

MARCH 10, 2009

Councilor E Nelson inquired if other members of the Council wished to attend the Energize Junction City meetings regarding the Oregon Main Street Program, would this constitute a public meeting as defined by Oregon statute.

MOTION: Councilor Stoddard made a motion to approve Resolution No. 1 authorizing the City of Junction City's participation on the Oregon Main Street Program Committee. The motion was seconded by Councilor E Nelson and passed by unanimous vote of the Council.

City Administrator Clyne added a reminder that Thursday evening, March 12th, there would be a public open house for the Oregon Main Street Program, at the Senior Center. The Open House begins at 5:30 p.m. there will be a presentation about the program. Mr. Gary Van Huffell, from the Oregon Main Street Program will be present to answer questions.

VIII. LIEN SEARCH FEE

A. DISCUSSION

Finance Director Hartz opened the discussion. She stated the Lien Search fee, of \$10.00, has been the same since at least 1994. Staff time costs have increased since 1994. In addition, with the new reporting requirements, there is now a \$10.00 out-of-pocket expense to the reporting agency. Attachment 'A' gives examples of other cities and what they charge for lien searches.

Councilor Mehlbrech asked what it cost to conduct a lien search. Finance Director Hartz replied it varies; however, \$20.00 would be reasonable. Councilors E Nelson and R Nelson noted \$25.00 seemed reasonable to cover both staff time and the reporting fee.

B. PUBLIC COMMENT

There were no public comments.

C. RESOLUTION NO. 2 – A RESOLUTION AMENDING RESOLUTION NO. 862, INCREASING THE MUNICIPAL LIEN SEARCH FEE FOR THE CITY OF JUNCTION CITY.

MOTION: Councilor E Nelson made a motion to approve Resolution No. 2, amending Resolution No. 862, and increasing the municipal lien search fee, for the City of Junction City to \$25.00. The motion was seconded by Councilor Stoddard and passed by a vote of 5 to 1 with Councilors E Nelson, Stoddard, DiMarco, R Nelson and Brunscheon voting in favor and Councilor Mehlbrech voting against.

IX. LIQUOR LICENSE APPLICATION – FORTE'S SPORTS BAR (NEW OWNER OF FORMER EARL'S JUKE JOINT)

Acting Police Chief Salsbury stated the Police Department has no objections with regard to the change in this liquor license.

MOTION: Councilor R Nelson made a motion to approve the Liquor License application for Forte's Sports Bar (formerly Earl's Juke Joint). The motion was seconded by Councilor Stoddard and passed by unanimous vote of the Council.

X. DISCUSSION OF REVOLVING LOAN FUND COMMITTEE

Mayor Coon announced Councilor DiMarco would be stepping down from the Revolving Loan Fund Committee and Councilor E Nelson had accepted the invitation to fill the vacancy.

Councilor DiMarco stated he would be working with eDEV on micro business loans. He noted the Revolving Loan Fund (RLF) Committee has seen more of this kind of loan application in recent months. The Revolving Loan Fund Committee criteria, has enabling language for this type of loan and with the assistance of eDEV a process can be developed to facilitate micro business loan applications.

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Councilor DiMarco stated this type of loan is more labor intensive and therefore he is vacating his position on the Revolving Loan Fund Committee to devote time to development of the micro business loan process.

Councilor DiMarco asked if the Council would like to have a presentation by eDEV. Finance Director Hartz noted eDEV would be making a present at the next council meeting to give a report closing out the existing grant with the City. Possibly, this would be an opportunity for a question and answer session.

City Administrator Clyne suggested the Revolving Loan Fund Committee work with eDEV to develop criteria for micro business loans and come back to the Council with these criteria.

XI. COMMUNITY SERVICES ASSESSMENT COMMITTEE APPOINTMENT

City Administrator Clyne stated an application for a one-year appointment to the Community Services Assessment Committee was included in the Council packets. The applicant is Mr. Bryan Barnes, 92700 Applegate Trail, Junction City, Oregon 97448. The Leisure Services Committee has endorsed the appointment of Mr. Barnes to the Community Services Assessment Committee.

Consensus: A one-year appointment to the Community Services Assessment Committee by Mr. Bryan Barnes was approved by the Council.

XII. CITY ATTORNEY AND CITY ADMINISTRATOR REPORTS

City Attorney Connelly stated she is working on the City's reply to the small cities response to opponent's testimony of Junction City's population forecast. The response deadline is this Friday, March 13th at 5 p.m. In addition, she has been reviewing amendment number three to the intergovernmental agreement (IGA) between the state and the City. The draft document will be returned to City Administrator Clyne and Steve Ward for their comments. The next step will be to submit the Intergovernmental Agreement amendment to the Oregon Department of Corrections by the end of next week.

City Attorney Connelly requested policy direction from the Council regarding contact from council members to legal staff. She noted that in many cities this contact is via City staff, thus billable time is initiated through city staff.

Councilor Mehlbrech stated he felt this contact should be initiated via staff. Councilor Stoddard agreed and added the Mayor should also have the ability to initiate contact. Councilor Mehlbrech agreed with Councilor Stoddard.

City Attorney Connelly thanked the Council and noted her customary practice, when contacted by the Mayor is to contact the City Administrator to ensure she has authority to move forward.

Councilor E Nelson asked City Attorney Connelly if she was specifically contracted with the City. City Attorney Connelly responded, yes, she is contracted with the City, the City is her client, no one councilor or staff member.

Consensus: The Council agreed contact to the City Attorney's office should be by either the City Administrator or the Mayor.

City Attorney Connelly thanked the Council for their clarification on this matter.

City Administrator Clyne said the Quarterly Newsletter should be going out shortly. There will be a question and answer article on the State prison and hospital, which is intended to address some of the questions citizens and the general public, may have about the project.

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City Administrator Clyne noted the Councilors have in their packets and on their desk the results from both the Council and Staff retreats. He encouraged Council to contact him with any questions regarding the results.

City Administrator Clyne stated the recruitment for a Police Chief is on schedule. On Friday, March 20th an assessment center form of interview process will be taking place. This is a day-long process involving multiple methods of testing candidates. There was a great turn out on the number and quality of applicants. Six applicants were chosen to interview and another three applicants were selected as alternates. The goal is to narrow the field to no more than three candidate. The identity of the finalists will be available to the public, per Oregon law. The preferred candidate's information will be reviewed with the Public Safety Committee and the Mayor.

City Administrator Clyne stated Interim Police Chief Salsbury has been doing an outstanding job.

City Attorney Connelly added a comment regarding the population forecast. The Lane County Planning Commission will be considering this information and rendering their decision on March 17, 2009 at the 5:30 p.m. work session.

City Administrator Clyne encouraged elected officials, who are available, to attend this work session.

XIII. COUNCILOR COMMENTS/QUESTIONS

Councilor R Nelson note the recycling numbers are way up. The effort to educate citizens on the importance and methods of recycling is paying off. He also thanked everyone for their support of the planned Casino Night fundraiser for the skate park. However, the event has been postponed, due in part to the current economy, to a date yet to be determined.

Councilor Mehlbrech announced his resignation from the City Council effective March 24, 2009.

Councilor Brunscheon said it had been a pleasure working with Councilor Mehlbrech.

Councilor Mehlbrech asked City Attorney Connelly what the status was on the railroad.

City Attorney Connelly replied she had not received an update from City Attorney Poppe. Although, she was aware, cities in the area, who are experiencing similar situations had held a meeting. In addition, The City of Albany is considering litigation. She added scheduling of City Attorney Poppe is in the process so he can present information to the Council on this issue.

City Administrator Clyne added there had been a meeting involving the Cities of Albany, Rainier and Junction City. The City of Independence was also invited but unable to attend. The City of Albany is taking the most aggressive approach to the situation. To the extend cities involved can have a common approach to the Railroad, it is more likely to receive attention rather than individual attempts.

XIV. MAYOR'S COMMENTS

The Mayor thanked Councilor Mehlbrech for his service.

The Mayor commented he met with Oregon Department of Transportation staff including Mr. Sonny Chickering, Regional Manager. He expressed his concern regarding limiting access points along Ivy/Highway 99. In his opinion, limiting access points along the main thoroughfare could increase the number of traffic accidents on side streets.

Mayor Coon noted staff from Oregon Department of Transportation said safety was an emphasis for the department.

CITY COUNCIL MEETING

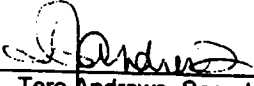
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Mayor Coon stated some progress had been made during the conversation with regard to a balance between safety, both from the OREGON DEPARTMENT OF TRANSPORTATION perspective and the City's point of view which includes safety for commerce and traffic within the city limits.

XV. ADJOURNMENT

As there was no further business, the meeting was adjourned at 8:00 p.m.

SUBMITTED:


Tere Andrews, Secretary

ATTEST:


Kitty Vodrup, City Recorder

APPROVED:


Dwight Coon, Mayor

JUNCTION CITY COUNCIL

AGENDA ITEM SUMMARY



Highway 99 Refinement Plan Update

Meeting Date: February
Department: Planning
www.ci.junction-city.or.us

Agenda Item Number: [Agenda Item Number]
Staff Contact: Kay Bork
Contact Telephone Number: 998-4763

ISSUE STATEMENT

The Highway 99 Refinement Plan has been completed and is ready for adoption by the City Council. The adoption of the Highway 99 Refinement Plan and minor amendments to the TSP require an Amendment to the City's Comprehensive Plan. The Highway 99 Refinement plan will become an Appendix to the City's Transportation System Plan, which is the long range transportation planning document for the city and is part of the city's Comprehensive Plan.

BACKGROUND

Petra Schuetz (LCOG and project manager) presented the Highway 99 Refinement Plan at the February 10, 2009 Council meeting. Staff distributed copies of the Highway 99 Refinement Plan which included copies of the strikeout and underlined versions of the changes requested by ODOT.

The 2000 Junction City Transportation System Plan (TSP) identified Highway 99 as a critical facility to the citizens of Junction City and the highway was shown to reach capacity within the 2015 planning horizon. Policy T-37 of the TSP states that the City would secure funding to work with ODOT to develop a Highway 99 Refinement Plan that will improve capacity while maintaining a healthy functional downtown community. In 2006, the Council voted unanimously to have Lane Council of Governments secure TGM funding for a Highway 99 Refinement Plan and Transportation System Plan Update.

On January 22, 2008 a Joint Session for City Council and Planning Commission was held. It was the consensus of the City Council and Planning Commission to support and to have staff move forward with the preferred alternative of the Ivy/Holly Couplet.

On March 11, 2008 the Junction City Planning Commission held a public hearing and review of the Refinement Plan. The Commission unanimously voted to recommend to Junction City Council the adoption of the Refinement Plan.

Before the Refinement Plan went to City Council for adoption in 2008, ODOT requested text edits to the document in order to further clarify some issues. The changes by ODOT did not modify the preferred alternative as proposed and recommend for adoption.

