City of Junction City: Comprehensive Plan

Revised 1993
Acknowledged March 1994

TABLE OF CONTENTS

City of Junction City

Comprehensive Plan

This document was written during the early part of the 1980s. Much of the statistics and description of current conditions must be viewed with this in mind.

Because this document is being revised, many of the figures and diagrams referenced will not appear on the web until the new versions have been created. Anything not available on this web site is available for viewing at the Junction City Offices.

The Table of Contents on the left will help you browse through this document. Subheadings are at the top of each chapter or appendix page.

First Chapter

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: August 7, 2002

Chapter 1. Citizen Involvement and Plan Review:

I. History of Local Plans

The existing comprehensive plan adopted by the city in 1973 contains the following passage. The revisions contained in this planning document begin where that effort ended.

> Although less than 4 years have passed since the adoption of the Junction City Comprehensive Plan, development of significant state and federal planning requirements and guidelines have necessitated a re-examination of the plan.

The regulation of land uses within Junction City began in 1953 with the adoption of Ordinance No. 333. The Euclidean form of land use controls through "an ordinance dividing the City of Junction City into districts may be put;..." continues today. Although the city council appointed a seven member planning commission in September 1939, no formal land use controls existed until 1953 and decisions were made by committee rule with the final decisions vested in the city council.

Back to top

II. Citizen Involvement

Legislation adopted in 1973 by the 57th Legislative assembly requires local jurisdictions to develop comprehensive plans in accordance with Statewide Planning Goals and Guidelines. Oregon Revised Statute Chapter 197 sets forth broad goals and objectives for comprehensive planning. These goals and guidelines were adopted on December 27, 1974, and became operative on January 1, 1975. The areas of statewide concern addressed in the goals must be addressed by each city and county. Initially, the local citizens groups formed to address the statewide planning goals was informed that these goals should be considered as guidelines.

When the statewide goals and guidelines became effective as many 75 Junction City area residents were actively involved in a review of the city's new planning efforts. However, at that time the comprehensive plan formulation was described as an effort to develop a tool to guide growth and not a rigid set of regulations.

The first of these goals is "to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

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

All requests for committee decisions are received in written form. All actions on planning applications occur during a

public hearing where opportunity is provided for social comment. The decisions and records of committee proceedings are maintained on an application basis and are available for public review.

As a result of the continuous interests of citizens in certain sectors of the city, the concept of neighborhood group participation in the planning has developed to the point where collective social comments will be considered for each land use application when it affects a particular area of the city.

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

Back to top

III. Periodic Review of the Planning Process

B-yearly review of the comprehensive plan text and map will occur after notification of all persons interested in offering comments during this review process. The Comprehensive Planning Committee, with the assistance of interested citizens, will review the plan and implementing ordinances at that time to insure that their policies are current and relevant.

Specific applications for changes in land use designation will occur in a timely, expeditious manner through the public hearing process.

Amendments shall be prepared by the committee when it deems such amendments as necessary for the continued usefulness of the plan. Such review will occur at the beginning of each calendar year when no amendments have occurred, and will be completed within a 90 day period.

The following federal, state, county, regional, and private organizations have offered comments in the past and will be offered the opportunity to offer comments in the future to plan amendments and during the annual review process.

Back to top

IV. Federal, State, County, Regional, Local, and Private Agency Review

A. Federal

1. Department of Energy, Bonneville Power Administration.

2. Environmental Protection Agency, Oregon Operations Office, 522 SW 5th Street, Portland, Oregon.

The general administration of federal air and water quality standards which affect the operation of city public facilities through the,

a. National Environmental Policy Act of 1969 (NEPA).

b. Clean Air Amendments of 1970 (Public Law 91-604; 84 Statute 1709; 42 USC 1857h-7). This law governs short and long term effects of air pollution on public health and welfare.

c. Clean Water Act (Public Law 95.12) and 1977 amendments.

3. Department of Agriculture.

a. Soil Conservation Service, 954 W 13th Ave., Eugene.

b. Farmers Home Administration, 211 E 7th Ave., Eugene.

4. Department of Transportation

a. Federal Aviation Administration, General Aviation Administration, Mahlon-Sweet Airport Eugene, Oregon.

b. Federal Highway Administration, 1411 Main Street, Springfield, Oregon.

B. State

1. Department of Environmental Quality, Willamette Valley Region, 16 Oakway Mall, Eugene.

2. Department of Transportation, Highway Division, Region 3, P.O. Box 1128, Roseburg, Oregon, 97470.

The Department of Transportation is responsible for the administration of the,

a. Highway Division, Six Year Highway Improvement Program, as adopted by the Oregon Transportation Commission on March 25, 1980.

b. Parks and Recreation Division, Statewide Comprehensive Outdoor Recreation Plan; reference,

1. Outdoor Recreation Demand bulletin.

2. Outdoor Recreation Supply bulletin.

3. Outdoor Recreation Needs bulletin.

3. Lane County Boundary Commission, 125 East 8th Avenue, Eugene.

4. Department of Economic Development, Salem, Oregon.

5. Public Utility Commissioner, Labor and Industries Building, Salem, Oregon, 97310.

6. Water Resources Department, Salem, Oregon.

7. Department of Land Conservation and Development, 1175 Court Street, NE, Salem, Oregon, 97310.

C. County

1. Lane County Department of Public Works, 3040 N. Delta Highway, Eugene, Oregon, 97401. This agency is responsible for several county roads located within the city limits of Junction City as well as those roads located outside of the city limits but within the City's Urban Growth Boundary.

2. Lane County Department of Environmental Management, 125 East 8th Avenue, Eugene, Oregon, 97401. This agency through the following divisions is responsible for land use planning, solid waste management, and issuance of subsurface sewage disposal permits within the City's Urban Growth Boundary as well as the rest of Lane County.

    a. Division of Planning. This agency is responsible for daily implementation of the Willamette-Long Tom Subarea Comprehensive Land Use Plan. This subarea plan contains the City of Junction City.

    b. Division of Water Pollution Control and Environmental Health. This agency is responsible for monitoring the community water systems located within the City's Urban Growth Boundary as well as monitoring the functions of subsurface sewage Management. This agency is responsible for the countywide solid waste disposal program under the Lane County Solid Waste Management Plan adopted in 1979.

3. Lane County Department of Public Safety. This agency is responsible for providing police protection to the people and homes located outside the city limits but within the City's Urban Growth Boundary.

D. Regional Agencies

1. Lane Regional Air Pollution Authority, 16 Oakway Mall, Eugene. It is the responsibility of this agency to restore and maintain the quality of air resources of the territory in a condition as free from air pollution as is practicable, and consistent with the overall welfare of the territory. Junction City is located within Air Pollution Control Area "C" (Core area) as described in the rules and regulations for LRAPA.

2. Lane Council of Governments, 125 East 8th Avenue, Eugene, Oregon, 97401. An association of cities within Lane County. Its responsibilities include LCDC local review, grant application for regional projects and programs, and local coordinating agency for OMB A-95 review.

3. Lane Transit District (LTD). This agency is responsible for providing bus service to the Junction City area and is funded in part through an employer tax.

E. Local Agencies

1. Junction City School District No. 69J, 451 Maple Street, Junction City, Oregon, 97448.

2. Junction City Water Control District, 436 Ivy Street, Junction City, Oregon, 97448.

3. Junction City Rural Fire Protection District, 150 W. 7th Avenue, Junction City, Oregon, 97448.

F. Private Organizations

1. The Oregon Business Planning Council, 1178 Chemeketa NE, Salem, Oregon, 97301.

2. 1000 Friends of Oregon, 400 Dekum Building, 519 SW Third Avenue, Portland, Oregon, 97204.

3. Oregon Manufactured Housing Dealers Association, Suite 203, 3850 Portland Road NE, Salem, Oregon, 97303.

4. Greater Junction City Area Chamber of Commerce, P.O. Box 401, Junction City, Oregon, 97448.

G. City Land Use Controls

1. Junction City Subdivision Ordinance No. 502 1/2, revised January, 1981. *[Note: This ordinance has been repealed. Current Junction City Subdivision Ordinance is Ordinance 809.]*

2. Junction City Zoning Ordinance No. 381, revised February, 1982. *[Note: This ordinance has been repealed. Current Junction City Zoning Ordinance is Ordinance 950.]*

3. Junction City Flood Hazard Ordinance No. 698, adopted May, 1977. *[Note: This ordinance has been repealed. Current Junction City Zoning Ordinance is Ordinance 1063.]*

4. Junction City Ordinance No. 765 and Ordinance No. 767 adopting systems development charges.

5. Junction City Ordinance No. 805, establishing rules for conducting of quasi-judicial hearings, revised October, 1980.

6. Junction City Ordinance No. 726 adopting the City's Comprehensive Plan Text and Map, April 1978. *[Note: Ordinance 726 was superseded by Ordinance 830.*

7. Junction City Ordinance No. 774, revising the Comprehensive Plan Text, adopted September, 1979. *[Note: Ordinance 774 was superseded by Ordinance 830.*

Back to top

Next section

Back to [Ordinance Menu] Back to [Government Pages]

Last update: July 17, 2002

Chapter 2. Environmental Element:

People live on the earth, on the land, and in three-dimensional air-space, the atmospheric volume, immediately above this land surface. Plans and land use maps may be measured diagrammatically and abstractly in square footage and acreage, but space for living is measured in cubage, in volumes of air-space enclosed or organized with tangible physical elements.

