

**Public Hearing - Burgundy Lane/Syrah Circle**

**Subdivision**

- a. **Class C Variance - pre-existing non-conforming streets**
- b. **Comprehensive Plan Update & Zone Change**
- c. **Application for Subdivision - Burgundy Lane  
Subdivision**

**CITY OF CAVE JUNCTION**

222 W. Lister St., Cave Junction, OR 97523

(541) 592-2156

**TYPE IV STAFF REPORT FOR VARIANCE**

Date: April 15, 2024

Address: Unaddressed Burgundy Lane and Syrah Circle

Applicant: Chad Hansen, Home Bridging GP, Inc.

Owner: Josephine County

Agent: Justin Gerlitz, Gerlitz Engineering Consultants

Assessor's Map: 39S-08W-15CB Tax Lots 1201 - 1217

Planning File: V-003-2024

Planning Commission (1<sup>st</sup>) Public Hearing Date: April 22, 2024

City Council (2<sup>nd</sup>) Public Hearing Date: May 1, 2024

**1.0 PROPOSAL**

1.1 Application for a Variance (Class C) to approve the utilization of a pre-existing, nonconforming street section, and to accept its dedication as a city street in the future.

1.2 List of Attachments

- 1. Location map
- 2. Aerial photo
- 3. CJMC 12.040.010 *Street Design Standards*
- 4. Comparison of lot area requirements for SR, MR, and EG-LI

**2.0 AUTHORITY & CRITERIA**

Per the City's Code of Ordinances §17.44.040, Class C variances shall be processed using a Type IV procedure, as described in §17.14.070, using the approval criteria in §17.44.050(B).

Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council.

Variance procedures are intended to provide flexibility while ensuring that the purpose of each development standard is met. **Class C variances** may be granted if the applicant shows that, owing to special and unusual circumstances related to a specific property, the literal application of the standards of the applicable land use district would create a hardship to development which is peculiar to the lot size or shape, topography, sensitive lands, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to

other properties in the vicinity (e.g., the same land use district); except that no variances to "permitted uses" shall be granted.

### 2.1 Consolidated review:

The applicant opted for a consolidated review, as allowed under CJMC 17.14.080 (D)(2). The applications will be decided by the City Council with a Type IV procedure. Separate findings and decisions shall be made on each application.

This is the first staff report of the three (3) related applications.

## 3.0 PROCEDURE and TIMELINE

This procedure has requirements and deadlines set by CJMC §17.14.070.

- 3.1 **Pre-application:** The applicant attended a pre-application conference with city staff on 10/5/2023 (planning file # PAC-002-2023).
- 3.2 **Submittal:** The applicant submitted their application on 2/9/2024, and it was deemed complete by city staff on 2/23/2024.
- 3.3 **Notice:** On 3/18/2024, staff submitted notice to the Oregon Department of Land Conservation and Development (DLCD).  
On 4/2/2024, the property owners, neighbors within 300 feet, relevant government agencies, and other invested parties were mailed notice of this application and public hearing.  
On 4/10/2024, the first public notice was published in the *Illinois Valley News*.
- 3.4 **1<sup>st</sup> Hearing:** The first public hearing will be held on 4/22/2024, which is at least thirty-five (35) days after the DLCD notice, twenty (20) days after the mailed notice, and ten (10) days after the first newspaper notice.
- 3.5 **Notice:** On 4/24/2024, the second public notice will be published in the *Illinois Valley News*.
- 3.6 **2<sup>nd</sup> Hearing:** The second public hearing will be held on 5/1/2024, which is at least seven (7) days after the second newspaper notice.
- 3.7 **Appeal:** Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council. Appeals may be made to the Land Use Board of Appeals of the State of Oregon.

Note: Legislative decisions are not subject to the 120-day rule, under ORS 227.178.

## 4.0 PROPERTY CHARACTERISTICS

### 4.1 Zoning:

4.1.1 Current Zoning: Employment/Light Industrial (EGLI)

4.1.2 Proposed Zoning: Single-Family (SR)

4.1.3 Comprehensive Plan: Industrial

4.2 **Size:** 10.35 acres (all parcels)  
2.18 acres to be dedicated as Right-of-Way

4.3 **Access:** From Burgundy Lane, a local street  
Two stub streets planned, extending from Syrah Circle

### 4.4 Previous Land Use Actions:

The subject property was part of a Planned Unit Development approved in 2006, and the installation of the street and other infrastructure was completed as part of that project. The project was later abandoned and the land repossessed by Josephine County through legal judgment in 2020.

### 4.5 Current Land Use:

Vacant, with existing municipal and franchise utility infrastructure

### 4.6 Neighboring Land Uses:

Residential (city and county)

## 5.0 CONTEXT FINDINGS

The County has entered into a purchase agreement with the applicant for this proposal.

## 6.0 CRITERIA FOR APPROVAL

The review authority shall make written findings with respect to all of the following criteria found in CJMC §17.44.050 (B) when approving, approving with conditions or denying an application for a Variance:

- 6.1 *The proposed variance will not be materially detrimental to the purposes of this code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity;*

### **Staff Response: Satisfied with Conditions**

The existing street section with 27' of paving width and proposed Right-of-Way of 36' are somewhat in between classifications of "Local Street Class 5" and "Neighborhood Street Class 8" (see attachment #3) "Neighborhood Streets" are only by approval of the city council for preexisting conditions only, have no street parking, and are not in the Street and Transportation System Design Standards Manual.

This manual states that "symmetrical street cross sections are preferred" (3.2.6) but not required, and that "All street width requirements shall be reviewed on a case-by-case basis by the City Engineer" (3.6.1).

The sidewalks are narrower (4.5') than current city standards (5'), but do meet the Oregon ADA minimum (3'), and are located on both sides of the street.

Per a comment from Kamron Ismaili of the Illinois Valley Fire Department during the pre-application process, the narrower streets are acceptable to the IVFD, as long as there is at least 10 feet wide of physically clear and open lane to accommodate emergency vehicles (2 lanes x 9.5 feet = 19 feet), and the corners are kept clear of cars so the fire trucks can maneuver.

Staff recommend these conditions of approval:

The nonconforming street be configured similarly to a "Local Street Class 6", having two travel lanes (9.5' wide) and a parking lane on one side (8' wide).

The parking and travel lanes shall be easily distinguished by typical signage and/or striping. The curb next to the travel lane shall be painted red, to indicate a fire lane where no parking is allowed.

On the two sharp corners, where the turning angle is less than 90 degrees, no parking shall be allowed within 25 feet of the corner, and the curbs shall be painted accordingly.

- 6.2 *A hardship to development exists which is peculiar to the lot size or shape, topography, sensitive lands, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district);*

**Staff Response: Satisfied**

The expense of demolishing an existing street and replacing it with a new street with a similar level of service is a significant and peculiar hardship to this property.

- 6.3 *The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;*

**Staff Response: Satisfied**

This use of the street is for access, travel, and vehicle parking in the public right-of-way, so the use is same.

- 6.4 *Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard;*

**Staff Response: Satisfied**

No adverse effect is expected for drainage, natural resources, or parks. Because the travel lanes will be one-half foot narrower than a standard 10-foot travel lane, vehicles will likely move a bit slower, but this will have a negligible effect on total travel times. Because there are two travel lanes, oversized vehicles such as construction trucks and firetrucks will still be able to negotiate passage.

- 6.5 *The variance does not result in the removal of trees, or it is proposed in order to preserve trees, if trees are present in the development area;*

**Staff Response: Satisfied**

No trees will be removed.

- 6.6 *The hardship is not self-imposed;*

**Staff Response: Satisfied**

The nonconforming street is pre-existing due to the PUD proposal of previous property owners, not the applicant nor Josephine County.

6.7 *The variance requested is the minimum variance which would alleviate the hardship.*

**Staff Response: Satisfied**

Accepting the street "as-is" would alleviate the hardship and be the most economic solution. If the City would require one more foot of paving width or ten more, the expense of demolition would be similar.

## 7.0 TESTIMONY

No comments were received as of 4/15/2024. Comments are accepted up to and during the public hearing.

## 8.0 STAFF RECOMMENDATION

Staff recommends approval with conditions.

## 9.0 CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval.

1. The paved width of the nonconforming street section shall be configured most like a "Local Street Class 6", with two travel lanes (9.5' wide) and a parking lane on one side (8' wide).
2. The parking and travel lanes shall be easily distinguished by typical signage and/or striping. The curb next to the travel lane shall be painted red, to indicate a fire lane where no parking is allowed.
3. No parking shall be allowed on the sharp corners where the turning angle is less than 90 degrees, except for emergency vehicles. The curbs shall be painted accordingly.

Respectfully submitted on April 15, 2024,



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Rowan Fairfield, Contract City Planner

**CITY OF CAVE JUNCTION**

222 W. Lister St., Cave Junction, OR 97523

(541) 592-2156

**TYPE IV STAFF REPORT FOR COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE**

Date: April 15, 2024

Address: Unaddressed Burgundy Lane and Syrah Circle

Applicant: Chad Hansen, Home Bridging GP, Inc.

Owner: Josephine County

Agent: Justin Gerlitz, Gerlitz Engineering Consultants

Assessor's Map: 39S-08W-15CB Tax Lots 1201 - 1217

Planning File: ZC-002-2024

Planning Commission (1<sup>st</sup>) Public Hearing Date: April 22, 2024

City Council (2<sup>nd</sup>) Public Hearing Date: May 1, 2024

**1.0 PROPOSAL**

1.1 Application for a quasi-judicial zone change and Comprehensive Plan Amendment, to reassign about 10 acres from Employment and Industrial (EG-LI) to Single-Family Residential (SR).

1.2 List of Attachments

1. Location map
2. Aerial photo
3. CJMC 12.040.010 *Street Design Standards*
4. Comparison of lot area requirements for SR, MR, and EG-LI

**2.0 AUTHORITY & CRITERIA**

A zone change is also known as a "map and text amendment". A zone change is considered "quasi-judicial" when it involves the application of adopted policy to a specific application, but "legislative" when it is a policy decision that affects the city as a whole.

The planning commission shall make a recommendation to the city council on a land use district change application which also involves a comprehensive plan map amendment application. The city council shall decide both applications, per §17.14.510(A).

*(Staff note: §17.14.510 states that quasi-judicial map and text amendments are reviewed with a Type III procedure, but then describes a Type IV procedure.)*



Quasi-judicial amendments shall meet the approval criteria in §17.14.510(B).

A quasi-judicial decision may be for denial, approval, or approval with conditions. A legislative decision may be approved or denied.

**2.1 Consolidated review:**

The applicant opted for a consolidated review, as allowed under CJMC 17.14.080 (D)(2). The applications will be decided by the City Council with a Type IV procedure. Separate findings and decisions shall be made on each application.

This is the second staff report of the three (3) related applications.

**3.0 PROCEDURE & TIMELINE**

This procedure has requirements and deadlines set by CJMC §17.14.070.

- 3.1 Pre-application:** The applicant attended a pre-application conference with city staff on 10/5/2023 (planning file # PAC-002-2023).
- 3.2 Submittal:** The applicant submitted their application on 2/9/2024, and it was deemed complete by city staff on 2/23/2024.
- 3.3 Notice:** On 3/18/2024, staff submitted notice to the Oregon Department of Land Conservation and Development (DLCD).  
On 4/2/2024, the property owners, neighbors within 300 feet, relevant government agencies, and other invested parties were mailed notice of this application and public hearing.  
On 4/10/2024, the first public notice was published in the Illinois Valley News.
- 3.4 1<sup>st</sup> Hearing:** The first public hearing will be held on 4/22/2024, which is at least thirty-five (35) days after the DLCD notice, twenty (20) days after the mailed notice, and ten (10) days after the first newspaper notice.
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- 3.7 Appeal:** Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council. Appeals may be made to the Land Use Board of Appeals of the State of Oregon.

Note: Legislative decisions are not subject to the 120-day rule, under ORS 227.178.

## 4.0 PROPERTY CHARACTERISTICS

### 4.1 Zoning:

4.1.1 Current Zoning: Employment/Light Industrial (EGLI)

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4.1.3 Comprehensive Plan: Industrial

4.2 **Size:** 10.35 acres (all parcels)  
2.18 acres to be dedicated as Right-of-Way

4.3 **Access:** From Burgundy Lane, a local street  
Two stub streets planned, extending from Syrah Circle

### 4.4 Previous Land Use Actions:

The subject property was part of a Planned Unit Development approved in 2006, and the installation of the street and other infrastructure was completed as part of that project. The project was later abandoned and the land repossessed by Josephine County through legal judgment in 2020.

### 4.5 Current Land Use:

Vacant, with existing municipal and franchise utility infrastructure

### 4.6 Neighboring Land Uses:

Residential (city and county)

## 5.0 CONTEXT FINDINGS

The County has entered into a purchase agreement with the applicant for this proposal.

## 6.0 CRITERIA FOR APPROVAL

Per CJMC §17.14.510 (B), a recommendation or a decision to approve, approve with conditions or to deny an application for a quasi-judicial amendment shall be based on all of the following criteria:

- 6.1** *Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval;*

**Staff Response: Commission/Council Determination Required**

This proposal requires and has applied for a comprehensive plan amendment, to change the map designation in the comprehensive plan from Industrial to Residential.

Staff reviews the applicable goals of the Comprehensive Plan below. Staff notes that the Comprehensive Plan may be outdated in many places, particularly with projections of future population, housing inventory, et cetera. However, the principles expressed in the policies and goals are still relevant.

### **Consistency with Comprehensive Plan Goals:**

**6.1.1 Citizen Participation**

Not Applicable.

**6.1.2 History, Climate, and Population**

Goal 2 projected the future population growth (3,400 people by year 2000), and in reality, Cave Junction grew much slower than projected (2,071 people in year 2021).

**6.1.3 Agricultural Lands**

Not Applicable.

**6.1.4 Forest Lands**

Not Applicable.

**6.1.5 Open Space, Scenic and Historic Area, and Natural Resources**

This proposal has a positive effect for Goal 5, as new open space will be developed for residents. Otherwise, no historic sites or natural resource areas will be affected.

**6.1.6 Air, Water, and Land Resources Quality**

Staff agrees with the applicant's findings that residential uses are generally less intensive than industrial uses, and that impacts to air/water/soil quality, to noise pollution, and to solid waste management, should be less than they would have been if the land had developed with industrial sites.

### 6.1.7 Areas Subject to Natural Disasters and Hazards

Not Applicable: Subject property is not in the 100-year floodplain and does not have steep slopes.

### 6.1.8 Recreation

The Comp Plan states that existing community park acreage is projected to be adequate for a population of 3,400 (the projection for year 2000), so park space is probably still adequate. This subdivision is more than 1 mile from the closest park, Jubilee Park. Development of a private park will decrease the residents' impact on public parks.