Preferred Alternative

The Preferred Alternative in the HWY 99 Refinement Plan is the Holly/Ivy Street Couplet. The one-way northbound and southbound roadbeds would continue to the south along the Holly Street and Ivy Street alignments, respectively, through the intersections with 1st Avenue. Each one-way corridor of OR 99 would be constructed to fit within the existing 60-foot right-of-ways along Ivy Street and Holly Street, using a design speed of 30 mph (posted speed of 25 mph) and would include:

- 2 travel lanes (12 feet wide each),
- 1 bike lane (6 feet wide),
- Parallel parking on one side of the highway (8 feet wide), and
- 2 sidewalks (11 feet wide each).

Local Improvements

The Highway 99 Refinement Plan also identified necessary local improvements to be constructed with the Ivy/Holly couplet. Some of the improvements in the Plan are outside the City's Urban Growth Boundary. The Plan explicitly states that city would not pursue these local improvements until they were inside the UGB.

Pitney Lane, a local street, would be improved to collector (with shoulder) standards from OR 36 north to Bailey Lane and would be realigned from Bailey Lane north to intersect with High Pass Road opposite Oaklea Drive.

1. Prairie Road (east of OR 99) would be realigned to remove the skewed Union Pacific Railroad (UPRR) crossing, and continue north along the east side of the UPRR line. A new east-west roadway would then be constructed to connect Prairie Road to the OR 99/ OR 36 intersection, creating a "T"-intersection with Prairie Road.
2. An extension of Prairie Road north of its current intersection with OR 99 was also analyzed, primarily as a means to reduce peak hour congestion at 1st Street and OR 99 that is largely associated with traffic generated by large employers. It would address this congestion by providing an alternative way to access OR 99 and the Eugene area to and from the south without requiring the use of the OR 99 and 1st Street intersection. This extension would run north from the current intersection of Prairie and OR 99, east of the UPRR line through County lands outside of the UGB.

RELATED CITY POLICIES

The City's Transportation System Plan Policy 37 states: "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."

COUNCIL OPTIONS

1. Approve the Ordinance to adopt the Highway 99 Refinement Plan and related Transportation System Plan Amendments
2. Do not approve the Ordinance to adopt the Highway 99 Refinement Plan and related Transportation System Plan Amendments.

CITY ADMINISTRATOR'S RECOMMENDATION

Approve the Ordinance to adopt the Highway 99 Refinement Plan and related Transportation System Plan Amendments

SUGGESTED MOTION

1. Make a Motion to Approve the Ordinance to adopt the Highway 99 Refinement Plan and related Transportation System Plan Amendments
2. Approve the Ordinance to adopt the Highway 99 Refinement Plan and related Transportation System Plan Amendments.

ATTACHMENTS

1. Proposed Amendments in legislative format
2. Ordinance is included in Council Packet under separate agenda item.

FOR MORE INFORMATION

Staff Contact: Kay Bork
Telephone: 998-52153
Staff E-Mail: kbork@ci.junction-city.or.us

ORDINANCE NO. 1189

AN ORDINANCE AMENDING JUNCTION CITY'S COMPREHENSIVE PLAN TEXT, TRANSPORTATION SYSTEM PLAN TEXT AND ADOPTING THE HIGHWAY 99 REFINEMENT PLAN AS A REFINEMENT TO THE CITY'S TRANSPORTATION SYSTEM PLAN.

WHEREAS, the Planning Commission initiated the Transportation System Plan Amendments in order to address capacity issues on Highway (HWY) 99 within the planning period; and

WHEREAS, the City Council authorized Lane Council of Governments to pursue a Transportation and Growth Management grant to develop a Highway 99 Refinement Plan that will maximize Highway 99's usefulness in moving traffic while maintaining a healthy functional downtown community; and

WHEREAS, the Highway 99 Refinement Plan identifies a preferred alternative Highway 99 (Ivy)/Holly Street Couplet solution; and

WHEREAS, the proposed amendments to the Comprehensive Plan and Transportation System Plan (TSP) are consistent with the applicable statewide planning goals; and

WHEREAS, the Junction City Council and Planning Commission held a joint work session January 22, 2008 to propose amendments to address policy and minor text amendments to the Transportation System Plan related to the Highway 99 Refinement Plan; and

WHEREAS, March 6, 2008 notice of a public hearing before the Planning Commission was published in the *Tri-County News April 2008*; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendments on March 18, 2008 and adopted findings of fact and recommended to the City Council that the Transportation System Plan be amended as presented in the attached Exhibit A; and

WHEREAS, notice of a public hearing before the City Council was published in the *Tri-County News February 25, 2009*; and

WHEREAS, the Junction City Council held a public hearing on March 10, 2009 and took testimony on this matter at that meeting, taking said testimony into consideration in making its decision; now, therefore,

THE CITY OF JUNCTION CITY ORDAINS AS FOLLOWS:

Section 1. The Findings of Fact, attached as Exhibits A & B are hereby adopted as the basis for these amendments to the Junction City Comprehensive Plan.

Section 2. The first paragraph of the Transportation Element of the 1994 Junction City Comprehensive Plan is hereby amended as follows:

"The Junction City Transportation System Plan, adopted July 2000 and amended in 2009, as referenced herein, is the long range policy document that guides transportation planning within Junction City's Urban Growth Boundary (UGB) for the next 20 years.

The urban character of the city is highlighted by paved city streets, sidewalks, bike paths, and bus stops throughout the community. These physical improvements provide for the safe, convenient, and economical transportation of

commerce and people into, within, and away from Junction City. It is the availability of such services which has been the stimulus for changing land use patterns and growth. The advent of each new transportation mode and route has had a direct, attributable increase in the level of growth within the city."

Section 3. The City of Junction City Transportation System Plan Table of Contents is hereby amended to include the following text as follows:

"APPENDIX I: OR 99 Junction City Refinement Plan"

Section 4. The City of Junction City Transportation System Plan, Chapter 1, Section F. Plan Organization is amended to add the following text as follows:

"Appendix I: OR 99 Junction City Refinement Plan

The Highway 99 Refinement Plan proposes a (Ivy) HWY 99/Holly St couplet solution. The HWY 99 Refinement Plan shall be used for future project development."

Section 5. The City of Junction City Transportation System Plan Policies, TSP-1 is hereby amended as follows:

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

Section 6. The City of Junction City Transportation System Plan Policies, TSP-12 is hereby amended as follows:

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

Section 7. The City of Junction City Transportation System Plan Policies, TSP-35 is hereby amended as follows:

"TSP-35 The city shall consider the findings of ODOT's draft Environmental Impact Statements (EIS) and Environmental Assessments (EA) 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 EIS or EA and land use approval process."

Section 8. The City of Junction City Transportation System Plan Policies, TSP-37 is hereby amended as follows:

"TSP-37 Highway 99 is a critical facility to residents of Junction City, the surrounding communities, and the state. The Highway 99 Refinement Plan, attached hereto and incorporated herein as Appendix I by this reference, proposes a HWY 99 (Ivy)/Holly Street couplet solution. The HWY 99 Refinement Plan shall be used for future project development."

Section 9. The City of Junction City Transportation System Plan, Chapter 4, Section B. Street Plan, is hereby amended as follows:

"One of the most important projects identified in this TSP is the HWY 99 Refinement Plan adopted March 10, 2009, wherein the city, county and ODOT worked with members of the community and area to build a plan that meets the needs of the city, county, and state well into the future."

Section 10. The City of Junction City Transportation System Plan, Chapter 5, Section A. Introduction, last sentence of paragraph two, is hereby amended as follows:

"The last tool consists of areas of further study, such as the completed HWY 99 Refinement Plan."

Section 11. The City of Junction City Transportation System Plan, Chapter 5, Section A, Introduction, third paragraph, is hereby amended as follows:

"The city's transportation system is currently functioning at an acceptable level of service and needs few major fixes aside from the issues and solutions identified in the HWY 99 Refinement Plan. A strategy of maintaining the existing roads, connecting those in areas of poor connectivity and identifying key road locations in developing areas, and supporting alternative modes was chosen by the CAC because it is overall the strategy that best meets the needs of the community. It is also the most likely to be supported by the community."

Section 12. The City of Junction City Transportation System Plan, Chapter 5, Section B. Financing, first paragraph, is hereby amended as follows:

"The financing plan sets out improvements to the Junction City streets, sidewalks and bike facilities and estimates their scheduling and cost. Projects are identified as to whether they are the responsibility of the City or another party, such as a developer, Lane County, etc. The HWY 99 improvements were included in 2008, based on recommendations of the Hwy 99 Refinement Plan."

Section 13. All Sections of the City's Comprehensive Plan and Transportation System Plan not amended by this ordinance remain in full force and effect.

Read in full for its first reading on the 10th day of March 2009.

Read by title only, for its second reading this 24th of March 2009.

Passed by the City Council this 24th day of March 2009.

Approved by the Mayor this 24th day of March 2009.

ATTEST:

APPROVED:


Kitty Vodrup, City Recorder


Dwight Coon, Mayor

Ordinance No. 1189 - EXHIBIT A

PLANNING COMMISSION FINDINGS OF FACT
COMPREHENSIVE PLAN AMENDMENT
TSP UPDATE/HIGHWAY 99 REFINEMENT PLAN
(CPA-08-01)

GENERAL FINDINGS

1. The Planning Commission initiated the amendments on May 23, 2005 as authorized by Section 106 of the Zoning Ordinance and page 2 of the Comprehensive Plan.
2. The Junction City Planning Commission held a public hearing on March 18, 2008 after giving the required notice per Section 112 of the Zoning Ordinance.
3. The Junction City Planning Commission held a public hearing in accordance with Section 113 of the Zoning Ordinance and page 2 of the Comprehensive Plan and considered all material relevant to the Plan Amendment.
4. The amendments are necessary to allow the city to focus resources on appropriate solutions to key issues associated with congestion, access management, and achieving desired land use patterns through a balanced, multi-modal system that can accommodate future growth.
5. The amendments will ensure that the City is able to identify appropriate resources to build and maintain an adequate transportation system.

STATEWIDE PLANNING GOALS and PROPOSED FINDINGS

Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

This proposed amendment is consistent with Goal 1 through the City's public notification and hearing processes concerning quasi-judicial comprehensive plan amendment applications. The hearings procedures set forth in Ordinance No. 950 for quasi-judicial comprehensive plan amendments provide a number of opportunities for citizen involvement, specifically, the amendments have been considered at a duly noticed public hearing before the Junction City Planning Commission and will be considered at a public hearing before the Junction City Council.

The City worked with a Technical Advisory Committee and Citizen Advisory Committee developing several alternative scenarios for improving Highway 99. Two public open houses were held to gather input and individual property owner meetings were held over the course of two days.

Notice of the public hearing was posted at the city hall on the city's website, and published in the Tri-County News, a newspaper of general circulation. The above process for citizen involvement regarding this proposed amendment demonstrates consistency with Statewide Planning Goal 1.

