Safety Report will be required to address transportation concerns generated by the development.
 - The access to the development will need to be inspected and approved via a facility permit to ensure it meets the access design standards of LC 15.139.
 - Facility permit approval will be required per LC 15.205(2)(c)
 - Lane Code Chapter 15: [Lane Code Chapter 15](#)
 - **Junction City Water Control District, Todd Monroe, dated November 1, 2022.** Stormwater in that area drains to the Water Control District system. The Water Control District requires stormwater plans be reviewed by [EGR & Associates](#) at the applicant's expense. For more information contact Todd Monroe, 541-998-3223.
 - **Emerald Peoples' Utility District (EPUD), J. Norrena, dated November 10, 2022** EPUD has no comments. We presently serve this site and will serve the new addition.

The following comments were submitted for recent development also at 135 E 1st Avenue (File #DEV-21-09) and may apply to the current proposal. Thus, they are included here:

- **Comcast, Construction Specialist, G. Norbury, dated July 27, 2021** –
No conflicts with Comcast services. Markup showing Comcast Coax and Fiber in the area is Attachment 1 of this report.
- **Oregon Department of Environmental Quality (DEQ), K. Jacobsen**
 1. Any ground disturbance one acre or more requires an NPDES-12C permit.
 2. This facility will also need to terminate their two current NPDES127 Industrial Stormwater Permits and apply for new a new permit at this facility.
- **Lane Transit District (LTD), A. Martin, dated July 27, 2021**
LTD encourages development near existing transit stops. The proposed development is located at a transit stop.

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 indicates the proposal includes one parcel, tax lot 202 on Lane County Assessor’s map 16-04-05-00. The parcel is zoned M1, Light Industrial. The proposed location of the industrial building is entirely on tax lot 202 abutting the south side of East 1st Avenue. To the east are tracks for the Union Pacific Railroad. The subject site is 12.65 acres. Zoning of the surrounding properties is Light and Heavy Industrial as shown in Table 1.

As listed in the Junction City [Local Wetland Inventory Map](#) a relatively high quality wetland, CC-04 is located to the southwest of the subject site, on the west side of the Union Pacific Railroad tracks. As shown on the Local Wetland Inventory map, there are no wetlands in the immediate location of the proposed building. The Applicant submitted for Development Review concurrent with applying for building permits. The Junction City Transportation System Plan classifies East 1st Avenue as a Major Collector. The roadway is a Lane County owned and maintained facility.

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's submittal materials show several uses within the overall site. This Development Review application pertains specifically to the proposed industrial building. The Applicant is proposing construction of a 37,800 square foot building to warehouse manufacturing materials, office space, restrooms, and staff lunchroom. Warehouse storage is a permitted use in the Light Industrial (M1) zoning district as listed under 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 Applicant's submittal materials show several uses within the overall site. This Development Review application pertains specifically to the proposed industrial building. The Applicant is proposing construction of a 37,800 square foot building as warehouse space, offices, restrooms, and staff lunchroom. The request does not include either a fuel distribution or planned unit development.

Therefore, the criteria are applicable.

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 3: The Applicant is proposing construction of a 37,800 square foot building as warehouse space, offices, restrooms, and staff lunchroom. None of the uses would generate the nuisances listed above.

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 4: The Applicant is proposing construction of a 37,800 square foot building as warehouse space, offices, restrooms, and staff lunchroom. The applicant does not specifically list the materials to be stored in the warehouse area. Therefore, the following condition is warranted.

CONDITION 1: Materials stored in the warehouse, and on the grounds shall not be maintained in a manner which would attract or aid the propagation of insects or rodents or otherwise create a health hazard.

As conditioned above, the criteria can be met.

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 5: The subject site, Tax Lot 202 of Assessor Map 16-04-05-00 borders a public street, East 1st Avenue. The site is developed with five existing buildings. The proposed industrial building will be located to the west of existing building #5. As indicated in Table 1, the subject site is surrounded by Industrial zoned properties. The submitted site plan shows the location of the proposed industrial building is directly south of the main building on the site thus obscuring view of it from East 1st Avenue.

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 6: There are three existing access points off East 1st Avenue onto the subject site, none of which direct traffic onto residential streets. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

Therefore, this criterion can be 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 7: As indicated in Table 1, the subject site is surrounded by Industrial zoned properties.

Therefore, this criterion is not applicable.

JCMC 17.45.050 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 8: As indicated in Table 1, the subject site is surrounded by Industrial zoned properties.

Therefore, this criterion is not applicable.

