

Infrastructure Improvement Study shows how the Oaklea site can be efficiently provided with urban services, as required by Goal 9.

**GOAL 10: HOUSING**

**City Findings:** Goal 10 requires that cities determine housing need by type and allocate sufficient buildable land within urban growth boundaries to meet identified housing needs under clear and objective zoning and development standards. Goal 10 is implemented by OAR Chapter 660, Division 8 (Interpretation of Goal 10, Housing) and by ORS 197.303 through 197.307 (Needed Housing).

The Land Needs Analysis includes a detailed housing needs analysis that is consistent with the residential projections in the Junction City TSP and accounts for anticipated household increases resulting from the Milliron Prison. Table 3 below describes land need and supply for the Junction City UGB through the year 2020. As indicated in the Goal 9 findings, after the Oaklea amendments, there is a supply of about 255 buildable industrial acres – nearly 4 times identified industrial need (68 buildable acres). So, proportionate to need, the industrial land surplus will be much greater than the residential land surplus. There is a projected deficit of approximately 135 gross buildable residential acres through the year 2020 – just over 115 acres of Low Density Residential and 19 acres of Medium Density Residential. Currently, the ratio of buildable land need to supply is 0.6:1 – that is, the residential land supply within the existing UGB meets only 60% of Year 2020 residential land need.

**Table 3: Comparison of Existing Residential Land Need and Land Supply (in Gross Buildable Acres) Junction City UGB, 1998-2020**

Housing type	Plan Designation		Total
	Low Density	Medium Density	
Single-family detached	232.1	-	232.1
Duplex	13.5	-	13.5
Multiple family	-	60.5	60.5
Manufactured/Mobile	21.7	11.2	32.9
<b>2020 Need Subtotals</b>	<b>267.3</b>	<b>71.7</b>	<b>339.0</b>
<b>Land Supply (UGB)</b>	<b>151.9</b>	<b>52.3</b>	<b>204.2</b>
<b>UGB Surplus (deficit)</b>	<b>-115.4</b>	<b>-19.4</b>	<b>-134.8</b>

Source: ECONorthwest, revised by WPS consistent with TSP assumptions

Table 4 compares housing need and supply, in vacant gross buildable acres, resulting from the Oaklea amendments. Following the Oaklea amendments, there will be a surplus of 48 gross buildable acres – with a surplus of just under 50 acres of Low Density and a deficit of just over an acre of Multiple Family Residential. Thus, the Oaklea amendments result in a much closer match between Year 2020 housing need and supply. Following the Oaklea amendments, the ratio of buildable land need to supply will be 1:1.14 – that is, the residential land supply within the existing UGB will be 14% more than Year 2020 residential land need. However, a portion

of this residential land will likely be devoted to public or semi-public uses – parks, schools, religious facilities, training facilities, fire stations, etc. Thus, the 48-acre residential land surplus shown on Table 4 below could easily be absorbed by non-residential public or semi-public uses.

**Table 4: Comparison of Residential Land Need and Land Supply (in Gross Buildable Acres) Resulting From Oaklea Amendments Junction City UGB, 1998-2020**

Housing type	Plan Designation		Total
	Low Density	Medium Density	
Residential Land Need (2020)	267.3	71.7	339.0
Existing Land Supply (2000 UGB)	151.9	52.3	204.2
<b>2000 UGB Surplus (deficit)</b>	<b>-115.4</b>	<b>-19.4</b>	<b>-134.8</b>
Additional Supply (2001 Amendments)	165	18	183
<b>2001 UGB Surplus (deficit)</b>	<b>49.6</b>	<b>-1.4</b>	<b>48.2</b>

Source: WPS consistent with TSP assumptions

In his December 28<sup>th</sup> letter, Mr. Radabaugh suggests that (a) applicant’s housing needs analysis may be flawed and that a new housing needs analysis is required, and (b) the R1 zone cannot allow “educational and training facilities” consistent with Goal 10. Mr. Radabaugh has since withdrawn his objections regarding Goal 10. Nevertheless, the City makes the following findings.

The City notes that Junction City has an acknowledged housing needs analysis and buildable lands inventory. In 1994 Periodic Review process, DLCDC found no fault with that analysis. When LCOG prepared the TSP, it generally applied the housing need projections in the Junction City Comprehensive Plan to allocate housing units by type and density to TAZs (Transportation Analysis Zones) through the UGB. The Junction City TSP was adopted by the City and Lane County, and acknowledged by LCDC. As stated in applicant’s submission Winterowd Planning Services (WPS) relied on the housing need projections in the adopted and acknowledged Junction City TSP to determine that there was a shortage of both Low and Medium Density Residential land within the UGB. WPS applied the same mix of single family, multi-family, duplex and manufactured dwellings that were acknowledged in the TSP: 60% single family, 23% multi-family, 7% duplex, and 10% manufactured dwellings. In its housing projections, WPS simply applied these acknowledged percentages to the expanded Year 2020 population projection. What Mr. Radabaugh appears to have been suggesting was that Junction City’s acknowledged housing needs analysis should be replaced with the Oregon Housing and Community Services (OHCS) model:

*“The OHCS has model templates and data for each Oregon city, including Junction City, which can be provided to you in order to meet your Goal 10 obligation.”*

The City believes that Junction City has already met its Goal 10 obligation. The proposal is to increase the supply of buildable land for housing types identified as needed in the

acknowledged comprehensive plan – single family, multi-family, duplex and manufactured housing. These housing types are permitted outright in zones that implement the Low and Medium Density Residential plan designations (R1, R2, R3). The City does not believe that Junction City is required to apply the OHCS model in these proceedings. While there may be support for the notion that a decrease in housing supply can result in failure to provide for needed housing, the City notes that in this case, the proposal is for more, rather than less buildable land for a variety of needed housing types. If a new housing need analysis is required at all, it should be through the Periodic Review process, not a site-specific plan amendment proposal. There certainly is no requirement to use the “OHCS template” to comply with Goal 10.

Mr. Radabaugh also cites a 1995 LUBA case (*Opus Development v. City of Eugene*; LUBA No. 94-158) to argue against an amendment to the R1 district to explicitly allow “educational and training facilities” as a conditional use. Mr. Radabaugh goes on to state his “belief” that the proposed amendment violates Goal 10 under the “principles” set forth in that case. What appears to be the applicable quotation from page 37 of that case reads as follows:

*“ \* \* \* land which has a Mixed Use plan designation, rather than a residential plan designation, cannot be considered part of a buildable lands inventory.”*

At a time when DLCDC is actively encouraging local governments to adopt mixed use zoning districts, Mr. Radabaugh’s comments are confusing. Aside from policy inconsistencies, the proposal is to amend the R1 district – a residential zone, not a “mixed use” zone. The R1 zone (acknowledged by DLCDC) already allows public and semi-public facilities such as schools and parks through the conditional use process, and Junction City could probably interpret its code to allow a “training facility” on an R1 site as a “school” in any case. As pointed out by Mr. Radabaugh, a slight surplus (about 60 acres) of Low Density Residential land would result from the proposed amendments. As stated in the application, one purpose in slightly over-allocating Low Density Residential land is to meet the need for public and semi-public facilities (e.g., religious institutions, fire stations, parks and schools) in residential areas through the conditional use process. Finally, the City notes that the applicant has withdrawn the request to amend the PT and R1 zones to allow a training facility.

Finally, the Commission notes that Mr. Radabaugh appeared satisfied that the projected mix of housing in the Junction City Comprehensive Plan was very close to the projected mix resulting from application of the HCDC model. Therefore, the issue of whether the model applies is academic.

**Goal 10 Conclusion.** This proposal includes a Buildable Lands Inventory and Land Needs Assessment that is consistent with Junction City’s adopted TSP. The Land Needs Assessment describes a deficit of 135 acres of buildable residential land within the Junction City UGB. The proposed plan amendments satisfy 100% of the need for Low Density Residential land through the year 2020, and 95% of the need for Medium Density Residential land.

## **GOAL 11: PUBLIC FACILITIES AND SERVICES**

**City Findings:** The Infrastructure Improvement Study describes existing conditions and sanitary sewer, water and storm drainage improvements necessary to serve the Oaklea site in a timely, orderly and efficient manner. Ling & Associates, a professional engineering firm, prepared this study following consultation with David Renshaw, the Junction City Community Development Director.

The application includes a series of maps of the Oaklea site, showing the precise location of existing and planned facilities necessary to serve the site. The distribution and collection systems shown on these public facilities maps are consistent with Junction City master plans for sanitary sewer and water. For example, the "Project Narrative" prepared by Community Development Director Renshaw describes plans for sanitary sewer treatment plant improvements necessary to serve long-term population growth in Junction City, including funding mechanisms. This document is found at the end of applicant's study. Proposed sanitary sewer, water and storm drainage services are based on and adequate to serve land uses shown on the proposed Land Use Plan.

The Junction City Transportation Systems Plan identifies street, pedestrian and bicycle facility improvements necessary to serve the Oaklea site consistent with Goal 12 requirements. The proposed Land Use Plan shows collector streets with bicycle lanes, exactly as shown on the adopted Junction City TSP.

The Goal 9 findings above explain how the proposed amendments increase the likelihood that public facilities will be provided to the Oaklea site in a timely manner – to facilitate development of planned Professional Technical, residential and neighborhood commercial land uses.

On page 4 of his December 28<sup>th</sup> letter, Mr. Radabaugh recognizes that the applicant has provided detailed plans for water, sewer and drainage to serve the Oaklea site. Mr. Radabaugh then cites the Goal 11 rule in claiming that an "examination of reasonable funding mechanisms that would deal with both on- and off-site public facilities financing" is required of this plan amendment.

The Commission notes that OAR 660-011-0000 requires that cities with a UGB containing a population of greater than 2,500 persons prepare public facilities plans. The estimated Year 2000 population for the Junction City UGB is about twice that number. Junction City has an acknowledged Public Facilities Plan that has addressed this 1984 rule – including how public facilities will be funded. As indicated above, Junction City went through Periodic Review in 1994, and no public facilities planning issues were identified at that time.

The Commission further notes that the Oaklea site is within an acknowledged UGB. The Junction City Comprehensive Plan has already been found to comply with Statewide Planning Goals 11 (Public Facilities) and 14 (Urbanization). The proposed Oaklea plan will not increase service demands. As shown in the Ling Infrastructure Improvement Study, demands for sewer, water and stormwater typically are greater for industrial users than for residential users on a per

acre basis. When Junction City completed the Periodic Review process in 1994, no Goal 11 public facilities issues were identified. Again, if there are City-wide public facilities financing issues, they should be addressed a Periodic Review, not through a site-specific plan amendment process.

Finally, the Commission notes that Mr. Radabaugh verbally accepted the explanation provided by Mr. Renshaw regarding the City's ability to fund necessary public works improvements to serve the Oaklea site.

**Goal 11 Conclusion.** As shown in the Infrastructure Improvement Study, the proposed land uses shown on the Comprehensive Plan map amendments can be adequately and efficiently served with public facilities and services, as required by Statewide Planning Goal 11.