Goal 2 - Zoning: Land Use Planning: *Goal 2 - Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

The TSP amendment is consistent with the provisions for quasi-judicial comprehensive plan amendments as set forth in the Junction City Comprehensive Plan. That plan is an acknowledged plan under applicable state statutes and administrative rules promulgated by the Department of Land Conservation and Development (DLCD). The proposed amendment complies with the Junction City Comprehensive Plan amendment processes as outlined in the acknowledged Comprehensive Plan, including relevant ordinances, therefore, the proposed amendment is consistent with Statewide Planning Goal 2.

Goal 3 - Agricultural Land: *To preserve and maintain agricultural lands.*

This goal is not relevant to this plan amendment because the amendment does not involve any agricultural lands or uses.

Goal 4 - Forest Lands: *To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

This goal is not relevant to this plan amendment since the amendment does not include Forest Land.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: *To conserve open space and protect natural and scenic resources.*

This goal is not relevant to this plan amendment because there are no inventoried Goal 5 resources on the site; therefore this does not implicate Goal 5.

Goal 6 - Air, Water and Land Resources Quality: *To maintain and improve the quality of the air, water and land resources of the state.*

The TSP update does not include any changes to the treatment of the resources protected under this goal, so the goal is not relevant to this amendment.

Goal 7 - Area Subject to Natural Disasters and Hazards: *To protect life and property from natural disasters and hazards.*

This goal is not relevant to this plan amendment because the subject site does not involve any Natural Disasters or Hazardous areas.

Goal 8 - Recreational Needs: *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

This goal does not directly bear upon the proposed plan amendment.

Goal 9 - Economic Development: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

The TSP update does not include any changes related to management of recreational resources, so this goal is not relevant to the amendment.

Goal 10 - Housing: *To provide for the housing needs of citizens of the state.*

This goal is not relevant to the TSP Update/Plan amendment.

Goal 11 - Public Facilities and Services: *to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Transportation facilities are identified as public facilities under this goal. OAR 660-011-0035(1) requires,

The public facility plan shall include rough cost estimates for those sewer, water, and transportation public facility projects identified in the facility plan . . .

The TSP update includes a project list and cost estimates for each anticipated improvement project. Other public facility projects, for example water, sewer and public transit improvements, are identified in other long range planning documents adopted separately from the TSP. The plan amendment will, therefore, not affect comprehensive plan compliance with Goal 11.

Goal 12 - Transportation: *To provide and encourage a safe, convenient and economic transportation system.*

OAR 660-012 is the Transportation Planning Rule (TPR) that implements statewide planning Goal 12. Subsection numbers below are those found within OAR 660-012 (i.e., "-0005" refers to OAR 660-012-0005). The Planning Commission finds the TSP update complies with the TPR requirements based upon the following findings:

The current TSP adopted in 2000 has been acknowledged by DLCDD and therefore consistent with OAR 660-012.

TSP Policy states: "*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."

The TSP Update is consistent with TSP Policy 37. The amendment will assist with congestion, access management, and achieving desired land use patterns through a balanced, multi-modal system that can accommodate future growth.

The TSP amendment is consistent the Junction City Comprehensive Plan. That plan is an acknowledged plan under applicable state statutes and administrative rules promulgated by the Department of Land Conservation and Development (DLCD) and therefore is consistent with Statewide Planning Goal 12.

Goal 13 - Energy Conservation: *This goal states: "Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."*

This goal is not relevant to the proposed amendment.

Goal 14 - Urbanization: *To provide for an orderly and efficient transition from rural to urban land use.*

The TSP amendment will not change any City requirements related to urbanization, so the amendment is consistent with Goal 14.

Goal 15 - Willamette River Greenway: *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

This goal is not relevant to this proposed amendment because this site is not within the boundary of the Willamette River Greenway.

Goals 16-19; Estuary Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources: *These goals are not relevant to this proposed amendment because there is no coastal, estuarine, ocean, or beach and dune resources related to the site.*

Signature:

Robert Nelson, Chairperson
Junction City Planning Commission

Approval Date: _____

Ordinance No. 1189 - EXHIBIT B

**CITY COUNCIL FINDINGS OF FACT
COMPREHENSIVE PLAN AMENDMENT – TRANSPORTATION SYSTEM PLAN
AMENDMENT CPA-08-01**

JUNCTION CITY COMPREHENSIVE PLAN

Junction City TSP Policy 1 states “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.

Junction City TSP Policy 37 states: 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.

FINDING: The Junction City Transportation System Plan is the long range policy document that guides transportation planning within Junction City’s Urban Growth Boundary for the next 20 years and was adopted as part of the Junction City Comprehensive Plan. The development of the Highway 99 Refinement Plan implements Junction City TSP Policy TSP-37. The adoption of the Refinement Plan into the City’s TSP will assist with congestion, access management, and achieving desired land use patterns through a balanced, multi-modal system that can accommodate future growth.

STATEWIDE PLANNING GOALS and PROPOSED FINDINGS

Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDING: This proposed amendment is consistent with Goal 1 through the City’s public notification and hearing processes concerning quasi-judicial comprehensive plan amendment applications. The hearings procedures set forth in Ordinance No. 950 for quasi-judicial comprehensive plan amendments provide a number of opportunities for citizen involvement, specifically, the amendments have been considered at a duly noticed public hearing before the Junction City Planning Commission and will be considered at a public hearing before the Junction City Council.

FINDING: The City worked with a Technical Advisory Committee and Citizen Advisory Committee developing several alternative scenarios for improving Highway 99. Two public open houses were held to gather input and individual property owner meetings were held over the course of two days.

FINDING: Notice of the public hearing was posted at the city hall on the city’s website, and published in the Tri-County News, a newspaper of general circulation. The above process for

citizen involvement regarding this proposed amendment demonstrates consistency with Statewide Planning Goal 1.

Goal 2 - Zoning: Land Use Planning: Goal 2 - Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDING: The TSP amendment is consistent with the provisions for quasi-judicial comprehensive plan amendments as set forth in the Junction City Comprehensive Plan. That plan is an acknowledged plan under applicable state statutes and administrative rules promulgated by the Department of Land Conservation and Development (DLCD). The proposed amendment complies with the Junction City Comprehensive Plan amendment processes as outlined in the acknowledged Comprehensive Plan, including relevant ordinances, therefore, the proposed amendment is consistent with Statewide Planning Goal 2.

Goal 3 - Agricultural Land: To preserve and maintain agricultural lands.

FINDING: The HWY 99 Refinement Plan identifies local improvements in addition to the preferred alternative (Ivy/Holly Couplet). The local improvement concept is partially outside the existing Urban Growth Boundary but would mostly serve urban uses. The Refinement Plan acknowledges state land use law restrictions on accommodating urban development with rural road improvements, and no new road extensions could be implemented until such time as the Junction City urban growth boundary is expanded or the City obtains an exception to State Land Use Goal 3 (Agriculture). Therefore, the proposed amendment is consistent with Statewide Planning Goal 3.

Goal 4 - Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

FINDING: This goal is not relevant to this plan amendment since the amendment does not include Forest Land.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.

FINDING: This goal is not relevant to this plan amendment because there are no inventoried Goal 5 resources on the site; therefore this does not implicate Goal 5.

Goal 6 - Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

FINDING: The TSP update does not include any changes to the treatment of the resources protected under this goal, so the goal is not relevant to this amendment.

Goal 7 - Area Subject to Natural Disasters and Hazards: To protect life and property from natural disasters and hazards.

FINDING: This goal is not relevant to this plan amendment because the subject site does not involve any Natural Disasters or Hazardous areas.

Goal 8 - Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

FINDING: This goal does not directly bear upon the proposed plan amendment.

Goal 9 - Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

FINDING: The TSP update does not include any changes related to management of recreational resources, so this goal is not relevant to the amendment.

Goal 10 - Housing: To provide for the housing needs of citizens of the state.

FINDING: This goal is not relevant to the TSP Update/Plan amendment.

Goal 11 - Public Facilities and Services: to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDING: Transportation facilities are identified as public facilities under this goal. OAR 660-011-0035(1) requires:

The public facility plan shall include rough cost estimates for those sewer, water, and transportation public facility projects identified in the facility plan . . .

FINDING: The TSP update includes a project list and cost estimates for each anticipated improvement project. Other public facility projects, for example water, sewer and public transit improvements, are identified in other long range planning documents adopted separately from the TSP. The plan amendment will, therefore, not affect comprehensive plan compliance with Goal 11.

Goal 12 - Transportation: To provide and encourage a safe, convenient and economic transportation system.

OAR 660-012 is the Transportation Planning Rule (TPR) that implements statewide planning Goal 12. Subsection numbers below are those found within OAR 660-012. The

City Council finds the TSP update complies with the TPR requirements based upon the following findings:

660-012-0015 Preparation and Coordination of Transportation System Plans

“(1) ODOT shall prepare, adopt and amend a state TSP [OTP]... The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs;

(b) State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR 731, Division 15. Disagreements between ODOT and affected local governments shall be resolved in the manner established in that division.”

Junction City TSP Policy 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.

Junction City TSP Policy 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.

FINDING: The Junction City Transportation System Plan is the long range policy document that guides transportation planning within Junction City's Urban Growth Boundary for the next 20 years and was adopted as part of the Junction City Comprehensive Plan. The development of the Highway 99 Refinement Plan implements Junction City TSP Policy TSP-37. The adoption of the Refinement Plan into the City's TSP will assist with congestion, access management, and achieving desired land use patterns through a balanced, multi-modal system that can accommodate future growth.

FINDING: Since the HWY 99 Refinement Plan is consistent with the policies of the Junction City TSP and the TSP has been acknowledged by DLCD, the amendments are consistent with OAR 660-012.

660-012-0015 (3)(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with ...adopted elements of the state TSP;

Applicable policies of the Oregon Highway Plan (OHP) are addressed below.

OHP Policy 1C: State Highway Freight System

It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

FINDING: Highway 99 is designated a Freight Route by ODOT and is designated a freight route in the City's current TSP. The Junction City HWY 99 Refinement Plan does not change the designation of HWY 99 as a freight route. Alternatives evaluated were reviewed by ODOT in order to make sure the preferred alternatives maintained efficient through movement of freight.

OHP Policy 1F: Highway Mobility Standards

It is the policy of the State of Oregon to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system. These standards shall be used for:

Identifying state highway mobility performance expectations for planning and plan implementation; Evaluating the impacts on state highways of amendments to transportation plans, acknowledged comprehensive plans and landuse regulations pursuant to the Transportation Planning Rule (OAR660-12-060); and Guiding operations decisions such as managing access and traffic control systems to maintain acceptable highway performance."

FINDING: The HWY 99 Refinement Plan identifies a three alternative and one preferred alternative project (Ivy/Holly couplet) which meets the states mobility standard, per table 6-1 in Chapter 6 of the HWY 99 Refinement Plan.

OHP Policy 1G: Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

FINDING: The HWY 99 Refinement Plan includes an access management intended to preserve functionality of the existing highway system until the preferred alternative project is built. The preferred alternative includes facility improvements such as the addition of bike lanes and wider sidewalks to encourage alternative modes of transportation in addition to local street improvements to provide better access and through movement to improve the efficiency of the highway system.