JCMC 17.45.060 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 9: The Junction City zoning map demonstrates the subject site is not within 150 feet of a residential zone. As indicated in Table 1, the subject site is surrounded by Industrial zoned properties.

Therefore, this criterion is not applicable.

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 10: The subject site takes access from existing driveways off East 1st Avenue; a Lane County owned and maintained facility. East 1st Avenue 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 11: There are three existing access points off East 1st Avenue onto the subject site, none of which direct traffic onto residential streets. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

Therefore, the criteria have been addressed.

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 12: 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.

According to the Federal Emergency Management Administration, Flood Insurance Rate Map # 41039C0604F, the subject site has three Flood Zone designations: 'X' Areas determined to be outside of 500-year flood; 'A' Areas of 100-year flood, no base flood elevation determined (additional hazard associated with storm waves); 'AE' Areas of 100-year flood, base flood elevations determined. It appears the proposed crane building will be located in a Zone 'X', however, verification via an elevation certificate will be required. Thus, the following condition is warranted.

CONDITION 2: Prior to building permit issuance, an elevation certificate for the location of the industrial building is required. If the location of the industrial building is found to be in a flood zone, a Flood Zone Development Permit will be required.

CONDITION 3: Prior to building permit issuance, design plans shall be submitted and approved that meet the Junction City Public Works Design and Construction Standards for issuance of the Public Works ROW Permit.

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 13: There are three existing access points off East 1st Avenue onto the subject site, none of which direct traffic onto residential streets. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

Therefore, the criteria have been addressed.

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 14: The subject property takes access from existing driveways off East 1st Avenue; a Lane County owned and maintained facility. No new access points are being proposed with this application.

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 15: The subject property takes access from existing driveways off East 1st Avenue; a Lane County owned and maintained facility. No new access points are being proposed with this application.

Therefore, this criterion is not applicable.

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 16: The subject property takes access from existing driveways off East 1st Avenue; a Lane County owned and maintained facility. 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 17: The proposal consists of a single tax lot under the same ownership. The applicant submitted a site plan showing the existing access points off East 1st Avenue. No new access points 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 18: There are three existing access points off East 1st Avenue onto the subject site, none of which direct traffic onto residential streets. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

Therefore, the above criteria have been addressed and can be met as stipulated.

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 19: The subject site is located along East 1st Avenue. There are no dual frontage parcels associated with this proposal.

Therefore, the above criteria are 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 20: The Applicant has submitted a site plan in compliance with the standards listed above showing the existing access points. No new access points are proposed as 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 three existing access points off East 1st Avenue onto the subject site, none of which direct traffic onto residential streets. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

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.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

Therefore, as shown in the findings above, the criteria listed at JCMC 17.85.110 have been addressed and can be met as stipulated.

JCMC 17.85.120 Variance standards.

Finding 21: 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 22: The subject site is developed with existing structures on 12.65 acres. The applicant proposes to construct a 37,800 square foot industrial building on the west side existing building #5.

Therefore JCMC 17.90 is applicable to the proposal.

B. Exceptions to Off-Street Parking Requirements.

1. Exemptions. Properties are exempt from the requirement for off-street parking if such properties:

a. Are or have been assessed for public off-street parking facilities;

b. 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;

c. 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.

2. Reduction. A reduction of up to 25 percent of the minimum off-street parking spaces required for industrial uses may be allowed, subject to public works director's or designee's review and approval, based on one or more of the following criteria:

- a. The nature of the use, the size of the site or other physical constraints, or location of the site results in a situation where the parking requirements cannot be met on site without unnecessary hardship, practical difficulties or negative impact on the visual character of the site or neighborhood; or**
- b. The applicant can satisfactorily demonstrate by means of a parking study that the parking needs of the use will be adequately served, and, if the reduction is due to the nature of the use, the applicant shall provide assurance that the nature of the use will not change; or**
- c. A mix of uses is proposed and the parking needs of all the uses can be accommodated through joint use of parking spaces with varying time periods of use.**

Finding 23: The subject site is located at 135 East 1st Avenue no evidence was submitted or located indicating the site has been assessed for public off-street parking facilities. The subject site is south of the parking exemption area described above. In addition, the proposal is for a new industrial structure which would place the proposal outside of the off-street parking exemption criteria listed above.

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 24: The applicant is not proposing to eliminate existing parking spaces. However, the applicant has remarked that plant layouts are not complete. Therefore, the following informational item is hereby included with this report.

INFORMATIONAL ITEM 2: Future plant layouts will need to comply with JCMC 17.90.

Therefore, this criterion can be met.