### 6.1.9 Economy of the State

Staff agrees with the applicant's findings, that the Comp Plan overestimated the growth of a mining industry and today there is an abundance of undeveloped land designated as "industrial". The subject property has been vacant for more than 10 years, and other EG-LI lots in the vicinity remain vacant.

#### **Summary of EG-LI lands – there are 3 clusters:**

10.08 acres on Burgundy, to be rezoned

6.39 acres on Schumacher Street

2 lots, both developed or in progress

14.35 acres on Hwy 199/Hanby Lane/ Cottage Park Drive

13 lots, of which 3 are developed

**Remaining vacant EG-LI lands:** 10 lots, about 3 acres in total, located in the Hanby cluster.

Staff concludes that EG-LI lands are in excess supply, and a change in zone should not adversely impact the industry or future economy of Cave Junction.

The Department of Land Conservation and Development (DLCD) contacted the planning staff to advise that the Goal 9 plan is outdated and it is difficult for the city to use this plan as an adequate factual base to make a justification for this proposal. Given the quasi-judicial nature of this application, DLCD did **not** advise us to deny the proposal, and did strongly advise the City to update its economic plan before considering future amendments of this kind.

### 6.1.10 Housing Inventory

The proposal will have a positive effect on the housing available in the City. Cave Junction and Oregon in general have a well-known shortage of housing. The Comp Plan acknowledges that detached single-family homes are the vast majority of dwellings. Policy #1 of Goal 10 states that "The City encourages infilling of existing vacant lots and further development of large lots which are under-utilized."

Policy #3 states that "The City will zone an adequate amount of land for multi-family apartment development to meet the projected need." The Comp Plan has multi-family housing designated on the lots just north of the subject property (currently zoned SR), and elsewhere in the city. Currently, there are only 2 undeveloped lots with MR zoning in City Limits, totaling about 5 acres. Without a recent Buildable Lands Inventory, it is difficult to say whether the City has enough land zoned to meet its different residential needs.

Staff notes that both SR and MR zones allow detached single-family homes. MR zones give the option for duplexes as a use permitted by-right, but are also subject to a minimum density standard under §17.24.090 and require a minimum lot size of 9,000 sq ft to build 2 dwellings – only one of the proposed lots of the tentative subdivision would meet that minimum lot size, so adjustment to tentative lot lines would be required.

The Commission/Council may wish to discuss whether reassigning 10 acres to only SR zoning complies with the goals of the Comprehensive Plan.

If the City requires a more balanced mix of SR and MR, staff suggests that Tax Lots 1201 and 1210 could be zoned to MR. These two lots face each other on the southwest segment of Syrah Circle, and are about 1.12 acres. The tentative subdivision plan shows 5 single-family homes here – under MR zoning, the minimum density standard would require 8 dwellings.

#### 6.1.11 Public Facilities and Services

City water and sewer are available to serve the lots. Police service is provided by a contract with the Josephine County Sheriff's Office. Fire protection services are provided by the Illinois Valley Fire District. Garbage collection is provided by a private company. The City has a system of storm sewers and surface drainage ways which are considered adequate to meet most needs. Proposed development will need to meet storm drainage standards.

The developer is required to install new water meters and service lines so that they are on the corresponding property that they are to serve.

#### 6.1.12 Transportation

Burgundy and Syrah (assuming the Variance is granted) will be dedicated as city streets. Syrah is stubbed to the north end of the property, which allows for street extension and connectivity in the future.

The applicants provided a trip generation estimate by an Oregon registered engineer, that demonstrated that fully developed lots with the proposed SR zoning would likely create more trips than the original PUD

proposal, but **fewer** trips than if the site were fully developed to EG-LI standards.

Overall, these segments of Burgundy and Syrah will generally serve only local traffic, even if the north street plug is eventually extended.

See also, criterion 6.4 below.

#### 6.1.13 Energy Conservation

The Comp Plan cites residential uses and transportation as the two areas where energy conservation is most effective. This application does not seem to have any particularly intensive or conservative energy use.

New buildings are encouraged to take advantage of good solar exposure wherever possible.

#### 6.1.14 Urbanization

The location criteria for the three zones in question are as follows:

- *Commercial*: uses are generally located along Hwy 101 and the Oregon Caves Hwy to provide good access to businesses and to buffer residential areas from traffic.
- *Multi-Family Residential*: areas are located close to the downtown center to provide good access to services and to buffer the low-density areas.
- *Low Density Residential*: areas are less centrally located, are not committed or needed for more dense development, or have constraints which limit density.

The Comp Plan Map and the current Zoning Map (with Comp Plan overlays) do not provide much guidance for this zone change decision, but based on the location criteria above, this site is appropriate for low-density residential uses.

### 6.2 *Demonstration of compliance with all applicable standards and criteria of this code, and other applicable implementing ordinances;*

#### **Staff Response: Satisfied**

Pending approval of the Comprehensive Plan amendment for land use designation change, and the variance for nonconforming street sections, the proposal complies with standards and criteria. Staff finds that the purposes and standards of Chapter 17.20 SR SINGLE-FAMILY DISTRICT, such as setbacks, are met or can be met when the properties are developed.

- 6.3 *Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property which is the subject of the application;*

**Staff Response: Satisfied**

The Comprehensive Plan was written before 1980, and its authors anticipated a rising mining industry that would replace the falling timber industry, so they designated an abundance of land as "industrial" to accommodate that future growth. Today, Cave Junction does not have a significant commercial mining industry, but does have a housing shortage. The predictions of the Comp Plan are inconsistent with today's realities, and the community has changed.

- 6.4 *And the provisions of Section 17.14.540, Transportation Planning Rule Compliance, as applicable.*

*A. When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. Significant means the proposal would:*

- 1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of "collector" street classification, requiring a change in the classification to an "arterial" street, as identified by the transportation system plan;*
- 2. Change the standards implementing a functional classification system;*
- 3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or*
- 4. Reduce the level of service of the facility below the minimum acceptable level identified in the transportation system plan.*

*B. Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the transportation system plan. This shall be accomplished by one of the following:*

- 1. Limiting allowed land uses to be consistent with the planned function of the transportation facility;*
- 2. Amending the transportation system plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or,*
- 3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.*

**Staff Response: Satisfied**

Staff reviewed the requirements of OAR 660-012-0060 and finds that this proposal does not significantly affect a transportation facility. The City's *Transportation System Plan* (2014) states that "no significant operational deficiencies are anticipated under future (2035) baseline conditions" except that "existing safety deficiencies will be exacerbated", and that Level of Service would continue to be "A" or "B" for all intersections studied.

Hanby Lane and Old Stage Road are both classified as "collectors", which should be able to handle between 150 and 2,600 vehicles per day, per the Federal Highway Administration. No recent traffic counts are available for these two roads, however.

**7.0 STAFF RECOMMENDATION**

Staff recommends approval with conditions.

**8.0 CONDITIONS OF APPROVAL**

Staff recommends the following conditions of approval.

1. The Comprehensive Plan Map designation for all tax lots 1201 through 1217 shall be reassigned to "Residential".
2. The current zone for Tax Lots 1202 through 1209 and Tax Lots 1211 through 1217 shall be reassigned to "Single-Family Residential."
3. The current zone for Tax Lots 1201 and 1210 shall be reassigned to "Multi-Family Residential."

Respectfully submitted on April 15, 2024,



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Rowan Fairfield, Contract City Planner



## **CITY OF CAVE JUNCTION**

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222 W. Lister St., Cave Junction, OR 97523

(541) 592-2156

### **TYPE IV STAFF REPORT FOR SUBDIVISION**

Date: April 15, 2024

Address: Unaddressed Burgundy Lane and Syrah Circle  
Applicant: Chad Hansen, Home Bridging GP, Inc.  
Owner: Josephine County  
Agent: Justin Gerlitz, Gerlitz Engineering Consultants  
Assessor's Map: 39S-08W-15CB Tax Lots 1201 - 1217  
Planning File: SD-002-2024

Planning Commission (1<sup>st</sup>) Public Hearing Date: April 22, 2024  
City Council (2<sup>nd</sup>) Public Hearing Date: May 1, 2024

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#### **1.0 PROPOSAL**

- 1.1 Application for a subdivision, to dissolve the lot lines of 17 parcels and create a new residential subdivision with 37 lots for dwellings and 2 tracts for common open space and storm water drainage.
- 1.2 List of Attachments
1. Location map
  2. Aerial photo
  3. CJMC 12.040.010 *Street Design Standards*
  4. Comparison of lot area requirements for SR, MR, and EG-LI

#### **2.0 AUTHORITY & CRITERIA**

Subdivision plans are reviewed with a Type IV procedure, per the City's Code of Ordinances §17.14.030. The Type IV procedure is described in §17.14.070.

Type IV matters are considered initially by the Planning Commission, with final decisions made by the City Council.

Tentative subdivision plans shall meet the approval criteria in §15.24.050.

Land divisions are reviewed through a two-step process. If the tentative plan is approved with conditions, then the applicant shall submit a revised tentative plan showing compliance with the conditions of tentative plan approval. The planning commission may waive this requirement if no significant modifications are required, per §15.24.060.

The final subdivision plat must be submitted within 15 months of the effective date of approval of a tentative plan, per §15.24.070. The final plat is reviewed based on conformity with the approved tentative plat and completion of any conditions of approval, per §15.24.090.

## 2.1 Consolidated review:

The applicant opted for a consolidated review, as allowed under CJMC 17.14.080 (D)(2). The applications will be decided by the City Council with a Type IV procedure. Separate findings and decisions shall be made on each application.

This is the third staff report of the three (3) related applications.

## 3.0 PROCEDURE & TIMELINE

This procedure has requirements and deadlines set by CJMC §17.14.070.

- 3.1 **Pre-application:** The applicant attended a pre-application conference with city staff on 10/5/2023 (planning file # PAC-002-2023).
- 3.2 **Submittal:** The applicant submitted their application on 2/9/2024, and it was deemed complete by city staff on 2/23/2024.
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- 3.4 **1<sup>st</sup> Hearing:** The first public hearing will be held on 4/22/2024, which is at least thirty-five (35) days after the DLCD notice, twenty (20) days after the mailed notice, and ten (10) days after the first newspaper notice.
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Note: Legislative decisions are not subject to the 120-day rule, under ORS 227.178.

## 4.0 PROPERTY CHARACTERISTICS

### 4.1 Zoning:

4.1.1 Current Zoning: Employment/Light Industrial (EGLI)

4.1.2 Proposed Zoning: Single-Family (SR)

4.1.3 Comprehensive Plan: Industrial

4.2 **Size:** 10.35 acres (all parcels)  
2.18 acres to be dedicated as Right-of-Way

4.3 **Access:** From Burgundy Lane, a local street  
Two stub streets planned, extending from Syrah Circle

4.4 **Previous Land Use Actions:**  
The subject property was part of a Planned Unit Development approved in 2006, and the installation of the street and other infrastructure was completed as part of that project. The project was later abandoned and the land repossessed by Josephine County through legal judgment in 2020.

4.5 **Current Land Use:**  
Vacant, with existing municipal and franchise utility infrastructure

4.6 **Neighboring Land Uses:**  
Residential (city and county)

## 5.0 CONTEXT FINDINGS

The County has entered into a purchase agreement with the applicant for this proposal.

## 6.0 CRITERIA FOR APPROVAL

Per CJMC §15.24.050, the planning commission [city council] shall approve, approve with conditions, or deny the request, based upon the following criteria:

6.1 *The plan conforms to the approved lot dimension standards;*

**Staff Response: Depends on Approval of Zone Change**

This application is part 3 of a consolidated review. If the application for Zone Change is approved and all lots are reassigned to the Single-Family Residential (SR) zone, then this criterion is satisfied. All proposed lots have at least 7,000 sq ft of area and the average lot width is more than 60 feet. Most lots are between 70 and 110 feet wide.

If the application for Zone Change is approved with conditions, such that not all lots are SR, then a revised tentative plan will be required before this criterion can be satisfied.

If the application for Zone Change is denied, then the lot dimension standards of the Employment & Light Industrial zone (EG-LI) would apply, and the criterion cannot be satisfied.

- 6.2 *When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood;*

**Staff Response: Satisfied**

The plan shows fully developed lots for the SR zone with no further partitions possible. Syrah Circle is stubbed to the north end of the property, to allow street extension and efficient development of adjacent lots in the future.

- 6.3 *When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, and meets the best balance needs for economy, safety, efficiency, and environmental compatibility;*

**Staff Response: Depends on Approval of Variance**

The street layout is pre-existing but nonconforming. If the application for Variance is approved, then the Commission and Council can find that this criterion is satisfied.

If the application for Variance is denied, then this criterion cannot be satisfied, or at least, some kind of revision to the tentative plan will be required, as determined by the Commission.

- 6.4 *The proposed utility plan conforms to requirements of adopted utility plans and other applicable laws, and the best balance needs for economy, safety, efficiency, and environmental compatibility;*

**Staff Response: Satisfied with Conditions**

Utilities are mostly pre-existing, and the property is served by city water/sewer/storm mains, and by Pacific Power. Applicant states that mains for water, sewer, and storm were inspected and approved by the City at the time of installation. Connections to mains, power transformers, streetlights, wire, other adjustments shall be made, as needed. Fire hydrants are pre-existing and cover the entire site.

Some existing connections will need to be changed, as acknowledged by the applicant. New water meters and service lines shall be installed as necessary, such that they are located on the corresponding lot that they serve – the City does not want to jog the property lines around or create individual easements for the handful of offset meters.

A Homeowners Association (HOA) will keep and maintain the two tracts reserved for open space and stormwater detention, Tracts A and B, as well as the four "shortcut" sidewalks.

The City Engineer and/or the Public Works Director shall review grading and storm drainage plans for approval.

- 6.5 *The tentative plan allows for preservation of significant natural or historic features of the property, and allows access to solar energy to the extent possible;*

**Staff Response: Satisfied**

Staff consulted the Oregon Historic Sites Database from Oregon Department of Parks & Recreation, and the Statewide Wetlands Inventory from Oregon Department of State Lands. No significant natural or historic features were found.

The plan allows access to solar energy and complies with setbacks for the SR/MR zone.

- 6.6 *The plan complies with applicable portions of the comprehensive plan, this code, and state and federal laws.*

**Staff Response: Satisfied**

Pending approval of the Comprehensive Plan amendment for land use designation change, and the variance for nonconforming street sections, and except where staff has noted that conditions of approval will apply, this proposal complies with the applicable standards and criteria of the Municipal Code, the Comprehensive Plan, and state and federal laws.