Unknown

I. Physical Geography

Junction City is an urban place shaded by a profuse growth of oak, black locust, flowering plum, maple, and fir trees. The landscape character of the city is a flat plain situated between the Willamette River (east, 2 miles) and the Long Tom River (west, 3 miles). There is little variation of topography within Junction City and the deciduous vegetation assumes special aesthetic value. The urban area is a small square land mass surrounded by green summer fields of mint, grasses, and crops.

A. Climate

The city's climate, as part of the upper Willamette Valley, is characterized by dry, warm summers and mild wet winters. Mean monthly temperatures, shown in Table 1 range from a low of 39 degrees fahrenheit in January to a high of about 67 degrees fahrenheit in July. A high percentage (90 percent) of the annual precipitation of 42 inches occurs between October through May.

The annual variation in wind direction is shown in Figure 1*[not available on the web]*. Average annual wind speed is approximately eight miles per hour. It should be noted that all climate conditions are measured at the Mahlon-Sweet Airport, five miles south of the city.

A general climatic condition consisting of frequent temperature inversions occur during the late summer, fall, and winter periods. The inversions persist into the morning hours producing an air pollution potential.

Table 1: Climatic Conditions

Month	Temperature F°	Rainfall in inches
January	39.4	7.54
February	43.5	4.43
March	45.9	4.43
April	50.2	2.31
May	55.8	2.06
June	61.4	1.28
July	66.9	0.26
August	66.1	0.58
September	62.0	1.26
October	53.2	4.00
November	45.6	6.53
December	41.5	7.64

Link to average readings, Mahlon Sweet Airport

B. Soil

The Soil Conservation Service published the *Soil Survey of Lane County Area, Oregon* in 1987. This document represents the most up-to-date soil survey information for the county. While the document does not substantially change the soil information on which the Junction City Comprehensive Plan is based, all future uses and references to soil information should use the information in this soil survey document.

Soil conditions consist predominantly of silty clay loam, isolated areas of silty clay loam associated with a seasonally high water table and moderately slow permeability, isolated areas of gravelly silt loam and ribbons of silty clay loam along the banks of the drainageways. Planimetric measurement of the area associated with each of the four soil types is shown below and on Figure 2 *[not available on the web]*.

Map Number	Acreage	Percent of Total Area	Soil Limitation for Building
1	1,230	64.0	Moderate
2	388	20.0	Slight
3	300	15.5	Severe
4	10	00.5	Severe

The recommended management for a majority of the soils within the city's urban growth boundary is either urban development or crops. The limitations on urban development are moderate to slight based upon soil shrink-swell potential and permeability.

Although the same soil interpretation ratings apply to the soils for the installation of subsurface sewage disposal systems,

> It is the policy of this plan to require the construction of sanitary sewers to reduce the potential public health hazards caused by failing absorption fields in restrictive soil conditions.

The description of soil conditions in the previous plan text was in error concerning the restrictions on urbanization of certain soil categories. Figure 2 *[not available on the web]* indicates soils by their agricultural class suitability as well as limitation for building foundations.

Soils in the Malabon and Salem categories have a high potential for growing douglas fir trees is not considered economically feasible due to land costs and equipment use limitations within the urbanizable area. Further, the clusters of trees within this area are found along the drainageways and are not significant in terms of commercial uses nor for the purpose of soil stabilization or wind protection.

Back to top

II. Hydrology

Surface waters include minor streams and natural or artificial lakes. The minor streams include two seasonal channels for Flat Creek, two seasonal channels for Crow Creek, both flowing in a northwesterly direction. Flat Creek is an overflow channel of the Willamette River with the two branches, channels F1 and F1b, flowing through Junction City.

Groundwater movement is essentially a continuous body of water within the alluvium of the valley floor, the water table is generally within 20 feet of the land surface at most times of the year and extends above the ground surface in some local areas, particularly in winter along the minor streams. Recharge for these aquifers is from precipitation, while discharge is to the alluvial water body and to streams. Movement is generally in the northerly direction, with a small component flowing toward the center of the valley. Both permeability and flow rates in the alluvium tend to decrease with depth.

A broad groundwater divide within the older alluvium occurs along the line of the Southern Pacific Railroad from Junction City to Eugene. East of the rail line much of the groundwater flows northward and slightly eastward into the permeable younger alluvium, eventually discharging into the Willamette River during periods of low water. West of the rail line, the principal flow direction is northwestward along the Amazon Drain and then northward, eventually entering the younger alluvium and the river at a point somewhere between Junction City and Monroe. The drain also receives groundwater inflow from the Coast Range foothills to the west.

Limited data on water surface elevations, specific capacities and water quality from well logs indicate that a belt of higher than average permeability concurs at relatively shallow depths in the older alluvium west of Highway 99. This band extends from the vicinity of Clear Lake, through the west edge of Junction City, and northward to Monroe. It is manifested as a 10 to 15 foot depression in the water tables on both the fall and winter water surface maps for that region.

Back to top

III. Floods

Major flooding occurs as a result of heavy rains and snow melt. Discharge flows in the Willamette River exceed the capacity of the lower, older alluvial terraces. Overflows eventually return to the main channel via Muddy Creek east of Junction City, and Flat and Amazon Creeks and the Long Tom River on the west. The two overflow channels, F1 and F1b identified in the flood insurance study, have been improved to carry floodwater through the city. Flat Creek, channel F1, drains the area east of the Southern Pacific Railroad tracks, and Flat Creek, channel F1b, drains the westerly portion of the city.

Two significant changes are decreasing the frequency of major flooding. First, increasing numbers of reservoirs have been built along the main tributaries of the Willamette River. Second, channel degradation, the lowering of the mean river bed elevation, has been taking place along the Willamette River and the lower reaches of the major tributaries. The effect of degradation has been to lower the water level of the major floods of a given discharge by about one foot per decade in the main channel of the Willamette and two to three times that amount on the lower McKenzie River. If such trends continue, flooding will become less common in the future. Major flood control upstream from Junction City involves seven reservoirs.

The city has adopted a Flood Hazard Area Management Plan which prohibits construction of buildings within the floodway channels F1 and F1b. The plan uses Junction City Ordinance No. 698, an Ordinance Establishing Anti-Flood Damage Building Requirements to insure "appropriate safeguards" are used to protect life and property from flood hazards. *[Note: This ordinance has been repealed. Current Junction City Zoning Ordinance is Ordinance 1063.]*

The city is a participant in the National Flood Insurance Plan. A Final Flood Insurance Study, City of Junction City (Community Number 410124) has been released by the Federal Flood Insurance Administration. Areas of inundation during a 100-year flood have been delineated on a flood boundary map, as part of that study. The study is included in the Appendix for reference. Information provided by the study shows that the areas east of the Southern Pacific Railroad tracks is subject to serious flooding and a limiting factor which prevents intense development of residential, commercial, and industrial land uses. Junction City Ordinance No. 760 requires that the minimum height of all finish floors of a structure used for human habitation, built in areas requiring a special hazard permit, shall be built one foot above the floodplain reference point. *[Note: This ordinance has been repealed. Current Junction City Zoning Ordinance is Ordinance 950.]* Further, Chapter 56 of the Oregon Structural Specialty and Fire and Life Safety Code is enforced by the city. The purpose of that chapter is to provide uniform standards to reduce or eliminate flood damage in flood prone areas. In addition to the city's goal to reduce or eliminate flood damage in flood prone areas, that ordinance also requires that,

A. Water systems be designed to minimize or eliminate infiltration of flood waters.

B. New and replacement sanitary sewer connections and systems be designed to minimize or eliminate infiltration of flood waters into the system and discharges from the system into flood waters.

Back to top

IV. Air Quality and Noise

A. Air Pollution
B. Air Quality Standards
C. Noise

A. Air Pollution

The point sources of air pollution within the city's urban growth boundary such as veneer dryers, sawmill operations, grass seed processing, and fiber production plants produce suspended solids, smoke, and odors. The area sources of air pollution are unpaved streets, automobile exhausts, backyard burning, and woodstoves.

Emission standards for direct sources of air pollution must be approved by the Oregon Environmental Quality Commission unless authority for review of a discharge permit has been delegated to the Lane Regional Air Pollution Authority, although such review is a state function.

It is a policy of the city that every applicant for a building permit in which the building will contain an operation or process resulting in emission of air contaminates, shall file with the appropriate state agency an application for an air contaminant discharge permit. Further, it is a policy of the city not to issue the building permit for any building or process which must obtain an air contaminant discharge permit without first obtaining such permit or written approval from the appropriate state agency.