OHP Policy 2D: Public Involvement

It is the policy of the State of Oregon to ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

FINDING: A Project Management Team (PMT) made up of ODOT, County, City staff and consultant guided the project development while a Technical Advisory Committee (TAC) provided technical overview of the project. TAC membership included the PMT, Federal Highway Administration, Transportation Planning Analysis Unit (TPAU), ODOT Access Management, Department of Land Conservation and Development (DLCD), Lane County (County), Lane Transit District, Junction City School District, railroad operators, and additional

Junction City Staff. A Citizen Advisory Committee (CAC) was also formed. The membership consisted of several diverse stakeholders including, but not limited to the Lane County Roads Advisory Committee (RAC), a "through user", adjacent property owners, bike and pedestrian users, and business owners. Four formal meetings were attended by this committee. The CAC provided important feedback throughout the development of the Refinement Plan. Consensus within the CAC was found in choosing both the broader design alternatives and, ultimately, the preferred alternative. These decisions also reflected, in large part, the TAC decisions.

The PMT also developed a public involvement program to solicit participation in transportation planning in Junction City. Draft documents were available at Junction City Hall; notices to public open houses were printed in the regional newspaper and distributed throughout the community with flyers. The City website reflected project progress, and City staff and project managers were accessible by email, phone, and written correspondence throughout the project. Significant one-on-one dialog between project managers and citizens catalyzed the relatively high public participation at open houses as well as minimal negative feedback about the chosen design alternatives and the preferred alternative. A qualitative assessment of written and verbal feedback throughout the project characterized the public outreach efforts as inclusive and fair. In particular, the one-on-one effort that DKS invested into discussions with property owners about access management issues were beneficial to the project's success.

Policy 3A: Classification and Spacing Standards

It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification of the highways.

Finding: With no dedicated funds available to construct any improvement alternative selected, the timing of implementation is unknown and may be many years away. By adopting an access management plan for the existing corridor, incremental improvements can be made in the meantime to help enhance safety and operations. To provide a basis for decision-making during the development of the access management plan, the objectives of the plan were formed with ODOT staff based on the following assumption:

"Where reasonable alternate access is available, direct highway access is to be removed. Where reasonable alternate access is not available, the objective will be to meet, or move in the direction of meeting, ODOT's adopted access management spacing standards for Regional Highways, as documented in OAR 734-051-0115, Table 2.

Finding: The TSP amendment is consistent the applicable policies of the TPR and Oregon Highway Plan and therefore is consistent with Statewide Planning Goal 12.

Goal 13 - Energy Conservation: This goal states: "Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

This goal is not relevant to the proposed amendment.

Goal 14 - Urbanization: To provide for an orderly and efficient transition from rural to urban land use.

The TSP amendment will not change any City requirements related to urbanization, so the amendment is consistent with Goal 14.

Goal 15 - Willamette River Greenway: To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

This goal is not relevant to this proposed amendment because this site is not within the boundary of the Willamette River Greenway.

Goals 16-19; Estuary Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources: These goals are not relevant to this proposed amendment because there is no coastal, estuarine, ocean, or beach and dune resources related to the site.

The City Council for the City of Junction City, met in regular session at 6:30 p.m. on Tuesday, February 24, 2009, in the Council Chambers of City Hall, 680 Greenwood Street, Junction City, Oregon.

PRESENT WERE: Mayor, Dwight Coon; Councilors Lance Stoddard, Bill DiMarco, Ethan Nelson, Randy Nelson, Scott Mehlbrech, and Dave Brunscheon; City Attorney, Carrie Connelly; City Administrator, David Clyne; Public Works Director, Jason Knope; Finance Director, Shauna Hartz; City Planner, Kay Bork; and City Recorder, Kitty Vodrup.

I. CALL TO ORDER

Mayor Coon called the meeting to order at 6:30 p.m.

II. JUNCTION CITY ATHLETICS REQUEST

MOTION: Councilor Mehlbrech made a motion to give \$5500 to Junction City Athletics out of State Revenue Sharing. The motion was seconded by Councilor Stoddard and passed by a vote of 5 to 1, with Councilors Stoddard, DiMarco, E. Nelson, Mehlbrech, and Brunscheon voting in favor and Councilor R. Nelson voting against.

III. PRISON PROJECT

A. DISCUSSION – Mr. Steve Ward, Westech Engineering, distributed copies of an Engineering update on the Prison/Hospital project. They've broken the project down into thirteen components, which will be placed into seven different bid packages. He reviewed the components, which include:

1. Water Master Plan – 70% complete
2. Wastewater Facility Plan – Work just started/discuss alternatives.
3. Water Source Improvements (Storage and Pumps in #5) – no work done.
4. South Industrial Corridor Water Transmission Main – In for permits.
5. South Industrial Corridor Water Storage and Fire Pump (at City Shops) – Started design for water storage and fire pump.
6. South Industrial Corridor Gravity Sewer – In for permits.
7. South Industrial Corridor Wastewater Lift Station – Project deleted because of gravity sewer.
8. Third and Maple Pump Station and Force Main – Force main designed. Pump station design started.
9. Right of Way Services – Appraisals nearly complete. Ready to start negotiations.
10. Water Rights – No work done.
11. Wetland Permitting Work for Pipelines – Waiting on permit of entry to start work.
12. 300,000 Gallon Elevated Tank at DOC – Started design of elevated tank.
13. Monthly Administration Costs (2009) – On going meetings with DOC and City.

Mr. Ward reviewed the seven bid packages and six wastewater treatment and disposal alternatives.

B. CONSIDERATION OF PROPOSED INTERGOVERNMENTAL AGREEMENT AMENDMENT NO. 2

Mr. Ward and Administrator Clyne reviewed amendment No. 2 to the Intergovernmental Agreement between the City and the Department of Corrections (DOC), which included that the total capped costs of the IGA are \$4,870,000, and there is provided up to \$1,025,000 for the acquisition of right of way relative to the installation and distribution and collection pipelines from the DOC's property to the Wastewater Treatment Plant. Under the current IGA, none of those funds are available for expenditure until the current appropriations limitation of \$2,952,000 is increased. The City's consultant, Right of Way Associates, have been working to develop appraisal and acquisition information of the target properties. Appraisal information for all but two properties has been obtained, and they are asking for spending authority of up to \$350,000 through Resolution No. 1 to acquire those.

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The current proposed second amendment to the IGA provides an increase in the appropriations limitation by \$400,000 to a new limit of \$3,352,000. Administrator Clyne referred to other changes to the document.

Discussion occurred around Councilor DiMarco's comments that Westech was serving as the City's consulting engineer and doing the design work as well.

MOTION: Councilor Stoddard made a motion to approve the IGA Amendment Number Two and to authorize the Mayor or City Administrator to execute. The motion was seconded by Councilor E. Nelson and passed by a vote of 4 to 2 with Councilors Stoddard, E. Nelson, R. Nelson, and Mehlbrech and Councilors DiMarco and Brunscheon voting against.

C. RESOLUTION No. 1- A RESOLUTION DECLARING THE NECESSITY OF ACQUIRING PROPERTY, STATING PURPOSE OF THE ACQUISITION, AND AUTHORIZING CITY ADMINISTRATOR OR DESIGNEE TO NEGOTIATE AND EXECUTE AGREEMENTS FOR PURCHASES OF PROPERTY OR , IN THE ALTERNATIVE, TO INSTITUTE CONDEMNATION PROCEEDINGS IN ACCORDANCE WITH LAW.

MOTION: Councilor E. Nelson made a motion to approve Resolution No. 1. The motion was seconded by Councilor Mehlbrech and passed by a vote of 4 to 2 with Councilors Stoddard, E. Nelson, R. Nelson, and Mehlbrech voting in favor and Councilors DiMarco and Brunscheon voting against.

D. CONSIDERATION OF REVISED IGA ENGINEERING SERVICES PROPOSAL

Mr. Ward reviewed the modified Westech Engineering Services Proposal, in response to DOC requested changes that include: Elimination of one lift station, increased cost of Water Master Plan due to changes, added costs for water rights, added costs for wetland permitting, design of 300,000 gallon elevated tank at the DOC property, and a separate administrative cost category. The total increase in engineering costs under the modified Services Proposal would be \$128,000 to a new total of \$2,898,000. This would continue to be funded 100% by the DOC under the capped costs of \$4,870,000 and would allow for the separately funded City efforts for Customized Periodic Review, shop land acquisition, city legal/administrative costs, and the proposed easement acquisition. Some allowance for contingency remains in the overall agreement.

MOTION: Councilor Mehlbrech made a motion to approve the proposed Engineering Services Proposal and to authorize the City Administrator to execute it. The motion was seconded by Councilor R. Nelson and passed by a vote of 5 to 1, with Councilors Stoddard, E. Nelson, R. Nelson, Mehlbrech, and Brunscheon voting in favor, and Councilor DiMarco voting against.

E. PREVIEW OF PROPOSED IGA AMENDMENT No. 3 FRAMEWORK

Mr. Ward reviewed the highlights of IGA Amendment No. 3, which included changes to:

- Article Three, Construction of Water System Improvements and Waste Water Improvements – Schedule, capped costs, system oversizing, and change orders.
- Article Five, Conditions of Water Service and Wastewater Service – Schedule, rates, minimum monthly charge, exceeding flows and strength, and access to service infrastructure.
- Article Seven, Miscellaneous Provisions – Administrative Costs, inmate work program, and land use improvements.

IV. BREAK

Mayor Coon called for a five minute break.

V. **HIGHWAY 99 REFINEMENT PLAN**

Planner Bork introduced Planner Petra Schuetz, Lane Council of Governments, Terry Cole and Savannah Crawford, Oregon Department of Transportation, and Ed Moore, Department of Land Conservation and Development. Planner Schuetz reviewed the Highway 99 Refinement Plan process, which began in 2006. Committees were formed, public input was received, the Council and Planning Commission held a joint meeting, and the preferred alternative of the Holly/Ivy Couplet was chosen. Property and business owners along Ivy and Holly Streets were invited to attend the open houses and voice their concerns, as well as being invited to have individual meetings with ODOT on access management. Planner Schuetz continued that ODOT reviewed the proposed Refinement Plan and required changes to the document, which did not change the preferred alternative. Now the document is before the council and a public hearing will be held at the March 10th Council meeting.

The Holly/Ivy Couplet includes one-way northbound and southbound roadbeds that would continue south along the Holly Street and Ivy Street alignments through the intersections with 1st Avenue. Each one way corridor of OR 99 would be constructed to fit within the existing 60 foot right of way of Ivy Street and Holly Street using a design speed of 30 mph (posted speed of 25 mph) and would include the following:

- 2 travel lanes (12 feet wide each)
- 1 bike lane (6 feet wide)
- Parallel parking on one side of the highway (8 feet wide)
- 2 sidewalks (11 feet wide)

In response to questions from Councilor E. Nelson, Planner Schuetz stated that the public process would continue. Mr. Cole added that the way the plan is written, the access management plan is a set of objectives and is an opportunity driven plan that is only implemented as properties change or are redeveloped and when the couplet is built would receive input from property owners.

Councilor E. Nelson stated that he liked the idea of inviting property owners to express their opinions and he added that it would be nice to have a committee formed of property owners.