The following criterion from §17.14.030 (E) is also applicable:

- 6.7 ***Traffic Impact Analysis.*** *The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a traffic impact analysis; and who is qualified to prepare the analysis.*

***1. When a Traffic Impact Analysis is Required.*** *The city or other road authority with jurisdiction may require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:*

- a. The road authority indicates in writing that the proposal may have operational or safety concerns along its facility(ies);*
- b. An increase in site traffic volume generation by three hundred average daily trips (ADT) or more;*
- c. An increase in peak hour volume of a particular movement to and from a street or highway by twenty percent or more;*
- d. An increase in use of adjacent streets by vehicles exceeding the twenty thousand pound gross vehicle weights by ten vehicles or more per day;*
- e. The location of an existing or proposed approach or access connection does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;*
- f. A change in internal traffic patterns may cause safety concerns; or*

g. A TIA is required by ODOT pursuant to OAR 734-051.

**2. When a Traffic Impact Analysis May be Required.** A TIA may be required where a change of use or a development would involve the following:

a. A change in zoning or a plan amendment designation.

**3. Traffic Impact Analysis Preparation.** A professional engineer registered in the State of Oregon, in accordance with the requirements of the road authority, shall prepare the traffic impact analysis.

**Staff Response: Can Be Satisfied with a Condition of Approval**

The applicant included a trip generation estimate from Sandow Engineering. The trip generation estimate shows about 404 daily trips could be generated by the subdivision when fully built out.

Staff and the applicant have competing interpretations of this criterion, under (1)(b) above.

The applicant's trip generation estimate shows that the original proposal (the PUD with assisted living and health facilities from 2006) would have generated about 224 daily trips, and this proposal would only generate 180 **additional** trips, therefore a TIA is not required. Staff believes that the increase must be measured against the actual, current conditions, and not against the hypothetical project that was never realized. Perhaps we can say that the "change of zone" by itself will not generate those 300+ additional trips, but the "development" of the subdivision surely will.

Staff notes that we found, in the concurrent Zone Change staff report under criterion 6.4, that this development would not "significantly affect a transportation facility" according to the Transportation Planning Rule of OAR 660-012-0060. However, the TIA requirement is in the City's Code of Ordinances, and the meaning of the text is unambiguous.

Staff finds that the applicant is required to submit a Traffic Impact Analysis, and recommends it as a condition of approval.

Hanby Lane and Old Stage Road are both classified as "collectors", which should be able to handle between 150 and 2,600 vehicles per day, per the Federal Highway Administration. No recent traffic counts are available for these two roads, however.

The TSP measured 7,800 vehicles per day on US 199 at the north city limits (the closest measurement to the project area).  $20\% \text{ of } 7,800 = 1,560$ . Staff finds that this proposal will not increase movements to or from the highway by more than 20%.

## **7.0 STAFF RECOMMENDATION**

Staff recommends approval with conditions.

## **8.0 CONDITIONS OF APPROVAL**

Staff recommends the following conditions of approval.

### **Conditions of approval to complete prior to proceeding:**

1. The applicant shall submit a revised tentative plat that meets all conditions of approval. This revised tentative plat may be approved by City Staff with a Type I procedure.
2. The applicant shall submit a Traffic Impact Analysis, prepared by a professional engineer registered in the State of Oregon, per §17.14.030 (E).

### **Conditions of approval to complete prior to construction:**

3. The City Engineer and/or the Public Works Director shall review grading and storm drainage plans for approval.
4. The applicant shall obtain a Stormwater General "1200-C" permit from the Oregon Department of Environmental Quality, which is required for all construction activities that exceed one acre.

### **Conditions of approval to complete prior to Final Plat approval:**

5. All improvements shall be installed in accordance with CJMC Chapter 16.24 "Improvement Procedures".
6. New water meters and service lines shall be installed as necessary, such that they are located on the corresponding lot that they serve.
7. A Homeowners Association (HOA) or other entity approved the City will keep and maintain the two tracts reserved for open space and stormwater detention, Tracts A and B, as well as the four "shortcut" sidewalks.
8. Visual inspection of capped service lines by Public Works Department is required.
9. Submit a letter from the Responsible Engineer stating that they supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
10. Apply with City Recorder for assigning addresses for new lots.
11. A 10-foot public utility easement adjacent to all public rights-of-way shall be shown on the final plat.

12. All other easements for utilities, shared access, and/or maintenance, shall be shown on the final plat.
13. Submit the final plat within fifteen months after approval of a tentative plan. The final plat must meet all conditions of the tentative plan approval, be prepared by a licensed surveyor, and be consistent with CJMC §15.20.060 through §15.20.090.
14. Submit 1 hard copy and 1 digital copy of As-Built Plans.

Respectfully submitted on April 15, 2024,

A handwritten signature in black ink, appearing to read "Rowan Fairfield". The signature is fluid and cursive, with the first letter of each word being significantly larger and more prominent.

---

Rowan Fairfield, Contract City Planner





## City of Cave Junction • Home of the Oregon Caves

P.O. Box 1396 • 222 Lister Street • Cave Junction, OR 97523  
Phone (541) 592-2156 • Fax (541) 592-6694 • TDD Relay 1-800-735-2900  
email: [cityofcj@cavenet.com](mailto:cityofcj@cavenet.com)

April 1, 2024

### NOTICE OF PUBLIC HEARING

The City Council will conduct a public hearing on the land use request described below. This hearing will be open to the public and anyone interested in testifying or submitting other kinds of evidence may do so. The hearing procedures are governed by Municipal Code Title 17, Chapter 17.14, Zoning, Administrative Provisions and Procedures and Oregon Revised Statutes 197.763. The basic hearing format is described below. A copy of the application, all documents and evidence provided by the applicant and the applicable criteria for a decision can be inspected at the Planning Office during business hours without cost. Copies may be purchased. The staff report will be available for inspection without cost at least 7 days before the hearing. Copies of the staff report may also be purchased.

### REQUEST & HEARING INFORMATION

- Owner/Applicant:** Josephine County/ Home Bridging GP, INC
- Nature of Request:** Class C Variance- Utilization of the existing streets
- Property Location:** Syrah Circle  
**Legal:** 39-08-15-CB Tax Lots 1201-1217  
**Total Acreage:** 10.35  
**Zoning:** EG/LI to possibly be changed to Single Family Residential
- Criteria:** Municipal Code Article- Variances  
**Chapter 17.44** through 17.44.050
- Date & Time:** Monday, April 22, 2024 @ approximately 7:00 pm  
**Hearing Place:** City Hall, 222 W. Lister St., Cave Junction
- Hearing:** The public hearing will be conducted according to Land Use Hearing Rules. The hearing will use the following format: (1) the Mayor will explain the hearing procedures; (2) the Clerk will summarize the request, identify the applicable criteria and explain the issues; (3) the applicant will make a presentation; (4) others in favor may speak; (5) opponents may speak; (6) the applicant may offer rebuttal; (7) the City Council may question the applicant, participants, or staff; (8) the City Council will close the hearing for deliberation and decision;
- Appeal:** Failure to raise an issue at the hearing, in person or in writing, or failure to provide statements or evidence sufficient to afford the City Council to respond to the issue, precludes a later appeal on that issue. This makes it important to clearly and accurately state your issue when you testify at the hearing. The City Council's decision can be appealed to the Land Use Board of Appeals within 10 days from the date the notice of decision is mailed.
- Notice:** If you are a mortgagee, lienholder, vendor or seller, state law requires that you promptly forward this notice to the purchaser of the property. (ORS 215.513)
- Contact Person:** Lisa Richardson, Planning Clerk (541) 592-2156 Email: [cjplanning@cityofcj.com](mailto:cjplanning@cityofcj.com)



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### REQUEST & HEARING INFORMATION

- Owner/Applicant:** Josephine County/Home Bridging GP, INC  
**Nature of Request:** Zone Change-Comprehensive Plan Amendment from General Employment-Light Industrial (EG-LI) to Single Family Residential (SR) on 10.35 acres.
- Legal:** 39-08-15-CB Tax Lots 1201-1217  
**Total Acreage:** 10.53 acres  
**Current Zone:** General Employment/Light Industrial  
**Requested Zone:** Single Family Residential
- Criteria:** *Municipal Code 17.14.070 (Legislative)*  
*Municipal Code 17.14.540 Transportation Planning Rule Compliance*  
*Municipal Code 17.20 (Single Family Residential District)*  
*Municipal Code 17.28 (General Employment/Light Industrial)*
- Date & Time:** Monday, April 22, 2024 @ approximately 7:00pm  
**Hearing Place:** City Hall, 222 Lister St., Cave Junction, OR 97523
- Hearing:** The public hearing will be conducted according to Land Use Hearing Rules. decision.ng will use the following format: (1) the Mayor will explain the hearing procedures; (2) the Clerk will summarize the request, identify the applicable criteria and explain the issues; (3) the applicant will make a presentation; (4) those in favor may testify/submit evidence; (5) opponents may testify/submit evidence; (6) the applicant may offer rebuttal; (7) the City Council may question the applicant, participants, or staff (participants may question staff with the Mayors permission); (8) the City Council will close the hearing for deliberation and decision;
- Appeal:** Failure to raise an issue at the hearing, in person or in writing, or failure to provide statements or evidence sufficient to afford the City Council to respond to the issue, precludes a later appeal on that issue. This makes it important to clearly and accurately state your issue when you testify at the hearing. The City Council's decision can be appealed to the Land Use Board of Appeals within 10 days from the date the notice of decision is mailed.
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email [cityofcj@caver.net](mailto:cityofcj@caver.net)

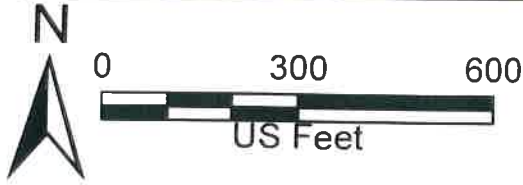
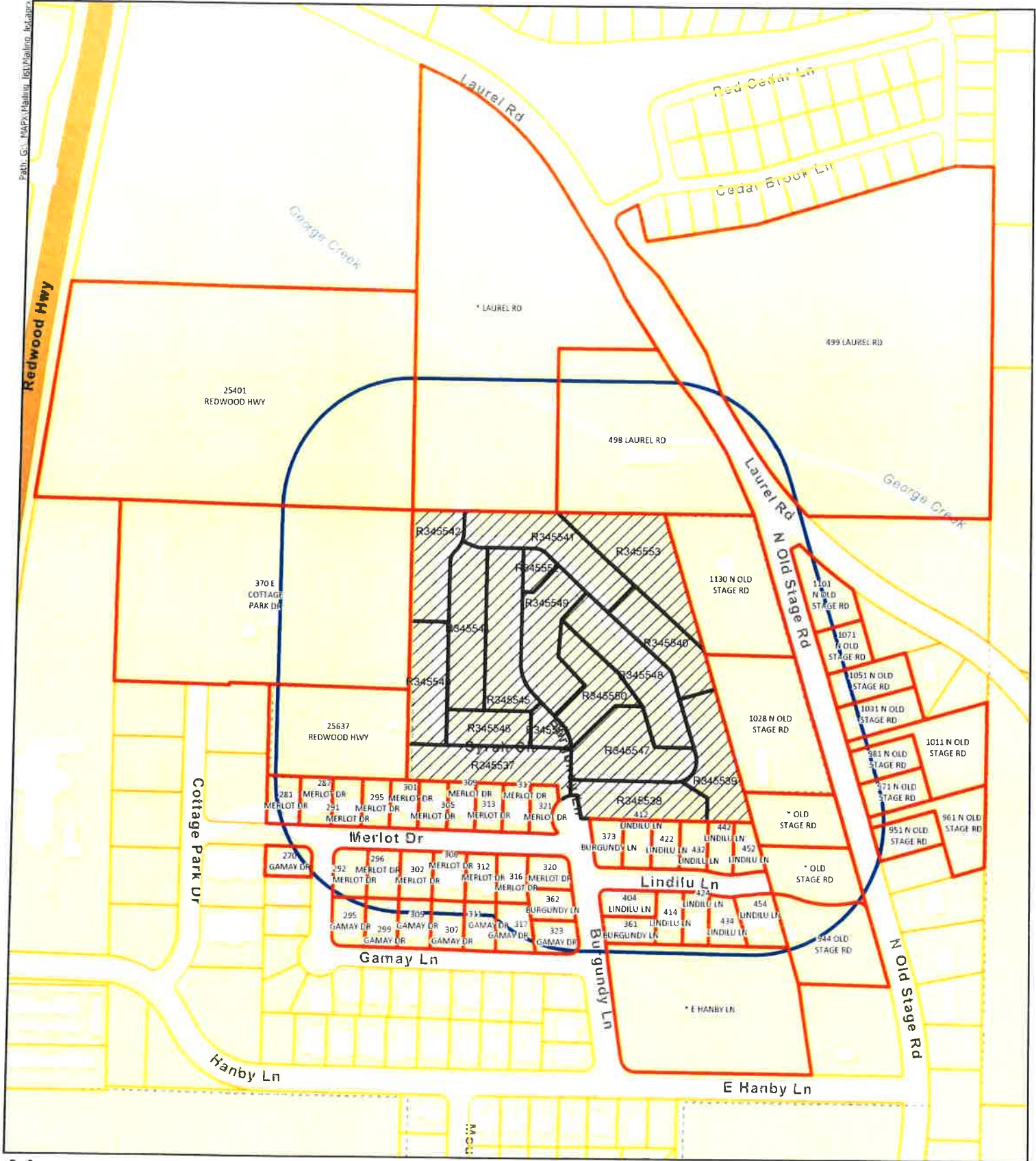
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### REQUEST & HEARING INFORMATION

- Owner/Applicant:** Josephine County/ Home Bridging GP, INC
- Nature of Request:** (37) Lot Subdivision- Burgundy Lane Subdivision
- Legal:** 39-08-15-CB Tax Lots 1201-1217  
**Acreage:** 10.35  
**Zoning:** Subdivision to run concurrently with Zone Change from EG-LI to Single Family Residential
- Criteria:** Municipal Code 15.24.050 (A-F)
- Date & Time:** Monday, April 22, 2024 @ approximately 7:00pm  
**Hearing Place:** City Hall, 222 W. Lister St., Cave Junction
- Hearing:** The public hearing will be conducted according to Land Use Hearing Rules. The hearing will use the following format: (1) the Mayor will explain the hearing procedures; (2) the Clerk will summarize the request, identify the applicable criteria and explain the issues; (3) the applicant will make a presentation; (4) others in favor may speak; (5) opponents may speak; (6) the applicant may offer rebuttal; (7) the City Council may question the applicant, participants, or staff; (8) the City Council will close the hearing for deliberation and decision;
- Appeal:** Failure to raise an issue at the hearing, in person or in writing, or failure to provide statements or evidence sufficient to afford the City Council to respond to the issue, precludes a later appeal on that issue. This makes it important to clearly and accurately state your issue when you testify at the hearing. The City Council's decision can be appealed to the Land Use Board of Appeals within 10 days from the date the notice of decision is mailed.
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- Mailing List Parcels
- 300 Foot Buffer
- Burgundy Lane Subdivision
- Taxlots

**Burgundy Lane Subdivision**  
**Mailing List Map**  
 Cave Junction Planning Department



# BURGUNDY LANE SUBDIVISION

Comprehensive Plan Amendment/Zone Map  
Amendment/Tentative Subdivision  
Application Submittal



223 NE "B" Street  
Grants Pass, OR 97526  
541-244-2617  
[www.gerlitzengineering.com](http://www.gerlitzengineering.com)

Date Prepared:  
2/4/24

Prepared For:  
City of Cave Junction  
Planning Development  
P.O. Box 1396  
Cave Junction, OR 97523

Prepared By:  
Justin Gerlitz, PE

Owner:  
Josephine County  
700 NW Dimmick Street,  
STE C  
Grants Pass, OR 97526

Applicant:  
Home Bridging GP, INC  
101 Assembly Circle  
Grants Pass, OR 97527

Project Address:  
Burgundy Lane  
Cave Junction, OR 97523

Tax Map:  
39S-08W-15-CB  
TL 1201-1217



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# Zone Change - Application

City of Cave Junction PO Box 1396 222 W. Lister St., Cave Junction, OR 97523

541) 592-2156

PERMIT # ZC-001-2024

Owner Name Josephine County Tel: \_\_\_\_\_

Mailing address 700 NW Dimmick Street, STE C, Grants Pass, OR 97526

Applicant Name Home Bridging GP, INC Tel: \_\_\_\_\_

Mailing Address 101 Assembly Circle, Grants Pass, OR 97527

Owner Consent (if applicable) \_\_\_\_\_  Letter

Property address: \_\_\_\_\_

Assessor's Map 39S-08W-15-CB Tax Lot 1201-1216 Parcel Size: 10.35 Acres

Current Zone EG-LI Proposed Zone SR Comprehensive Plan Zone EG-LI

Request: Rezone the subject lots from EG-LI to SR.