## **GOAL 12: TRANSPORTATION**

**City Findings:** Statewide Planning Goal 12, Transportation, is implemented by the Transportation Planning Rule. This rule, or the "TPR", is found in OAR Chapter 660, Division 12. The TPR requires local governments to adopt a "Transportation Systems Plan" (TSP) that addresses the requirements of the TPR. Junction City recently adopted the Junction City Transportation Systems Plan (TSP) as part of the Junction City Comprehensive Plan.

This proposal is based on the Junction City TSP. The proposed collector street system serving the Oaklea site exactly matches the collector street system shown on the TSP. As demonstrated in the application, this proposal complies with the goals and policies of the Junction City TSP.

OAR 660-012-0060 addresses TPR requirements for amendments to comprehensive plans and land use regulations. Since this proposal includes amendments to both the Junction City Comprehensive Plan and the Junction City Zoning Ordinance, "060" requirements apply. OAR 660-012-0060 states that:

*(1) Amendments to functional plans, acknowledged comprehensive plans, and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and level of service of the facility.*

The rules establish a four-part test to determine whether a transportation facility is "significantly affected" by a proposed plan amendment:

*(2) A plan or land use regulation amendment significantly affects a transportation facility if it: (a) Changes the functional classification of an existing or planned transportation facility; (b) Changes standards implementing a functional classification system; (c) Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or (d) Would reduce the level of service of the facility below the minimum acceptable level identified in the TSP.*

First, as indicated above, the proposed plan amendments do not change the proposed classification of any existing or planned transportation facility. In fact, the Proposed Land Use

Plan shows the collector street system serving the site exactly as shown on the TSP. Second, no changes are proposed for any standards that implement this functional classification. Third, no land use changes are proposed that would result in levels of travel or access that are inconsistent with functional classifications in the TSP. In fact, the proposal will result in a less traffic that would be generated from full build-out under the existing PT designation.

To make sure that this issue is addressed in the initial application, the applicant's transportation engineer (Tom Lancaster, PE) worked closely with the Lane County and Lane Council of Governments transportation engineers to assess potential impacts on the transportation system, using the same emme/2 traffic modeling software used by LCOG in the preparation of the TSP. This analysis concluded that the street system shown in the TSP can accommodate traffic from full build-out of the Oaklea site as proposed. That is, there are no substantial impacts on the planned transportation system from the proposed plan and code amendments, as shown on the Proposed Land Use Plan.

On January 2, 2001, Mr. Tom Boyatt of ODOT appeared before the City regarding the proposal, and stated that (a) ODOT had not been afforded the opportunity to coordinate with the applicant prior to the hearing, and (b) that the applicant had provided insufficient traffic data to determine whether the proposal would have a significant adverse affect on Highway 99. Mr. Boyatt requested a 60-day continuance to address these issues. Mr. Lloyd Holtcamp also appeared at the hearing, and reiterated Mr. Boyatt's comments as they apply to County Roads (*i.e.*, High Pass, Oaklea and Prairie Roads).

The City concludes that applicant has relied, appropriately, on the recently-adopted Junction City TSP for determining transportation impacts. However, as recognized by the applicant, ODOT and Lane County, the TSP did not address transportation impacts from planned development in Junction City on Highway 99. Therefore, the Commission finds that ODOT's request for additional information on Highway 99 impacts is reasonable and that the public interest is served by requiring that the applicant, and future owners of property within the Oaklea site, pay their fair share of street improvements resulting from development.

It is clear from the record that full build-out of the Oaklea site for industrial uses would generate considerably more traffic than would full build-out for the mix of uses proposed by the applicant. It is equally clear that any development on the Oaklea site will increase traffic above existing conditions. The applicant has worked with LCOG transportation staff to develop two realistic development "scenarios". Scenario 1 anticipates partial build-out of PT land on the Oaklea site for a combination of retail and industrial uses. Scenario 2 represents probable build-out of the Oaklea site as proposed by the applicant – that is, a combination of industrial, residential, open space and commercial use.

These two LCOG scenarios were analyzed by Transportation Engineer Tom Lancaster in a March 12, 2001 Traffic Impact Study. The Commission has reviewed this study and finds it credible. The following intersection improvements will be needed to accommodate either scenario at some time in the future:

High Pass Road/Hwy 99:	Convert signal to 8 phases; add left-turn lanes at both High Pass approaches; add southbound right-turn lane to Hwy 99
High Pass Road/Prairie Road:	Center left-turn lane on High Pass; left-turn lane on Prairie; all-way stop (or three-phase signal, if warranted)
Oaklea Road/10 <sup>th</sup> Avenue:	Center left-turn lanes; all way stop (or signal, if warranted)
Oaklea Road/6 <sup>th</sup> Avenue:	Center left-turn lane

With these improvements, each of these intersections will operate at satisfactory levels. The timing of these improvements will be determined by site specific traffic impact studies, as properties develop within the City.

City and Oaklea representatives met with ODOT in Salem on two occasions to resolve the issues raised at the January City hearing. These meetings were productive, and, together with the Lancaster Engineering Transportation Impact Study (March 12, 2001), resulted in a letter from ODOT stating that there will be no significant impacts on state highway facilities resulting from this plan amendment. (See letter from Tom Boyatt to Greg Winterowd and Tom Lancaster, dated March 28, 2001.)

LCOG staff met with and Lane County staff April 11 and 16 to review the traffic impact analysis and to determine if there were any remaining issues. The applicant then met with Lane County with LCOG staff on April 16 to address and resolve issues relating to transportation. The discussion centered around the issue of timing and financing of required traffic mitigation measures. Lane County agreed to the proposed language to be added as a condition of approval for the plan amendment. LCOG staff recommend that the following language be incorporated into the Council ordinance adopting these amendments, should the Council approve the proposal:

**“Prior to annexation, the applicant shall prepare a revised traffic impact study, consistent with County standards. The study shall be based on LCOG’s Scenario 2, , as described in Bud Reiff’s February 5, 2001 memo. The study shall describe the location, type and thresholds (vehicle trips) for street improvements necessary to mitigate identified traffic impacts. No further studies shall be required for this site, unless housing and employment projections in Scenario 2 are exceeded. Also prior to annexation, mechanisms shall be in place to assure that adequate funding is available to pay for the applicant’s fair share of state, County and City street improvements. As identified in the traffic impact study. Possible mechanisms may include: City adoption of amended transportation impact fees (SDCs); a development agreement between the City and the applicant, that runs with the land; establishment of an escrow account for future street improvements; formation of a local improvement district or some combination of above. The agreed upon mechanism(s) shall include reimbursement provisions, in the event that the applicant pays more than their fair share for required improvements (for example, if the applicant pays for improvements up front that benefit later developers).”**

Tom Boyatt with ODOT, submitted a second letter at the public hearing reiterating that the plan amendment application “will not have a ‘significant effect’ on the state highway system because the uses allowed under current plan designation and associated zoning have slightly greater impact to the identified state highway intersection than do uses under the proposed plan designation and associated zoning.” The letter further stated that ODOT had concerns that Highway 99 was not addressed in the Junction City Transportation System Plan (TSP) and that as part of the plan amendment process, the TSP be amended to include a project to improve the Highway 99/High Pass intersection. These findings explicitly recognize and describe intersection improvements that will be necessary to serve increased traffic resulting from development of the Oaklea site – both under its existing plan designation and under the proposed plan amendments. In addition, LCOG and City staff are applying for a grant to DLCD and ODOT to include a refinement study of Highway 99 in Junction City’s TSP. If the grant is approved, work would begin this fall. At that time, a more comprehensive approach to transportation issues on Highway 99 can be developed. In the meantime, the applicant has identified necessary improvements to Hwy 99 intersections (see above), as requested by ODOT.

Comments by the Lane County Public Works staff have suggested that the traffic impact studies conducted for this proposal thus far may demonstrate that development consistent with the proposed plan designations may significantly affect a transportation facility in the meaning of the Goal 12 rule. The basic rule for determining whether a facility will be significantly affected is stated in *Department of Transportation v. City of Klamath Falls*, 177 Or App 1(2001)(“[I]f the proposed amendment will cause the V/C ratio to be violated sooner than it otherwise would during the planning period, it will significantly affect the facility within the meaning of OAR 660-012-0060(2)(d).”). Aside from this general statement, the methodology for making the “significant affect” determination is not articulated in detail in the rule or in caselaw. Therefore, these findings are stated as supplemental and contingent findings on the assumption that the redesignations will significantly affect several transportation facilities.

Where there is a significant effect on a transportation facility, the Goal 12 Rule anticipates several approaches to complying with the rule, which requires that the resulting land uses are consistent with the facility's function, capacity and performance standards. See *DLCD v. City of Warrenton (Warrenton II)*, 37 Or LUBA 933 (2000)(“Those options describe what are essentially mitigatory acts designed to reduce impacts on transportation facilities, or improve those facilities, or both. In other words, OAR 660-012-0060(1) and (2) contemplate that mitigation necessary to ensure that land uses allowed by amendments remain consistent with a facility's function, capacity and performance standards are considered once the local government has determined that the amendment significantly affects that facility.”)

In the present situation, the developer of the property, Oaklea Enterprises, Inc., who is the co-applicant for the new plan designations with the City of Junction City, has recorded a Declaration of Conditions, Restrictions, and Covenants relating to transportation facilities. That Declaration has been recorded as Instrument No. 2002-

098039, Lane County Oregon Deeds and Records, and a copy is attached and incorporated here by this reference. It will run with the land and bind any development under the new plan designations. The Declaration imposes certain conditions on development of the property. These conditions mitigate the traffic impacts consistent with the recommendations of Lane County Public Works Transportation staff. In general, the Declaration ensures that funding will be provided to implement planned improvements to transportation facilities to accommodate development of the subject property. It also ensures that a series of traffic impact studies will be done to determine the correct timing for the improvements. The provision for the studies, together with the assurance of funding, are adequate to mitigate the impacts of these redesignations by ensuring that the development of planned facilities will keep pace with incremental development under the new plan designations.

**Goal 12 Conclusion.** The proposed plan amendments are consistent with the Junction City TSP that has been prepared consistent with the Transportation Planning Rule. The proposed plan amendments will not significantly affect any planned transportation facility shown in the Junction City TSP. Proposed land uses have been limited consistent with the planned function, capacity and level of service of the transportation facility. Specific intersection improvements necessary to accommodate traffic from the Oaklea site have been identified in the Lancaster Engineering Transportation Impact Study (March 12, 2001). The City recommends that the Council incorporate language into the ordinance adopting the proposed plan and code amendments that requires developers of the Oaklea site to pay their fair of identified intersection improvements.

Finally, to the extent that the new plan designations approved here may be viewed under the Goal 12 Rule as having a significant effect on a transportation facility, those effects have been adequately mitigated, consistent with the Goal 12 Rule, by a recorded Declaration, which will run with the subject property, ensuring that funding and implementation of planned improvements to transportation facilities will keep pace with traffic generated by development, thus keeping the facilities operating within planned function, capacity and performance standards.

### **GOAL 13: ENERGY CONSERVATION**

**City Findings:** The proposed plan amendments will conserve energy by providing for a mix of employment, open space and residential uses on the same site. Land uses on the Oaklea site will be accessible by an inter-connecting grid system, including public streets, bicycle lanes, sidewalks and a perimeter multi-use trail system. By locating housing adjacent to employment, day-to-day commercial, and recreational uses, energy conservation objectives will be achieved.