Planner Bork added that there is an access management process that is used for redevelopment. She continued that closing Highway 99 access would necessitate alley use, and she suggested developing alley management to address those issues, which could be pursued with the Transportation System Plan update.

In response to a question from Councilor DiMarco, Planner Bork stated that the TSP update would also address zoning uses.

Mayor Coon reviewed that with continued growth, he wanted to make sure that the City stays business friendly and maintains access.

Mr. Cole stated that the objective is to keep the corridor safe, and each situation would be looked at on a case by case basis. He continued that property owners will be allowed opportunities to speak with ODOT access management staff.

Ms. Schuetz stated that there had been a significant amount of discussion on parking on those corridors, and for the most part business owners were in favor of on-street parking, where patrons would have the opportunity to pull off, park the car, and go back a block or two to visit the business. She added that hopefully this would offset some of the driveway closure issues.

Councilor DiMarco stated that this problem started in the 1930s as this was not the natural corridor, and the north/south highway used to go east/west.

Councilor Stoddard stated that he was concerned that there were only four crossings, and during the public meetings they had talked about installing a pedestrian crossing at 8th Street. He added that a crossing between 10th and 18th streets would be necessary.

Planner Bork responded that this could be addressed when the City does the next TSP update.

Administrator Clyne noted that crossings will be easier when going from a 4 lane road to a 2 lane.

Ms. Schuetz reviewed the phasing of the project, which is based on the short and long term need from the operational analysis. The timing of needed improvements may change over time and projects should be pursued as needs dictate or as opportunities arise. The phases include:

- **Phase 1:** The North Couplet – The need for this project is immediate.
- **Phase 2:** Local Facility Improvement
 - Unit 1 would include the Prairie Road extension to River Road or an alternative that would similarly address the congestion at the intersection of 1st Street and OR 99 without adding new facilities outside the UGB. This project is estimated to be needed by the year 2012.
 - Unit 2 would include the Pitney Lane improvements. This project is estimated to be needed by the year 2014.
- **Phase 3:** OR 99/36 Improvements – Elements of this project may be included in Units 1 and 2 of the Local Facility Improvements. Remaining elements not constructed as part of these other projects would be needed by 2026.
- **Phase 4:** OR 99/Prairie Road Improvements – This project would not be needed until 2026, unless safety concerns demand it be constructed sooner.
- **Phase 5:** The South Couplet – This project may be constructed at any time.
 - Local Facility Improvements
 - Unit 3 would include the River Road enhancements. The timing for this project is flexible and may be implemented at any time.

Ms Schuetz outlined the next steps, which include a public hearing and adoption of the plan by the Council and Lane County Board of Commissioners, and then ODOT will take the plan to the Oregon Transportation Commission for approval.

A brief discussion followed on federal, state, and local funding resources and working with the county and ODOT to establish priorities for the area.

Planner Bork noted that the public hearing was scheduled for March 10, 2009.

VI. CONSIDERATION OF WAIVING ATTORNEY CLIENT PRIVILEGE FOR POSSIBLE DISCUSSION OF CONTENTS OF ATTORNEY LETTER

MOTION: Councilor E. Nelson made a motion to waive the attorney/client privilege on the January 27, 2009 attorney letter regarding Sidewalk Improvements and to have the Water, Sewer, and Street Committee review and discuss. The motion was seconded by Councilor Mehlbrech and passed by unanimous vote of the Council.

VII. WASTEWATER PUMP STATION PROJECT PAY REQUEST #7

Director Knope stated that the Pay Request was for payment by Pacific Excavation for the work performed on the 14th and Elm and 9th and Ivy Pump Station Projects. The request is in the amount of \$113,596.25.

MOTION: Councilor E. Nelson made a motion to approve Pay Request #7. The motion was seconded by Councilor Mehlbrech and passed by unanimous vote of the Council.

VIII. CONTINUED DISCUSSION OF CITY ADMINISTRATOR EVALUATION

Mayor Coon reviewed the City Administrator evaluation process, and discussion followed. The consensus of the Council was that a due date would be assigned to each step of the process. Blank evaluation forms would be distributed to each council member, and each member would fill out the forms. Then at one Council meeting, group discussion would occur and each member would finalize their forms. Those forms would be turned in and averaged to create an official evaluation form. Copies of

each member's form, as well as the official evaluation form would be provided and reviewed at the next Council meeting. The ratings on the official evaluation would be read and more discussion would be held. After a consensus is reached, each member would sign off on the official evaluation form.

IX. OTHER BUSINESS

Councilor DiMarco noted that the parking lot next the theater building at 5th and Ivy was for sale.

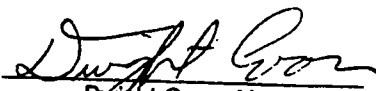
X. ADJOURNMENT

As there was no further business, the meeting was adjourned at 8:27 p.m.

ATTEST:

APPROVED:


Kitty Vodrup, City Recorder


Dwight Coon, Mayor

JANUARY 22, 2008

The City Council and the Planning Commission for the City of Junction City met for a work session at 6:30 p.m. on Tuesday, January 22, 2008, in the Council Chambers of City Hall, 680 Greenwood Street, Junction City, Oregon.

PRESENT WERE: City Council: Mayor Dwight Coon; Councilors Lance Stoddard, Bill DiMarco, Ethan Nelson, Scott Mehlbrech, and Dave Brunscheon; **Planning Commission:** Chairman Bob Nelson, Commissioners Sandra Dunn, Donna Bernardy, Jack Sumner, Brad Lemhouse, Matt Nelson, and Laurel Crenshaw; **City Staff:** City Administrator, David Clyne; City Planner, Kay Bork; Public Works Director Jason Knope; and City Recorder, Kitty Vodrup. Not Present: Councilor Randy Nelson and Commissioner Fernandez.

I. CALL TO ORDER

Mayor Dwight Coon called the joint meeting to order at 6:32 p.m.

II. CHANGES TO THE AGENDA

None.

III. TRANSPORTATION SYSTEM PLAN UPDATE/HIGHWAY 99 REFINEMENT PLAN

Introductions

Planner Bork introduced John Bosket from DKS Engineering, the project consultant and engineer who has done all the analysis on the project and the preferred alternatives. She also introduced Petra Schuetz, LCOG (Lane Council of Governments) Planner, who is the project manager for the Transportation System Plan Update/Highway 99 Refinement Plan.

Planner Bork noted that they were ready to begin the adoption process within the next few months, and updates would mostly be provided by Planner Schuetz and Mr. Bosket.

Work Session Objective/Background on Project

Planner Schuetz stated that this was the first meeting in a series of eight meetings, until the final product could be adopted by the Oregon Transportation Commission. The focus on this work session is to provide a good idea on the scope of the project, how a preferred alternative was chosen, and to provide direction to staff on a few policy questions. She encouraged questions, at any time.

Planner Schuetz continued that one of the primary recommendations from the Junction City Transportation System Plan that was adopted in 2000 was that it needed a Highway Refinement Plan. In 2005, a Transportation Growth Management grant was awarded by the Department of Transportation and Department of Land Conversation and Development with a local match. The project began in July of 2006, and it expires January 31, 2008. There are several steps to the project and to developing a preferred project to address the issues on Highway 99 through Junction City. First, the project management and public involvement structure needed to be defined. There was also extensive data collection and review of new documentation on new state policies on transportation. Staff reviewed a transportation modeling simulation to develop some of the data and also looked at GIS mapping. An existing conditions analysis was done to analyze and validate existing safety on the corridor and to develop estimates for future traffic years, in which they are looking at a 20-year planning horizon.

Planner Schuetz stated that they also reviewed different alternatives to meet the criteria and looked at the range of facility management and improvement alternatives, as well as a quantitative screening process for evaluation criteria for the types of projects and solutions that would work for the highway system. A threshold analysis was conducted, and they looked at developing phasing concepts that could be implemented as a series of short-term improvements that would then lead to long-range solutions.

Planner Schuetz continued that the next step was to look at the top five alternatives. Through the process of the Technical Advisory Committee, Citizen Advisory Committee and two open houses, the design options were narrowed down to three options. Technical Memorandum #6 (included in the packet) identifies and describes those three

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top alternatives, which includes two couplet options and a by-pass option. A couplet is two, one way streets that are parallel to one another, and the preferred alternative is one of the couplet options. Last August, it was the conclusion that the preferred alternative was the couplet, so additional analysis was finished. Mr. Boskett was able to finish the technical analysis and develop the preferred alternative. The primary material that is before the joint work group is the preferred alternative of using the existing Highway 99 or Ivy one way south bound and then to use Holly as the north bound portion of the couplet. The 14-page document has specific descriptions on what that couplet would look like and figures that illustrate different options.

Current Status

Planner Schuetz stated that a draft Refinement Plan has been prepared, which includes all of the steps that she discussed. The final draft document of the Refinement Plan will be seen by the Planning Commission and City Council sometime within the next couple of months. It includes any policy changes to the existing Transportation System Plan, so that there is consistency between the 2000 plan and the Refinement Plan. There will be an executive summary in the final plan and Chapter one will be the background information, Chapters two through six will describe the process, the alternatives, and the access management plan, and Chapter seven will be the preferred alternative, which includes phasing and cost estimates. There will also be a series of conclusions and recommendations for the next steps to see how the project can be championed if it is adopted, how it is integrated into the Transportation System Plan, and review of financing strategies.

Advisory Committees/Other Agencies Involved

Planner Schuetz stated that the Technical Advisory Committee (TAC) and the Citizen Advisory Committee (CAC) were both on board at the very beginning. The TAC was comprised of Lane Transit District, the Junction City Police Department, a representative from the Junction City Planning Commission, Department of Transportation (including the rail division and freight mobility), Transportation Growth Management, Lane County, Department of Land Conservation and Development, Mr. Boskett, Planner Schuetz, and Planner Bork. The CAC was comprised of a wide range of citizens, who were very involved and provided good input and participation. The last open house included 90 participants from the community, and despite the diversity of these citizens, the overwhelming consensus was to choose the Ivy/Holly couplet as the preferred alternative. Planner Schuetz noted that she read through community surveys in 2000, and the couplet idea was presented at that time, but had some resistance from the community. She continued that it was interesting that a 180-degree turn has occurred, and the consensus of the group was that if it was viable to remove the rail line on Holly, this was an alternative that they preferred.

Preferred Alternative Review

Mr. Bosket reviewed the preferred alternative of the Ivy/Holly Couplet and the five phases of the project. (He referred to Figure 7-1). Southbound traffic would travel on Ivy and northbound would be on Holly Street. There is 60 feet of public right of way in each of these corridors down Ivy and down Holly, and the plans fit within the existing right of way. Within each roadbed there are wider sidewalks (current sidewalks on Ivy are six feet and could be widened to eleven feet). Once inside the curbs, there would be room for parallel parking. There would be two twelve-foot travel lanes and a six-foot bike lane. This would begin at the "Y" at the intersection of Highway 99E and Highway 99W, so that intersection would need to be modified.