A great deal of legislative debate has occurred at the local and state level concerning the issue of the open field burning program administered by the Oregon Department of Environmental Quality. State monitoring of sophisticated field burning techniques such as rapid-ignition and smoke management has resulted in fewer days of high opacity.

A common source of air pollution affecting the valley floor which poses a health problem to the people of Junction City is the problem of slash burning. The high suspended particulate levels in smoke from slash burning is a proven health hazard. Results produced by the state during field burning research indicates very little measurable impact of field burning on air quality standards in the Eugene-Springfield-Junction City area. However, slash burning was found to have a relatively greater contribution to pollutant levels than field burning.

The pendulum of public concern swings fully to the Junction City area due to the generation of odors from the proposed sludge management facility located outside the Air Quality Maintenance Area and upwind (summer months) from Junction City. The odors generated by the use of mercaptans at the Kraft pulp-paper mill located in Springfield are a source of complaints in Junction City. The same wind pattern would blow odor from the sludge management facility's drying beds toward Junction City. The City Council of Junction City has taken a position in opposition of this new facility in its proposed location.

The proposed location of new industry in an area south of Junction City is made on the basis that air quality standards will be enforced by the city in a joint cooperative effort with the local air pollution control authority. The policies listed below are meant to permit only those industries which meet the most stringent air quality control standards.

It is a policy of this plan not to permit new industry to locate within the Junction City Urban Growth Boundary which,

1. Does not encourage alternative means of transportation through mass transit or car pooling.
2. Operates fuel burning equipment which requires boiler lancing or soot blowing.
3. Operates equipment utilizing fuels of high ash and sulfur content.

4. Operates trade waste disposal operations which emit solid particles gas vapors, or malodorous substances.

Area sources of air pollution are controlled by city ordinances. It is unlawful to burn trash or rubbish other than grass clippings, leaves, tree, and shrub trimmings. Backyard burning of vegetative material is allowed by local fir department permit. The annual open fire periods are May 1 to June 15, and October 1 to December 15. Except for the sources of air pollution caused by unpaved streets and heavily traveled, unpaved alleys, the city is not faced with air pollution problems from automobiles.

It is a goal of the city to pave all city streets and alleys (Central Business District).

A provision of the zoning ordinance is an implementing measure,

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

Further, the city has a regular program of street sweeping to remove accumulated dust particles from the street surface.

B. Air Quality Standards

Air quality in the Junction City area is monitored and regulated by the Lane Regional Air Pollution Authority (LRAPA). Limited air quality data is available to total suspended particulate (TSP) levels for the Junction City area and is displayed in Table 2. This table indicates that the area complies with ambient air quality standards for TSP.

Areas of air quality concern which relate to Junction City are:

1. New major sources of air pollution locating in Junction City and their impact on Junction City and surrounding are air quality.

2. Local air quality impacts created by slash and field burning and by intrusion of malodorous substances from the Eugene-Springfield area.

In order to maintain the air quality of Junction City and its air shed,

It shall be the policy of Junction City to continually assess local air quality and proposed activities which may introduce new sources of air contamination. Such an assessment will be coordinated with the appropriate state and regional agencies.

Table 2. Total Suspended Particulate (TSP levels for Junction City, 1977-1979)

Year	Annual Mean uG/M³	Days with 150uG/M³	Average 24 Hour High
1977	52	1	171

1978	--	0	113
1979	47	1	172

Note: uG/M³ = micrograms per cubic meter

No annual geometric mean was computed in 1978, only a partial year of sampling was performed by LRAPA.

C. Noise

The citizens of Junction City have on numerous occasions expressed objections to the nuisances created by loud noise. The primary cause of complaints has to do with the proximity of industrial uses to residential land uses. There are a number of locations where an industrial use is located immediately across the street from a multi-family apartment complex or single family area. The noise of large trucks immediately adjacent to a residential use at all hours of the day causes complaints from those people trying to enjoy the peaceful occupancy of their dwelling.

> It is a goal of the city to prevent and eliminate sources of noise which prevent the peaceful occupancy of housing units.
>
> It is the policy of Junction City to control noise pollution by implementing noise standards developed by the Department of Environmental Quality and included in the City's nuisance ordinance.

City Ordinance No. 591 implements this goal by prohibiting the parking of a motor truck, as defined by ORS 483.014(3), on a city street between the hours of 9:00 p.m. and 7:00 a.m. of the following day in front or adjacent to a residence, motel, apartment house, or other sleeping accommodation.

The past procedure for measurement of sound levels and enforcement of state standards has been through the Department of Environmental Quality. Enforcement orders prescribing penalties have been issued by that agency in one instance against a local industry.

Existing industry with plans for expansion must also meet noise standards and eliminate noise sources from exterior speaker systems, open doors to shop areas immediately adjacent to residential uses, and truck traffic on streets used jointly by industrial and residential users.

Further, new siting standards prescribed by an amended zoning ordinance will prevent blight by requiring industry to be screened from residential areas.

Back to top

V. Natural Vegetation

Natural vegetation exists within the city's urban growth boundary consisting of three separate categories; riparian communities, grasslands, and oak woodlands. Riparian vegetation most frequently occurs along streams and rivers and usually forms a dense narrow bend near an old shore line. Willow, cottonwood, and alder trees are most prevalent in these areas. This vegetative habitat is very valuable in that it provides food, cover, and resting opportunities for a

great variety of animal species. The grassland habitat includes irrigated and non-irrigated agricultural foliage and croplands. Local grasslands are used to graze domestic livestock. Oak woodlands consist of white and black oak groves. Two large groves are located on public property.

Laurel Park is one area in public ownership where oak woodlands have been preserved for recreational use. All vegetative types in developed areas provide habitat for some wildlife species. In fact, wildlife distribution tends to correlate with different types and succession of plants. It is this tendency which forms the basis for an analysis of wildlife within the Junction City Urban Growth Boundary. The analysis is found in Appendix II

Wildlife in riparian and grassland communities are an important resource whose habitat must be considered in future construction plans. Mammals found in the riparian strips and grasslands include rabbits, raccoon, opossum, red foxes, and skunks. These areas and associated surface waters serve as nesting places for wood ducks, teal, and mallard ducks. Grasslands are habitat for ringneck pheasants, valley quail, and mourning doves. There are no known fish or wildlife species classified as "rare" or "endangered" within the city's urban growth boundary.

VI. Agricultural Land Uses

The intensity of use of agricultural lands to the north, east, and west of Junction City, outside the UGB, varies with the type of soil. Beans and peppermint are the principal irrigated crops found near and north of Junction City. Peppermint is grown on fairly light-textured, well-drained soils. The intensity of agricultural land use in the area emphasizes the use of crop rotation for greater yield per acre. Wheat is increasing in use as a rotation crop in areas to the north and near the city. Wheat requires loamy soils with good drainage; and cannot tolerate standing water. Grass seed is grown throughout the agricultural region surrounding Junction City. Oregon's climate is ideal for the production of grass seed. The state produces 30 percent of the nation's grass seed supply. Grass fields are concentrated in Lane, Linn, and Benton counties, with over half of the state's crop in Linn County. Grasses such as tall fescue, orchardgrass, and bluegrass do not tolerate wet soils but others such as ryegrass do grow on wet soils.

Land uses to the south of Junction City consist of rural residential home sites and areas of grass seed growing on soils with a higher percentage of Class III and IV agricultural capabilities. Soil capability classes change and drainage features greatly reduce the use of this area for crop or seed production. The limiting factors on agricultural land uses in this area are:

A. The rights-of-way of two railroads, 575 feet apart, and a state highway prevent the distribution of water for more intense utilization of the soil's capabilities.

B. Drainage features developed by the railroad prevent crossing the total expanse between the two railroad rights-of-ways.

C. Expanded railroad right-of-way were acquired for rail spur construction along the Burlington Northern Railroad and Southern Pacific Railroad along Prairie Road and the state highway. Such areas limit the feasibility of east-west access.

The limited access in both directions causes large isolated areas. The land use in the past has been limited to occasional grass production.

As the limitations on agriculture continue to develop in this area due to the potential for other land uses, the city believes it is important to preserve this area for future industrial land uses.

The buildable lands inventory, included within the Land Use Element contains data showing that Junction City had

insufficient lands designated for future industrial use. When the alternative areas outside the 1977 urban growth boundary were considered, there are two directions available to the city for future industrial land uses. The following limiting factors prevent growth from occurring in the easterly and northerly sectors of the Urban Growth Boundary.

A. As indicated on the flood hazard map (see Appendix) the area east of the Southern Pacific Railroad track rights-of-way is located within a major flood hazard area. The railroad track bed acts as a dike to prevent serious flooding to the area between the two railroads and to property west of the Southern Pacific right-of-way.

B. Intensive agricultural land uses have developed on lands within the city limits and urban growth boundary in the southeast sector of the city. These lands were mapped in error for future industrial uses (124.55 acres) but contain well-drained Class I and II soils. The owner-lessor of these lands has publicly requested that the error be corrected by a city initiated change in land use designation and implementing zone.