**Goal 13 Conclusion.** This mixed-use proposal will support energy conservation.

**GOAL 14: URBANIZATION**

**City Findings:** The Land Needs Assessment documents a shortage of land for housing, commerce and public land needs within the Junction City UGB. That is, there is insufficient land designated within the existing UGB to meet long-term single-family and multi-family residential, commercial and public land needs. The City recognizes that there are two basic ways to address this shortage: (a) re-designate land within the existing UGB; or (b) add more land to the UGB (which requires application of the 7 factors of Goal 14 and a Goal 2, Part II exception). However, if there is sufficient land within an existing UGB to meet 20-year land needs by re-designating land, then Goals 2 and 14 do not allow additional land to be added to the UGB.

As indicated under the discussion of Goals 2, 9 and 10, there is a *surplus industrial land* supply within the existing UGB – about 6.5 times the *buildable land area needed over the next 20 years*. Goal 14 requires local governments to preserve agricultural land and achieve a compact urban growth form. Goal 2 requires that land committed to non-resource uses be used for meeting long-term land needs before farm and forest lands (because they would require a new exception) are considered. [See OAR 660-04-010(1)(c)(B)(ii), which reads: “(ii) Areas which do not require a new exception cannot reasonably accommodate the use.”] Thus, the proposal would allow the existing UGB to remain unchanged, by re-allocating land uses within the existing UGB, as required by Goals 2 and 14.

Tables 5 compares land use needs and supply for housing, employment and public uses within the existing UGB. As indicated above, Table 5 shows a deficit in the Low and Medium Density Residential, Commercial/Office, and Public categories (approximately 196 acres) and a surplus in the Industrial category (approximately 371 acres). To meet Year 2020 needs, the City finds that Goals 8, 9, 10, 11 and 14 require that the Comprehensive Plan map be amended.

**Table 5: 2020 Land Need and Supply Comparison, Existing Junction City UGB**

Plan Designation	2020 Need (acres)	Existing UGB Land Supply (acres)	Surplus (Deficit)
Low Density Residential	267	152	-115
Medium Density Residential	72	52	-19
Commercial/Office	87	52	-35
Industrial	68	439	371
Public	27	-	-27
<b>Total</b>	<b>521</b>	<b>695</b>	<b>175</b>

Source: Land Needs Assessment, LCOG, ECONorthwest

Table 6 compares land use needs and supply for housing, employment and public uses within the amended UGB. The proposed Comprehensive Plan map amendments simply transfer some of the surplus land from the Industrial category to other categories, as shown on Table 6. Note that the proposed map amendments do not fully address shortages in the Medium Density Residential, Commercial/Office and Public categories. The one-acre shortage in the MDR

category can be addressed through small-scale rezones permitted under the City's "floating nodes" policies. The 34-acre commercial/office shortfall can be addressed in part by allowing supporting commercial uses on Industrial lands. The Comprehensive Plan projects that approximately 20 acres of supporting commercial uses will be permitted on Industrial or PT land during the planning period. Finally, the shortfall in the Public category can be addressed through the R1 or R2 conditional use process, which allows for governmental, school and park uses in these residential zones.

**Table 6: 2020 Land Need and Supply Comparison, Amended Junction City UGB**

Plan Designation	2020 Need (acres)	Amended UGB Land Supply (acres)	Surplus (Deficit)
Low Density Residential	267	317	50
Medium Density Residential	72	71	-1
Commercial/Office	87	53	-34
Industrial	68	255	187
Public	27	-	-27
<b>Total</b>	<b>521</b>	<b>696</b>	<b>175</b>

Source: Land Needs Assessment, LCOG, ECONorthwest

**Goal 14 Need Summary.** To summarize, the existing Junction City UGB has sufficient buildable land – in the aggregate – to meet identified land needs through the Year 2020. However, re-allocation of buildable land from Professional Technical (PT) to Low and Medium Density Residential, and to Commercial Residential, is necessary to achieve the appropriate balance of land uses.

In addition to making sure that there is sufficient buildable land within the UGB to meet 20-year need, Goal 14 also requires the efficient management of land within the UGB, through consideration of four “conversion factors”. Compliance with each of these conversion factors is addressed below:

***1. Orderly, economic provision for public facilities and services;***

The Infrastructure Improvement Study documents how sanitary sewer, water and storm drainage can be efficiently provided to the site, as required by Conversion Factor #1 above. The Proposed Land Use Plan shows how transportation facilities can be provided to serve the entire site, consistent with the Junction City TSP.

***2. Availability of sufficient land for the various uses to insure choices in the market place;***

One of the principal issues addressed in the proposed Comprehensive Plan Map amendments is providing for needed residential, commercial and public land on the Oaklea site – while maintaining sufficient buildable industrial land to insure adequate choices in the industrial market place. As indicated in the Goal 9 findings, *after the proposed Oaklea plan amendments*, Junction City will retain almost four times the buildable land area needed to for industrial and professional technical uses through the Year 2020.

***3. LCDC goals or the acknowledged comprehensive plan;***

Compliance with other LCDC goals and administrative rules is addressed in these findings. Compliance with the goals and policies of the Junction City Comprehensive Plan is addressed in the application. The City notes that it received no testimony that refuted the written testimony provided by the applicant, and that LCOG staff have reviewed these written findings

and find them generally acceptable. Therefore, the Commission accepts as its own the findings in applicant's submission. Compliance with the Junction City TSP is also addressed in applicant's submission. The City notes that it received no testimony that refuted the written testimony provided by the applicant, and that LCOG staff have reviewed these written findings and find them generally acceptable. Therefore, the Commission accepts as its own the findings in applicant's submission.

***4. Encouragement of development within urban areas before conversion of urbanizable areas.***

The Oaklea Site is currently outside the City Limits and therefore is considered to be "urbanizable land" under Goal 14. Conversion of the Oaklea site from urbanizable to urban use will occur as a result of annexation to the City. This conversion factor will be addressed at that time. However, it is important to note that Junction City currently has no Professional Technical land within its City Limits. As indicated in the City's findings under Goal 9, timely development of PT land in the southern portion of the Oaklea site depends upon providing urban services to residential land in the northern portion. Because the Junction City Comprehensive Plan calls for professional technical development in the near-term, the City recognizes the importance of annexing PT portions of the site in the near-term.

**GOAL 14 CONCLUSION.**

Junction City currently has over six times the buildable industrial land area needed through the Year 2020. At the same time, the Land Needs Assessment documents shortages in other land use categories. Rather than amend the Junction City UGB to meet identified residential, commercial and public land needs, the proposal is to re-allocate land within the UGB to meet these needs. Adequate choice in the industrial land market place will be assured after the plan amendments, by retaining almost four times the buildable land supply needed to meeting industrial demand through the Year 2020. The City recommends that Land Needs Assessment be adopted by the City Council, to replace the outdated land needs assessment in the Comprehensive Plan developed in the early 1980s.

**B. INAPPLICABLE STATEWIDE PLANNING GOALS**

**City Findings:** Statewide Planning Goals 3-4 and 15-19 are not applicable to this post-acknowledgment amendment proposal, for reasons stated below.

**Goal 3: Agricultural Lands.** The site is within the Junction City UGB and is not designated as agricultural land. Goal 3 does not apply to the proposed amendment from urban Professional Technical to urban Residential and Commercial.

**Goal 4: Forest Lands.** The site is within the Junction City UGB and is not designated as forest land. Goal 4 does not apply to the proposed amendment from urban Professional Technical to urban Residential and Commercial.

**Goal 15: Willamette River Greenway.** The Willamette River and its Goal 15 planning area are outside of the Junction City UGB. Goal 15 is not applicable to the proposal.

**Goals 16-19: Coastal Goals.** Goals 16-19 are not applicable to plan amendments in Junction City.

**Conclusion.** Statewide Planning Goals 3-4 and 15-19 do not apply to these proposed amendments.

**C. COMPLIANCE WITH JUNCTION CITY COMPREHENSIVE PLAN GOALS AND POLICIES**

The City finds that the applicant's proposal is in compliance with Junction City Comprehensive Plan Goals & Policies as stated in Attachment 1.

**D. COMPLIANCE WITH JUNCTION CITY TRANSPORTATION SYSTEM PLAN**

The City finds that the applicant's proposal is in compliance with Junction City Transportation System Plan in Attachment 2.

# Attachment 1 of Appendix I

## Compliance with Junction City Comprehensive Plan Goals & Policies

### Citizen Involvement and Plan Review

Goals and policies related to citizen involvement are found on pages 1-6 of the Comprehensive Plan.

In order to insure its continued effectiveness, Junction City will annually review the adopted policies designed to carry out a Citizen Involvement Program.

- *A Comprehensive Citizen Planning Committee will consist of the City and three citizens who wish to participate. Organization of the committee consists of a chairman and secretary elected from the committee's membership. Technical support is provided by the city departments, and financial support is included in the city's budget..*

**Response:** Historically, Junction City has not conducted an "annual review" of its adopted policies. However, this proposal provides the opportunity to review key goals and policies of the comprehensive plan map in the light of changing conditions. Opportunities for citizen involvement will be provided through the public notification and hearing process, in accordance with the Junction City Zoning Ordinance and Oregon Revised Statutes.

### Environmental Element

Goals and policies related to the environmental issues are found on pages 7-16 of the Comprehensive Plan, including appendices.

### NOISE

It is a goal of Junction City to prevent and eliminate sources of noise which prevent the peaceful occupancy of housing units.

- *It is the policy of Junction City to control noise pollution by implementing noise standards developed by the Department of Environmental Quality and included in the City's nuisance ordinance.*

**Response:** Professional technical uses are required to occur indoors. Therefore, noise impacts are expected to be minimal. In addition, PT uses are separated from residential uses to the north by 10<sup>th</sup> Avenue (a collector street) and a trail. At the time of development, PT zoning standards allow the City to further limit noise impacts (JCZO §66(8)(f)). Finally, noise impacts from PT uses are limited by DEQ noise standards. (OAR Chapter 340, Division 35)

### PAVING

It is a goal of Junction City to pave all unpaved city streets and alley [Central Business District].

- *It is the policy of Junction City to require that all parking lots be covered by a hard, dust free surface material.*

**Response:** All streets on the Oaklea site must be paved at the time of development. No development is proposed at this time. All parking lots proposed within the Oaklea site must meet City parking lot standards, which require paving. (JCZO §78)

### FLOOD MANAGEMENT

It is a goal of Junction City to reduce or eliminate flood damage in flood prone areas.

**Response:** By protecting stream corridors and significant wetlands, especially in the Crow Creek area, flood storage capacity will be increased, consistent with this goal.

### AIR QUALITY

- *It is the policy of Junction City that every applicant for a building permit in which the building will contain an operation or process result in emission of air contaminants, shall file with the appropriate state agency an application for an air contaminant discharge permit. Further, it is a policy of the city not to issue the building permit for any building or process which must obtain an air contaminant discharge permit without first obtaining such permit of written approval from the appropriate state agency.*
- *It is the policy of Junction City to continually assess local air quality and proposed activities which may introduce new sources of air contamination. Such an assessment will be coordinated with the appropriate state and regional agencies.*
- *It is the policy of Junction City not to permit new industry to locate within the Junction City Urban Growth Boundary which:*
  1. *Does not encourage alternative means of transportation through mass transit or carpooling.*
  2. *Operates fuel burning equipment which requires boiler lancing or soot blowing.*
  3. *Operates equipment utilizing fuels of high ash and sulfur content.*
  4. *Operates trade waste disposal operations which emit solid particles, gas vapors or malodorous substances.*

**Response:** These standards must be met by all development proposals in Junction City. The proposed plan amendments will not introduce new sources of air contaminants. However, the proposed plan amendments provide for a mixture of residential, commercial, PT and open space uses connected by a multi-modal transportation system. This arrangement of land use will decrease vehicle miles traveled and should thereby improve air quality.