Water Source: City

Sewer Disposal : City

**Attach a narrative explaining reason for request, alternatives considered, and documentation supporting compliance with criteria in *Municipal Code 17.14.510 (B) 1-3 (Quasi-Judicial Amendments)* and *Municipal Code 17.14.540 (Transportation Planning Rule Compliance)*.**

**Submit a site plan, drawn to scale and include the following:**

- Vicinity site map with zoning     Parcel dimensions     North arrow
- Dimension & location of existing & proposed structures on lot.
- Easements (existing & proposed)
- Street location & driveway (existing & proposed)
- Setbacks (from property lines to structures)

**Attach a legal description of the property.**

**Attach signed "Statement of Understanding"**

*I hereby certify the contents of this application are correct and assume responsibility for compliance in all applicable laws, ordinances, and codes of the City, County and State of Oregon:*

Owner/Agent Signature: 

(Print or type name) CHAD HANSEN 2/9/2024

Amount Paid \$ 2500- Date: 2/09/24 Rect. No 42134

**ACTION TAKEN**

**PLANNING COMMISSION**

1. Date of Public Hearing with the Planning Commission: \_\_\_\_\_
2. The Planning Commission at its regular meeting of: \_\_\_\_\_  
took the following action on this application:  
 Recommended     Not Recommended  
 Tabled             No Conditions  
 Recommended with attached conditions  
Conditions: \_\_\_\_\_  
\_\_\_\_\_  
Reasons for Decisions: \_\_\_\_\_
4. Signed by Chairman: \_\_\_\_\_

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**CITY RECORDER**

5. Date received from Planning Commission: \_\_\_\_\_

---

**CITY COUNCIL**

6. A Public Hearing with the City Council was set for (date) \_\_\_\_\_
7. The City Council, at its regular meeting of the Public Hearing (date) \_\_\_\_\_  
took the following action:  
 Approved                     Approved with Conditions             Tabled  
 Disapproved             No Conditions  
Reasons for Council Decisions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. Signed by Mayor: \_\_\_\_\_ Date: \_\_\_\_\_
9. Ordinance Signed by Mayor: \_\_\_\_\_ Date: \_\_\_\_\_

---

**CITY RECORDER**

10. Received from Mayor: \_\_\_\_\_
11. Forwarded to Applicant: \_\_\_\_\_
12. Signed by City Recorder/Clerk: \_\_\_\_\_



# Variance - Application

City of Cave Junction PO Box 1396 - 222 W. Lister St., Cave Junction, OR 97523 541-592-2156

Date : 10/24/23

Permit No. V-003-2024

Owner Name Josephine County Tel: \_\_\_\_\_

Mailing address 700 NW Dimmick Street, STE C, Grants Pass, OR 97526

Applicant Name Home Bridging GP, INC Tel: \_\_\_\_\_

Mailing Address 101 Assembly Circle, Grants Pass, OR 97527

Owner Consent (if applicable) \_\_\_\_\_  Letter

Property address: Burgundy Lane (no address)

Assessor's Map 39S-08W-15-CB Tax Lot 1201-1216 Parcel Size: 10.35 Acres

Property Location: Burgundy Lane (no address) Zoned: Current: EG-LI

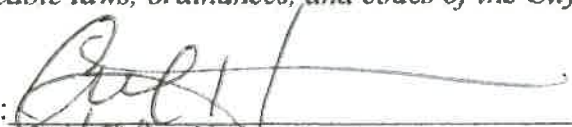
Proposed Variance:  Class A  Class B  Class C Proposed: SR

**Provide a narrative (as an attachment) explaining the reason for request, alternatives considered, compliance with the criteria, and why the subject standard cannot be met without the variance.**

**Submit a site plan and include the following:**

- Scale of Site Plan
- North arrow
- Vicinity site map
- Parcel dimensions
- Dimension & location of existing & proposed structures on lot.
- Easements (existing & proposed)
- Street location & driveway access (existing & proposed)
- Setbacks (from property lines to structures)
- Location of Trees, Streams, Wetlands and Drainage ditches
- Heights of Structures
- Yard areas, Fences & Walls
- Location of off street parking & loading facilities

*I hereby certify the contents of this application are correct and assume responsibility for compliance in all applicable laws, ordinances, and codes of the City, County and State of Oregon:*

Owner/Agent Signature:   
(Type or Print Name): CHAD HANSEN

Amount Paid: \$ 2000 C/ck 1390 Rec# 42184 Date Paid 2/09/24

# Action Taken

---

---

1. The Planning Staff, as of: \_\_\_\_\_  
set a date for a Public Hearing on this application for: \_\_\_\_\_
2. The Planning Commission/City Council, at its regular meeting of: \_\_\_\_\_  
took the following action on this application:

- Approved
- Approved with attached conditions
- Disapproved
- Continued Public Hearing , set for \_\_\_\_\_
- Tabled

Conditions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Reasons for Decision: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signed by Chairman/Mayor: \_\_\_\_\_

---

---

Received from Chair/Mayor: \_\_\_\_\_

Copy forwarded to applicant: \_\_\_\_\_

Signed by City Recorder/Clerk : \_\_\_\_\_

# Subdivision application

## TITLE 15.24

City of Cave Junction, PO Box 1396 - 222 W. Lister St., Cave Junction, OR 97523 541-592-2156

Date : 10/24/23

Permit No. SD-002-2024

1. Name of applicant: Home Bridging GP, INC Phone \_\_\_\_\_
2. Mailing Address: 101 Assembly Circle, Grants Pass, OR 97527
3. Owner (if different) Josephine County Phone \_\_\_\_\_
4. Mailing Address 700 NW Dimmick Street, STE C, Grants Pass, OR 97526  
(Attach copy of owners consent if applicable)
5. Property address : Burgundy Lane (no address)
6. Assessor's Map 39S-08W-15-CB Tax Lot 1201-1216 Zone Current: EG-LI
7. Name of Subdivision Burgundy Lane Subdivision Proposed: SR
8. Proposed Land Use: \_\_\_\_\_ Lot Square Footage 10.35 Acres  
 Single Residential (\_\_\_\_#)  Multiple Residential (\_\_\_\_#)  
 Commercial (\_\_\_\_#)  Streets (names & widths)  
Proposed Water Source:  Well  Community Well  City  
Proposed Sewage Disposal:  Septic  City
9. Describe request: Rezone and subdivide existing lots to create 37 single family lots.

10. **Site Plan included (no smaller than 11"x 14" + 13 copies)**  Yes  No  Map  
 Parcel dimensions & sq ft of each lot  North Arrow  Scale  
 Streets/Sidewalks/Vehicle access to lots (existing & proposed)  
 Public & Private Easements, existing & proposed (locations, dimensions & purpose)  
 Utility locations, existing & proposed (storm drains, sewer/water mains, fire hydrants)  
 Flood Plain Area (check - JO CO Planning)  
 Contour lines (elevation)  Water Courses  Deed Restrictions  
 Location of structures (existing & proposed)  
 Internal motor vehicle circulation plan
11. Vicinity Map ( 8 1/2" X 11" )
12. Existing City Water to Site:  Yes  No  
If no, distance to nearest tap location: \_\_\_\_\_, Footage \_\_\_\_\_
13. Existing City Sewer to Site:  Yes  No  
If no, distance to nearest tap location: \_\_\_\_\_, Footage \_\_\_\_\_

**\*\*Additional fees will be charged for the performance of any outside professional services required by licensed engineers, or any other services deemed necessary. The fees charged shall be at an amount no more than the actual cost of providing that service.**

Date: 2/09/24 Fee Paid: \$ 2000 Receipt No. 42184

Applicant Signature: 

**ACTION TAKEN**

**PLANNING COMMISSION**

1. Date of Public Hearing with the Planning Commission: \_\_\_\_\_
2. The Planning Commission at its regular meeting of: \_\_\_\_\_  
took the following action on this application:  
 Recommended     Not Recommended  
 Tabled             No Conditions  
 Recommended with attached conditions  
Conditions: \_\_\_\_\_  
\_\_\_\_\_  
Reasons for Decisions: \_\_\_\_\_
4. Signed by Chairman: \_\_\_\_\_

---

**CITY RECORDER**

5. Date received from Planning Commission: \_\_\_\_\_

---

**CITY COUNCIL**

6. A Public Hearing with the City Council was set for (date) \_\_\_\_\_
7. The City Council, at its regular meeting of the Public Hearing (date) \_\_\_\_\_  
took the following action:  
 Approved                       Approved with Conditions             Tabled  
 Disapproved                 No Conditions  
Reasons for Council Decisions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. Signed by Mayor: \_\_\_\_\_ Date: \_\_\_\_\_

---

**CITY RECORDER**

9. Received from Mayor: \_\_\_\_\_
10. Forwarded to Applicant: \_\_\_\_\_
11. Signed by City Recorder/Clerk: \_\_\_\_\_

## Application Submittal Narrative

Attached is the Comprehensive Plan Amendment, Zone Map Amendment, and Tentative Subdivision application submittal for the Burgundy Lane Subdivision development located on Burgundy Lane at 36-08-15-CB, TL 1201-1217. The development site, originally constructed as the "Primrose Master Planned Development" consists of 14 employment and industrial district (EG-LI) zoned lots and 3 tracts, all under common ownership by Josephine County. The goal of the proposed development, being constructed through the Home Bridging program, is to create 37 affordable single-family homes for working-class families to purchase in the local community. Through recent experience with the Home Bridging program, the only way to meet this goal in this instance is to purchase the land at a discounted price from the County and utilize the existing infrastructure that has been installed/constructed as part of the past development process.

### Home Bridging Vision

The economic realities of inflation, debt, and burdensome regulations are a friction that is beginning to wear on our nation financially. Costs are rising for the things we use - housing, food, gas, entertainment, and borrowing (debt). This hurts us all, but for our local working-class families making average incomes, the ability to own a home and build equity for their future is drifting further and further away each year.

Home Bridging wants to get out in front of this problem before these consequences become a reality to a large portion of our Southern Oregon communities. Their vision is to create housing at a reduced cost, providing a boost up for families that would not typically have the financial or relational capital to progress from perpetual renting. This usually includes partnerships with community members, landowners, contractors, and lenders to create housing opportunities paired with mentoring of selected families to ensure their long-term success. They begin by identifying a family that would benefit from a Home Bridging opportunity. Mentors are used to set up a budget that must be followed for up to a year with a set amount saved over that time. This allows the family to save money for a traditional down payment. During this time, a home would be constructed that they could purchase when they have completed the mentoring process. This program has been successfully used over the past few years in both Cave Junction and Grants Pass to create housing for 22 families (with 9 more currently under construction).

By purchasing this previously constructed development at a reasonable price from Josephine County, their goal is to make these houses affordable through several steps:

- Forgo any personal profit through their non-profit organization.
- Partner with fair and generous partners to save costs wherever possible.
- Acquire the land inexpensively (in this case through a foreclosure).
- Utilize the infrastructure that was previously constructed without substantial modifications.
- Design and build smaller, durable, efficient, and easy to maintain homes.
- Sell these homes to families at cost.

- Perhaps permanently restrict the sales prices of future home sales for future families.
- Transform this vacant subdivision into a vibrant residential neighborhood where residents will benefit from the efficiency, health, and resiliency that comes with real community interaction and family stability.

### Existing Conditions

The existing development was originally approved as a 14-lot, 86-unit master planned community, intended as a senior/handicap assisted living facility (see Exhibit "H"). This project was originally approved on July 24, 2006 by the City Council under the Planned Unit Development process in the Municipal Code and was originally intended to include privately maintained streets with public utilities. The infrastructure was constructed and the final plat for the project, renamed Burgundy Lane Subdivision, was recorded in 2008.

Since then, the project has been dormant. The properties were foreclosed upon by Josephine County and obtained through legal judgement and order of sale on February 7, 2020. In 2022, the County held a public sealed bid auction of the property which was intended to be purchased by a third party. This negotiation was never completed, and the County has since entered into a purchase agreement with Home Bridging for the intended use.

Burgundy Lane, originating in the Hanby Vistas Subdivision to the south, extends through the development site and tees into Syrah Circle which loops throughout the subdivision. Both streets are improved with curb, gutter, a 4.5' wide sidewalk and 27' pavement surface. Future street connections have been planned to the north/west of the subdivision. Water, sewer, storm, and franchise utility infrastructure are located within. These streets were created as part of a Planned Unit Development (PUD) and as such, are currently private, and do not reside within established City right-of-way (ROW). In the current configuration, each existing lot has 2-3 driveway approaches as they were intended to have multiple duplex units.

Utility services are abundant, with 2-6 public sewer and water services in place for each existing lot. Fire hydrants are placed throughout to provide adequate emergency water anywhere it may be needed. There is existing power infrastructure in place which includes conduit, streetlight bases, and power vaults. Although not confirmed, it is assumed there is conduit for phone and cable as well. There is an existing 10' public utility easement behind the back of sidewalk on both sides of each street.

An asphalt parking area is centrally located within an existing tract of land providing parking for a central park area that was part of the past PUD. There are two asphalt "corners" for overflow parking at the intersection of Burgundy Lane and Syrah Circle. Both are wrapped with mountable curbs.