Mr. Bosket continued that the existing signal placements would be mirrored on both sides of the highway. Additional improvements were needed at First Avenue, because the congestion was greater there than any other area. (He referred to Figure 7-3). Extra turn lanes need to be added, to accommodate all of the traffic and to meet the mobility standards that ODOT (Oregon Department of Transportation) has for congestion. He referred to Figure 7-2 and the continuation of enhancements at the south couplet.

Discussion occurred on the BPA 115 power line that runs along Holly Street. Mr. Bosket responded that he thought they could work around that.

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Planner Schuetz stated that there would be significant costs to vacating the rail line, particularly if the railroad would like to continue utilizing the Junction City area. Conversations will need to occur with the rail companies for placement and acquisition of right of way. It appears that there might be enough room to relocate the rail line along the main line, so there are a lot of options. The possibility that Willamette Pacific had signed a twenty-year lease with Burlington Northern for use of that line was noted. Administrator Clyne added that the separate franchise agreement between the City and rail line has lapsed and is no longer in effect.

Chairman B. Nelson stated that the preferred choice is predicated on Burlington Northern renegotiating their lease with Willamette Pacific and leaving, and he asked what the realistic possibility of that happening was.

Administrator Clyne responded that he felt this was a realistic possibility. He stated that in conversations with the railroad, the line is antiquated and barely meets the current requirements. The railroad is looking to expand their business and they don't have a lot of options, so this is more a question of time and not a question of viability.

Chairman B. Nelson continued that the important thing to determine was to make sure the rail line issue did not become a monumental stumbling block.

Administrator Clyne responded that this is certainly one of the critical points in the path to success and that there is a challenge before us. He continued that it was clear from the TAC and CAC meetings, as well as the open houses, what the community wants to see happen. He stated that beyond that, ultimately the future of rail is away from that line. He continued that it would not be a quick or inexpensive process, but is a process that consists of state and federal goals and financial considerations.

Planner Bork stated that having this in the plan as a preferred alternative is a bargaining tool that can be used to have the rail line moved. She continued that originally the TAC was headed towards not suggesting the Ivy/Holly couplet because of the rail, but there was some movement and discussions that the railroad was having with the City that indicated interest in pursuing that option; consequently, it became more of a reality that this could be a possibility to have the couplet on Holly, and it then was chosen as the preferred alternative.

Administrator Clyne stated that it needed to be clear that by 2015, Highway 99 will fail, and there has to be an answer to that failure. He continued that the choices that these two groups and the study explored were the by-pass and the two couplets. He stated that the by-pass rules itself out, if not for reasons of cost, but to the commercial impact on the community. He continued that the other couplet down Juniper would run past churches, a school, and existing residences and pulls traffic away from the downtown area, which was clearly unacceptable. He added that what was left was the Holly/Ivy couplet and although it is not an easy solution, it certainly is the best option and was agreed to by the citizens involved.

It was noted that a cost estimate to relocate the rail line was not known. Administrator Clyne responded that this would be a study that could be done, and discussions on this could be addressed with the Council.

Commissioner Lemhouse stated that he felt the cost of this was needed, in order to make a total assessment.

Administrator Clyne responded that his understanding is that this is a conversation that is occurring anyway by the railroad, and the City's goal is to speed up that plan and to partner for a good plan that works for all of us going forward.

In response to a question from Commissioner Sumner, Mr. Bosket stated that the assumption is that if Holly were changed to a highway, it would include a rebuilding of the road.

Discussion occurred on the storm drainage in Junction City.

Planner Bork added that the Refinement Plan and the preferred alternative can be adopted, and if needed, the plan can be updated in the future. She noted that by perhaps by having this in the plan, the discussion between ODOT and ODOT rail could be more strongly encouraged.

Mr. Bosket stated that they made it very clear in the open house with the public what the risk was with the Ivy/Holly couplet alternative, and the relocation of the rail road was a separate effort that included uncertainty on how or when that would happen. He noted that even when this was made clear it still was the strongly preferred option.

Chairman B. Nelson asked what the estimate for length of construction was in Phase One. Mr. Bosket responded that the engineering and construction could take three years.

Planner Schuetz stated that funding is identified through federal earmark or through a competitive process through the state's transportation improvement program. She expanded on funding options and the time frame for project completion/phasing.

In response to a question from Chairman B. Nelson, Planner Schuetz stated that the prison/hospital siting would have a significant impact to moving the project forward, especially in the area of system improvements. She added that she felt fairly confident that after the next round of census that Junction City would be eligible for incorporation into the Metropolitan Planning Organization, which is a federally designated, regional transportation obligation.

Mayor Coon stated that given the timeline and the growth that will take place, they are doing the north couplet, and he asked why they weren't they running the highway south at the same time.

Commissioner M. Nelson added that many people have asked him this same question and why not do Phases One and Five at the same time.

Mr. Bosket responded that you could do them at the same time, and he split them up only for a matter of funding, as the need to meet mobility on the congestion issues is addressed once you get south of First with Phase One. He continued that all the phases could be done at the same time, if the funding was available, and breaking into phases was done to hopefully provide more fundable pieces.

Planner Schuetz stated that the modeling took into account the 2002 Department of Corrections Transportation Impact Analysis. She continued that she assumed that the City would have some important criteria that they would want to integrate into the transportation analysis that the prison and hospital are going to need to do, and this could certainly re-prioritize the project, if there were significantly different findings for the type of traffic impact that it does have.

In response to a comment from Chairman B. Nelson, Planner Schuetz stated that all the development had been captured and factored into the model through the beginning of last year.

In response to a question from Mayor Coon, Planner Bork stated that the model took into account all of the land designations within the Urban Growth Boundary.

Planner Bork noted that adopting the plan does not lock them into doing the phasing in a certain order, and discussions would continue on prioritizing the project phases.

In response to a question from Chairman B. Nelson, Planner Bork stated that one of the goals of the Work Session was to achieve consensus approval that the Holly/Ivy Couplet is an alternative that both groups would be comfortable adopting.

Planner Schuetz stated that the Refinement Plan will fill the gap in the 2000 Transportation System Plan for consistency purposes, and the next step would be to open up the Transportation System Plan with new data and add something that reflects

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the hospital and the prison. She continued that hopefully this would be something that the City would move forward on in the next year or so.

Planner Bork noted that the current 2000 TSP is based on 1990 employment population, but the Highway 99 Refinement Plan is using more current population.

Planner Schuetz stated that this is a revolving process and ideally the TSP should be updated every five years.

Councilor DiMarco asked how much flexibility is built into phasing. Mr. Bosket responded that there is 100% flexibility, as the phasing only serves as guidance and can be used any way the city wants.

Discussion continued on phasing.

Consensus: It was the consensus of the City Council and Planning Commission to support and to have staff move forward with the preferred alternative of the Ivy/Holly Couplet.

Discussion occurred on freight route considerations.

TSP Policies

Planner Schuetz reviewed the proposed policy text amendments to the TSP, for the purpose of providing consistency and referencing the Refinement Plan. It is planned the Refinement Plan will be attached to the back of the TSP.

Consensus: It was the consensus of the City Council and Planning Commission to support the text amendments to the TSP.

Planner Schuetz stated that part of what the state would like addressed is on the methodology that the City has for transportation system development charges. She continued that the scope of work for the TGM grant wanted an analysis that looked at any necessary amendments that would be needed to the City's SDC resolution to allow SDC's to be used to fund the recommended improvements. There are no other examples in the state of local collection of SDC's for state highway systems. She continued that the fact that ODOT placed this in the scope of work suggests that perhaps a formal policy change will occur in the future to mandate that local cities need to contribute to state improvements. She continued that this would mean to the City is setting up a system in the resolution that allows for this to happen, but does not mean in any way the City needs to designate or use a cost estimate associated with this project to actually implement a SDC specifically for improvements to the state system.

Planner Schuetz continued that they needed to allow for eligibility of the project, and a question is whether it would be an advantage to the City to look at the opportunity to include the SDC for this particular project. To change this, the City would need to add some road classification changes to the City's street SDC's, and including this is a matter of policy direction. Planner Schuetz noted that the City's SDC's fees could be reviewed, and they would be willing to make some recommendations on how to more efficiently implement the transportation portion of the methodology.

Discussion followed. It was noted that the language could be added later.

Consensus: It was the consensus to have the Council review this with legal counsel and to discuss at a later date.

Planner Schuetz reviewed the tentative Highway Refinement Plan adoption process. She emphasized that there were many more public hearings to receive public input and opportunities to make additional changes. The earliest that a final product would be seen is in June.

Consensus: It was the consensus to approve the tentative adoption process.

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Planner Bork expressed her appreciation and thanks to Planner Schuetz and Mr. Boskett for doing a great job on the project.

IV. COMPREHENSIVE PLAN UPDATE/CUSTOMIZED PERIODIC REVIEW WORK PLAN AND CITIZEN PARTICIPATION PLAN

Planner Bork stated that the City received approval from the Land Conversation and Development Commission to enter into periodic review, and one of the first steps in doing this is for the City to adopt a Work Plan and a Citizen Involvement Plan. She provided the background information and the intent of providing needed Comprehensive Plan updates, such as Economic Opportunity Analysis, Buildable Land and Housing Needs Analysis, Urbanization Study (possible UGB Expansion), reviewing urban reserves, local Wetland Inventory, and Stormwater Management Plan. If approved by the Council, the plans would be submitted to DLCD for approval and for grant funding. Draft copies were provided for Council and Planning Commission review. It is planned that the final plans will go before the Council on February 12th.

Planner Bork noted that the plan goes out to 2010 or 2012, and it will cost approximately \$43,000 to do the analysis and write findings for the Comp Plan Amendment. Administrator Clyne noted that they hope to also receive funding from the state, as part of the Intergovernmental Agreement with the prison/hospital to assist with the costs of Customized Periodic Review.

Discussion occurred on the Comprehensive Citizen Planning Committee (CCPC), which included that the membership will include the Planning Commission and three citizens. It was noted that two or three Council members should serve on this committee, as well.

Discussion continued.

Consensus: It was the consensus of the Council and Planning Commission to present the plans to the Council for adoption on February 12, 2008 and to appoint council members to serve on the CCPC.

V. ADJOURNMENT

As there was no further business, the meeting was adjourned at 8:28 p.m.

ATTEST:

APPROVED:


Kitty Vodrup, City Recorder


Dwight Coon, Mayor

neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712, 197.717 & 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-1999, f. & cert. ef. 8-6-99; LCDD 3-2005, f. & cert. ef. 4-11-05

660-012-0065

Transportation Improvements on Rural Lands

(1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

(2) For the purposes of this rule, the following definitions apply:

(a) "Access Roads" means low volume public roads that principally provide access to property or as specified in an acknowledged comprehensive plan;

(b) "Collectors" means public roads that provide access to property and that collect and distribute traffic between access roads and arterials or as specified in an acknowledged comprehensive plan;

(c) "Arterials" means state highways and other public roads that principally provide service to through traffic between cities and towns, state highways and major destinations or as specified in an acknowledged comprehensive plan;

(d) "Accessory Transportation Improvements" means transportation improvements that are incidental to a land use to provide safe and efficient access to the use;

(e) "Channelization" means the separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement markings to facilitate the safe and orderly movement of both vehicles and pedestrians. Examples include, but are not limited to, left turn refuges, right turn refuges including the construction of islands at intersections to separate traffic, and raised medians at driveways or intersections to permit only right turns. "Channelization" does not include continuous median turn lanes;

(f) "Realignment" means rebuilding an existing roadway on a new alignment where the new centerline shifts outside the existing right of way, and where the existing road surface is either removed, maintained as an access road or maintained as a connection between the realigned roadway and a road that intersects the original alignment. The realignment shall maintain the function of the existing road segment being realigned as specified in the acknowledged comprehensive plan;

(g) "New Road" means a public road or road segment that is not a realignment of an existing road or road segment.