### PRESERVE AGRICULTURAL USES

- *It is the policy of Junction City to preserve agricultural land uses on lands adjacent to the City's Urban Growth Boundary by requiring:*
  - A. *Buffer zones be provided on lands within the urban growth boundary and between adjoining agricultural land uses within the county.*
  - B. *Any amendment to the urban growth boundary include data and information which satisfies the four factors described in Part II of Statewide Planning Goal 2.*
  - C. *Any amendment to the urban growth boundary be for a specific land use. A time table describing the time period for conversion to urban uses will be included.*

**Response:** All land that is subject to this proposal is within the Junction City Urban Growth Boundary (UGB). This policy applies only to land outside the UGB, but inside the City Limits.

### **Proposed Open Space (Stream Corridor & Wetland) Amendment**

The Junction City Comprehensive Plan currently does not include policies to protect significant stream corridors and wetlands. Nor does the plan address wetland mitigation sites. For this reason, and to comply with Statewide Planning Goal 5 (Natural Resources), we recommend that the City consider adoption of the following goals and policies:

**"It is a goal of Junction City to protect significant stream corridors and wetlands, and wetland mitigation sites, through the application of a Stream Corridor & Wetlands District."**

**"It is the policy of Junction City to apply the Stream Corridor and Wetlands District (SCWD) to perennial fish-bearing streams and significant wetlands. Generally, farmed wetlands (prior converted wetlands) are not considered 'significant'."**

**"It is the policy of Junction City to apply the SCWD to wetland mitigation sites approved by the Division of State Lands, to ensure their long-term protection."**

### **Land Use Management**

Goals and policies related to the management of land through designation of sufficient buildable land to meet long-term growth needs, and through the annexation process, are found on pages 75-79 and 38-39 of the Comprehensive Plan, including appendices.

### **BUILDABLE LANDS**

**It is a goal of Junction City to provide an adequate amount of buildable lands to sustain growth in all sectors of the community.**

**Response:** The 1982 buildable lands inventory (pp. 75-79 of the Comprehensive Plan) is outdated. This application includes a Land Needs Assessment that compares existing vacant buildable lands to projected year 2020 land needs. The Land Needs Assessment is intended to replace the outdated 1982 inventory.

### **ANNEXATION**

*The annexation procedures described in Oregon Revised Statutes Chapter 222 provide the city with the powers to decide when and which areas it will annex to the city. State law, including statewide planning goals, contain provisions which the city must follow to properly annex land to its boundary. They are:*

- *The area must be contiguous to the city or be separated from the city by no more than a stream. The Oregon Attorney General has ruled that an area separated from a city only by a county road meets the requirement of continuity. An opinion by the Oregon Supreme Court indicates, however, that an area separated from the city by a state highway is not contiguous to the city.*
- *The area must lie outside the boundary of other cities.*
- *The area must be such that it can be considered a logical extension of the city. City limits may reasonably and properly be extended as to take in contiguous lands when:
  1. *A preponderance of the uses within the area to be annexed are characteristic of urban level development.*
  2. *The area is needed for any proper city purpose, such as the extension of its streets, sewer or water systems, or for housing or essential activities of its residents or for the extension of needed police protection.**

**Response:** Annexation is not proposed in conjunction with this application. However, the western portion of the Oaklea site meets the above criteria: it is contiguous to the City Limits (separated only by a county road), proposed land uses are

urban in character, and the land is needed for economic development and housing.

## ANNEXATION PROCEDURES

It is a goal of Junction City to insure that in an orderly sequence, city services are available to an area requesting annexation.

- *Oregon annexation law provides for two types of annexation procedure which requires the consent of the property owners in the territory to be annexed. In one method, consent is given by an election at which all qualified voters who reside in the territory may participate. In the other procedure, landowners within the area requesting annexation must comprise a majority of the ownerships, area, and assessed valuation, the so-called "triple majority" procedure. Policy established by the city requires the property owners to initiate such requests.*
- *It is a policy of the city not to initiate annexation procedures except where the city determines it would derive special value (other than assessed value) by its actions.*
- *The city considers all the lands within its Urban Growth Boundary to be "urbanizable" as defined by statewide planning goals. Such level of development necessitates services equivalent to municipal levels, administered by the city.*
  - *It is the policy of Junction City to consider assessment district formation within the same time frame used to review an annexation request. The procedure for formation of limited improvement districts is found in Junction City Ordinance No. 315.*
  - *It is the policy of Junction City to approve annexation requests only when the property owners within the area agree to pay for the costs of extending city services.*
  - *Junction City will annex, rezone and serve lands as needed according to the plan designations and policies.*

**Response:** Annexation is not proposed at this time. However, the Oaklea site qualifies for annexation under either the double- or triple-majority procedure. As shown in the Land Needs Assessment, there is an immediate need for both residential and PT development. Therefore, annexation to the City is advisable soon because: (a) 3 development-ready PT sites would become available for development; (b) additional land would be available to meet housing needs; and (c) potential park and school sites would become available. At the time of annexation, land will be rezoned consistent with the Comprehensive Plan.

## Residential Land Use

Goals and policies related to the residential land use category are found on pages 17-19, 24-28, 87-89, and 98-100 of the Comprehensive Plan, including appendices.

## MULTIFAMILY HOUSING

It is a goal of Junction City that all new multifamily complexes be developed in a manner to provide an aesthetically pleasing environment.

- *It is the policy of Junction City to encourage the dispersal of multifamily housing land uses throughout the city in areas readily accessible to schools, parks and shopping.*
- *A major criterion for approving a rezoning to a multifamily zoning district is location along one of five major city streets. The floating node concept does not limit multiple family developments to land which currently has access to one of these major streets. The floating node is not based upon existing property lines and developers may combine properties that don't meet the criterion, and increase the amount of land available for multiple family use. Junction City will use a floating node concept to identify low density residential lands suitable for rezoning to meet medium density residential needs.*

**Response:** The proposal includes 18 acres of land designated for Medium Density Residential (MDR).

This proposed MDR site is located at the intersection of Oaklea Drive and 10<sup>th</sup> Avenue. It is located near the elementary school (approximately 0.2 miles) and is approximately 0.6 miles from the high school (traveling along streets). A park is located about two-thirds of a mile away from the proposed site. In addition, approximately 59 acres of open space and trails are proposed on the Oaklea site, as shown on the Proposed Land Use Plan. A small (1 acre), neighborhood convenience shopping area is proposed adjacent to the proposed MDR site, to help meet identified commercial needs and to provide for the shopping needs of existing and planned Northwest Junction City residents. Otherwise, extensive shopping opportunities are available in the Highway 99W area, approximately three-quarters of a mile away. Thus, the proposed MDR site is readily accessible to parks and schools.

The location of the proposed MDR site along an arterial street also eliminates the need to travel through established residential areas to reach potential jobs at the adjacent PT site and shopping along Highway 99W. The proposed MDR site is located near the Oak Grove that will help provide an aesthetically pleasing environment. Although no specific development is proposed at this time, future Medium Density Residential development will be subject to City standards applicable at the time of development.

According to the Existing Land Use Map, this area of Junction City has no multi-family developments. There is an existing multi-family development along W. 18<sup>th</sup> Street, near Rose Avenue. Otherwise, the nearest apartments are located in Southwest Junction City (along Kalmia and Hatton and at 1<sup>st</sup> and Maple) – about two-thirds of a mile away. Other multi-family developments are in the Highway 99W area (between Juniper and Greenwood) located approximately three-quarters of a mile away. There also are several apartment complexes east of Highway 99W (east of Deal and between 5<sup>th</sup> and 9<sup>th</sup> Streets). For the above reasons, this proposal will help meet Junction City's multi-family dispersal goal, and is well-situated with respect to schools, parks and housing.

- *It is the policy of Junction City that new multifamily units shall be developed on the basis of provisions of R-2 Multi-Family zoning district.*

**Response:** Both Appendix B of the Junction City Comprehensive Plan (Meeting Low Income and Regional Housing Needs) and the proposed Land Needs Assessment identify a need for multi-family housing, including apartments. The Junction City Zoning Ordinance includes three zoning districts that potentially could implement the Medium Density Residential (MDR) plan designation: R-2, R-3 and R-4. Upon annexation, the applicant's intent is to request R-3 zoning, which would allow needed apartment development at the intersection of Oaklea Drive and 10<sup>th</sup> Avenue.

- *The buildable lands inventory demonstrates that sufficient vacant buildable land exists in each floating node to enable the private market to meet identified multiple family housing needs; provided that applicable approval criteria are met.*

**Response:** The 1982 buildable lands inventory is outdated. There is a demonstrated shortage of land designated for both Low and Medium Density Residential use. The proposed plan amendments will ensure that sufficient LDR and MDR land is designated to meet long-term residential needs, as required by Statewide Planning Goal 10 (Housing) and 14 (Urbanization).

### **Proposed Medium Density Residential Policy Amendment**

To address the existing inconsistency between the Zoning Ordinance and the Comprehensive Plan text quoted above, the City may wish to consider amending this policy as follows:

*"It is the policy of Junction City that new multifamily units shall be developed on the basis of provisions in the R-2, R-3 and R-4 zoning districts. Generally, higher density R-3 and R-4 zoning shall be located along an arterial or collector street."*

- *Implementation policy: All new multifamily complexes are to be developed in accordance with siting standards described in zoning ordinance.*

**Response:** As indicated above, the R-2, R-3 and R-4 zones include siting standards applicable to multi-family development. No specific development is planned at this time. When development is proposed, it will be designed to comply with the siting standards in effect at the time of the application.

- *It is a policy of this plan to support assisted rental housing projects only when the percentage of the city's population in need of low and moderate income households exceeds the percentage of the city's housing stock available to those households in corresponding income groups.*

**Response:** No assisted rental housing is proposed.

### **LESSEN IMPACT OF HOUSING COSTS**

It is a goal of Junction City to lessen the impact of rising housing costs by requiring a more efficient use of lands available and buildable for new housing.

- *The implementation of this goal will be carried out through provisions of the zoning ordinance which require developers to:*
  - a. *Construct new subdivisions at density of 5.5 units per acre (43,560 sq. ft./acre).*
  - b. *Construct subdivisions which make use of the following features:*
    - (1) *Energy conserving methods such as heat recovery systems, solar access, etc.*
    - (2) *Land is adjacent to existing public utilities.*
    - (3) *Utility transmission lines to serve an area larger than the project area.*
- *Further, the city will encourage developers to:*
  - a. *Use the Planned Unit Development provisions of the zoning ordinance for the development of large tracts of land.*
  - b. *Construct mobile home subdivisions designed specifically to accommodate mobile homes.*
- *There shall be a maximum of 5.5 du/acre using conventional subdivision design methods for lot layout and street configuration.*

**Response:** Zoning of Low Density Residential Lands designated on the Proposed Land Use Plan is not proposed at this time, nor are there specific subdivision plans. However, it is important to note that Junction City's R1 zone allows development at about 5.5 units per net acre (after subtracting for streets) and that the R2 zone allows subdivision development at more than 5.5 units per acre.