Adequate storm infrastructure is in place that directs stormwater from anywhere on site to a detention pond located on TL1217. This system was originally constructed to current City of Cave Junction standards and should be compliant today, especially considering the overall reduction in impervious surfaces from what was originally proposed under the PUD.

## **Proposed Conditions**

The applicant is proposing to create 37 single family lots and homes through a combination of concurrent land use proposals including a comprehensive plan amendment, zone map amendment, and tentative subdivision with a class "C" variance (see Exhibit "B"). Following the adoption of the comprehensive plan/zone map amendment and approval of the tentative subdivision plan, the 14 existing lots and 3 tracts will be converted into 37 single family code compliant lots with two tracts reserved for a common area/park and the storm water pond. The asphalt "corners" are proposed to remain within the new lots and be used for guest/resident overflow parking within shared access easements. Various concrete sidewalks within easements will provide pedestrian access to these common areas. As requested by City staff, the lots containing these sidewalks are greater than 7,000 SF after subtracting the sidewalk area.

One existing sewer and water service will be utilized for each proposed lot. Sewer and water services that are not used will be capped at the back of sidewalk. A hand full of new water services will be installed to fit the new subdivision configuration with minimal disturbance to the existing streets.

Pending approval/adjustments from Pacific Power, the existing power infrastructure will be utilized so all that is needed is wire, streetlights, and transformers.

Existing driveway approaches will be utilized to provide access to the newly created lots. Four of the proposed lots will require new driveway approaches cut into the existing sidewalk. Following home construction, the individual lots will be landscaped to be compliant with the City of Cave Junction Landscape Code. All common areas and cross access sidewalks will be maintained through the homeowner's association.

As part of the tentative subdivision plan application, a variance to utilize the existing non-conforming roadway infrastructure in its current condition will be sought. This is due to the City removing the Planned Unit Development section from the municipal code after this project was approved. This requires the roadways to be adopted into the City public street system through a traditional subdivision process, with a minor variation on the street section.

## **Transportation Evaluation**

The original PUD was approved for 86 dwelling units in the form of 43 duplexes on 14 lots. This proposal of 37 single family homes greatly reduces the traffic impact from what was originally approved. To further alleviate traffic concerns, a trip generation estimate has been provided as part of this application, showing a reduction in overall traffic and addressing the trip generation rules of OAR 660-012-0060 for the rezone (Exhibit "I").

## Comprehensive Plan Goals

In line with the Oregon Statewide Land Use Planning Goals, listed below are the City of Cave Junction Comprehensive Plan Goals, followed by our formal response to how each Goal relates to the Comprehensive Plan Amendment proposal. The current Plan establishes comprehensive goals for the City of Cave Junction projected out to the year 2000. Although outdated, the Plan offers insight as to how the zoning designations we see in the City today were established.

### **Goal 1:** Foreword, What is a Comprehensive Plan?

*Response: Not applicable to the current Comprehensive Plan Amendment proposal.*

### **Goal 2:** Cave Junction, History, Climate, and Population.

*Response: Goal 2 outlines and projects historical population trends out to the year 2000. Using population data from 1971-1983, Portland State University's Center for Population Research extrapolates this data concluding that the growth rate for the City will be 7.9% per year, or 3,400 people in the year 2000.*

*This annual growth rate was determined using historical population data and an assumed increase in mining activity in the area.*

*With mining ultimately not becoming a significant factor to population growth in the late 20<sup>th</sup> century, the population of the City was only 2,071 in the year 2021. 21 years later, the population is only 61% of what it was projected to be in the year 2000. The assumption of population growth due to the mining industry played a crucial role in establishing the zoning designations seen throughout the City today.*

### **Goal 3:** Agricultural Lands.

*Response: Not applicable to the current Comprehensive Plan Amendment proposal.*

### **Goal 4:** Forest Lands.

*Response: Not applicable to the current Comprehensive Plan Amendment proposal.*

### **Goal 5:** Open Space, Scenic and Historical Areas, and Natural Resources:

*Response: Not applicable to the current Comprehensive Plan Amendment proposal. New open space for the residents will be created as part of the subdivision proposal.*

### **Goal 6:** Air, Water, and Land Resource Quality.

*Response: Goal 6 outlines specific resources and pollutants that are pertinent items to major land use decisions.*



*Air quality: A Comprehensive Plan amendment from EG-LI to SR zoning will not have an adverse impact on air quality in the City. Traditionally, industrial uses generate air pollutants from the manufacture of goods/equipment and tend to be much harsher than pollutants produced in a residential setting. A rezone to SR will be much friendlier to the local air quality than if the subject site were to develop under its current zoning designation.*

*Noise: A Comprehensive Plan amendment from EG-LI to SR zoning will not have an adverse impact on noise pollution in the City. Traditionally, industrial uses come with many pollutants, noise being one of the most impactful to adjacent residential neighborhoods. The subject site is in tight proximity to several residential neighborhoods, and shall the subject site develop with employment/industrial use, there would be a substantial increase in noise pollution. Rezoning to SR ensures a negligible noise increase to the surrounding area.*

*Water Quality: A Comprehensive Plan amendment from EG-LI to SR zoning will not have an adverse impact on water quality in the City. Public sewer with an end destination of the City sewer treatment plant is available on site and will be utilized for the proposed use. There are no streams or wetlands within the vicinity of this project that will be adversely impacted by this Plan amendment. Additionally, for the subdivision, all storm water will be detained in an existing system, such that flows downstream will not be increased.*

*Septic Systems: Not applicable. Public sewer is available on site.*

*Solid Waste: Curb side trash services are available through a private company in the City and will be a requirement of the development. Additionally, there is a landfill site located a short distance away in Kerby.*

**Goal 7: Areas Subject to Natural Disasters and Hazards.**

*Response: Not applicable to the current Comprehensive Plan Amendment proposal.*

**Goal 8: Recreation.**

*Response: The Comprehensive Plan states existing community park acreage is adequate to meet future community park needs. This assumption was based on the City having a population of 3,400 and implies that the City has enough park acreage for that many people. As previously stated, the population as of the year 2021 was only 2,071. Additionally, the proposal includes a private park for those residing in the proposed subdivision. The addition of this private park lessens the strain on the existing park land.*

**Goal 9: Economy of the State.**

*Response: Goal 9 largely summarizes the future needs of the commercial and industrial zones based on the comprehensive plan projections.*

*In the Comprehensive Plan, it is recognized that the timber industry will begin to fizzle out starting in the year 1995. The Plan then projects that mining is the future of the area which could cause rapid population growth and that the decline in wood products would be more than off-set by the growth of mining.*

*At the time of writing, there were 18-acres of industrial land in the City (there is currently 28.35 acres). The Plan projected the growth of mining in the area could lead to a shortage of industrial land, as a result, the City determined the best course of action to address this issue was to allow for a simplified process to rezone commercial land to industrial land.*

*To summarize Goal 9, the Plan projected the need for industrial land to be far greater than the actual need. This projection was based on a potential boom in the mining industry due to rising gold prices, and the recent discovery of other precious metals in the area. A result of this inaccurate projection is that the majority of the 28.35 acres of industrial land in Cave Junction remains vacant today. A Comprehensive Plan amendment to rezone the subject site from the employment and light industrial zone to the single-family residential zone leaves 18-acres of employment and light industrial zoning within the City. This is the exact amount needed for the City per the comprehensive plan projection.*

**Goal 10: Housing Inventory.**

*Response: Without current housing inventory data, it is difficult to address goal 10 as it relates to the proposed Comprehensive Plan amendment. However, at the time of writing in the year 1984, Goal 10 indicates a housing shortage and establishes a policy to allocate 89% of the urban growth area for residential zoning.*

*The Plan expresses the need for housing at the time of writing 29 years ago. Flash forward to now, the majority of residential lots in the City are built out. This paired with the well-known housing shortage not only locally, but statewide, is justification for a rezone of the subject site from EG-LI to SR, especially considering the current residential infrastructure already on-site.*

**Goal 11: Public Facilities and Services.**

*Response: The proposal will utilize existing public infrastructure that was installed with the intent to serve more than twice as many people as is currently proposed. Police service is provided by the Josephine County Sheriff's Department. Fire protection service is provided by the Illinois Valley Fire District. Garbage collection services are available in the City. All public facilities and services are currently in place.*

**Goal 12: Transportation.**

*Response: Goal 12 only talks about arterial and collector streets. Since the adoption of the current Comprehensive Plan, a local street option is now available. The street configuration within the subject tract of land allows for the future development of adjacent lots by having street plugs that terminate on the north and west sides of the tract. The goal for the*

*Comprehensive Plan is to establish policy that will allow for the City to grow. The existing street configuration, for which we are seeking a variance to use, allows for future development of adjacent properties which in turn, helps the City grow.*

**Goal 13: Energy Conservation.**

*Response: The proposal is not contrary to the policies of Goal 13. Each home has an opportunity to utilize solar energy by way of roof mounted solar panels. Low energy LED lighting will be used throughout the new homes, including the public street lights.*

**Goal 14: Land Use and Urbanization.**

*Response: As previously stated, the Plan projects the need for 18-acres of industrial land based on a population of 3,400 people. As of 2021, there are 28.35-acres of industrial land and a population of 2,071 people. Removing the subject tract of land from the industrial zone leaves exactly 18-acres of industrial land within the City.*

**Quasi-Judicial Map Amendment – 17.14.510 (B)**

Below are the Development Code criteria for a zone map amendment from EG-LI to SR zoning, followed by our formal responses. The Review body shall approve; approve with conditions; or deny the request based on the following criteria:

- (1) Demonstration of compliance with all applicable comprehensive plan policies and map designation. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval.

*Response: The proposed zone map amendment from EG-LI to SR requires a comprehensive plan amendment. Submitted concurrently with the zone map amendment application, but to be approved concurrently in the land use decision process, is a formal Comprehensive Plan amendment application (see responses above).*

- (2) Demonstration of compliance with all applicable standards and criteria of this code, and other applicable implementing ordinances.

*Response: Pending Comprehensive Plan amendment approval, and variance approval of for the existing street section, the zone map amendment proposal complies with all applicable standards and criteria of the code.*

- (3) Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property which is the subject of the application (and the provisions of section 17.14.540, transportation planning rule compliance, as applicable)

*Response: As stated under the Comprehensive Plan goals section of this application, there has been a change in community that has led to an inconsistency in the Comprehensive Plan as well as a change in the need for the employment and industrial zone. The allocation of commercial and industrial zoned land in the City was based off the expected boom of the mining industry in the later part of the 20<sup>th</sup> century. This assumption is the reason there is a surplus of industrial land. Fast forward 30 years, the commercial mining industry is almost nonexistent, and the majority of industrial land lays vacant. With the current local housing shortage, this land is better suited with a residential zoning designation, especially considering the residential infrastructure that has been constructed on this land.*

**Tentative Subdivision – 15.24.050**

Below are the Development Code criteria for a subdivision, followed by our formal responses. The Review body shall approve; approve with conditions; or deny the request based on the following criteria:

- 1) The plan conforms to the approved lot dimension standards.

*Response: The tentative subdivision plan conforms to the lot dimension standards for the single-family residential zone.*

- 2) When required, the proposed future development plan allows the properties to be efficiently further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with the requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

*Response: With the proposed subdivision configuration, further partitioning/subdividing of the subject site is not possible under the current SR zone lot dimension standards. The existing streets are configured such that they can be extended to adjacent properties for future development as needed. The proposal does not constrict access or development on any adjacent lots or tracts of land.*

- 3) When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, and meets the best balance needs for economy, safety, efficiency, and environmental compatibility.

*Response: This project utilizes existing street infrastructure that was installed as part of a previously approved PUD. The streets were originally constructed as private streets; thus, they have a slightly different cross section than the City standard local street. However, The streets provide sufficient civilian vehicle and emergency vehicle maneuverability with two 13.5-foot travel lanes. Parking will be limited to one side of the street. Additionally, there is a 4-foot sidewalk on both sides of the street throughout the subdivision. The use of the existing streets in their current configuration is being formally requested through a class "C" variance as part of this application.*

- 4) The proposed utility plan conforms to requirements of adopted utility plans and other applicable laws, and the best balance needs for economy, safety, efficiency, and environmental compatibility.

*Response: This project will utilize existing code-compliant public infrastructure. The existing streets contain a public water main, sewer main, and storm main that was inspected/approved by the City at the time of installation. There are fire hydrants throughout providing emergency water supply to the fire department. Additionally, an existing storm water detention pond limits storm runoff such that downstream flows are not increased from pre-development conditions. There is existing power infrastructure in place including conduit, street light bases, and power vaults.*

- 5) The tentative plan allows for preservation of significant natural or historic features of the property and allows access to solar energy to the extent possible.

*Response: There are no significant natural or historic features on site. Solar energy can be had from the roof top of each new home as desired by the future owner. Low energy LED lighting will be used throughout the new homes, including the public street lights.*

- 6) The plan complies with applicable portions of the comprehensive plan, this code, and state and federal laws.

*Response: The tentative subdivision plan complies with all applicable codes and laws aside from the street width for which we are seeking a variance. Pending approval of the Comprehensive Plan amendment, and Zone Map amendment, this tentative subdivision plan will be fully compliant with City standards.*

#### **Variance – 17.44.050**

Below are the Development Code criteria for a variance, followed by our formal responses. The Review body shall approve; approve with conditions; or deny the request based on the following criteria:

- 1) The proposed variance will not be materially detrimental to the purposes of this code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity.

*Response: The proposed variance to approve the utilization of the existing 27-foot wide street section will not be detrimental to the purpose of this code, any policies, and standards, or to other properties in the same land use vicinity (see Exhibit "B"). The existing street is 27-foot curb to curb which provides two 13.5-foot travel lanes and is only 1-foot less than the current 28' curb to curb City local street section. Additionally, the existing streets have 4.5-foot sidewalks on both sides throughout the subdivision which is only 6" less than the standard 5-foot walkway. These streets are proposed to be located within 36-feet of right-of-way providing adequate width for City maintenance of the streets and walkways.*

*13.5-foot travel lanes are more than adequate for emergency vehicle maneuverability. Additionally, the two sharp corners in the subdivision contain mountable curbs which allow emergency vehicles to cut these corners as needed. Emergency vehicles would not be required to navigate these corners as the current street configuration is looped.*

- 2) A hardship to development exists which is peculiar to the lot size or shape, topography, sensitive lands, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity.

*Response: The utilization of the existing streets is pertinent to any development on the subject site. The cost to demolish the existing streets and construct new streets is not proportionate for any development, let alone a workforce housing project such as the proposal. The subject site and streets have been vacant for 17 years largely because of the EG-LI zoning, and the infeasibility of demolishing the existing streets to create new ones.*

*As this project was originally constructed through the PUD code, the streets at the time of construction were compliant. The City has since removed the PUD section of the code, ultimately leaving these streets as non-compliant.*

- 3) The use proposed will be the same as permitted under this title and City standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land.