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 25: As stated in the applicant's written narrative, the proposal includes a 37,800 square foot industrial building with office space. The warehouse area is proposed to be 180-feet by 190-feet (34,200 square feet), with an additional 3,600 square feet for offices, restrooms, and a breakroom. The functional floor area of 34,200 square feet was used to determine that 17.1 parking spaces are required for the warehouse, and nine for the office areas for a total of 26.1 required parking spaces. The fractional number was rounded up thus a total of 27 parking spaces are required.

The subject site was a motor home manufacturing facility with approximately 1,200 employees at peak production. Since that time the property and existing structures were sold to the current owners, RLA Holdings, Inc. The applicant noted in their written statement that a large portion of the manufacturing is robotic.

The submitted site plan indicates the existing parking lot 9, on the north side of existing Building # 5 has 44 parking spaces. To the east of Building #5 are parking lots 6, and 7 with an additional 32 parking spaces, for a total of 76 existing parking spaces within the vicinity of the proposed industrial building and existing Building #5.

As stated on the submitted site plan, Building #5 contains 27,300 square feet of manufacturing space, and 1,400 square feet for office. Given this description, 31 parking spaces are required for Building #5. The uses described above for the proposed industrial building and Building #5 require 57 parking spaces total. There are 76 existing park spaces.

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/dental)
one space per 400 square fee of floor space**

7. Industrial.

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

Finding 26: As stated in the applicant written narrative, the proposal includes a 37,800 square foot industrial building with office space. The warehouse area is proposed to be 180-feet by 190-feet (34,200 square feet), with an additional 3,600 square feet for offices, restrooms, and a breakroom. The functional floor area of 34,200 square feet was used to determine that 17.1 parking spaces are required for the warehouse, and nine for the office areas for a total of 26.1 required parking spaces. The fractional number was rounded up thus a total of 27 parking spaces are required.

The subject site was originally a motor home manufacturing facility with approximately 1,200 employees at peak production. Since that time the property and existing structures were sold to the current owners, RLA Holdings, Inc. The applicant noted in their written statement that a large portion of the manufacturing is robotic.

The submitted site plan indicates the existing parking lot 9, on the north side of existing Building # 5 has 44 parking spaces. To the east of Building #5 are parking lots 6, and 7 with an additional 32 parking spaces, for a total of 76 existing parking spaces within the vicinity of the proposed industrial building and existing Building #5.

As stated on the submitted site plan, Building #5 contains 27,300 square feet of manufacturing space, and 1,400 square feet for office. Given this description, 31 parking spaces are required for Building #5. The uses described above for the proposed industrial building and Building #5 require 57 parking spaces total. There are 76 existing park spaces.

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:

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

Finding 27: The proposal is for an industrial building with office space. The proposal does not include multi-family, retail, office, or institutional uses.

Therefore, the criteria are not applicable.

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

Finding 28: As stated in the applicant written narrative, the proposal includes a 37,800 square foot industrial building with office space. The warehouse area is proposed to be 180-feet by 190-feet (34,200 square feet), with an additional 3,600 square feet for offices, restrooms, and a breakroom. The functional floor area of 34,200 square feet was used to determine that 17.1 parking spaces are required for the warehouse, and nine for the office areas for a total of 26.1 required parking spaces. The fractional number was rounded up thus a total of 27 parking spaces are required.

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 29: The proposed industrial warehouse structure is located at 135 East 1st Avenue and is zoned M1 (Light Industrial). 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 30: The submitted site plan shows sufficient area to adequately serve the existing and proposed loading needs. 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 31: The Applicant has submitted a site plan in compliance with the requirements of the above standard. However, the applicant has remarked that plant layouts are not complete. Thus, the following informational item is included with this report.

INFORMATIONAL ITEM 2: Future plant layouts will need to comply with JCMC 17.90

Therefore, this criterion can be 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 32: The proposed building will be warehouse space as well as offices, uses 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 33: As stated in the applicant written narrative, the proposal includes a 37,800 square foot industrial building with office space. The warehouse area is proposed to be 180-feet by 190-feet (34,200 square feet), with an additional 3,600 square feet for offices, restrooms, and a breakroom. The functional floor area of 34,200 square feet was used to determine that 17.1 parking spaces are required for the warehouse, and nine for the office areas for a total of 26.1 required parking spaces. The fractional number was rounded up thus a total of 27 parking spaces are required.

The subject site was originally a motor home manufacturing facility with approximately 1,200 employees at peak production. Since that time the property and existing structures were sold to the current owners, RLA Holdings, Inc. The applicant noted in their written statement that a large portion of the manufacturing is robotic.