- *Junction City will continue to address regional housing needs by providing a structure type variety similar to that found in the metropolitan area and by offering low cost housing opportunities.*

**Response:** Low and Medium Density Residential plan designations are proposed, as shown on the Proposed Land Use Plan. However, no specific zoning or housing types are proposed at this time. The projected mix of housing types used in the Land Needs Assessment is consistent with the Junction City Transportation Systems Plan projection produced by Lane Council of Governments, thus assuring regional coordination.

#### **HOUSING FOR ALL INCOME LEVELS**

**It is a goal of Junction City to concentrate on providing adequate housing for all income levels.**

- *It is the policy of Junction City to support assisted rental housing projects only when the percentage of city's population in need of low and moderate income households exceeds the percentage of the city's housing stock available to those households in corresponding income groups.*
- *It is the policy of Junction City to permit the construction of manufactured home subdivisions at a density of six to twelve units per acre.*
- *It is the policy of Junction City to permit the siting of individual modular housing units on any residential lot within the city limits. The definition of modular housing unit is a dwelling unit assemble from parts or panels at a location other than the residential lot, transported to the site, and placed on a continuous foundation. The perimeter foundation shall carry a major portion of the structural live load.*

**Response:** No specific housing types are proposed at this time. However, the proposed Comprehensive Plan map amendments will ensure that sufficient land is designated to meet long-term needs for affordable housing, as demonstrated in the Land Needs Assessment (proposed Appendix C to the Comprehensive Plan).

#### **MOBILE HOME PARKS AND MODULAR HOUSING**

**It is a goal of Junction City that future mobile home park construction be based upon the model developed by the developers of the Scandia Mobile Estates.**

- *It is the policy of Junction City to apply the recreational area standard, design team, review process, and homeowner association provisions to the Planned Unit Development zoning district to all mobile home subdivisions.*
- *It is the policy of Junction City to strictly enforce site development standards and the maintenance standards of the zoning ordinance within mobile home subdivisions.*
- *It is the policy of Junction City that the City may review the design of modular housing units prior to application for a building permit to insure the compatibility of the design to surrounding land uses.*

**Response:** No specific housing types are proposed at this time.

## Commercial Land Use

Goals and policies related to the commercial land use category are found on pages 19-21 of the Comprehensive Plan, including appendices.

### NEED FOR COMMERCIAL LAND

The goal of the city's commercial land use category is to provide sufficient lands to continue a stable economic basis for the delivery of goods and services to persons living within the Junction City area.

**Response:** The Land Needs Assessment identifies a need for an additional 35 buildable commercial acres. Although the Comprehensive Plan states that a portion of this need will be met on industrially-designated land (20 acres), there is a still an unmet need for 15 buildable commercial acres. The Proposed Land Use Plan reduces this need by one acre.

### JUNIPER STREET COMMERCIAL LAND USE

It is a goal of Junction City to designate the property along Juniper Street for commercial land use.

- *Implementation policy: A transitional zoning district will be used along the west side of Juniper Street employing siting standards for new commercial land uses.*

**Response:** This goal and policy has been met by application of the Commercial Residential zoning district to properties on the west side of Juniper Street. The Commercial / Residential zone is proposed for one acre of land at 10<sup>th</sup> Avenue and Oaklea Drive, to meet some of the need for additional commercial land identified in the Land Needs Assessment.

### DEPTH OF COMMERCIAL AREAS

It is a goal of Junction City to provide depth (distance) to the commercial areas along the major arterials serving the business areas.

- *It is the policy of Junction City to permit the division of larger parcels when a need exists based upon the unavailability of parcels of a smaller size in other parts of the city.*
- *It is the policy of Junction City to permit the division of land into smaller parcels when a need exists based upon an immediate use.*
- *It is the policy of Junction City not to permit the division of larger parcels of commercial land into smaller parcels for speculative purposes.*

**Response:** The Proposed Land Use Plan shows a 1-acre Residential-Commercial area along Oaklea Drive, an arterial street. The depth of the RC area slightly exceeds its width. The depth of the proposed neighborhood-oriented commercial area is 220 feet. No land divisions are proposed at this time.

### OFF-STREET PARKING FOR NEW CBD BUSINESSES

- *It is the policy of Junction City to consider on an individual basis the request by new businesses locating within the CBD for a reduction in the amount of off-street parking required by the zoning ordinance.*

**Response:** There is sufficient space on the site to accommodate off-street parking required by the Junction City Zoning Ordinance. No specific commercial development is proposed at this time.

- *Supportive commercial activity to the city's industrial land use area south of the 1980 urban growth boundary needs to be provided to ensure a viable area for industrial use.*
- *Approximately 20 acres of commercial development will occur within areas that are designated for future industrial and technology use.*
- *The following table indicates the city's determination [for supporting commercial] uses in the technology land use category: Supporting Commercial 10 Acres.*

**Response:** This Comprehensive Plan assumes that some 20 acres of commercial need will be met on land designated Industrial, including 10 acres on land designated for Professional Technical (PT) use.

This analysis assumes that 10 acres of commercial development will eventually occur on land designated for Industrial use. Supporting commercial uses may be permitted through the planned unit development process in the M1 (Light Industrial) zone. (JCZO §52(3)) The M2 (Heavy Industrial) zone permits uses allowed in the M1 zone.

However, the PT zone requires that at least 50 acres of land within this zone develop for light industrial uses before any support commercial development may occur. (JCZO §64(24)) Based on L-COG and ECONorthwest projections, it is highly unlikely that 50 acres of light industrial development will occur on PT land during the 20-year planning period. Therefore, there is an unmet need for commercial development in Junction City. To help meet this need, the Oaklea proposal includes 1 acre of "neighborhood commercial" to meet the day-to-day shopping demands of neighboring residential development.

### **Economic Development and Industrial Land Use**

Goals and policies related to the state, local and regional economy are found on pages 22-23, 29-36, 40-46, 77, 91, 100-107 of the Comprehensive Plan, including appendices.

#### **ECONOMY OF STATE, COUNTY AND CITY**

**It is a goal of Junction City to expand the database describing the local economy and the contributions that business, industry, and government make to the overall economic stability of the area.**

**Response:** The Land Needs Assessment is consistent with the new information provided in the draft Transportation Systems Plan. Both documents expand the database describing the local economy, consistent with this policy.

#### **INDUSTRIAL LAND SUPPLY**

**It is a goal of Junction City to provide sufficient lands to continue a stable economic base for the delivery of goods and services to persons living within the Junction City area.**

- *It is the policy of Junction City to provide sufficient land designated for future industrial development. An adequate supply of such lands is based upon twice the actual area determined to be needed for future industrial development.*

**Response:** This policy, drafted in 1982, was intended to account for the fact that some of the City's industrial land supply was unbuildable. As shown in the Land Needs Assessment, a total of 68 vacant buildable acres will be needed for all types of industrial development through the Year 2020. There are currently 690 vacant industrial acres within the Junction City UGB – about 10 times the projected need. After subtracting unbuildable wetland areas (*i.e.*, areas with hydric soils), 439 buildable industrial acres remain within the existing (Year 2000) Junction City UGB – about 6.5 times the "actual area determined to be needed for future industrial development."<sup>1</sup>

The proposed Comprehensive Plan map amendments re-allocate land from Professional Technical (PT) to residential, open space and neighborhood commercial plan designations. As a result of the proposed 2001 amendments, there will be a total of 255 vacant buildable industrial acres (exclusive of wetlands) – about 3.75 times the buildable industrial area needed for planned industrial development through the Year 2020.

#### EXPANSION OF MANUFACTURING SECTORS

It is a goal of Junction City to diversify and improve the local economy by encouraging continued expansion of the manufacturing sectors producing machinery, furniture, prefabricated housing, recycled metals, fabricated wood components, erosion control materials, and metal fabricated products.

It is a goal of Junction City to insure that the economy of Lane County and the state benefit from land use decisions promoting industrial growth within the Junction City area.

It is a goal of Junction City to provide additional industrial land committed to future heavy industrial uses in an area compatible with surrounding land uses. It is a goal of this text to ensure that the economy of Lane County and the State benefit from land use decision[s] promoting industrial growth within the Junction City area.

It becomes a goal of this plan to diversify and improve the local economy by encouraging continued expansion of the manufacturing sectors...

It is a further goal of this plan to diversify and improve the local economy by encouraging the siting of new industries...

**Response:** Except for manufactured housing and recreational vehicle production, most of these uses are appropriate for industrial sites in Junction City that are not designated PT. For reasons stated in the application narrative, the Proposed Land Use Plan furthers the above goals by providing a master plan of development for 70 acres of PT land, and by addressing public facilities needs and wetland constraints.

- *It is the policy of Junction City to encourage existing industry to expand onto adjoining lands. Where land use constraints exist due to the proximity to residential areas, siting standards shall be employed to permit the continued peaceful occupancy of adjacent dwellings.*

**Response:** The Professional Technical district requires a 75' building setback from residential land. (JCZO §66(2)) In addition, the Proposed Land Use Plan arranges land uses to minimize impacts from PT development on adjacent Low

<sup>1</sup> Note: This figure does not include a recent UGB amendment to add 17 acres for the expansion of Country Coach. The Country Coach expansion area is considered developed for purposes of these Comprehensive Plan amendments.

and Medium Density Residential Land. The PTT designation is confined to the southern portion of the Oaklea site, immediately east of the lagoons. This arrangement minimizes the length of the common boundary between PT and Residential Plan designations. In addition, the 10<sup>th</sup> Avenue extension and a multi-use trail separate PT uses from residential uses to the north.

- *The location of the UGB depicts Junction City's plans to development in two directions: west and south. The City's planned expansion to the west will accommodate future residential and special industrial development. Buildable lands south of the existing City Limits are designated for industrial use.*

**Response:** This policy directs "residential" and "special industrial" (i.e. Professional Technical) development to the western portion of the UGB. The Proposed Land Use Plan is consistent with this policy direction.

The policy quoted above also recognizes that the southern portion of the UGB (the southern panhandle located along the railroad tracks and Highway 99) is restricted to industrial development *because* this land is suitable for industrial uses and unsuitable for residential uses.

There are no other large, vacant sites designated for industrial use within the Junction City UGB available for re-designation for residential use. Therefore, the western portion of the UGB (the Oaklea site) is the only potential area available to meet the identified need for 135 buildable residential acres. This is an important reason why a portion of the Oaklea site should be re-designated from PT industrial to LDR and MDR as proposed in these amendments.

- *It is the policy of the city to prohibit the premature conversion of lands designated for agricultural use unless such proposals conform to statewide planning goals, especially Goals #2, #3, and #4. The lands designated Industrial Reserve must remain in agricultural use until such time as proper justification can be offered for their inclusion within the urban growth boundary for industrial land uses.*

**Response:** The Oaklea site is within the UGB. This policy does not apply.

#### PROFESSIONAL TECHNOLOGICAL LAND USE CATEGORY

It is a goal of Junction City to provide sufficient land with suitable site characteristics to aid those "selected industries" identified by the state legislature as those industries to attract to this state. [See Goal regarding selected industries under Economic Development.]