*Response: City standards are maintained to the greatest extent possible. This variance request is to use existing infrastructure with only a minor variation to the street section and will allow for the economic use of the land to create home ownership opportunities for the working class in the area.*

- 4) Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard.

*Response: The traffic impact based on the proposed use has been evaluated and determined to be insignificant as compared to the previous use. The original proposal for this tract of land had double the dwelling units than what is currently proposed. This reduction in dwelling units has a significant positive impact on all systems and resources. This variance will not have any adverse impacts to the drainage, natural resource, or parks systems. The impervious area of the existing roadway is less than what it would be had the roads been developed to full local street standards. Additionally, there is a detention pond in place that limits runoff to the downstream drainage system to pre-development conditions. A central park is proposed for the residents, lightening the load on the existing public parks in the City.*

- 5) The variance does not result in the removal of trees, or it is proposed in order to preserve trees, if trees are present in the development area.

*Response: This variance does not result in the removal of trees as it refers to infrastructure that was previously installed by others.*

- 6) The hardship is not self-imposed.

*Response: The need for this variance is not self-imposed. Rather, the need was imposed by previous development patterns as well as the deletion of the PUD process in the development code. If the PUD code was still active, there would not be a need for this variance request.*

- 7) The variance requested is the minimum variance which would alleviate the hardship.

*Response: The variance request is to use the existing streets with a minor reduction in the street and sidewalk width. To offset this reduction, the applicant has agreed to limit parking to one side of the street only. Thus, this is the minimum variance which would alleviate the hardship.*

## **Summary**

The timing of this project could not be more appropriate. With rising interest rates, a significant lack of housing, and inflation causing a financial burden to most families, this project has the opportunity to provide stable and affordable home ownership for 37 families in the Cave Junction community. Let's work together between the City, County and Home Bridging program to turn this non-productive development into something that we can all be proud of.

**City of Cave Junction**  
**Statement of Understanding**

**I hereby certify that the information given on the attached documents are true and correct, that the property owner is aware of and agrees with this application, and that falsification of fact will result in invalidation of the application. I understand that any approval given is valid for the specific project only permit number: \_\_\_\_\_ and is subject to all applicable laws, regulations and conditions. Further, I understand that the fee paid at the time of submitting this application does not cover any professional, legal or consulting fees incurred by the City and that I am responsible for all costs incurred by the City of Cave Junction in connection with processing this application.**

Home Bridging GP, Inc. - Chad Hansen

Applicants Name and Owners Name if Different

Applicants Signature

Date

101 Assembly Circle, Grants Pass, OR 97527

Mailing Address

541-660-6895

Phone Number

Land Use Application for CP/ZMA and Tentative Subdivision Plan/Variance

Permit number and type



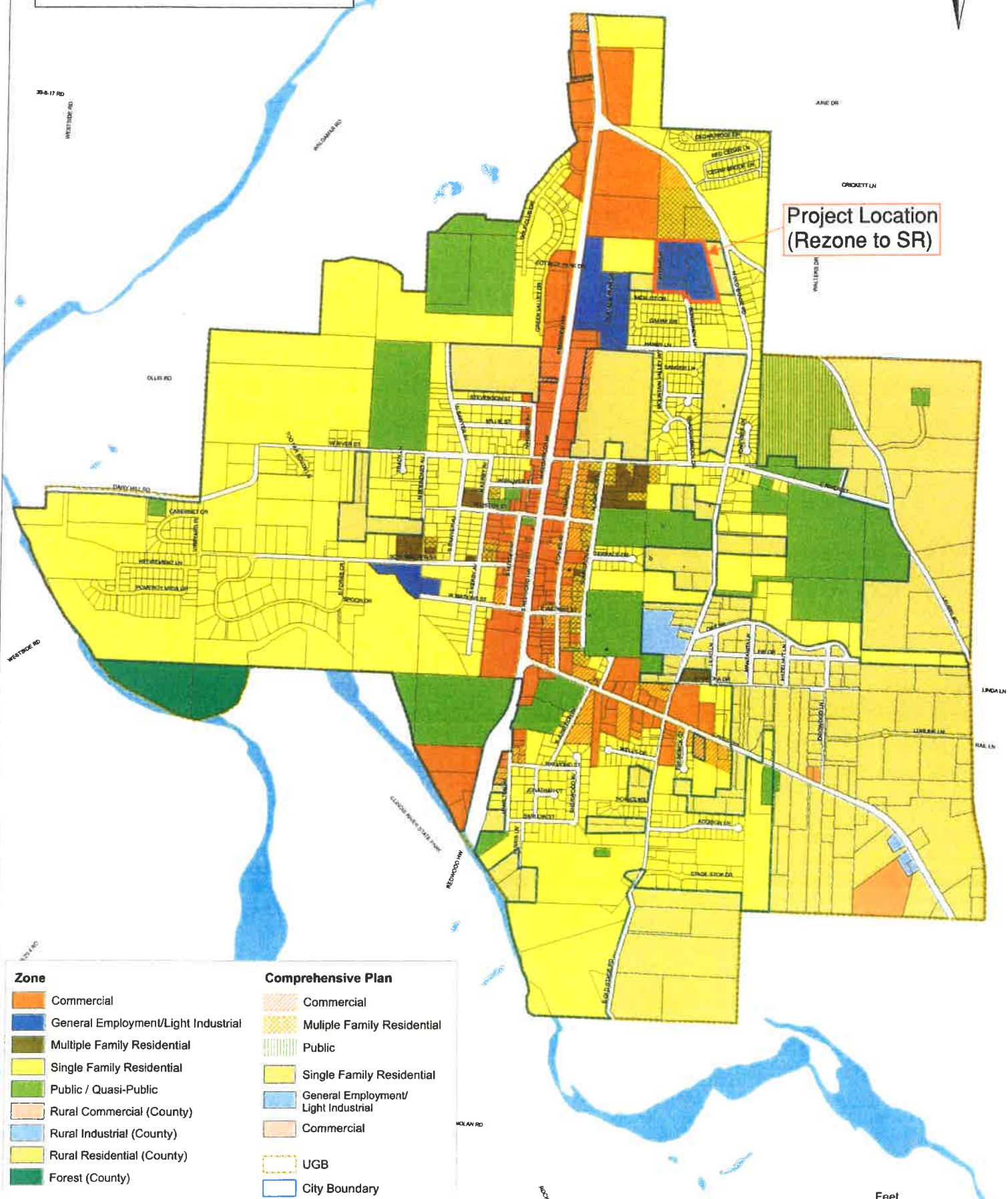
# Zoning Map

Josephine County Property Data Map



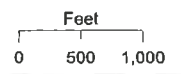
# CAVE JUNCTION Zoning 2015

# Comprehensive Plan Map



**Project Location  
(Rezone to SR)**

Zone	Comprehensive Plan
Commercial	Commercial
General Employment/Light Industrial	Multiple Family Residential
Multiple Family Residential	Public
Single Family Residential	Single Family Residential
Public / Quasi-Public	General Employment/Light Industrial
Rural Commercial (County)	Commercial
Rural Industrial (County)	UGB
Rural Residential (County)	City Boundary
Forest (County)	Taxlots



Scale: American Center GIS, Inc.  
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\*Maps are for Planning Purposes only  
The accuracy or completeness of the  
contents of this map are not guaranteed

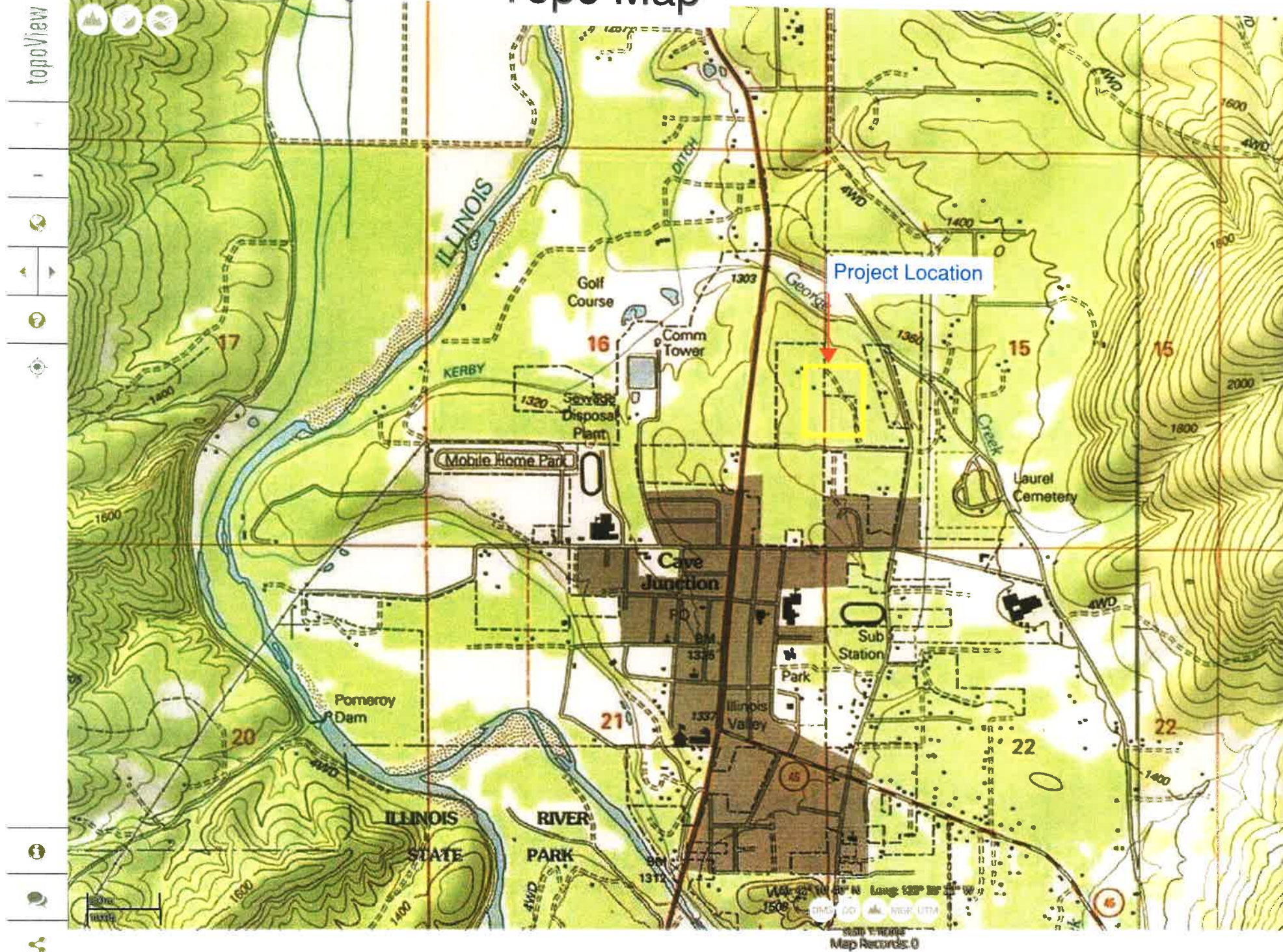
# Surrounding Uses Map

Inspire County Property Data Map



0 150 300ft

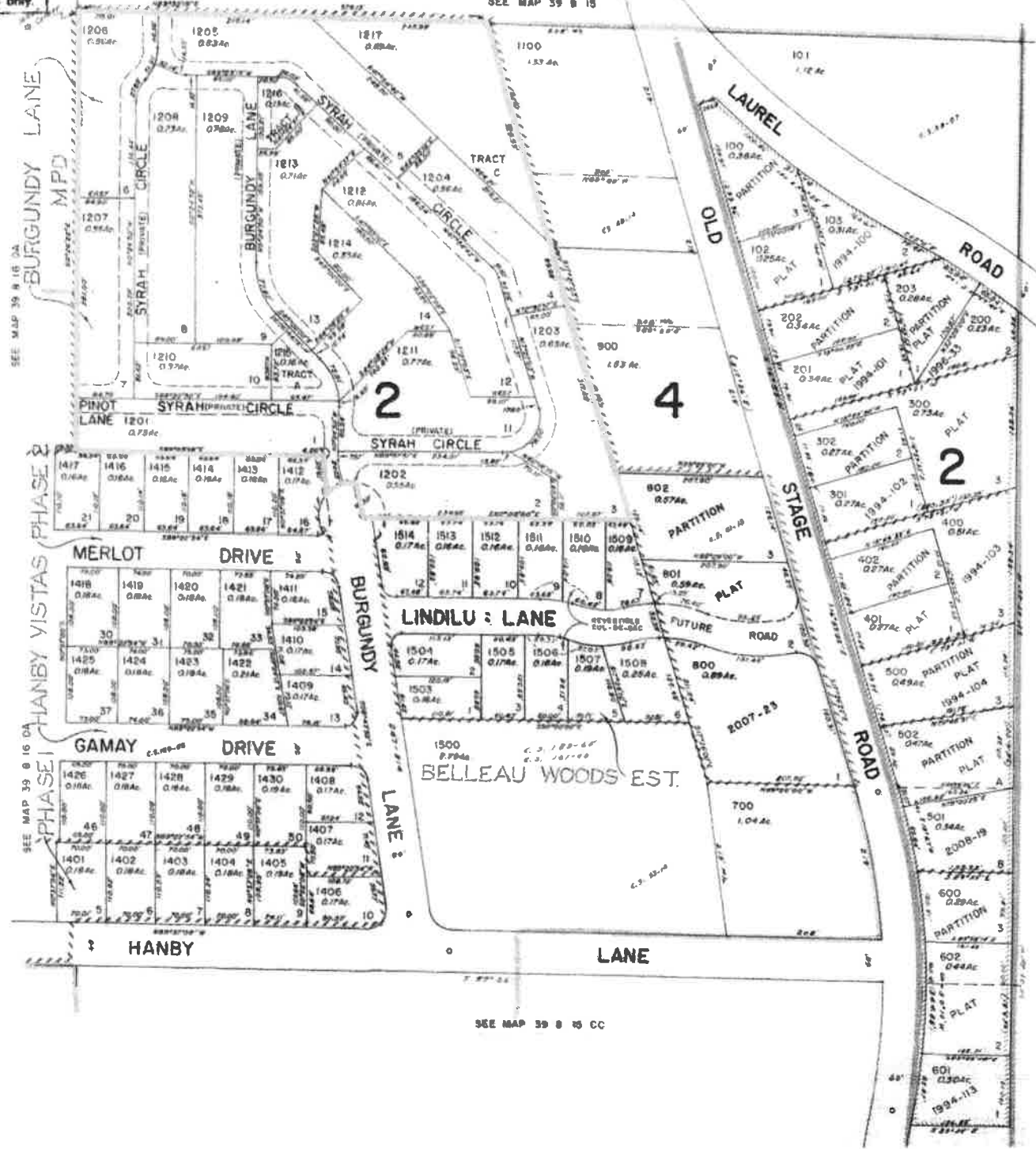
# I o p o Map



This map was prepared for assessment purposes only.