C. Intensive production and processing of crops on Class I and II soils immediately north of West 18th Avenue.

It is a policy of the city to preserved agricultural land uses on lands adjacent to the city's Urban Growth Boundary by requiring:

Buffer zones be provided on lands within the urban growth boundary and between adjoining agricultural land uses within the county.

A. Any amendment to the urban growth boundary include data and information which satisfies the four factors described in Part II of Statewide Planning Goal 2.

B. Any amendment to the Urban Growth Boundary be for a specific land use. A time table describing the time period for conversion to urban uses will be included.

See Appendix II for additional information and clarification.

Back to top

VII. Wetlands

[Possible Resources: National Atlas, USGS National Mapping Information, National Soil Survey Center]

The National Wetland Inventory Maps prepared by the U.S. Fish and Wildlife Service identify possible wetland resources within the Junction City Urban Growth Boundary. The specific sites are represented on the Junction City and U.S. Geological Survey quadrangle maps (U.S.F.W.S. Draft N.W.I. maps, 1989) which, by this reference, are incorporated into this section of the comprehensive plan as the City's Preliminary Inventory of Wetland Resources. Due to the lack of specific information on the hydrology, soils, and vegetation of these sites, the actual extent and value of these resources are unknown. When adequate information is available on the quantity, quality, and location of these resources, an analysis will be conducted to determine significance and disposition. Until these sites have been evaluated in more detail, property owners, developers, and other interested parties should be aware of possible land development constraints posed by these resources.

The map, preliminary inventory of Wetland Sites, is attached and incorporated herein by reference.

Back to top

VIII. Wetland Resources Policies

A. For wetlands resource sites identified on the City's Preliminary Inventory of Wetland Resources, the City shall conduct a Goal 5 analysis when adequate resource information is available on the quantity, quality, and location of each site.

B. Prior to the issuance of a land development permit for any site listed on the City's Preliminary Inventory of Wetland Resources, the City shall refer the request to the Division of State Lands and the Army Corps of Engineers for their review and comment.

Back to top

Next section

Back to [Ordinance Menu] Back to [Government Pages]

Last update: July 29, 2002

Chapter 3. Land Use Element:

I. Introduction

Decisions facing the city concern the direction, rate, and type of growth the city wants to experience. The previous questions concerning whether or not the city will continue to grow have been answered by external forces.

The urban service area indicated on the proposed land use map encompasses an extremely high percentage of the total area within the city limits, as well as those unincorporated areas described below which are contiguous to the city.

There are philosophical differences in opinions concerning the management of land use decisions directly affecting the city. Statutory authority affords the cities to the right of self-determination through legislative oversight. The city will strive to coordinate its lands use decisions with county, state, regional, and federal levels of government, but will not implement plans of other agencies when the city's position is not considered or incorporated in those plans.

Back to top

II. Land Use Patterns in 1980

A. Housing Types

[Single Family dwellings] [Multi-family dwelling units] [Mobile Home Parks] [Modular housing]

1. Single Family dwellings.

   In 1980, there were 3,320 person residing in 1,391 dwelling units within the city. An additional 781 person live adjacent to the city limits and within the urban growth boundary.

   One major residential node exists to the south of the city limits, and one totally developed but confined exists east of Prairie Road and South of West 1st Avenue.

   Two additional low density residential areas exist to the west of the city limits where all the building lots along Vine Street are fully developed with 26 single family homes and one duplex.

The founder of Junction City platted the city in 1872 consisting of 90 acres and 450 building lots. The population of the city grew to 428 persons in 1880 (Tenth Census) but could have accommodated a population of 2,000 persons if the expected stimulus of two railroads had occurred in the early 1900's.

As additional lands were annexed the initial density of five dwelling units per acre (net) has dropped to three du/acre in specific areas of recent subdivision development. When compared to the map describing the annexation history of the city it becomes obvious that the greater density still exists within the area platted in the original plat of the city. Although the highest density is within this area, a higher percentage of land area is consumed by streets (30 percent) and alleys (12 percent). A majority of buildings within this area have front yards oriented along the north-south streets. A higher percentage of land is used for streets due to the east-west avenues creating short city blocks.

Initially this may appear to be an excessive amount of land to be used for streets. However, at least 50 percent of this area is in a transitional state from single family residential use to higher density residential and commercial land uses. The areas of greater emphasis in this trend are located along Juniper Street, East 6th Avenue, and Ivy Street.

2. Multi-family dwelling units.

The relatively good site selection opportunities for the construction of apartment complexes within the city has caused the construction of a disproportionate number of such units during the past five years. Data in the inventory compares the number and percentage of the housing stock represented by new apartments constructed during the past 10 years. The availability of sites stimulated the construction of apartment complexes in all sectors of the city except to the west and north.

> It is a policy of this plan to encourage the dispersal of multi-family housing land uses throughout the city in areas readily accessible to schools, parks, and shopping.

Densities of existing apartment complexes vary from 31 du/acre (3rd story) to 20 du/acre (2nd story). The present lot area requirement of the zoning ordinance is 1250 sq. ft. per dwelling unit.

> It is a policy of this plan that new multi-family units shall be developed on the basis of provisions of R-2 Multi-Family zoning district.

Where government assisted apartment complexes have been constructed, care has been taken by the developers to create an aesthetically pleasing environment.

> It is a goal of this plan that all new multi-family complexes be developed in a manner to provide an aesthetically pleasing environment.

Implementation policy:

> All new multi-family complexes are to be developed in accordance with siting standards described in the zoning ordinance.

3. Mobile Home Parks.

The full impact of mobile homes as single family dwellings has not been felt by the city. Presently, two mobile home parks exist within the city containing 72 units. Scandia Mobile Home Park comprises 62 units and is a model the city encourages future mobile home parks and mobile home subdivisions developers follow in developing a livable environment that the city can take pride in. The three mobile home parks outside the city limits but within the urban growth boundary contain 93 units and are located in an area south of West 1st Avenue and at the corner of W 18th Avenue and Oaklea Drive. These parks are considered substandard in construction and will not be annexed unless they are brought to full city mobile home park standards.

The total number of units presently inside the city represents 5 percent of the total housing stock. There has been 10 new spaces added since 1976, a four year period. Statewide, the annual growth rate for mobile homes as part of the housing stock has been 3 percent and is expected to increase in the future. The conclusion is reached based upon a city wide vacancy rate of .5 percent in mobile home spaces or vacant units and the statewide growth rate in mobile home spaces or vacant units and the statewide growth rate in mobile home living that additional mobile home spaces should be permitted within the city when developed in an aesthetically pleasing manner.

4. Modular housing (using conventional framing assembly methods)

As the cost of conventional single family housing continue to spiral, a larger percentage of the city's prospective home buyers are priced out of the single family housing market. The average 3 bedroom, 2 bath house with amenities, financed by conventional methods costs $68,000 in 1980. The Oregon Home Builders Association estimates that only 20-25 percent of the families in need of a new house can afford to buy a new home. Modular housing offers a logical alternative to the higher costs of conventional housing. The cost per sq. ft. of living space is less to construct and yet the final product has the same appearance as a conventional wood-framed house.

It is a policy of this plan to permit the siting of individual modular housing units on any residential lot within the city limits. The definition of modular housing unit is a dwelling unit assembled from parts or panels at a location other than the residential lot, transported to the site, and placed on a continuous foundation. The perimeter foundation shall carry a major portion of the structural live load.

It is a policy of this plan that the City Planning Commission may review the design of modular housing units prior to application for a building permit to insure the compatibility of the design to surrounding land uses.

B. Commercial Land Uses

[Regional Market Areas] [Scandinavian Festival] [Central Business District] [Transitional land uses along Juniper Street

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

A preliminary review of the location of businesses indicates the following features:

- A majority of all businesses are located along a primary transportation route: Ivy Street, West 6th Avenue, or 1st Avenue.

- A concentration of retail and professional services are located in an area described as the Central Business District. The CBD for the purposes of this plan has the following boundary description: the easterly boundary is West Front Street, the southerly boundary is West 4th Avenue, the westerly boundary is the middle of the block between Ivy Street and Holly Street, and the northerly boundary is West 8th Avenue.

- A third group of businesses are located outside the CBD and are not dependent upon high visibility to automotive traffic.

The recent completion of the new Tri County Bank and a new office building occupied by the Oregon Department of Motor Vehicles offers hope of continued commitment to expansion of the economic and service base of the community.

1. Regional Market Areas

   The market areas serviced by businesses within the city vary in size according to the type of commercial enterprises. The trade area for food stores, auto dealers, eating places, and equipment repair facilities extends to the Monroe, Harrisburg, Halsey, Brownsville, and the communities of Cheshire and Alvadore. The market area for finance, insurance, and real estate is much more competitive with service outlets in those cities, but such services do not extend from businesses in Junction City.

   Agricultural services provided by city businesses are extensive. The equipment sales and repair of farm equipment provided by two businesses employ 10 people and have statewide sales.