The submitted site plan indicates the existing parking lot 9, on the north side of existing Building # 5 has 44 parking spaces. To the east of Building #5 are parking lots 6, and 7 with an additional 32 parking spaces, for a total of 76 existing parking spaces within the vicinity of the proposed industrial building and existing Building #5.

As stated on the submitted site plan, Building #5 contains 27,300 square feet of manufacturing space, and 1,400 square feet for office. Given this description, 31 parking spaces are required for Building #5. The uses described above for the proposed industrial building and Building #5 require 57 parking spaces total. There are 76 existing park spaces.

Therefore, the criteria have 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 34: 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 35: Existing parking is available within 400 feet of the proposed industrial building with offices.

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 36: The applicant does not address this criterion in their written narrative. Therefore, the following condition is warranted.

CONDITION 4: Required parking spaces shall be available for the parking of operable vehicles only and shall not be used for storage of vehicles or materials.

As conditioned, the criteria can be 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 37: The existing parking areas are outside any potential vision clearance areas and any potential safety hazards to the greatest extent possible. Existing 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 38: As noted earlier in this report there are 76 existing parking spaces to the north and east of Building #5, 27 of which are to be used for the proposed industrial building based upon its use and square footage. The submitted site plan indicates the 44 parking spaces to the east of Building #5 are paved with asphalt. With aisle widths sufficient to meet Appendix A, Diagram 14. Additionally, they are shown to be striped on the submitted site plan. Dimensions of the parking spaces are not noted on the site plan nor in the written statement. Therefore, the following conditions is warranted.

CONDITION 5: Prior to certificate of occupancy, the 27 parking spaces in Lot 9, within 400-feet of the proposed industrial building, shall be permanently marked and each measure 9-feet by 20-feet.

As conditioned, the criteria above can be 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 39: The subject site is made up of a single tax lot, 202 on Assessor's map 16-04-05-00. Tax lot 202 abuts East 1st Avenue. The surrounding properties are all zoned Industrial.

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 40: As noted earlier in this report there are 76 existing parking spaces, 27 of which, in Lot 9, are to be dedicated for the proposed Industrial building based upon its use and square footage. None of the existing parking spaces permit parked vehicles to 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 41: The subject site is made up of a single tax lot, 202 on Assessor's map 16-04-05-00. Tax lot 202 abuts East 1st Avenue on the north property line. The surrounding properties are zoned Industrial. There are no adjacent residential zones or dwellings.

Therefore, the criteria are not applicable.

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

Finding 42: As noted earlier in this report there are 76 existing parking spaces, 27 of which, in Lot 9, are to be dedicated for the proposed industrial building based upon its use and square

footage. The proposed industrial building is located within 400-feet of Lot 9. The drive aisle widths, of Lot 9, comply with Diagram 14 of Appendix A.

Therefore, the criterion listed above 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 43: As noted earlier in this report there are 76 existing parking spaces, 27 of which, in Lot 9, are to be dedicated for the proposed industrial building based upon its use and square footage. No manoeuvring within a street or alley is required for the parking area.

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 44: All 2-way service drives on the subject site are existing. No new services drives are proposed as part of this project.

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 45: As noted earlier in this report there are 76 existing parking spaces, 27 of which, in Lot 9, are to be used for the proposed industrial building based upon its use and square footage. As shown on the submitted site plan, parking for the industrial building (Lot 9) is paved with asphalt and marked. However, the criteria state the parking spaces shall be permanently and clearly marked. Thus, the following condition is warranted.

CONDITION 5: Prior to certificate of occupancy, the 27 parking spaces in Lot 9, within 400-feet of the proposed industrial building, shall be permanently marked and each measure 9-feet by 20-feet.

As conditioned, the criteria above can be 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 46: As noted earlier in this report there are 76 existing parking spaces, 27 of which, in Lot 9, are to be used for the proposed industrial building based upon its use and square footage. The 27 parking spaces for the industrial building are within the interior of the site, not adjacent to a public street.

Therefore, the criteria listed above are not applicable.

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 47: As noted earlier in this report there are 76 existing parking spaces, 27 of which are located in Lot 9, are to be used for the proposed industrial building based upon its use and square footage. Thus, the above criteria apply to this application. However, neither the submitted site plan, nor the written statement, call out landscaping. Therefore, the following condition is warranted.

CONDITION 6: Prior to building permit issuance, the applicant shall submit a landscape plan which complies with JCMC 17.90.030(H)(10)(a)(d).

As conditioned, the criteria above can be 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 48: As noted earlier in this report there are 76 existing parking spaces, 27 of which are located in Lot 9 and to be used for the proposed industrial building. The required parking for the industrial building is less than 80 spaces.