1" = 100'

SEE MAP 39 8 15



- CANCELLED T.L.
- 1090
  - 1000
  - 1600
  - 1400
  - 1501
  - 1502
  - 1200
  - 1300

SEE MAP 39 8 15 DA

SEE MAP 39 8 16 DA

SEE MAP 39 8 15

SEE MAP 39 8 15 CC

**DECLARATION:**

KNOW ALL PEOPLE BY THESE PRESENTS THAT MANOR COMMUNITIES DEVELOPMENT COMPANY L.L.C., IS THE OWNER OF THE LAND REPRESENTED HEREON AND MORE PARTICULARLY DESCRIBED HEREIN AND HAS CAUSED THE SAME TO BE PLATTED BY THE NAME OF "BURGUNDY LANE MASTER PLANNED DEVELOPMENT" TOGETHER WITH THE PRIVATE STREETS: SYRAH CIRCLE, BURGUNDY LANE, PINOT LANE, AND NORTH BURGUNDY LANE TOGETHER WITH EASEMENTS AS SHOWN AND DO HEREBY DEDICATE TO THE BURGUNDY LANE OWNERS ASSOCIATION, THEIR HEIRS AND ASSIGNS, FOREVER TRACTS A, B AND C AS SHOWN HEREON PER THE CONDITIONS AS STATED ON PAGE 1 OF THIS PLAT.

Larry T. Osborn 1/10/2008  
LARRY T. OSBORN (MANAGER) DATE  
MANOR COMMUNITIES DEVELOPMENT CO., L.L.C.

**ACKNOWLEDGMENT:**

STATE OF Oregon  
COUNTY OF Josephine } ss.

KNOW ALL PEOPLE BY THESE PRESENTS, ON THIS 10 DAY OF January, 2008, BEFORE ME A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, PERSONALLY APPEARED LARRY T. OSBORN, WHO DID SAY THAT HE IS THE IDENTICAL PERSON NAMED IN THE FOREGOING INSTRUMENT AND THAT HE EXECUTED SAID INSTRUMENT FREELY AND VOLUNTARILY ON BEHALF OF MANOR COMMUNITIES DEVELOPMENT CO., L.L.C.

Lori Shuffelt  
NOTARY SIGNATURE  
Lori Shuffelt  
NOTARY NAME  
NOTARY PUBLIC - Oregon  
COMMISSION NO.: 418451  
MY COMMISSION EXPIRES: June 17, 2011

**SUBDIVISION PLAT CONSENT AFFIDAVITS:**

FROM LAFAYETTE CAPITAL GROUP, INC. BENEFICIARY OF THOSE DEEDS OF TRUST RECORDED AS INSTRUMENT NUMBER 2006-019950 AND INSTRUMENT NUMBER 2007-002594, OFFICIAL RECORDS OF JOSEPHINE COUNTY, OREGON.

CONSENT AFFIDAVITS RECORDED AS INSTRUMENT NUMBERS 2008-010176 AND 2008-010177

FIELD CREW: DEREK FEIGEL AND JEREMY LEONARD

EQUIPMENT: TOPCON TOTAL STATION AND TDS RECON DATA COLLECTOR

OFFICE: BRENT KNAPP

DRAFTING: JOE COOK

T395, RBW, SEC. 150B TL 1200 AND 1300, MANOR COMMUNITIES DEVELOPMENT COMPANY L.L.C.

**SURVEYOR'S CERTIFICATE:**

I, RONALD A. QUIMBY, OREGON PROFESSIONAL LAND SURVEYOR NO. 1654, HEREBY CERTIFY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS, THE PARCEL OF LAND DESIGNATED AND REPRESENTED ON THIS PLAT AS "BURGUNDY LANE MASTER PLANNED DEVELOPMENT". I HAVE DESIGNATED A 2 1/4-INCH BRASS CAP AS THE INITIAL POINT OF THE EXTERNAL BOUNDARY OF SAID "BURGUNDY LANE MASTER PLANNED DEVELOPMENT". THE BOUNDARY OF WHICH IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A UNIT OF LAND CONSISTING OF PARCEL 1 OF PARTITION PLAT 2004-095, JOSEPHINE COUNTY PLAT RECORDS AND PARCEL 1 OF INSTRUMENT NUMBER 2004-432, JOSEPHINE COUNTY DEED RECORDS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 39 SOUTH, RANGE 8 WEST, WILLAMETTE MERIDIAN, JOSEPHINE COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT, A 2 1/4-INCH BRASS CAP AT THE NORTHWEST CORNER OF SAID PARCEL 1, PARTITION PLAT 2004-095, ALSO BEING THE QUARTER CORNER BETWEEN SECTIONS 15 AND 16, TOWNSHIP 39 SOUTH, RANGE 8 WEST; THENCE ALONG THE NORTH BOUNDARIES OF SAID PARCEL 1, PARTITION PLAT 2004-095, AND SAID PARCEL 1, INSTRUMENT NUMBER 2004-432, NORTH 89°28'19" EAST, 576.13 FEET TO A 1/2-INCH IRON PIPE AT THE NORTHEAST CORNER OF SAID PARCEL 1, INSTRUMENT NUMBER 2004-432; THENCE ALONG THE EAST BOUNDARY OF SAID PARCEL 1, SOUTH 17°27'03" EAST, 735.98 FEET TO A 1/2-INCH IRON PIPE AT THE SOUTHEAST CORNER OF SAID PARCEL 1; THENCE ALONG THE SOUTH BOUNDARY OF SAID PARCEL 1, SOUTH 89°57'51" WEST, 356.54 FEET TO A 2 AND 1/2-INCH BRASS DISC ON THE EASTERLY RIGHT-OF-WAY OF BURGUNDY LANE; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY, NORTH 1°01'47" WEST, 40.41 FEET TO A 2 AND 1/2-INCH BRASS DISC; THENCE CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY AND ALONG THE ARC OF A 25.00-FOOT RADIUS CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS NORTH 00°38'53" WEST, 10.72 FEET) 10.80 FEET TO A 2 AND 1/2-INCH BRASS DISC ON THE SOUTH BOUNDARY OF SAID PARCEL 1; THENCE ALONG SAID SOUTH BOUNDARY OF SAID PARCEL 1 AND THE SOUTH BOUNDARY OF PARCEL 1 OF SAID PARTITION PLAT 2004-95, ALONG THE ARC OF A 50.00-FOOT RADIUS CURVE TO THE LEFT, (THE CHORD OF WHICH BEARS SOUTH 70°50'54" WEST, 43.99 FEET) 45.55 FEET TO A 5/8-INCH IRON ROD ON THE EAST BOUNDARY OF LOT 16 OF HANBY VISTAS SUBDIVISION, PHASE 2; THENCE ALONG SAID EAST BOUNDARY, NORTH 08°45'15" WEST, 12.53 FEET TO A 3/8-INCH IRON ROD; THENCE CONTINUING ALONG SAID EAST BOUNDARY AND ALONG THE ARC OF A 150.00-FOOT RADIUS CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS NORTH 04°35'02" WEST, 19.64 FEET) 19.65 FEET TO A 5/8-INCH IRON ROD; THENCE CONTINUING ALONG SAID EAST BOUNDARY, NORTH 00°24'49" WEST, 4.26 FEET TO A 5/8-INCH IRON ROD AT THE NORTHEAST CORNER OF SAID LOT 16; THENCE ALONG THE NORTH BOUNDARIES OF LOTS 16 THROUGH 21 OF SAID HANBY VISTAS SUBDIVISION, PHASE 2, NORTH 89°23'58" WEST, 351.25 FEET TO A 5/8-INCH IRON ROD AT THE SOUTHWEST CORNER OF PARCEL 1 OF SAID PARTITION PLAT 2004-95; THENCE ALONG THE WEST BOUNDARY OF SAID PARCEL 1, NORTH 00°28'22" WEST, 621.50 FEET TO THE POINT OF BEGINNING AND THERE TERMINATING. CONTAINS 10.34 ACRES, MORE OR LESS.

Ronald A. Quimby  
RONALD A. QUIMBY, PLS 1654

**P.U.E. NOTE:**

PUBLIC UTILITY EASEMENTS SHOWN ON THIS MAP ARE SUBJECT TO RESTRICTIONS RECORDED IN INSTRUMENT NUMBER 2008-010179 OF DEED RECORDS OF JOSEPHINE COUNTY.

**NARRATIVE:**

THE PURPOSE OF THIS SURVEY IS TO SUBDIVIDE THAT LAND AS SHOWN AND DESCRIBED IN PARTITION PLAT 2004-095, JOSEPHINE COUNTY PLAT RECORDS AND INSTRUMENT NUMBER 2004-432, JOSEPHINE COUNTY DEED RECORDS, INTO THE LOTS AS SHOWN HEREON. THE PROCEDURE WAS AS FOLLOWS:

EXISTING MONUMENTS OF RECORD WERE TIED AND HELD AS SHOWN PER THE ABOVE MENTIONED SURVEY AND INSTRUMENT NUMBER. MONUMENTS WERE THEN SET TO DELINEATE THE LOT BOUNDARIES AS SHOWN.

THIS MAP WAS PREPARED WITH A HEWLETT-PACKARD (HP) DESIGNJET 750C PLUS USING HP NO. 516454 INK/LET INK ON HP #51642A MATTE FILM.

**APPROVALS:**

STATE OF OREGON  
COUNTY OF JOSEPHINE :

WE, THE UNDERSIGNED, DO HEREBY ACCEPT AND APPROVE THIS PLAT AND DECLARATION FOR TRUE AND LEGAL FORM.

Lori D. Acl COUNTY SURVEYOR, THIS 8<sup>th</sup> DAY OF January, 2008

Michael J. Chapman COUNTY ASSESSOR, THIS 13<sup>th</sup> DAY OF June, 2008

Donna COUNTY COMMISSIONER, THIS 17<sup>th</sup> DAY OF JUNE, 2008

Daphne COUNTY COMMISSIONER, THIS 17<sup>th</sup> DAY OF June, 2008

Joan COUNTY COMMISSIONER, THIS 17<sup>th</sup> DAY OF June, 2008

Janice COUNTY CLERK, THIS 23<sup>rd</sup> DAY OF June, 2008

APPROVED THIS 10<sup>th</sup> DAY OF January, 2008 BY THE CITY OF CAVE JUNCTION

ZONING: EO-L1  
COMP. PLAN: EMPLOYMENT LOW INDUSTRIAL  
WATER: CITY OF CAVE JUNCTION  
SEWER: CITY OF CAVE JUNCTION

JOSEPHINE COUNTY OFFICIAL RECORDS  
GEORGETTE BROWN, COUNTY CLERK 2008-010178

Barcode and receipt information: \$40.00, 06/23/2008 02:25:43 PM, 05.00 \$11.00 \$20.00 \$4.00

Filed JUN 23 2008  
GEORGETTE BROWN, County Clerk & Recorder  
Janice

**EXACT COPY STATEMENT:**

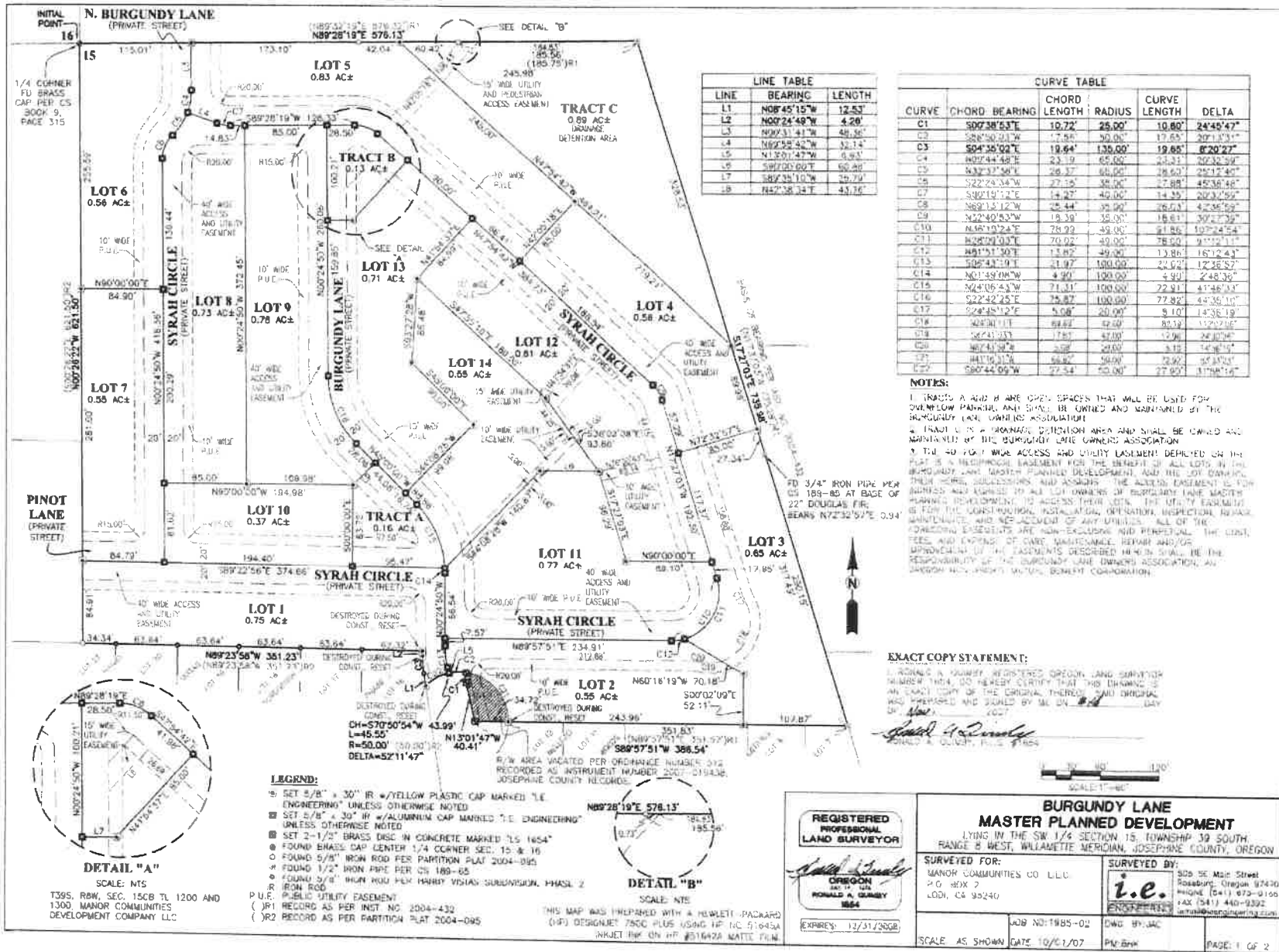
I, RONALD A. QUIMBY, REGISTERED OREGON LAND SURVEYOR NUMBER 1654, DO HEREBY CERTIFY THAT THIS DRAWING IS AN EXACT COPY OF THE ORIGINAL THEREOF. SAID ORIGINAL WAS PREPARED AND SIGNED BY ME ON 01/10 DAY OF Jan, 2007.