(3) The following transportation improvements are consistent with Goals 3, 4, 11, and 14 subject to the requirements of this rule:

(a) Accessory transportation improvements for a use that is allowed or conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands);

(b) Transportation improvements that are allowed or conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands);

(c) Channelization not otherwise allowed under subsections (a) or (b) of this section;

(d) Realignment of roads not otherwise allowed under subsection (a) or (b) of this section;

(e) Replacement of an intersection with an interchange;

(f) Continuous median turn lane;

(g) New access roads and collectors within a built or committed exception area, or in other areas where the function of the road is to reduce local access to or local traffic on a state highway. These roads shall be limited to two travel lanes. Private access and intersections shall be limited to rural needs or to provide adequate emergency access.

(h) Bikeways, footpaths and recreation trails not otherwise allowed as a modification or part of an existing road;

(i) Park and ride lots;

(j) Railroad mainlines and branchlines;

(k) Pipelines;

(l) Navigation channels;

(m) Replacement of docks and other facilities without significantly increasing the capacity of those facilities;

(n) Expansions or alterations of public use airports that do not permit service to a larger class of airplanes; and

(o) Transportation facilities, services and improvements other than those listed in this rule that serve local travel needs. The travel capacity and performance standards of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access.

(4) Accessory transportation improvements required as a condition of development listed in subsection (3)(a) of this rule shall be subject to the same procedures, standards and requirements applicable to the use to which they are accessory.

(5) For transportation uses or improvements listed in subsections (3)(d) to (g) and (o) of this rule within an exclusive farm use (EFU) or forest zone, a jurisdiction shall, in addition to demonstrating compliance with the requirements of ORS 215.296:

(a) Identify reasonable build design alternatives, such as alternative alignments, that are safe and can be constructed at a reasonable cost, not considering raw land costs, with available technology. The jurisdiction need not consider alternatives that are inconsistent with applicable standards or not approved by a registered professional engineer;

(b) Assess the effects of the identified alternatives on farm and forest practices, considering impacts to farm and forest lands, structures and facilities, considering the effects of traffic on the movement of farm and forest vehicles and equipment and considering the effects of access to parcels created on farm and forest lands; and

(c) Select from the identified alternatives, the one, or combination of identified alternatives that has the least impact on lands in the immediate vicinity devoted to farm or forest use.

(6) Notwithstanding any other provision of this division, if a jurisdiction has not met the deadline for TSP adoption set forth in OAR 660-012-0055, or any extension thereof, a transportation improvement that is listed in section (5) of this rule and that will significantly reduce peak hour travel time as provided in OAR 660-012-0035(10) may be allowed in the urban fringe only if the jurisdiction applies either:

(a) The criteria applicable to a "reasons" exception provided in Goal 2 and OAR 660, division 4; or

(b) The evaluation and selection criteria set forth in OAR 660-012-0035.

Stat. Auth.: ORS 183, 197.040, 197.245, 215.213, 215.283, 215.296

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717, 197.232, 215.213, 215.283

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 3-1995, f. & cert. ef. 3-31-95; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

660-012-0070

Exceptions for Transportation Improvements on Rural Land

(1) Transportation facilities and improvements which do not meet the requirements of OAR 660-012-0065 require an exception to be sited on rural lands.

(a) A local government approving a proposed exception shall adopt as part of its comprehensive plan findings of fact and a statement of reasons that demonstrate that the standards in this rule have been met. A local government denying a proposed exception shall adopt findings of fact and a statement of reasons explaining why the standards in this rule have not been met. However, findings and reasons denying a proposed exception need not be incorporated into the local comprehensive plan.

(b) The facts and reasons relied upon to approve or deny a proposed exception shall be supported by substantial evidence in the record of the local exceptions proceeding.

(2) When an exception to Goals 3, 4, 11, or 14 is required to locate a transportation improvement on rural lands, the exception shall be taken pursuant to ORS 197.732(1)(c), Goal 2, and this division. The exceptions standards in OAR chapter 660, division 4 and OAR chapter 660, division 14 shall not apply. Exceptions adopted pursuant to this division shall be deemed to fulfill the requirements for goal exceptions required under ORS 197.732(1)(c) and Goal 2.

(3) An exception shall, at a minimum, decide need, mode, function and general location for the proposed facility or improvement:

(a) The general location shall be specified as a corridor within which the proposed facility or improvement is to be located, including the outer limits of the proposed location. Specific sites or areas within the corridor may be excluded from the exception to avoid or lessen likely adverse impacts. Where detailed design level information is available, the exception may be specified as a specific alignment;

(b) The size, design and capacity of the proposed facility or improvement shall be described generally, but in sufficient detail to allow a general understanding of the likely impacts of the proposed facility or improvement and to justify the amount of land for the proposed transportation facility. Measures limiting the size, design or capacity may be specified in the description of the proposed use in order to simplify the analysis of the effects of the proposed use;

(c) The adopted exception shall include a process and standards to guide selection of the precise design and location within the corridor and consistent with the general description of the proposed facility or improvement. For example, where a general location or corridor crosses a river, the exception would specify that a bridge crossing would be built but would defer to project development decisions about precise location and design of the bridge within the selected corridor subject to requirements to minimize impacts on riparian vegetation, habitat values, etc.;

(d) Land use regulations implementing the exception may include standards for specific mitigation measures to offset unavoidable environmental, economic, social or energy impacts of the proposed facility or improvement or to assure compatibility with adjacent uses.

(4) To address Goal 2, Part II(c)(1) the exception shall provide reasons justifying why the state policy in the applicable goals should not apply. Further, the exception shall demonstrate that there is a transportation need identified consistent with the requirements of OAR 660-012-0030 which cannot reasonably be accommodated through one or a combination of the following measures not requiring an exception:

(a) Alternative modes of transportation;

(b) Traffic management measures; and

(c) Improvements to existing transportation facilities.

(5) To address Goal 2, Part II(c)(2) the exception shall demonstrate that non-exception locations cannot reasonably accommodate the proposed transportation improvement or facility. The exception shall set forth the facts and assumptions used as the basis for determining why the use requires a location on resource land subject to Goals 3 or 4.

(6) To determine the reasonableness of alternatives to an exception under sections (4) and (5) of this rule, cost, operational feasibility, economic dislocation and other relevant factors shall be addressed. The thresholds chosen to judge whether an alternative method or location cannot reasonably accommodate the proposed transportation need or facility must be justified in the exception.

(a) In addressing sections (4) and (5) of this rule, the exception shall identify and address alternative methods and locations that are potentially reasonable to accommodate the identified transportation need.

(b) Detailed evaluation of such alternatives is not required when an alternative does not meet an identified threshold.

(c) Detailed evaluation of specific alternative methods or locations identified by parties during the local exceptions proceedings is not required unless the parties can specifically describe with supporting facts why such methods or locations can more reasonably accommodate the identified transportation need, taking into consideration the identified thresholds.

(7) To address Goal 2, Part II(c)(3), the exception shall:

(a) Compare the long-term economic, social, environmental and energy consequences of the proposed location and other alternative locations requiring exceptions. The exception shall describe the characteristics of each alternative location considered by the jurisdiction for which an exception might be taken, the typical advantages and disadvantages of using the location for the proposed transportation facility or improvement, and the typical positive and negative

consequences resulting from the transportation facility or improvement at the proposed location with measures designed to reduce adverse impacts;

(b) Determine whether the net adverse impacts associated with the proposed exception site, with mitigation measures designed to reduce adverse impacts, are significantly more adverse than the net impacts from other locations which would also require an exception. A proposed exception location would fail to meet this requirement only if the affected local government concludes that the impacts associated with it are significantly more adverse than the other identified exception sites. The exception shall include the reasons why the consequences of the needed transportation facility or improvement at the proposed exception location are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed location. Where the proposed goal exception location is on resource lands subject to Goals 3 or 4, the exception shall include the facts used to determine which resource land is least productive; the ability to sustain resource uses near the proposed use; and the long-term economic impact on the general area caused by irreversible removal of the land from the resource base; and

(c) The evaluation of the consequences of general locations or corridors need not be site-specific, but may be generalized consistent with the requirements of section (3) of this rule. Detailed evaluation of specific alternative locations identified by parties during the local exceptions proceeding is not required unless such locations are specifically described with facts to support the assertion that the locations have significantly fewer net adverse economic, social, environmental and energy impacts than the proposed exception location.

(8) To address Goal 2, Part II(c)(4), the exception shall:

(a) Describe the adverse effects that the proposed transportation improvement is likely to have on the surrounding rural lands and land uses, including increased traffic and pressure for nonfarm or highway oriented development on areas made more accessible by the transportation improvement;

(b) Demonstrate how the proposed transportation improvement is compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts. Compatible is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses; and

(c) Adopt as part of the exception, facility design and land use measures which minimize accessibility of rural lands from the proposed transportation facility or improvement and support continued rural use of surrounding lands.

(9)(a) Exceptions taken pursuant to this rule shall indicate on a map or otherwise the locations of the proposed transportation facility or improvement and of alternatives identified under subsection (4)(c), sections (5) and (7) of this rule.

(b) Each notice of a public hearing on a proposed exception shall specifically note that a goal exception is proposed and shall summarize the issues in an understandable manner.

(10) An exception taken pursuant to this rule does not authorize uses other than the transportation facilities or improvements justified in the exception.

(a) Modifications to unconstructed transportation facilities or improvements authorized in an exception shall not require a new exception if the modification is located entirely within the corridor approved in the exception.

(b) Modifications to constructed transportation facilities authorized in an exception shall require a new exception, unless the modification is permitted without an exception under OAR 660-012-0065(3)(b)-(f). For purposes of this rule, minor transportation improvements made to a transportation facility or improvement authorized in an exception shall not be considered a modification to a transportation facility or improvement and shall not require a new exception.

(c) Notwithstanding subsections (a) and (b) of this section, the following modifications to transportation facilities or improvements authorized in an exception shall require new goal exceptions:

(A) New intersections or new interchanges on limited access highways or expressways, excluding replacement of an existing intersection with an interchange.

(B) New approach roads located within the influence area of an interchange.

(C) Modifications that change the functional classification of the transportation facility.