2. Scandinavian Festival

   The annual Scandinavian Festival is a major community event drawing crowds during its 4 day summer schedule totaling between 70,000-80,000 people. The festival allows craftsmen and vendors from throughout the state the opportunity to sell products and foods which generated $247,000 in sales in 1980.

   The Scandinavian Festival began in 1960 when the city found itself bypassed by the traffic using Interstate 5. Most of the heavy traffic previously used Ivy Street which transverses the heart of the city. Morale reached a low ebb, properties were allowed to deteriorate, and business after business closed their doors to trade. The inspiration of one man, Dr. Fletchall, and the efforts of the community helped to add new life to the business community.

   > A goal of this plan is that the city will continue to support the efforts of the Scandinavian Festival Association in the annual production of its festival. Further, the city supports the continued expansion and improvements the festival association plans to make to existing and future facilities.

3. Central Business District

   The Central Business District is a compact area with very little vacant land for the expansion of retail stores. Occasionally, a business is displaced by a new business. The displaced business moves to a new community due to a lack of available space.

The desire by business to increase their exposure to traffic could be off-set by incentives such as tax differentials or special tax districts which make it more profitable to operated a business within the CBD.

Further, incentives such as reduced site development costs could be used to interest new business to located within the CBD. Construction cost reductions would occur if the city reduced the off-street parking requirement.

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

4. Transitional land uses along Juniper Street

The potential for future commercial land use exists along Juniper Street. The construction of new commercial businesses at the northern end of that street will induce local traffic to increase. The transition of an established residential neighborhood to rentals, the construction of new office buildings, and parking lots accessory to commercial uses along Ivy Street will accelerate as traffic levels increase on Juniper Street.

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

Implementation policy:

> A transitional zoning district will be used along the west side of Juniper Street employing siting standards for new commercial land uses.

The siting standards employed along Juniper Street will include design standards to improve the appearance of new or remodeled structures. The past construction practice of paving every vacant area of a lot not covered by buildings is unnecessary. Aesthetics are enhanced when landscaping is employed in front and side yards and the overall costs are reduced for new construction.

C. Industrial Land Uses

[Major Employers] [Availability of sites]

1. Major Employers

The economic base for Junction City is supported by several industries. Large employers include a food processor (Agripac), two wood products plants (Bohemia Plywood, and Clark and Powell Lumber Company), two steel fabrication firms (Freeman Welding and Knudtson Manufacturing), three prefabricated structure plants (Pacific Remanufacturing, Caribou Manufacturing, and Country Campers, Inc.) and a prototype plant producing an erosion control material from grass stubble. *[Note: All of these businesses, with the exception of Knudtson Manufacturing and Country Coach (as it is now known) have gone out of business, left the area, or changed ownership.]* These firms divide into two general categories depending upon the type of industry.

The existing industrial land use category is implemented by two zoning districts. The light industrial zone contains 52 acres. Heavy industrial uses such as Clark and Powell Lumber Company occupy 53 acres. Heavy industrial uses occupy the full area committed to that district. A number of the firms in this category have landbanks for future expansion.

> It is the goal of this plan to provide additional industrial land committed to future heavy industrial uses in an area compatible with surrounding land uses.

New heavy industrial buildings have been constructed during the last 10 years on those areas used as land banks by existing industry.

Two light industrial firms have expanded to the point that they must either expand their existing plant sites or relocate outside the community.

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

2. Availability of sites

It should be further noted that no new land with a plan designation allowing for future industrial use has been added to the city since 1970. The amount of vacant lands in the industrial land use category amounts to 20.58 acres when those lands owned by existing industry are subtracted from the total land available to industry.

The recent rejection by a manufacturer of electronic components due to the close proximity of existing industrial land to sources of noise and vibration convinced the city that a new land use category and implementing zone must be added to the city's comprehensive plan map, text and zoning ordinance, and zoning map. The historical data available to the city and the expressed land needs for that type of firm is 200-300 acres in an area surrounded by compatible land uses. The technological land use category that is created will not serve only electronics firms, but would also satisfy the siting requirements for large professional office developments.

Back to top

III. Land Use Patterns of the Future

The growth patterns anticipated by Junction City are a continuation of historical trends concerning the direction of new development. However, within specific land use categories, the intensity of land use utilization will increase through the use of higher densities required by the zoning ordinance.

Methods used to implement the goals and guidelines of this plan and the Statewide planning goals and guidelines shall be consistent with those regulations. It is important to insure consistency between the Comprehensive Plan Text

and Map. As a result, the following land use categories shall be implemented by the appropriate zoning district as indicated below:

Table 3.
Comparison of Land Use Categories and Zoning District

Land Use Categories	Zoning Districts
Low Density Residential (LDR)	R-1 Single Family R-2 Multi-Family Mobile Home Park Planned Unit Development
Medium Density Residential	R-2 Multi-Family Planned Unit Development
Commercial	C-2P Commercial C-2 Central Business C-1 Neighborhood Business Planned Development
Commercial-Residential	CR Commercial-Residential Planned Unit Development
Industrial	M-1 Light Industrial M-2 Heavy Industrial Planned Unit Development
Technological	P-T Professional-Technical
Public	R-1 Single Family
Park	R-1 Single Family

Urbanization began around a compact nucleus, characterized by a residential density of five dwelling units (du) per acre. Commercial growth occurred adjacent to major transportation routes, the major stimulus was the construction of two railroads. Industrial growth (83 percent total area) has occurred between the two major railroads traversing the city. Future industrial development is envisioned to include new types of industry represented in other parts of the state but not in Lane County.

The discussion concerning where people will live in Junction City begins with a review of housing types.

A. Housing Types

[Single family dwellings] [multi-family housing areas] [Mobile home parks] [Mobile home subdivisions]

1. Single family dwellings

It is envisioned that the low density land use category will provide sufficient buildable land to provide for an additional 1,066 dwelling units between 1980 and the year 2000. The most critical problem facing the housing industry at the start of this decade is the higher costs associated with this type of dwelling.

It is critical that the problem of rising construction costs be curtailed and an attempt to lower those costs be made by those responsible. The table below indicated that between 26-30 percent of the cost of the new house is land cost and costs of improvements of an additional 12 percent of the 1980 construction costs for a typical house built in Oregon.

Table 4.
Construction Cost Breakdown for a Typical House Built in Oregon in 1980

Cost Factor	Percent of Total Cost
Land and site improvements	26-30
Materials	28
Labor	19
Financing-Administration	12
Investment return	11
	Total: 100

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

The implementation of this goal will be carried out through provisions of the zoning ordinance which require developers to,

a. Construct new subdivisions at a density of 5.5. units per acre (43,560 sq. ft./acre).

b. Construct subdivisions which make use of the following features:

1. Energy conserving methods such as head recovery systems, solar access, etc.

2. Land is adjacent to existing public utilities.

3. Utility transmission lines to serve an area larger than the project area.

Further, the city will encourage developers to:

a. Use the Planned Unit Development provisions of the zoning ordinance for the development of large tracts of land.

b. Construct mobile home subdivisions designed specifically to accommodate mobile homes.

There shall be a maximum of 5.5 du/acre using conventional subdivision design methods for lot layout and street configuration.

The alternative to conventional subdivision design is the use of the Planned Unit Development concept, where even greater densities are permitted through proper design and site use. The base density for a Planned Unit Development shall be 6 du/acre of net site area. The minimum area for such a project shall be three acres unless justification can be offered for an exception to this policy. Developers may reach a maximum density of 8.5 du/acre by incorporating the three features: energy conservation, an orderly growth pattern, and excess capacity in construction of utilities. And additional .5 du/acre may be added where,

Public access by pedestrian-bike paths are provided by the developers or an integral part of the city's master bike path plan is paid for by the developer.

The city envisions its housing mix to consist of 55 percent single family dwellings, 9 percent duplex, 26 percent multiple family dwellings, and 10 percent mobile homes (parks) by the year 2000. The city finds it difficult to make conclusive statements about where future other residential land uses will be located in the dominant low density residential land use category. The city does offer guidelines for the conversion of lands in the low density residential land use category to higher density residential uses. Although these conversions standards are described in the next subsection, it is possible to apply those standards to other higher density land use designations when the need factor in the buildable lands inventory (See Appendix) clearly shows a need for lands to be changed to the higher density.

2. Multi-Family housing areas

The costs involved in new residential construction may cause new concepts in construction to be used to satisfy the demand for multi-family housing units. The concept of attached single family dwelling units could be used to satisfy a portion of the housing needs in this category. However, the recreational and accessory space needs of such projects must be addressed at the time of application.

Housing projects which receive rental assistance through federal or state subsidies added 56 multiple

family dwelling units to the city's housing stock in 1980. All units were built specifically to house the elderly of northern Lane County. The number of units built in 1981 totaled 67 elderly housing units.

There was a total of eight conventionally financed apartment units built during the same two year period. The city supports the concept of providing affordable housing to all income groups.