Ronald A. Quimby  
RONALD A. QUIMBY, PLS 1654

JOSEPHINE COUNTY SURVEYOR

FILED JUN 24 2008

REGISTERED PROFESSIONAL LAND SURVEYOR  
BURGUNDY LANE MASTER PLANNED DEVELOPMENT  
LYING IN THE SW 1/4 SECTION 15, TOWNSHIP 39 SOUTH, RANGE 8 WEST, WILLAMETTE MERIDIAN, JOSEPHINE COUNTY, OREGON  
SURVEYED FOR: MANOR COMMUNITIES CO. L.L.C.  
SURVEYED BY: i.e. ENGINEERING  
505 SE Main Street, Roseburg, Oregon 97470  
PHONE (541) 673-0100  
FAX (541) 440-8390  
email@ieengineering.com  
JOB NO: 1985-02  
DWG. BY: JAC  
SCALE: AS SHOWN DATE: 10/01/07  
PN: BHK  
PAGE: 2 OF 2



1273

# SANDOWENGINEERING

160 MADISON STREET SUITE A • EUGENE, OREGON 97402 • 541.513.3376

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DATE: January 23, 2024

TO: Justin Gerlitz, PE  
Gerlitz Engineering Consultants

FROM: Kelly Sandow, PE  
Sandow Engineering

RE: Trip Generation for Burgandy Lane Subdivision/Zone Change

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RENEWAL 06/30/24

The following provides a trip generation estimate for the proposed Burgandy Lane Zone Change and Subdivision in Cave Junction, Oregon.

The site is a 10.35-acre parcel located at Tax Lots 1201-1216 of Assessors Map 39-08-15-CB along Burgandy Lane. The site is currently zoned EG/LI Employment and Industrial District and was previously approved for a 13-lot subdivision containing 43 duplexes (86 dwelling units) designed to provide seniors and disabled persons with live-in care. The applicant is proposing to rezone the property to SR-Single Family Residential. The proposal is to further subdivide the lots into 37 single-family lots.

The trip generation estimates are prepared for the zone change consistent with OAR 660-012-0060 and for the development proposal.

## ZONE CHANGE

Consistent with OAR 660-012-0060, the Transportation Planning Rule (TPR), a zone change is required to demonstrate that the proposed zoning will not have a significant impact over the existing zoning. This can be done by demonstrating the reasonable worst-case development scenario for the proposed zoning will not generate more trips than the worst-case development scenario for the existing zoning during the PM peak hour.

### Existing Zoning:

As per Section 17.30 of the Cave Junction Code of Ordinances, the following are higher trip-generating uses that are allowed outright within the existing EG/LI zone (not a conditional use):

- Medical Center/Facilities
- Office
- Manufacturing or production

The building specifics are:



- No height restrictions
- Building area is a maximum of 85% of the site
- 15% of the site is landscaping

The reasonable worst-case use of this site would be a medical office building or a medical clinic, a standard office building, or manufacturing/production. The development scenario for each of these land uses is discussed in the following. The trips for each of these scenarios are estimated using the ITE Trip Generation Manuals 11<sup>th</sup> ed. The trips are illustrated in Table 1 below.

The typical size of a medical clinic for a community of this size is 24,000 sf. The PM peak hour trips for a medical clinic are estimated using ITE Land Use Code 630-Clinic. A medical clinic and respective parking and landscape areas are estimated at approximately 5 acres. Given the shape of the site, other small medical office buildings could be constructed on-site, but nothing substantial.

The typical size of a multi-tenant office complex for a community of this size would be approximately 30,000 sf. The PM peak hour trips are estimated using the ITE Land Use Code 710-Office.

An industrial use would likely occupy the entire site and would be a multi-tenant, multi-building development. The 10.35 acres could support up to 383,000 sf under the code (85% of the site). The PM peak hour trips are estimated using the ITE Land Use Code 130-Industrial Park.

TABLE 1: PM PEAK HOUR TRIP GENERATION-EXISTING ZONING

Development Scenario	ITE Land Use Code	Size	Rate	Trips
Medical Clinic	630-Clinic	24 ksf	3.69	89
Office	710-Office	30 ksf	1.44	61
Industrial	130-Industrial Park	10.35 Acres	0.34	130

The reasonable worst-case development potential is the Industrial Park build-out to encompass the entire site. The PM peak hour trips are estimated at 130 units.

**Proposed Zoning:**

As per Section 17.20 of the Cave Junction Code of Ordinances, the outright permitted uses within the single-family zoning are strictly residential uses. The allowed residential uses are single-family homes and manufactured homes. The minimum lot size is 7,000 sf with an allowed density of 6.22 dwelling units per acre. It is reasonable to assume that since the right of way and roadway infrastructure is currently in place, it would remain in place. The right of way and roadway infrastructure is approximately 2.18 acres. The remaining 8.17 acres could have 50 single-family lots. The trips for the

single-family lots are estimated using the ITE Land Use Code 210 Single Family Detached Housing. Table 1 provides the trip generation estimate.

TABLE 1: PM PEAK HOUR TRIP GENERATION-PROPOSED ZONING

Development	ITE Land Use Code	Size	Rate	Trips
50 Single Family Units	210- Single Family Detached Housing	50 Units	$\ln(T)=0.94\ln(x)+0.27$	52

The reasonable worst-case development scenario for the proposed zoning is 50 single-family residential units generating 52 trips during the PM peak hour.

The proposed zoning will generate fewer trips than the existing zoning. Therefore, TPR findings are met, and no further analysis is required.

#### DEVELOPMENT PROPOSAL

The previous approvals for this site were for 43 duplex units (86 dwelling units) designed for seniors and persons with disabilities needing in-home care. The site would be managed as a care facility, and there would be on-site employees to provide assistance/care for the residents. The most closely related ITE Land Uses are 251-Senior Adult Housing-Single-Family and 254-Assisted Living. 251-Senior Adult Housing-Single-Family is defined as independent living with age restrictions for 55 and older, and the residents are active and require little to no medical supervision. 254-Assisted Living is defined as a residential setting providing general assistance with activities necessary for independent living for persons with limitations and separate living quarters for each residence. The most closely matched land use would be 254-Assisted Living. The trips for the previously approved development are illustrated in Table 3.

The current proposal is 37 single-family lots. The most closely matched ITE Land Use Code is 210-Single Family Detached Housing. The trips for the proposed development are illustrated in Table 3.

TABLE 3: PM PEAK HOUR TRIP GENERATION-DEVELOPMENT PROPOSAL

	ITE Land Use Code	Size	Rate	Trips
<b>AM Peak Hour</b>				
Existing	254-Assisted Living	86 Units	0.18	15
Proposed	210- Single Family Detached Housing	37 Units	$\text{Ln}(T)=0.91\text{Ln}(x)+0.12$	30
<b>Difference</b>				<b>+15</b>
<b>PM Peak Hour</b>				
Existing	254-Assisted Living	86 Units	0.24	21
Proposed	210- Single Family Detached Housing	37 Units	$\text{Ln}(T)=0.94\text{Ln}(x)+0.27$	39
<b>Difference</b>				<b>+18</b>
<b>Daily Trips</b>				
Existing	254-Assisted Living	86 Units	2.60	224
Proposed	210- Single Family Detached Housing	37 Units	$\text{Ln}(T)=0.92\text{Ln}(x)+2.68$	404
<b>Difference</b>				<b>+180</b>

The development will generate an additional 15 AM peak hour trips, 18 PM peak hour trips, and 180 daily trips.

As per Section 17.14.030(E), a Traffic Impact Analysis is required when a development would increase the site trips by 300 or more daily trips or would increase trips from a highway by 20 percent or more. As demonstrated in Table 3, the development proposal will generate an additional 180 daily trips. As per ODOT’s online GIS system, the average daily trips on Highway 199 of 9,222. The additional daily trips of 180 is less than a 2% increase in trips. Therefore, the criteria for requiring a Traffic Impact Analysis are not met.

**DEVELOPMENT PROPOSAL**

The reasonable worst-case development potential of the existing zoning, EG/LI Employment and Industrial District, is anticipated to generate 130 PM peak hour trips. The reasonable worst-case development potential of the proposed zoning, SR-Single Family Residential, is anticipated to generate 52 PM peak hour trips. The proposed zoning will generate fewer PM peak hour trips than the existing zoning. Therefore, the Transportation Planning Rule criteria as per OAR 660-012-0060 of no significant effect is met.

RE: Trip Generation Estimate

Date: 1.23.2024

Page 5

The proposed development of 37 single-family residential units will increase the site trips by 15 in the AM peak hour, 18 in the PM peak hour, and 180 daily trips over the previous approvals. As per Section 17.14.030(E), a Traffic Impact Analysis is required when a development would increase the site trips by 300 or more daily trips or would increase trips from a highway by 20 percent or more. The development proposal will have an increase in development trips that is fewer than 300 and less than a 20% increase. Therefore, the criteria for requiring a Traffic Impact Analysis are not met.


**LIMITED POWER OF ATTORNEY  
FOR LAND-USE AND DEVELOPMENT PERMITS  
RELATING TO COUNTY-OWNED REAL PROPERTY**

<b>REAL PROPERTY INFORMATION:</b>	
<b>Property Address:</b>	Burgundy Lane Subdivision in Cave Junction
<b>Assessor's Legal Description:</b>	TL 1201-1216 in Section 15 T39S R06W, Willamette Meridian, Josephine County, OR
<b>DEVELOPMENT PROPOSAL:</b>	Rezone and subdivide EG-IL parcels to create 37 single family lots with a variance to allow for use of existing street and sidewalk infrastructure.

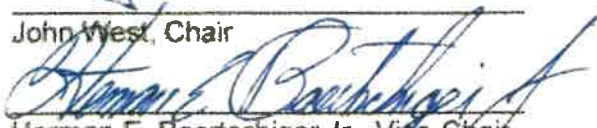
Josephine County, Oregon, is the owner of the real property described herein. This power of attorney authorizes Home Bridging GP, Inc, by and through Chad Hanson, to act as the agent of Josephine County regarding all land use and development actions relating to the property and development proposal described above. As the County's agent, this person is fully empowered to sign all required applications, permits and other documents required or requested, and to appear, negotiate and testify on the County's behalf in any hearing or administrative process, in connection with such actions. This authority is limited to those actions necessary to the development proposal described herein. Josephine County agrees to be bound by the acts of this agent within the limits of the authority conferred by this document. This power of attorney shall remain in effect until final action on all required permits for the development proposal described herein.

Dated this 6<sup>th</sup> day of February, 2024.

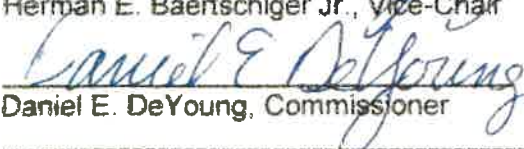
JOSEPHINE COUNTY  
BOARD OF COMMISSIONERS



\_\_\_\_\_  
John West, Chair



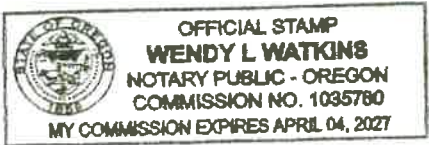
\_\_\_\_\_  
Herman E. Baertschiger Jr., Vice-Chair



\_\_\_\_\_  
Daniel E. DeYoung, Commissioner

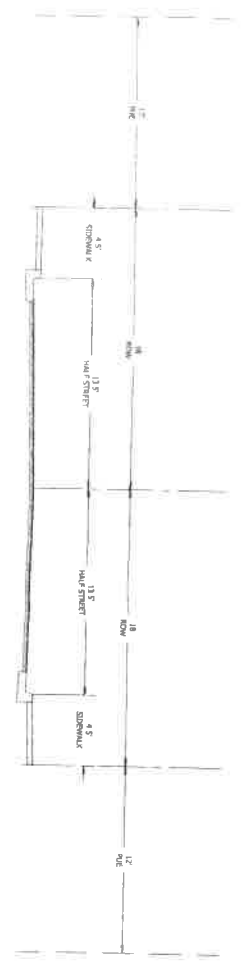
STATE OREGON                    )  
  ) ss.  
County of Josephine         )

On this 6<sup>th</sup> day of February, 2024, the above named John West, Herman E. Baertschiger, Jr. & Daniel E. DeYoung as members of the Josephine County Board of Commissioners, personally appeared before me, a Notary Public for the State of Oregon, and executed the foregoing *Limited Power of Attorney* freely and voluntarily.

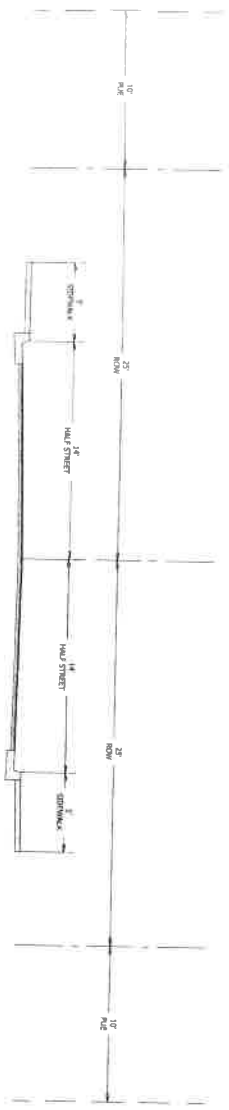


Wendy L. Watkins  
Notary Public for Oregon  
My Commission Expires: 04.04.27





**1**  
EXISTING STREET SECTION  
C1.1 SCALE 1/8" = 1'-0"



**2**  
CAVE JUNCTION LOCAL STREET SECTION  
C1.1 SCALE 1/8" = 1'-0"



PRELIMINARY

Project No: GP-1032  
Client: THEODORE FISH  
Sheet Date: 10/24/23  
30% SD

# BURGUNDY LANE SUBDIVISION

39-08-15-CB, TAX LOT 1201-1216  
CAVE JUNCTION, OREGON

Revisions:	No.	Date	By	Description
	1			

TITLE: STREET SECTIONS

Sheet No: **C1.1**

**Executive Session - ORS 192.660 (2) (b,f,h) {As/If Required}**



**Comments:**

**a. General Information – City Recorder**

The City Council will conduct a Special Meeting on Wednesday, May 01, 2024 to conduct the 2<sup>nd</sup> hearing for the Burgundy Lane Subdivision.

The next regular Council Meeting will be Monday, May 13, 2024.