(D) Modifications that materially reduce the effectiveness of facility design measures or land use measures adopted pursuant to subsection (8)(c) of this rule to minimize accessibility to rural lands or support continued rural use of surrounding rural lands, unless the area subject to the modification has subsequently been relocated inside an urban growth boundary.

Stat. Auth.: ORS 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717, 197.732

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

JUNCTION CITY TRANSPORTATION SYSTEM PLAN



ADOPTED JULY, 2000

PREPARED FOR THE
CITY OF JUNCTION CITY BY



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OR 99 REFINEMENT PLAN

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ACKNOWLEDGEMENTS

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Bev Ficek

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Corky Wilde
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Carla Wahl

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FUNDING

The inclusion of proposed projects and actions in this plan does not obligate or imply obligations of funds by any jurisdiction for project level planning or construction.

However, the inclusion of proposed projects and actions does serve as an opportunity for the projects to be included, if appropriate, in documents such as the State Transportation Improvement Program (STIP) and Lane County Capital Improvements Plan (CIP). Such inclusion is not automatic. It is incumbent on the state, county, city, and general public to take action to encourage and support inclusion into the STIP or CIP at the appropriate time. Projects included in the STIP or CIP are required to have funds available so the number of projects which can be included are constrained by funding levels.

This project was funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The TGM Program relies on the funding from the federal Intermodal Surface Transportation Efficiency Act and the Oregon Lottery. This report does not necessarily reflect the views or policies of the State of Oregon.

Chapter One INTRODUCTION

A. OVERVIEW: RELATIONSHIP OF THE TSP TO THE COMPREHENSIVE PLAN

The Junction City Transportation System Plan (TSP) is the long-range policy document that guides transportation planning within Junction City's urban growth boundary (UGB) for the next 20 years. The plan will be updated when needed or during the periodic review process.

The mission, goals and policies contained herein, as well as the project lists contained in Chapter 4, are adopted as part of Junction City's Comprehensive Plan. Ordinance amendments that implement the plan will be adopted as amendments to the city's development ordinances. Other parts of this document provide supplementary technical information and are supporting documents to the comprehensive plan.

The city will base its transportation system capital improvements on this plan. Refinements may supplement the plan with more detail and specific information on issues, policies, and projects. These refinement plans must be consistent with the Transportation System Plan.

The first Refinement, adopted in 2008, is the Highway 99 Refinement Plan.

B. PLAN CONTEXT

The City of Junction City has a considerable amount of growth potential within the city limits and urban growth boundary (UGB). Long-range comprehensive planning is a tool for looking ahead into the future and shaping growth of an area. Transportation planning is one facet of Junction City's long-range plan. Local comprehensive plans must be consistent with the statewide planning goals. Oregon's Statewide Planning Goal 12: Transportation, is "To provide and encourage a safe, convenient and economic transportation system." Goal 12 goes on to state that "A transportation plan shall...

- (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
- (2) be based upon an inventory of local, regional and state transportation needs;
- (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- (4) avoid principal reliance upon any one mode of transportation;
- (5) minimize adverse social, economic and environmental impacts and costs;
- (6) conserve energy;
- (7) meet the needs of the transportation disadvantaged by improving transportation services;
- (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and

(9) conform with local and regional comprehensive land use plans.”

This transportation plan is intended to meet all of the requirements of the state's Transportation Planning Rule (TPR), Oregon Administrative Rule 660 Division 12, that implements Goal 12.

C. PLANNING ASSUMPTIONS

The transportation plan assumes the same plan designations as Junction City's comprehensive plan when forecasting future land development. The study area is Junction City's Urban Growth Boundary (UGB). In 1990 there were an estimated 4,596 people in the Junction City UGB. The projected population for 2015 is 7,400 people. The base year for the employment data is 1994 when there were 3,557 jobs in Junction City. The horizon year, or planning year, is 2015, and the projected employment is 5,002 jobs. See Appendix B for more detail on the population and employment projections and allocation of future housing units and projected jobs to vacant land.

SCOPE OF THE 2008

The OR99 Junction City refinement plan assumes a horizon year of 2026.

D. PLANNING PROCESS

The TSP is based on public involvement and citizen review to ensure that the goals of the TSP reflect the values of the community. A Citizen Advisory Committee met monthly for more than one year to provide staff with direction on the development of the TSP by first developing transportation goals and objectives, and then by making sure the TSP meets those goals and objectives. This committee was comprised of eleven volunteer members appointed by Junction City's City Council to represent a broad spectrum of transportation and community interests in the planning process.

Staff conducted a system-wide inventory that provided a basis for determining transportation system needs. Traffic projections were developed based on allocation of the future population and employment. A community-wide scientific survey was conducted to elicit the community's views on various aspects related to developing the TSP. A community workshop was held in fall, 1996, to identify issues that should be addressed by the plan. Staff worked with the committee to come up with ways to approach the transportation needs and issues. Some of these options were presented to the public during a workshop in May, 1999. The public was also asked to provide comments on the draft goals. All committee meetings were open to the public and advertised in the local press. Short articles and an editorial describing the development of the plan and public involvement opportunities were also published in the newspaper throughout the year.

The committee reviewed this document and staff made the suggested edits. The draft was released to the public and to other agencies for review (Oregon Department of Transportation, Department of Land Conservation and Development, Lane County Public Works, and Lane Transit District). Staff responded to the comments and/or made revisions to the draft TSP. The TSP then went through the adoption process. The Planning Commission held a joint public hearing _____ with the Lane County Planning Commission and Lane County Roads Advisory Committee on the TSP, during which oral and written testimony was considered. Both Planning Commissions and the Roads Advisory Committee made recommendations to their respective elected officials. The City Council and the Board of County Commissioners also held a joint public hearing, identified changes that needed to be made, and adopted the TSP on _____, 2000.

E. PLAN MONITORING AND PERFORMANCE

The TSP is the guiding framework for transportation policies, actions, and investments in Junction City through 2015. Transportation projects, improvements, and refinement studies must be consistent with the goals, policies, and projects listed in the plan and consistent with state laws. To develop this plan, assumptions on growth and development, population, employment, and travel behavior patterns were made. These assumptions may need to be adjusted and the plan may need to be amended over time. The HWY 99 Refinement Plan contains updated assumptions as they relate to the function and future design of HWY 99 in the city. Because conditions change over time, some flexibility has been built into the plan.

The adopted plan policies and modal project maps ("Junction City Transportation Projects" maps from chapter four) will become part of the Comprehensive Plan for Junction City upon their adoption. They will be reviewed on a routine basis as required by state law or as needed due to unforeseen events.

F. PLAN ORGANIZATION

The remaining sections of this document are summarized below.

Chapter Two: Mission, Goals and Policies

The transportation mission and goals are listed. These broad statements of philosophy were developed by the Citizen Advisory Committee and guided the development of the TSP. The policies provide a specific course of action that will move the community toward the attainment of its goals.

Chapter Three: Land Use, Traffic Forecasting and Issues

A discussion of these three items and their relationship to the TSP is described.

Chapter Four: Modal Plans

In this chapter the street plan, bicycle plan, pedestrian plan, pipelines, railroad and public transit plans are described.

Chapter Five: Implementation Actions

This chapter describes the financing plan for the TSP.

Appendix A: Existing Conditions

This appendix describes all components of the transportation system. It includes a database and maps for the existing street, sidewalk, bicycle system, and transit system. Also included is an accident summary, a description of existing land uses, and natural and cultural features.

Appendix B: Population and Employment Projections

Data on current population and employment for Junction City is presented. The appendix also includes the methodology for the population and employment projections, and explains how those projections have been allocated to the various Transportation Analysis Zones.

Appendix C: Needs Analysis

This needs analysis includes information based on the existing conditions, traffic projections based on the population and employment projects, and issues raised by the Citizen Advisory Committee, city staff, and the general public.

Appendix D: Policy Framework

This appendix describes other government policies that affect local transportation planning.

Appendix E: Glossary of Transportation Terms

The glossary defines transportation-related words that may be used in this document or in discussions about the TSP.

Appendix F: Community Transportation Survey

The questions and results of the community survey are contained in this section.

Appendix G: Ordinance and Policy Amendments

Changes necessary to implement the TSP are described in this section.

Appendix H: Compliance with State Law and Coordination with other Transportation Plans.

The Junction City TSP's coordination with other TSP and compliance with state law is reviewed in this section.

Chapter Two

MISSIONS, GOALS, AND POLICIES

A. INTRODUCTION

To explain the items that follow in this chapter, the mission is the overall goal regarding transportation in Junction City. The goals are broad statements of philosophy that describe the hopes of the people of the community for the future of the community. Each goal is developed around a topic area. A goal may never be completely attainable, but is used as a point toward which to strive. The goals guided the development of the transportation system plan and should be used to monitor future transportation strategies and improvements. Policies are statements that provide a specific course of action moving the community toward the attainment of its goals. Each new capital improvement project, land use application, or implementation measure must be consistent with the policies. Once adopted, the mission, goals, and policies, as well as the project lists, will become part of Junction City's Comprehensive Plan.

B. MISSION

M1 Enhance the quality of life in Junction City by providing a balanced transportation system that meets the travel needs of the community.

C. GOALS

G1 The TSP will be based on research/data/knowledge and widespread public input and will be coordinated with and include material from the existing transportation element of the city's comprehensive plan.

G2 The TSP will include a convenient, efficient and financially feasible network of arterial, collector and local streets.

G3 The TSP will protect and enhance the existing transportation facilities within the city as new facilities are built to augment the system. The old and new parts of the system should be effectively and efficiently connected and coordinated with county and state transportation facilities.

G4 The TSP will stress safety for the users and will protect and enhance the community's quality of life.

G5 The TSP will be sensitive to the community's aesthetics and will strive to retain a sense of community, particularly in the downtown area of Junction City, which is seen as critical to the town as a focal center.

G6 The plan will remain flexible to change and will be supportive of reviewing and updating the TSP through the periodic review process or the comprehensive plan amendment process.

G7 The plan will be balanced among the modes of transportation, offering members of the community choices/alternatives to single occupant autos.

D. POLICIES

Plan Context and Implementation

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

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.

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

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, and
- Classification of the roadway and approved road standards.

TSP-5 Changes in the frequency of transit and rail services that are consistent with the Transportation System Plan shall be allowed without land use review.

TSP-6 For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.

- (1) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions;

Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.

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 will include similar requirements for access onto the county road system. Junction City will apply these standards and procedures during the development review process and will notify the County and/or ODOT when access to their facilities is proposed.

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.

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

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.

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

TSP-12 ~~Truck~~ Freight 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.

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.

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.

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.

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.

**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.

TSP-18 Streets shall be 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.

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.

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.

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.

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).

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.

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.

Maintenance

TSP-26 Maintenance and repair of existing bike and pedestrian facilities shall be given equal priority to the maintenance and repair of motor vehicle facilities.

TSP-27 Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.

Parking

TSP-28 On-site motor vehicle parking, as required by Junction City ordinances, shall be provided for all new development unless on-street parking or other nearby sites provide adequate parking for the proposed use. Where development that does not meet the parking requirement is proposed the applicant shall use the variance procedures contained in the city's zoning ordinance.