It is a goal of Junction City to diversify and improve the local economy by encouraging the siting of new industries in the Junction City area which specialize in the production of,

1. Electrical equipment and supplies
2. Medical and dental equipment
3. Electronic equipment and components
4. Equipment, including farming and forest related equipment
5. Sports and recreational equipment
6. Publishing and printing equipment
7. Fuel production facilities utilizing wood or agricultural wastes, or other organic products
8. Aerospace vehicles, aircraft, or component parts production facilities
9. Secondary wood products and components

These industries have been identified by the Oregon Legislature as being those "selected industries" which should be encouraged to locate in this state.

- *The technological land use category that is created will not serve only electronic firms but would also satisfy the siting requirements for large professional office developments.*
- *The size of the UGB assumes that the site designated for technology is sufficiently large to accommodate the labor force needs of a small to medium size electronics firm.*

**Response:** These findings and policies were drafted in the early 1980s. During that period, Hewlett-Packard purchased a number of large sites throughout the site. Apparently, Hewlett-Packard had expressed some interest in a site in Junction City during this period, although the company never purchased a site in Junction City. Hewlett-Packard has since sold other sites it optioned or purchased in the 1980s (e.g. McMinnville). Available evidence now indicates that high-technology firms value smaller, development-ready sites in a campus industrial setting. This proposal moves towards this objective. The applicant and property owner realizes the value of the Oaklea Site as a future special light industrial park. For this reason, the Proposed Land Use Plan reserves approximately 70 acres for high technology and related uses – over twice the amount needed over the next 20 years – for PT uses. The provision of 70 acres of serviced PT land on three development sites will provide sufficient land to meet long-term demand for small and medium sized electronics firms. There are few, if any, examples of a single firm needing 200-300 acres, as suggested above. By providing collector street access and utilities to the site consistent with the Proposed Land Use Plan and Infrastructure Improvement Study, three large serviceable areas are provided in the southern portion of the Oaklea site, totaling 70 acres and ranging in size from 14 to 41 acres. See Map C, Proposed Land Use Plan.

The Professional Technical zone provides a source of land with site characteristics that are generally suitable for many of the selected industries listed above. However, as Oaklea site as it exists today lacks necessary public infrastructure (sanitary sewer, water, storm sewer, streets). The site also has many wetlands; thus development of the site requires DSL approval. DSL has reviewed the wetlands delineations submitted.

This proposal helps to resolve these two development-related issues by providing plans for:

- collector streets, sanitary sewer, water and storm drainage;
- protection of significant wetlands and mitigation for the loss of farmed wetlands.

Approval of this land use request will increase the likelihood of PT development occurring on the Oaklea site and that affordable housing will be provided at an adjacent location. Both of these outcomes will benefit the economy of Lane County and Oregon.

## Energy Conservation

Goals and policies related to energy conservation are found on pages 47-49 of the Comprehensive Plan, including appendices.

It is a goal of Junction City to conserve energy within the community in order to accommodate future needs using existing energy sources.  
It is a goal of Junction City to utilize the most cost effective methods available to it to lower the cost of energy consumption in city facilities.

**Response:** This proposal conserves energy in several ways:

- By providing housing near shopping and employment, energy costs associated with transportation are reduced;
- By orienting streets in an east-west direction, solar energy options are retained; and
- By using land within the UGB more efficiently, premature expansion of the UGB is forestalled.

## Transportation Element

Goals and policies related to transportation are found on pages 50-55 of the Comprehensive Plan. See also Attachment 2, Compliance with Junction City Transportation Systems Plan (TSP).<sup>ii</sup>

### SAFE, ECONOMICAL AND CONVENIENT TRANSPORTATION SYSTEM

It is a goal of Junction City the safe movement of vehicles over city streets.  
It is a goal of Junction City to encourage the Highway Division, Oregon Department of Transportation, to provide a safe, convenient and economic transportation system over existing routes by:

- (1) Integration of a traffic signal at the intersection of West 10<sup>th</sup> Avenue and Oregon State Highway 99 West.
- (2) Modernizing the intersection of Oregon State Highway 99 West and Oregon State Highway 99 East.
- (3) Relief of traffic congestion on Ivy Street.

- *It is the policy of Junction City to coordinate with the Oregon Department of Transportation in the implementation of the ODOT Six-Year Highway Improvement Program as now or hereafter adopted.*

**Response:** The proposed on-site collector street system is designed to match the planned street system in the draft TSP. Planned improvements to Oaklea Drive (2-3 lanes, bicycle lanes, curbs, gutters and sidewalks), will provide a safe, alternative route (other than Ivy) for north-south traffic through Junction City. This proposal is consistent with the adopted Junction City TSP, which in turn is consistent with ODOT's six-year highway improvement program, for reasons stated in Attachment 2, Compliance with the Junction City Transportation Systems Plan.

### ECONOMIC AND SOCIAL NEEDS

It is a goal of Junction City to provide a transportation system which is responsive to the economic and social needs of the community.

<sup>ii</sup> Note that the Junction City Transportation Systems Plan updates and replaces the Transportation Element of the Junction City Comprehensive Plan. We therefore recommend that the City consider amending the Comprehensive Plan accordingly.

**It is a goal of Junction City to provide and coordinate the transportation system with other levels of government and private industry.**

**Response:** This proposal is consistent with the adopted Junction City TSP, which in turn is consistent with ODOT's six-year highway improvement program, for reasons stated in Attachment 2, Compliance with the Junction City Transportation Systems Plan.

#### **VACATE UNIMPROVED RIGHTS-OF-WAY BETWEEN IVY AND HOLLY**

- *It is the policy of Junction City to encourage vacation of unimproved street right-of-ways between Ivy and Holly Streets. However, the city should be compensated by those adjoining property owners who benefit by receiving valuable commercial property.*

**Response:** This policy does not apply.

#### **TRANSPORTATION FACILITIES**

**It is a goal of Junction City to utilize existing transportation facilities to their maximum possible extent by existing and future industrial uses.**

**Response:** The proposal is to make full use of Oaklea Drive as the primary access to PT sites.

- *It is the policy of Junction City to encourage industry needing rail access to locate adjacent to existing rail lines and rail spurs. Industry not needing rail access will be required to provide the necessary rights-of-way to other parcels or industries located on adjoining lots.*

**Response:** Professional Technical development does not require rail access. Dedication of public streets in accordance with the Proposed Land Use Plan – and the Junction City TSP – will provide improved access to the interior of site. This will improve the marketability, and likelihood of development, of PT land. The applicant will dedicate necessary right-of-way along Oaklea Drive in accordance with County standards.

#### **AMTRAK**

- *It is the policy of Junction City to encourage continued operation of Amtrak train service. Junction City resolved to offer its support to the concept of continued state and federal subsidy to this new service.*

**Response:** By improving the City's economic and residential opportunities, as well as its tax base, the likelihood of passenger rail service will increase.

#### **AIRPORT**

- *It is the policy of Junction City to encourage the continued development of the Mahlon Sweet Airport according to the airport's master plan.*

**Response:** One of Junction City's principal economic advantages is the proximity of Mahlon Sweet Airport. Improvements to Oaklea Drive resulting from full

development of the site will marginally improve access to the airport. Economic and residential development in Junction City will increase demand for airport services.

#### ELDERLY AND DISABLED ACCESS

- *It is the policy of Junction City to require the installation of ramps at the intersection of sidewalks and streets.*
- *It is the policy of Junction City to aid the transportation needs of the elderly and physically handicapped by encouraging Lane Transit District and Lane County Maxi-Taxi to continue such services.*

**Response:** All new development on the Oaklea site will be required to meet City and ADA (Americans with Disabilities Act) access standards.

#### Public Facilities

Goals and policies related to public facilities and services are found on pages 56-64 of the Comprehensive Plan.

#### WATER SERVICE

It is a goal of Junction City to provide adequate capacity, transmission lines and pressure to a water system specifically designed for and used by industry.  
It is a goal of Junction City to maintain the water quality of the city's water system and to insure that water quality meets state and federal water quality standards.

- *It is the policy of Junction City to allow extension of the city's water supply system to correct water quality problems in areas which have been annexed to the city.*
- *It is the policy of Junction City that all future water mains in the Central Business District and industrial areas be of at least 8 inches in diameter and that all hydrants be equipped with streamer ports (4.5 inches diameter).*

**Response:** Adequate water service is available to the site as shown in the Infrastructure Improvement Study. With a looped water system, water pressure will be improved.

#### PROVIDE PUBLIC FACILITIES IN EFFICIENT AND TIMELY MANNER

It is a goal of Junction City to provide public facilities in an efficient and timely manner at levels in excess of projected demands.

**Response:** The Infrastructure Improvement Study prepared was prepared by Ling & Associates in consultation with City staff. The Study demonstrates that public facilities and services and be provided to the site in a timely and efficient manner.

#### SANITARY SEWER

- *It is the policy of Junction City to require the construction of sanitary sewers to reduce the potential public health hazards caused by failing absorption fields in restrictive soil conditions.*
- *It is the policy of Junction City to eliminate as many points of leakage of effluent from the city's system as possible to prevent the contamination of the substrata water table.*
- *It is the policy of Junction City to make efficient use of the existing wastewater treatment system by reducing the infiltration and inflow problem.*
- *It is the policy of Junction City to permit commercial development to use holding tanks on an interim basis until such a time as connection to the city's system. The owner must agree to,*

1. *Connect to the city's system and pay a fair and equitable share of the cost of extending the sewer system.*
2. *Discontinue use of a holding tank within 1.5 years from the date installation.*

- *It is the policy of Junction City to discourage large-scale projects which want to make use of subsurface sewage disposal systems.*

**Response:** As indicated in the Infrastructure Improvement Study, sanitary sewer service can be extended to the site in a timely and efficient manner.

### **SOLID WASTE**

- *It is the policy of Junction City to coordinate closely with Lane County in the location of landfill sites to serve the Junction City area.*
- *It is the policy of Junction City to reduce the volume of solid wastes disposed of at landfill sites by encouraging recycling of a reusable material.*

**Response:** Both of these policies address coordination between Lane County and Junction City in resolving solid waste disposal issues. This policy does not apply to the proposed plan amendments.

### **Parks, Recreational, Historical and Cultural Preservation**

Goals and policies related to open space and recreation are found on pages 20, 65-74 of the Comprehensive Plan.

### **SCANDINAVIAN FESTIVAL**

It is a goal of Junction City that the city will continue to support the efforts of the Scandinavian Festival Association in the annual production of the festival. Further, the city supports the continued expansion and improvements the festival association plans to make to existing and future facilities.

**Response:** By helping to improve the local economy and providing housing for future Junction City residents, this proposal will incidentally support the Scandinavian Festival.

### **COMMUNITY ACCESS**

It is a goal of Junction City to continue to operate and construct park and recreational facilities that can be used by the entire community.