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 49: As noted earlier in this report there are 76 existing parking spaces, 27 of which, located in Lot 9, are to be used for the proposed industrial building based upon its use and square footage. No new off-street parking is proposed as part of this application. The site plan does show a crosswalk to be placed along the east boundary of Lot 9, connecting the subject area to existing Buildings 1, and 9 on the north side of tax lot 202, Assessor’s map 16-04-05-00.

Therefore, the criteria have been met.

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 17.160.020:

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 50: The Applicant stated a willingness to comply with the requirements of this chapter upon building permit submittal.

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 51: There are currently no curb and gutter facilities abutting the subject site. Furthermore, the subject site abuts East 1st Avenue, a Lane County owned and maintained facility, over which the City has no jurisdiction. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

For these reasons, the above criteria have been addressed.

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 52: The proposal is for construction of an industrial building on an industrial zoned (M1) site. The proposal does not include commercial, office or multi-family residential as part of this application.

Therefore, the criterion is not applicable.

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 53: This Development Review proposal is for construction of an industrial building on an industrial zoned (M1) site. No retail or commercial uses are proposed as part of this application.

Therefore, the criteria list above do not apply.

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 54: As addressed under criteria earlier in this report, bicycle parking is required in commercial, multi-family and/or institutional developments. This Development Review proposal is for construction of an industrial building on a developed industrial zoned (M1) site. Bicycle parking is not required with this proposal. The subject site is developed with 76 parking spaces with proposed internal pedestrian circulation 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 55: This Development Review proposal is for construction of an industrial building on a developed industrial zoned (M1) site. Based upon the size and use of the proposal, 27 parking spaces are required. For parking of one to 25 parking spaces, the Oregon Building Code requires one ADA parking space. The applicant's site plan shows no parking spaces for ADA parking. Therefore, the following condition is warranted.

CONDITION 7: Prior to building permit issuance the applicant will submit a site plan showing a minimum of two dedicated ADA parking spaces.

As conditions, he above criteria can be 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 56: The subject site is developed with several structures and was previously a recreational vehicle manufacturing facility. Should additional development on the subject site require construction of additional public facilities, this report serves as notice to the applicant of this requirement.

There are three existing access points off East 1st Avenue onto the subject site, none of which direct traffic onto residential streets. East 1st Avenue is a Lane County facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

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 57: The subject site is developed with several structures and was previously a recreational vehicle manufacturing facility. Should additional development on the subject site require extension of public facilities, this report serves as notice to the applicant of this requirement.

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 58: The subject site is developed with several structures and was previously a recreational vehicle manufacturing facility. Should additional development on the subject site require extension of public facilities, this report serves as notice to the applicant of this requirement.

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 59: The application materials do not address this requirement. Therefore, the following condition is warranted.

CONDITION 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.

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 60: The subject site is developed with several buildings. The current proposal is to add a 37,500 square foot crane shed. As noted in the comments from the Department of Environmental Quality, the disturbance area is one-quarter acre. Resolution 851 sets Street System Development Charges based upon the 7th Edition of the Institute of Transportation Engineers Trip Generation Manual (ITE). The ITE specifies 50 trip ends per acre. As noted, the site is developed. They are of new construction area is 86.8 percent of one acre, thus the trip ends for the proposed industrial building are 43.4, well below the 400 listed in the criteria above.

However, as noted previously in this report, the applicant remarks in their written narrative that plant layouts are not complete. Therefore, the following informational item is hereby included with this report. Additionally, East 1st Avenue is a Lane County owned and maintained facility. As such Lane County has jurisdiction over East 1st Avenue and may require a traffic study. For additional detail on this see comments submitted by Lane County Transportation summarized on page 1 and contained in full in Attachment 1 of this report.

INFORMATIONAL ITEM 1: It is the applicant's responsibility to gain all necessary permits from agencies with jurisdiction of the subject site prior to issuance of building permits.

INFORMATIONAL ITEM 3: Future plant layouts will need to comply with JCMC 17.160.050(H).

Therefore, the criterion can be met as stipulated.

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 61: The subject site fronts the south side of East 1st Avenue, a Lane County owned and maintained facility. There are several existing buildings on the subject site with three existing access points. The applicant's narrative anticipates slightly fewer than 200 employees, significantly less than the 800 employed by the previous business located on the site.

East 1st Avenue is a Lane County owned and maintained facility. Therefore, any dedications for would be to Lane County. To the extent City criteria would be applicable, it would be met upon Applicant's submittal to City of an approved Lane County Facility Permit prior to City issuance of a building permit.

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

Attachment

1. Referral comments received for DEV-22-26.