It is therefore becomes the goal of the city to concentrate on providing adequate housing for all income levels. However, during this planning period, the city encourages the construction of multi-family units to satisfy the housing needs of small and medium size families.

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

The city recognizes that it cannot create a conflict between the Comprehensive Plan Map designation and implementing zoning district for a specific area. Further, the City recognizes the need to provide an additional 52 acres of buildable lands, suitable and available for development in the Medium Density Residential land use category. However, without a detailed review of all lands presently designated by the Low Density Residential land use category, the city finds it difficult to designate additional lands in the Medium Residential land use category.

The city will consider at the time an application for annexation is received, the request by a developer to redesignate a portion of those lands presently shown as Low Density Residential land use to Medium Density Residential land use. Further, if the city finds that it will annex those lands for the proposed uses, then will rezone that area proposed for multi-family residential use to an R-2 multi-family zoning district. Final action to rezone those properties will occur when the developer has completed the construction of the project in accordance with an approved development plan.

A developer may propose that the total number of dwelling units within a project area consist of a mixture of single family dwelling units (55 percent) and multi-family dwelling units (24 percent).

Locational criteria to determine such redesignation are:

a. Access is provided directly to 1st Avenue, 6th Avenue, W 18th Avenue, Rose Street, or Deal Street.

b. City utility services and system capacity are available to service the property.

c. The site is located between a park or school or commercial shopping area.

d. The maximum area (acres) which will be permitted in each sector of the city (north-south axis, Ivy Street; east-west axis, 6th Avenue) are presented in Table 5.

Table 5.

Areas Designated for Low Density Residential Land Use Available for Multi-Family Residential Use

Quadrant	Low Density Residential (acres)	Low Density Residential available to be Multi-Family Residential	Multi-Family Residential (acres)
1	143.75	84.95	46.80
2	11.85	4.61	2.20
3	3.51	2.00	1.00
4	133.25	22.01	10.00
Total:	292.36	112.57	60.00

[See Appendix II for additional information and clarification.]

3. Mobile home parks

It is projected that the percentage of mobile homes comprising the city's housing stock will continue to grow each year to a total of 10 percent of all dwelling units. By the year 2000, there will be 330 mobile homes or twice the 1980 total within the Junction City Urban Growth Boundary.

The feasibility of constructing new mobile home parks involves the construction of 80 or more spaces based upon information supplied the Manufactured Housing Association. If an 80 unit/park size factor is used as a standard, then 4 such new parks could be constructed within the next 20 years. The base density for a mobile home park is described by the zoning ordinance as 8 du/acre. An example of a well-developed mobile home park is Scandia Mobile Estates. The livable atmosphere of this park houses 67 mobile homes on approximately 10 acres.

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

4. Mobile home subdivisions

The state legislature has debated the legislative wisdom of requiring cities to permit mobile homes on individual lots. The city also conducted an extensive debate on that subject in 1975. It was the decision of the city at that time to only permit mobile homes in mobile home parks.

The incompatible use of materials, the lack of structural perimeter foundation, the lack of eaves, and the dissimilar design of floor plans are reasons why mobile homes are not permitted on individual lots. However, the city recognizes that the use of mobile homes as a housing type in a subdivision is a viable alternative to the spiraling costs of conventional housing construction. It therefore becomes,

A policy of this plan to permit the construction of manufactured home subdivisions at a density of six to twelve units per acre.

It is a policy of this plan to apply the recreational area standard, design team, review process,

and homeowner association provisions to the Planned Unit Development zoning district to all mobile home subdivisions.

It is a policy of this plan to strictly enforce site development standards and the maintenance standards of the zoning ordinance within mobile home subdivisions.

B. Commercial Land Uses

A city-wide inventory of lands designated for future commercial land use includes an adequate number of vacant lots in the 5,000 to 10,000 sq. ft. area category. However, the site selection for larger parcels is extremely limited while the demand has been high enough to cause some businesses to locate elsewhere. Testimony offered by members of the local Board of Realtors and Safeway Stores, Inc., indicate the need to conserve commercial lands in larger parcels. The need for larger parcels is further emphasized when the constraint of mid-block alleys containing utility lines serving lots along Ivy Street limits the size of buildings.

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

It is a policy of this plan to permit the division of larger parcels when a need exists based upon the unavailability of parcels of a smaller size in other parts of the city.

It is a policy of this plan to permit the division of land into smaller parcels when a need exists based upon an immediate use.

It is a policy of this plan not to permit the division of larger parcels of commercial land into smaller parcels for speculative purposes.

Supportive commercial activity to the city's industrial land use area south of the 1980 urban growth boundary needs to be provided to insure a viable area for industrial use. The commercial-industrial complex located at the NW corner of Hwy 36 and Hwy 99 will be studied by the committee for possible inclusion in the city's boundary.

The relationship between commercial activity and the economic well-being of the city is not based solely upon the availability of land. Economic growth cannot be measured by the number of new jobs created by new business. It takes community effort to improve conditions. The involvement of the local Chamber of Commerce in promotion of the business community also includes as part of their effort employment of the local labor force.

C. Industrial Land Use Growth and Future Needs

[Amendment to the 1980 Urban Growth Boundary] [Potential Industries] [Public Utility Extension Policies] [Methodology used for determining industrial land needs]

In order to understand the need for lands to be designated for industrial growth it is important to review historical trends in local and statewide increases in population, personal income, and total employment.

Proper prospective, though, reveals that economic well-being is not measured in the amount of land available for industrial development. The important principle which forms the basis for all growth is the general

economic law of supply and demand. The issue (industrial growth) is not whether an adequate supply of land is available, but how those lands will be utilized to satisfy the demand.

Most visions of industrial growth see an electronics plant (capital and labor intensive) at the end of the economic diversification tunnel. This text offers the opportunity for industrial growth in all sectors of the maturing economic sectors. Junction City has reached a level of economic diversification found in few communities of its size. The industrial base includes the lumber, agricultural, tourist, and manufacturing industries. We do not have a single large employer that is not subject to seasonal or frequent loss of jobs. We do have several business within each of these sectors. However, one in four jobs in the community is dependent upon the lumber industry. Countywide, the local economy depends upon two out of every three jobs from the wood products industry.

1. Amendment to the 1980 Urban Growth Boundary

   Although the opportunity should be provided for planned industrial growth in all communities, there is the attitude among the larger Lane County cities that industrial growth should only occur within their boundaries. Contrary to that premise is the following local community goal:

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

   As rural Lane County continues to grow, new jobs must be created to accommodate that growth. Statewide planning guidelines require that a majority of industrial growth occur within an urbanization area, or within an urban growth boundary. Those boundaries describe the planning areas for all the small cities within the county. Junction City has addressed the employments needs of people living in other areas of the county but outside the city's planning boundary. It is projected that the city's share of the countywide labor force will continue to grow.

   In order to carry out its expectations, the city is developing a program which utilizes the public and private resources of the community.

2. Potential Industries

   The demand for industrial land is generated by existing business wanting to expand, or by new industry. There is a documented need to accommodate new industry on sites not available under the 1977 Junction City Comprehensive Plan Map and Text.

   There were no sites available for a modernized food processing plant such as Agripac within the Junction City planning area prior to the city amending its urban growth boundary to include additional lands located between the two railroads described in section II-VI. This industry is dependent upon a major supply of natural gas, rail transportation, and a site relatively close to an area suitable for an effluent spray irrigation program. The proposed plant facility needs an area of 120 acres serviced by good access to rail and direct access to a major highway.

   Demand is further documented by the additional area needed by Country Camper, Inc. *[Note: now known as Country Coach.]* for future expansion. An additional 1 to 3 acres is needed by the firm. Management has considered moving the plant operations to another area due to the constraint of limited area.

Demand is further documented by the needs of Anderson Erosion Control *[Note: no longer in business.]*. A site of between 10-15 acres is under consideration in an area south of Junction City.

The expansion of Continental Can Company can be accommodated at the existing Agripac facility site. *[Note: neither company remains in business.]*

The Greater Junction City Area Chamber of Commerce has received several inquiries from small industrial concerns located in other areas of Lane County, the United States, and Canada concerning the availability of industrial sites for relocation of their businesses to this area.

The demand is further documented by the testimony of the property owner owning a 90 acre parcel previously designated for future industrial use. The owner received two inquiries from the same electronics firm concerning the purchase of this parcel. The owner informed the firm that the property was unavailable for any future industrial use and would remain in mint production.

The demand for a viable inventory of lands designated for industrial development is further highlighted by the promotional activities of the Junction City Economic Development Committee. The use of national publications and a promotional brochure are planned as part of an effort to attract new industry to the Junction City area.

The supply of land designated for industrial use has been reviewed during an inventory of those lands within the city's planning area. Instead of an increasing supply of industrial land, the availability of sites has actually decreased due to the corrections of mapping errors in the previous Comprehensive Plan Map.

When those lands designated for future industrial use, but owned by existing industry (landbanks), were subtracted from the total vacant industrial lands, a total of 10.02 acres remained prior to amending the 1977 Comprehensive Plan Map to include other areas.