- *It is the policy of Junction City to:*
  1. *Acquire parcels of land that will accommodate community facilities.*
  2. *Utilize local citizen input when developing community facility plans.*
  3. *Construct facilities with a multi-purpose use flexibility.*

**Response:** The Oaklea site provides an excellent potential park site. Direct access could be provided from Oaklea Drive. The park could serve as an excellent transition area from PT to adjacent residential land uses. An Oak Grove is located south of the proposed residential area, next to Oaklea Drive. This Oak Grove could be entirely preserved if acquired as a public park. Adjacent to the Oak Grove is flat, buildable land that could be used for recreational facilities (such as playing fields). The site, therefore, is readily adaptable for use as a multi-purpose facility.

## SENIOR CITIZENS

It is a goal of Junction City to continue to meet the recreational, social and cultural needs of local senior citizens.

**Response:** The proposed 59 acres of Open Space and three-mile Oaklea trail system will help to meet the recreational needs of Junction City's senior citizens.

## POOL OPERATIONS AND USE

It is a goal of Junction City to continue to operate the swimming pool in method as energy efficient and economically feasible as possible.

*Implementing Policy:*

1. *Develop and implement an energy conservation program for swimming pool operations.*
2. *Determine the practicability of covering the present pool.*
3. *Conduct a feasibility study concerning the use of solar collectors for heating the pool's water.*
4. *Train competent staff in the proper operation of the pool's heating plant.*

It is a goal of Junction City to maximize the use of the swimming pool.

*Implementing Policy:*

1. *Junction City will continue to offer a variety of high quality swim programs for all age groups.*
2. *Junction City will continue its joint use agreement with the School District permitting use of the pool when not in use by the general public.*
3. *Constructing additional small pools for special classes and as population growth places greater demands on existing facilities. Smaller pools could include diving pools or wading pools.*

**Response:** These goals and policies do not apply.

## BIKE PATHS

It is a goal of Junction City to interconnect all public facilities through the use of a safe bike path system consisting of paths, lands and ways.

• *Implementing policy:*

1. *The city will establish an up to date Master Bike Path Plan.*
2. *The city will continue to construct new bike paths and/or lands on new streets when feasible and practical.*
3. *The city will permit developers of subdivisions or apartment units to complete a portion of the bike path system in lieu of payment of a parks system development charge. Approval of any such proposal must be obtained from the Junction City Parks and Recreation Committee.*

**Response:** The draft TSP shows bicycle lanes along Oaklea Drive and on "minor collector" streets within the Oaklea site itself. As this site is developed, bicycle lanes will need to be constructed.

## YOUTH, ELDERLY, AND NEEDY

A goal of the city will be to continue to serve the youth, elderly and needy of the community by providing selective health, recreational and education programs.

- *Implementing policy: The city will encourage the development of new programs which will help carry out the goals of the city.*

**Response:** The proposed 59 acres of Open Space and three-mile Oaklea trail system will help to meet the recreational needs of Junction City's youth, elderly and needy.

### **HISTORICAL PRESERVATION**

**It is a goal of Junction City:**

1. To recognize significant buildings, sites and other historic elements, and to provide for their protection.
2. To encourage interest in the cultural heritage of Junction City for the education and enjoyment of present and future generations.
3. To encourage public and private enterprises in the preservation of historic sites and buildings in Junction City.
4. To apply the Federal Standards for Historic Preservation Projects of the National Historical Preservation Act of 1966 to those buildings and sites in need of protection, stabilization, preservation, restoration and reconstruction.
5. To insure that historic buildings are added to the national Register of Historic Places and the State Inventory of Historic Sites.
6. To develop a citywide register of historic buildings and places to be preserved, protected, restored and stabilized.
7. To work with the Oregon Historical Building Review Committee to determine what effect historical buildings need to comply with city ordinances without destroying the qualities necessary to the preservation effort.
8. To work with the Lane County Historical Society and encourage preservation, rehabilitation and restoration of historical buildings and sites not only within the City's Urban Growth Boundary but the entire of Lane County.
9. To work with the Junction City Historical Society in the identification, preservation, rehabilitation and restoration of buildings and historic sites within the city and its urban growth boundary.

***Implementing Policies:***

- *Proposals for saving historical treasures will not be realized unless the practical aspects of restoration, rehabilitation and preservation are faced in detail.*
- *Historical sites and buildings will be designated upon the Comprehensive Plan Map.*
- *A cooperative program between the city and the Junction City Historical Society will be developed.*
- *Historic sites and buildings will be incorporated into the plans for new subdivisions or commercial or industrial projects.*
- *The city will use a conditional use process to protect historic sites identified in the historic sites inventory.*

**Response:** Historically significant sites or structures will continue to have the same level of protection as currently afforded by the Comprehensive Plan and Junction City Zoning Ordinance.

# Attachment 2 of Appendix I

## Compliance with Junction City Transportation System Plan

\*\*\*

### A. Introduction

The Junction City Transportation Systems Plan (TSP) is a long range policy document that plans for transportation concerns within the City's Urban Growth Boundary (UGB) for the next 20 years. It is created to meet the requirements of Oregon's Transportation Planning Rule, Statewide Planning Goal 12 (Transportation), and Oregon Administrative Rule 660 Division 12 (the OAR implementing Goal 12).

This application is intended to be fully consistent and compliant with L-COG's Junction City TSP. To show compliance, the policy section of the Junction City TSP is included below. After each applicable policy, a response is provided to specify how this application complies with that particular policy. Original sections of the Junction City TSP are shown in *bold italic*.

### B. Policies

#### Plan Context and Implementation

***TSP-1 The Mission, Goals and Policies and the Project Lists of the Transportation System Plan are elements of the Junction City Comprehensive Plan. Other portions of the TSP are supporting documents of the comprehensive plan.***

**Response:** The creation and format of the TSP is L-COG's responsibility. This policy is not directly applicable to this application.

***TSP-2 The Junction City TSP identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects shall be permitted if the new alignment falls within a transportation corridor or right-of-way identified in the Transportation System Plan.***

**Response:** The Junction City TSP identifies minor collector street extensions for 6<sup>th</sup>, 10<sup>th</sup>, and 15<sup>th</sup> west of Oaklea Drive, with a north-south minor collector street (as yet unnamed) connecting the three (Map 13 – Functional Classification). The proposed Land Use Plan indicates minor collector extensions of 6<sup>th</sup>, 10<sup>th</sup>, and 15<sup>th</sup> streets west of Oaklea Drive, as well as a north-south connecting minor collector street. The proposed plan amendment does not change the alignment of any existing or planned public roads or highways.

***TSP-3 All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.***

**Response:** The applicant has worked closely with L-COG to ensure that the proposed plan amendment conforms with the Junction City TSP. Lancaster Engineering determined that no significant impact would occur to the City's transportation system as a result of the proposed plan amendment.

***TSP-4 For improvements designated in the Transportation System Plan, the following activities shall be allowed without land use review:***

- ***Dedication of right-of-way,***
- ***Authorization of construction and the construction of facilities and improvements,***
- ***Classification of the roadway and approved road standards.***

**Response:** The applicant will dedicate right-of-way along Oaklea Drive and for internal streets serving the Oaklea site. The applicant will also pay for a proportionate share of improvement costs to Oaklea Drive as well as proposed on-site streets west of Oaklea, at the time of development. However, this policy is not directly applicable to this application.

### **Protection of Transportation Facilities**

***TSP-7 The city shall protect the function of existing and planned transportation systems as identified in TSP through application of appropriate land use and access management regulations. The State of Oregon has adopted administrative rules that specify certain standards and procedures that apply to all new access permits on state facilities. The Lane County TSP, due to be adopted by the end of 2000, will include similar requirements for access onto the county road system. In both instances, Junction City will apply these standards and procedures during the development review process.***

**Response:** Oaklea Drive is designated as a county Major Collector and a local Arterial on the Junction City TSP (See Junction City TSP, Map 13 – Functional Classification). Map 13 also shows three access points from the site to Oaklea Drive – at W 15<sup>th</sup>, W 10<sup>th</sup>, and W 6<sup>th</sup>. The proposed Land Use Plan also shows three access points at the same location as shown on Map 13. If any additional access points are requested for actual development on the site, these access points will need to comply with the Lane County TSP (assuming it is in effect at the time of development).

***TSP-8 When making a land use decision, the city shall consider the impact of the new development on the existing and planned transportation facilities. Notice of all land use changes located on state or county roads shall be sent to the respective jurisdiction, and comments from same shall be included in the official record.***

**Response:** Throughout this process, the applicant has coordinated closely with L-COG in the TSP planning process. As indicated in the Transportation Impact Analysis, the Junction City TSP considered projected traffic volumes on Junction City streets, both with and without the proposed plan amendments. The projected volumes for Oaklea Drive and High Pass Road are moderate in both cases. Therefore, the proposed amendments will have no significant impact on existing and planned transportation facilities.

***TSP-9 The city shall consider the potential to establish or maintain bikeways or walkways prior to the vacation of any public easement or right-of-way.***

**Response:** No vacation of public easements or right-of-way is proposed in this application. This policy is not applicable.

***TSP-10 At the time of land development or land division, the city shall require the dedication of additional right-of-way when necessary to obtain adequate street widths and bikeways and walkways in accordance with the City's adopted street plans, bicycle plans and pedestrian plans.***

**Response:** The applicant anticipates that additional right-of-way may need to be dedicated along Oaklea Drive, consistent with the requirements of the Junction City TSP. Such dedication will occur at time of development. The same is true of proposed internal streets.

***TSP-11 Private development shall not encroach within the setbacks required for future street expansion.***

**Response:** The proposed Land Use Plan shows proposed minor collector streets in the same locations as Map 13 of the Junction City TSP. If this application is approved, any future development must meet the setback requirements of the applicable zoning district, in addition to complete avoidance of proposed public rights-of-way.

***TSP-12 Truck routes and other motorized vehicle alternatives may be used as tools to minimize the impact of large and heavy vehicles in the downtown and other areas.***

**Response:** The applicant will coordinate with the City to ensure that trucks coming to and from the site use designated truck routes.

### **Functional Classifications of Streets**

***TSP-13 Oregon State Highway 99, 1st Avenue (including High Pass and River Rd. segments), Oaklea Drive, and 18th Avenue shall be classified as arterials and shall be safe, high volume traffic movers serving as regional connectors. Access to an arterial shall, wherever feasible, be from the collector road system. Arterials shall be protected against strip development and access driveways that will restrict their effectiveness.***

**Response:** As indicated above, proposed access to the Oaklea site is limited to the three collector street locations identified on Map 13 of the Junction City TSP.

***TSP-14 6th and 10th Avenues east of Oaklea Drive and Prairie Road are major collectors and shall provide access from local streets or minor collectors to the arterial system. Individual accesses shall be managed to minimize degradation of capacity and traffic safety.***

**Response:** This policy is not applicable because the Oaklea site is west of Oaklea Drive.

***TSP-15 A minor collector shall provide access to abutting properties and serve local access needs of neighborhoods, including limited through traffic. Minor Collectors include the north/south street and the extensions of 6th, 10th and 15th Avenues west of Oaklea in the Professional/Technical Zone area, 13th Avenue and 15th Ave. west of Rose St. (including the portions to be built and shown on the Street Projects Map), the access road south of 1st and east of Hwy 99 (shown on the Street Projects Map), Hwy. 36, the proposed grid system from W. 1st south to Bailey Lane and from Prairie Rd. west, Prairie Rd. East of Hwy. 99, Rose, Maple, Kalmia, Juniper, Holly, Front, Deal/18th to Hwy. 99, and Birch. New development that generates a significant amount of traffic shall be discouraged from locating on minor collectors that serve residential areas.***

**Response:** The proposed Land Use Plan is consistent with this policy because it identifies 6<sup>th</sup>, 10<sup>th</sup>, and 15<sup>th</sup> Avenues west of Oaklea as minor collectors.

***TSP-16 Local streets are all streets not identified in previous categories. A local street shall provide direct property access and access to collectors and minor arterials.***

**Response:** A loop local street is shown on the proposed Land Use Plan, extending westward from 15<sup>th</sup> and 10<sup>th</sup>. This street will serve proposed residential uses consistent with this policy.

### **Layout and Design of Streets, Bikeways, and Sidewalks/Walkways**

***TSP-17 The city shall adopt standards for streets, bike paths and lanes, sidewalks/walkways, bus stops, and other transportation facilities and shall require such facilities at the time of land division or development.***

**Response:** No land division or development is proposed at this time. When a land division or development is proposed, the applicant will comply with applicable standards for streets, bike paths and lanes, sidewalks/walkways, bus stops, and other transportation facilities. The applicant recognizes that bike lanes and sidewalks are required by the Junction City TSP for Oaklea Drive and minor collectors (6<sup>th</sup>, 10<sup>th</sup>, and 15<sup>th</sup>) as shown on Map 15 of the Junction City TSP (Bicycle Plan).

***TSP-18 Streets shall be designed to efficiently and safely accommodate emergency service vehicles.***

**Response:** Again, the applicant will comply with applicable standards at the time of development. The streets shown on the proposed Land Use Plan are designed to efficiently and safely accommodate emergency service vehicles.

***TSP-19 Streets, bikeways, and walkways shall be designed to meet the needs of pedestrians and cyclists to promote safe and convenient bicycle and pedestrian circulation within the community. Unless there is a convenient alternative, all new major and minor collector and arterial streets shall have bicycle lanes and all new streets shall have sidewalks.***

**Response:** Map 15 of the Junction City TSP (Bicycle Plan) shows bicycle lanes on Oaklea, 6<sup>th</sup>, 10<sup>th</sup>, and 15<sup>th</sup>. Sidewalks are required on all collector and arterial streets. The applicant will pay his proportional share of such improvements at the time of development.

***TSP-20 Direct and convenient access for motor vehicles, public transit, bicycles, and pedestrians, shall be provided to major activity centers, including schools, shopping areas, parks, community centers and employment centers.***

**Response:** The proposed one-acre neighborhood convenience center would take access directly from Oaklea Drive. If not already in place, bicycle and pedestrian improvements would be required as condition of development of such a center. In the event that a park or school is approved on the Oaklea site, such facilities would likely take access directly from either 15<sup>th</sup> or 10<sup>th</sup> Avenues.

***TSP-21 Pedestrian access to transit facilities from new commercial, residential, and high employment uses and community activity centers shall be provided. Existing commercial, residential, and high employment uses and community activity centers shall provide safe and accessible pedestrian access to transit facilities when a site changes use or is retrofitted.***

**Response:** The grid street system shown on the proposed Land Use Plan allows for direct pedestrian access to Oaklea Drive. Should transit become available to the area, direct pedestrian access to transit facilities will be provided in conjunction with development.

***TSP-22 The city will encourage/require the extension of the city's street system wherever possible, thereby increasing connectivity. In all cases where it is reasonable, land divisions shall continue existing streets, set aside rights-of-way for future streets and intersections that will promote connectivity, and continue the city's grid system. Cul-de-sacs and other low-connectivity street types shall be***

*discouraged except where topography, land features (wetlands, drainage systems, etc.) or land development patterns preclude high connectivity street patterns. Where cul-de-sacs and other low-connectivity street types are used multi-use paths may be required for bike and pedestrian users.*

**Response:** The proposed Land Use Plan provides for the continuation of three minor collector streets – 15<sup>th</sup>, 10<sup>th</sup>, and 6<sup>th</sup> – consistent with this policy. The collector street extensions avoid the Oak Grove between 15<sup>th</sup> and 10<sup>th</sup>, as well as significant wetlands on the site. Thus it is unlikely that cul-de-sacs or other low-connectivity street types will be necessary to serve most areas on the site.

*TSP-23 North/South connectivity needs to be promoted, particularly in the western section of the city that is already largely developed and will not be affected by new subdivision requirements promoting the extension of the city's grid system. Many problem areas exist but one of the areas identified is the area between 1st and 18th streets and between Nyssa and Vine. Increasing the connectivity of this area would reduce the amount of traffic using Ivy St. (Hwy. 99).*

**Response:** This policy is generally inapplicable to the proposed plan amendment. The proposed Land Use Plan provides for a north-south minor collector connecting all east-west streets on the site.

*TSP-24 Streets identified as future transit routes shall be designed to safely and efficiently accommodate transit vehicles and pedestrians, thus encouraging the use of public transportation. Street designs shall be responsive to topography and shall minimize impacts to natural resources such as streams, wetlands, and wildlife corridors.*

**Response:** The applicant will work with the City to ensure that this policy is met for future development on the Oaklea site. Street designs indicated on the proposed Land Use Plan avoid significant wetlands and the Oak Grove.

*TSP-25 Where new walkways are built or where crossings are rebuilt they shall be built to city standards and incorporate handicapped accessibility features as required by state and federal law.*

**Response:** No new walkways or crossings are proposed.

### Maintenance

\*\*\*

**Response:** This section is not applicable to this application. The applicant will cooperate with City officials to ensure proper maintenance of City streets in the future.

### Parking

\*\*\*

**Response:** This section is not applicable because no new development is proposed at this time.

### Coordinated Review

*TSP-34 The city shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the city's Transportation System Plan and comprehensive plan.*

**Response:** This policy applies to the City and is not directly applicable to this application. As indicated above, there are no significant impacts from this plan amendment on State facilities.

*TSP-35 The city shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.*

**Response:** No significant impacts are anticipated for ODOT facilities for reasons stated the Statewide Planning Goals review and Transportation Impact Analysis. The applicant is unaware of additional EAs or EISs that have relevance to this proposal.

*TSP-36 Procedures for the coordination between the city and Lane County on developments that impact county transportation facilities are identified in the City/County Urban Growth Management Agreement (UGMA). The city shall adhere to the UGMA procedures in order to protect Lane County's interests in said facilities.*

**Response:** As indicated in the Transportation Impact Study, traffic engineer Tom Lancaster has coordinated with Lane County transportation officials regarding this application.

### Hwy. 99

*TSP-37 Highway 99 is a critical facility to residents of Junction City, the surrounding communities, and the state. The model shows that if nothing is done to better manage traffic on the highway portions of Hwy. 99 within the city will reach capacity within the planning period. The city will work closely with ODOT to secure funding for and develop a refinement plan that will maximize Hwy. 99's usefulness in moving traffic while maintaining a healthy and functional downtown community.*

**Response:** As indicated above, this proposal has no significant impacts on Highway 99. This policy does not appear to be applicable to this application.

Send Tax Statements to: Unchanged

Consideration: None

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

Division of Chief Deputy Clerk  
Lane County Deeds and Records

2002-098039



\$71.00

00368792200200980390100102

12/17/2002 11:21:41 AM

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

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

**Recitals:**

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

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

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

**Terms of the Conditions, Restrictions and Covenants:**

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

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


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

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

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

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

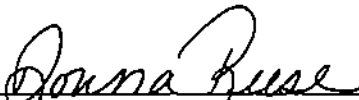
IN WITNESS WHEREOF, Oaklea has executed this Declaration of Conditions, Restrictions and Covenants Relating to Transportation Improvements this 17 day of December, 2002.

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

STATE OF OREGON            )  
  ) ss.  
County of Lane             )

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



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

**EXHIBIT A**  
**to Oaklea Declaration**

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

A.1  
(Hanson Tract)

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

9758892

*Ex. A*

**PROPERTY DESCRIPTION**

Beginning at a point 8 chains South of the one-quarter section corner between Sections 30 and 31, Township 15 South, Range 4 West, Willamette Meridian; thence East 5.00 chains; thence South 6.46 chains; thence West 47.43 chains to a point 14.22 chains South of Northwest corner of said section 31; thence West 40.00 chains; thence North 7.155 chains to a stone marked O. S. 7.155 chains South of the one-quarter section corner between Sections 25 and 36, Township 15 South, Range 5 West of the Willamette Meridian; thence East 40.00 chains to an iron bar; thence North 3.71 chains to an iron bar 3.40 chains South of Northeast corner of section 36; thence East 28.60 chains to the center line of the Pacific Highway; thence South 14° East 4.49 chains along the center line of the highway; thence East 12.71 chains to the place of beginning, in Lane County, Oregon;

**EXCEPT:** Beginning at a point on the East line of the John Milliern Donation Land Claim No. 59, Township 15 South, Range 4 West of the Willamette Meridian, said point being 528.0 feet South 0° 19' East from the Northeast corner of said claim; running thence South 0° 19' East 426.36 feet; thence North 89° 36' West 331.11 feet; thence North 80° 53' 20" West 681.71 feet; thence South 89° 36' East 887.71 feet to the point of beginning, in Lane County, Oregon;

**EXCEPT:** Beginning at a point 528.0 feet South 0° 19' East and 887.71 feet North 89° 36' West of the Northeast corner of the John Milliern Donation Land Claim No. 59, Township 15 South, Range 4 West of the Willamette Meridian; running thence South 80° 53' 20" East 681.71 feet; thence North 89° 36' West 700.08 feet to the Easterly right-of-way line of the Oaklea Road; thence along said right-of-way line on a curve to the left having a radius of 984.93 feet, through a central angle of 9° 50' 40" (long chord bears North 11° 51' 10" West 169.03 feet) 169.19 feet; thence North 16° 45' 30" West 273.33 feet; thence leaving said right of way line South 89° 36' East 284.73 feet to the point of beginning, in Lane County, Oregon.

**ALSO EXCEPT:** Beginning at a point in the center line of the old Pacific Highway No. 99 which point is 28.60 chains East of an iron bar which iron bar is in the ground 3.40 chains South of the Northeast corner of section 36, Township 15 South, Range 5 West of the Willamette Meridian, Lane County, Oregon; thence run West 217.8 feet; thence South 14° East 100 feet; thence East 217.8 feet; thence North 14° West 100 feet to the place of beginning, in Lane County, Oregon.

A.2  
(Lemon Tract)

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

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

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

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

A.3  
(Mitchell Tract)

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

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

A.4  
(Gray Tract)

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

**PARCEL 1:**

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

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

**PARCEL 2:**

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

**EXHIBIT B**  
**to Oaklea Declaration**  
**(Tracer Property)**

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

Beginning at a point in the centerline of the Old Pac Hwy #99 which point is 28.60 chains E of an iron bar which iron bar is in the ground 3.40 chains S of the NE corner of Sec 36, Twp 15 S, R 5 W of the WM, Lane County, Oregon, thence run W 217.8 ft thence S 14° E 100.0 ft thence E 217.8 ft thence N 14° W 100.0 ft to the place of beginning, all in Lane County, Oregon.

**EXHIBIT C**  
**to Oaklea Declaration**  
**(Monroe Property)**

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

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