Specific areas recommended to accommodate future industrial growth were described in the planning text and map for the Williamette Long Tom Subarea of the Lane County Comprehensive Plan and the Development Plan prepared by the Central Lane Planning Commission in 1959. A portion of the area described by the county's planning effort has been incorporated into the city's 1980 Comprehensive Plan Map.

3. Public Utility Extension Policies

One of the factors considered in designating additional lands between the two railroads for future industrial use is the availability of access to those major transportation modes as well as direct access to U.S. Highway 99. As transportation costs continue to rise the use the services such as trucking and rail will continue to increase as an economy measure.

> It is a goal of this plan to utilize existing transportation facilities to their maximum possible extent by existing and future industrial uses.

As an implementing measure:

> It shall be the policy of this plan to encourage industry needing rail access to locate adjacent to existing rail lines and rail spurs. Industry not needing rail access will be required to provide

the necessary rights-of-ways to other parcels or industries located on adjoining lots.

The transportation facilities within the Junction City Urban Growth Boundary have developed drainage facilities to support the structures used by different transportation systems.

Proper storm drainage systems exist throughout the city's 1977 UGB and located between the two railroads is adequately drained by an open drainage system suitable for industrial site use.

a. Wastewater disposal

The State of Oregon has incorporated in the Statewide Water Quality Plan a long range planning goal to require industrial users of municipal wastewater disposal systems to develop their own disposal systems.

The Public Facilities Element of this plan describes the city's involvement in construction facilities specifically designed for and used by industrial users. Such systems may be developed adjacent to the industrial users or adjacent to the existing municipal system.

A portion of the capacity of the existing municipal wastewater treatment facility has been used by industrial users. As the larger industrial users discontinue using the system for industrial wastes, greater capacity can be allocated to other land uses.

b. Water service and capacity for industrial use

The city has adequate water service capacity to serve future industrial growth. The 1980 facilities study includes a section of the city's capabilities to serve all areas within the urban growth boundary. Water service to industrial in the growth boundary. Water service to industrial users in the southerly extent of the UGB may be difficult and expensive to southerly extent of the UGB may be difficult and expensive to reach with the city's system and may necessitate the construction of separate facilities within a local improvement district.

It is the goal of this plan to provide adequate capacity, transmission lines and pressure to a water system specifically designed for and used by industry.

c. Implementation of goals to develop an industrial service system for sewer and water facilities.

The actual fulfillment of the goals to provide water and sewer services to industrial users through the formation of local improvement districts will be a capital intensive program. However, this is a 20 year plan and the methods available to finance those costs could be by,

1. Special revenue bonds.

2. Special serial levy by a port district.

3. Use of state industrial revenue bonds.

The methods used to finance large scale improvements could involve a joint effort between industry, the county, the state, and the city.

4. Methodology used for determining industrial land needs

The best guessing methods of different agencies on how much industrial land a city will need for future development varies between regions and cities. Industrial land needs have been based upon such factors as population growth, labor force projections, employment projections by economic sector, and employment density. The use of each of these methods contains one flaw--no provision for establishment of industries based upon entirely new product line (*e.g.*, semiconductors in the Southwest and California).

Lane County has recently attracted one of those industries characterized as a new product for this area. The siting of Spectra Physics introduced to Lane County the type of industry described as a "high technology" firm.

While statewide employment in the electronics industry increased by 400 percent between 1973-1980, Lane County struggled to maintain its 1960 employment level in that industry, 59 jobs. Statewide employment in this industry grew by 6,820 jobs between 1970-1980, but countywide employment grew by 326 jobs during the same period. It is projected by the State Employment Division that 10,000 new jobs will be created in this industry in Oregon by 1987.

If the rate of growth of this industry in the county is projected to 1987, Lane County will have only a few hundred of these additional new jobs.

> It is a goal of this plan to provide sufficient land with suitable site characteristics to aid those "selected industries" identified by the state legislature as those industries to attract to this state.

Historical trends analyzed by the city through a questionnaire to existing industries concentrated on the following factors that industry gave for location of a plant which produces durable goods in the Junction City area. Those reasons are:

a. A lower cost per acre for land and site improvement costs.

b. Access points to railroad, highway, and pipeline transportation facilities.

c. An industrial land use designation for the plant site.

d. Availability of city services, sewer, and water.

e. Supportive community attitudes to new industry.

f. Community environment small town, livability.

g. Potential for plant expansion.

Those factors still exist within an amended Junction City urban growth area. The highest rated factor related to lower land costs still compares favorable to the Junction City area with land costs within the larger communities.

Data provided by the Lane County Department of Employment and Training documents that 2 percent of the

total county labor force is employed in [the] Junction City area. The share of the city's labor force by employment sector and growth rate of the percentage of persons employed in this area are shown further down. It was previously stated that there are several factors which could be used to project industrial lands needs for the future. One method used in this text is based upon projection of industries which are growing in employment in the Junction City area are construction, manufacturing, transportation, trade, and service sectors. The industries showing declines in employment are the agricultural and miscellaneous sectors.

An analysis of the employment levels in industry has been completed by the firm of Coopers and Lybrand for the Lane County Department of Employment and Training and the Private Industry Council, entitled *An Economic Diversification Study of Lane County, Oregon*. Data generated by that study indicates that "Nearly 3,200 jobs were lost in durable good manufacturing from 1973 to 1975." But from 1970 to 1979, the overall gain countywide in those categories totaled 770 new jobs.

In the same period, and for the same industrial sectors, 26 percent of the new jobs created in Lane County were located within the Junction City planning area. The number of jobs involved in the manufacturing of durable goods grew in the Junction City planning area at a rate 4 times the county growth rate in that sector. All manufacturing sectors together total 759 jobs on 130 acres. The employee per acre ratio would be deceiving if developed at this point. The number of jobs directly related to primary lumber products is a large percentage of the total labor force (23 percent) occupying 49.63 acres of land designated for industrial land use implemented by the heavy industrial zoning district. Any expansion of employment within the woods products industry is expected to be generated by existing employers.

When those industries involved in the manufacturing of durable goods were interviewed they indicated a 1979 employment level of 300 employees located on 27 acres, creating a 11.1 employee per acre ratio.

A linear projection of the percentage of the total countywide work force employed by all sectors within the Junction City planning area, based upon historical data, is graphically displayed in Figure 3. The area employment level is projected to increase to 3.5 percent of the total county labor force, or 6,100 jobs by the year 2000.

An employment level study of large and small geographical areas entitled *Neighborhoods and Regions*, released by analysts at the Massachusetts Institute of Technology, states that with an annual job loss rate of about 8 percent, half of an area's jobs must be replaced every five years just to maintain existing employment levels. According to the author, "The reality is that our most successful areas are those with the highest rate of innovation and failure, not the lowest. Areas that are declining are not declining because their rates of loss are higher. They are declining because they are not competing effectively for new jobs."

The fact that countywide employment in certain sectors have experienced declines in the past, coupled with the fact that the county has not attracted new employers in new product manufacturing enjoyed by other areas of the state, indicates that Lane County has not competed effectively for new jobs.

When those job sectors that have ceased to decline and have again brought new jobs to the county, a high percentage of those jobs were created within the area now described as the Junction City planning area.

When the employment growth in the manufacturing sectors are projected as a percentage of the total employment, an additional 1600 jobs must be created over the next 20 years. If the existing employee per acre ratio is used to determine the area required to accommodate that industrial sector, an additional 140 acres of land designated for future use will be used by employers. It should be noted that these figures are based upon employment growth in manufacturing industries other than lumber and wood product manufacturers.

Growth patterns in a specific land use category do not occupy 100 percent of the land area designated for that category. However, the percentage of lands properly designated for industrial use and occupied by industry is extremely high when,

a. Lands previously mapped in error by an industrial land use category have been properly mapped and that area subtracted from the total area previously described as suitable for such use.

b. Industry is forced to relocate to another area or region because insufficient land exists for plant expansion.

c. The percent area occupied by existing industry and their landbanks (see Industrial Land Inventory) is subtracted from 100 percent of the area designated for industrial use.

d. Non-buildable areas are subtracted from the total area.

It is the conclusion of the Comprehensive Planning Committee that insufficient land designated for industrial use exists to maintain the previous level of growth. Therefore,

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

The definitive determination of need is based upon the following criteria. General statements of determining factors are found in the

D. Technological Land Uses

The technology land use category created by the city contains 328.5 acres of land to be used by large office buildings housing research facilities or corporate offices, and facilities used by electronic component manufacturers, medical or dental equipment manufacturers, communication equipment manufacturers, computer component manufacturing, industrial parks, warehouse uses, and other special light industrial uses that fit into a park atmosphere.

In the past, the City created the large professional technical designation and zoning district in order to attract a large single user of a 200 to 250 acre site for use as a corporate headquarters. Interest from a single user has not materialized in the past 10 years since the professional technical area has been in existence. Therefore, the City expanded the permitted uses in the professional technical zoning district.

The Professtional-Technical zoning district implements this land use category. The permitted uses are described in detail within the text of the zoning ordinance. Such uses include a mixture of large freestanding commercial buildings limited to office use, "incubator spaces" typical of industrial parks, non-manufacturing features of "high technology" industry such as ground control and monitoring satellite stations, as well as buildings which house a variety of manufacturing of electronic, medical, dental, computer components and communication components and equipment. The district also allows for special light industrial "incubator spaces" which are typical of well designed industrial parks.

One feature of this area will be the use of a single Conceptual Development Plan (CDP) for the entire PT area. That plan requires a logical, area-wide, plan be developed to show the basic infrastructure and potential

lot and building locations. The intent of such a plan is to prevent piecemeal development patterns where road access and infrastructure are not coordinated among property owners. The CDP should also expedite the permitting process for development of this area.

Site development standards contained within the zoning ordinance include provisions which,

1. Screen the uses with the Professional Technical zoning district from adjacent residential uses, with large setbacks, fence and lighting standards, and extensive landscaping requirements.
2. Limit truck traffic routes to local arterials -- Oaklea Drive, 1st and 18th Avenues.
3. Prohibit sources of noise, water or air pollution which violates this plan or appropriate city, regional, state or federal statutes.
4. Provide for minimum lot sizes of 10,000 square feet.
5. State performance standards to guide development patterns and specify types of uses allowed.
6. Require wetland delineation for all sites.
7. Detail the design team necessary to put together a site review proposal to the City.
8. Provide for a review by the Planning Commission of all site plans and site review criteria to guide the Planning Commission's decision.
9. Allow flexibility for changing Conceptual Development plans that have been approved.

The City is familiar with industries which can be classified by the light or heavy industrial categories. The technology land use category is the first use of a mixed use area by the City.
[Amended by Ordinance No. 1011, passed October 24, 1995.]

Back to top

IV. Population Growth Projections

A. Data Generation and Uses

The plan text to date has been plagued by several sets of population projections which do not relate to the dynamics of a growing community. All previous population projections have been too low when compared to the actual 1980 census figure of 3,320 people. The variation in previous figures with the census figures ranged between 2 to 10 percent error below the actual figure.

The reasons were examined why the city has experienced a 40 percent increase in population over the past ten years. *[Note: this section was written in the 1980s.]* The city concluded that a population projection based upon a sustained growth rate of 3.4 percent each year should be used for other calculations. Figure 4 indicates the projected growth curve for the city's population over the next 20 years.

B. Growth Trends within Lane County

Considerable growth has taken place in Oregon's small towns whose 1970 economy was oriented toward manufacturing industries, but nevertheless possessed some economic diversification, and which are located

near a major urban center. Many factors have been cited in national studies as being related to the urban to rural population shift.

Among others, these include the changing age distribution and growing affluence of the population, the increase in service, manufacturing, and resource related employment opportunities in non-metropolitan areas, the deteriorating quality of life in large metropolitan areas, and the shrinking income gap between urban and rural areas.

Much of the movement out of the metropolitan area appears to be headed for small communities. Growth in these communities has extended beyond the planning boundaries in order to gain lower land costs and fewer governmental controls.

C. Urban Growth Policies and Their Effects

One of the undesirable affects of causing growth in neat and tidy areas and in an area as compact as possible is reflected in the eventual cost of housing and doing business. Urban growth boundaries which are too small to accommodate vacant lands ignore a crucial aspect of the economic markets involved in urban growth. The quasi-monopolistic position conferred on land owners within too small a boundary causes land and service prices to go up, which in turn forces up the price of housing and the opportunity to do business. An example is the cost of a residential lot of similar size and features within the City of Eugene when compared with the cost of the same type of lot within Junction City. The cost of a single family residential lot in Eugene is $22,500 to $25,000. The cost of a similar lot in Junction City is $13,500 to $15,000. *[Note: this section was written in the 1980s.]*

D. Growth Rate Goals and Policies

The city's anticipation that it will continue to grow at a sustained rate must be matched by its willingness to provide buildable lands and public facilities more than adequate to sustain the present growth rate. Although specific land use categories contain similar goals, in general it is,

> A goal of this plan to provide an adequate amount of buildable lands to sustain growth in all sectors of the community.

An implementation method will be to review the amount absorbed by new uses in each land use category. Changes in the boundaries of specific land use categories or the urban growth boundary will be made using the review method outlined in the Citizens Involvement Element.

Back to top

V. Annexation Objectives and Policies

In order to obtain any city services a property must be annexed to the city. Also included in the definition of annexation is delayed effective date annexation, as allowed by state law. Property subject to a delayed effective date annexation may obtain city services.

- **Contiguous Annexations**

The city shall review annexation requests to ensure that they comply with all of the following:

1. The proposed annexation is within the urban growth boundary (UGB>; land that is inside the UGB of an acknowledged plan is consistent with statewide planning goals.

2. The development of the property is compatible with the rational and logical extension of utilities and roads to the surrounding area.

3. Public facilities and services can be provided in an orderly and economic manner.

4. The annexation is in conformance with Oregon state law; Lane County Local Government Boundary Commission (LGLGBC) administrative rules, and this plan.

5. Sufficient land of a particular designation is not already available within the current city limits.

- **Non-Contiguous Annexations**

The city shall review non-contiguous annexation requests to ensure they comply with the following:

1. Requests comply with all criteria listed above under Contiguous Annexations; ***AND***

2. There is insufficient supply of land within a particular plan designation both within the city and contiguous to the city limits, provided that the non-contiguous territory can be serviced with a minimum level of services (*for example,* water, sewer, police, fire, and other services that the city is providing) in a timely (inclusion in the city's capital improvement plan would meet the criteria for timely) and cost-efficient manner; ***OR***

3. The area is requesting annexation due to existence of a health hazard situation related to water quality or sewer; ***AND***

4. The annexation application is supported by a formal action of the Planning Commission, or on appeal by the City Council.

[§V, Annexation, amended by Ordinance 1026, passed November 12, 1996.]

Back to top

Next Section

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: October 13

Chapter 4. Economic Development Element:

An analysis of the economic "needs" and economic "opportunities" of Junction City finds an imbalance during difficult economic times. Recessionary economic conditions emphasize the need for expanded employment to serve the local and regional labor force. The lack of employment opportunities is the most visible problem plaguing the local economy. This element dwells briefly on national, statewide, and sub-regional trends in population, employment, and unemployment, and per capita income before a detailed assessment is made of the health of the local economic base, material and energy availability, labor and transportation factors, and current market forces.

I. National Trends in Population and Employment

A. Population

The national average annual rate of population growth for the selected periods 1960-1970 was 1.2 percent, the 1970-1975 rate was .85 percent, and the 1975-1980 population growth rate was .9 percent. The population concentrations shifted away from the older industrial states to southern and western states.

Over the last 20 years, economic activity and population movements have resulted in growing equalization of well-being among the 8 regions of the country as measured by per capita income. However, the regional (Far West) percentage of total per capita income has been declining over the last 30 years.
[Note: this section was written in the 1980s.]

B. Employment

Total nonagricultural employment has been increasing in all regions and states at very different rates. The rate of growth in the national economy has had a disproportionate effect among regions. The slower growth rate over the entire U.S. economy between 1970-1975 had the greatest adverse effect on employment among the slowest growing regions. Although the Far West region's annual rate of growth in nonagricultural employment was one and one-half times the total national rate, the rates for the Rocky Mountain, Southwest, and Southeast regions were at an even higher multiple of the national rate.

The enormous shifts in national economic well-being: second, the current status of the labor market. Regions with slowly growing economies combined with a static population result in higher unemployment rates. A higher than average unemployment rate could make those areas more attractive to new business. The higher the average unemployment rate tends to limit the growth of wages relative to other regions. There are other factors which stimulate new business to locate in a particular region such as proximity to supply sources and the business climate. Paradoxically, above average unemployment will also characterize regions of rapid growth. However, unemployment rates, even at the metropolitan level, are associated with the overall rate of job creation and not just new job opportunities in one business sector.

Mobile workers migrate to regions of rapid growth because of the higher probability of obtaining employment or because of emphasis placed upon the job opportunities in a regional industry. If there is sufficient migration, the labor supply will exceed the total number of jobs available. The result is higher unemployment rates in a region than the national unemployement rate.

Back to top

II. Trends in Oregon's Population and Economy

A. Population

The 1980 Census of Oregon population measured the state's population growth by 541,130 people, a 25.9 percent increase over the 1970 population.

Calculations indicate such growth results from a higher birth-death ratio and migration. Oregon's expansion resulted overwhelming from net in-migration. Two-thirds of the last decade's growth came from this source. Its course offers the source of future growth in the state's population.

The paradox described in Section I, concerning migration to a region in response to economic opportunity is the reason given by the majority of migrants into Oregon.
[Note: this section was written in the 1980s.]

B. Employment

A comparison of the state's unemployment rate finds that Oregon's unemployment rate exceeds the national rate. Lumber and wood products, agriculture, and tourism have predictable patterns of unemployment. These three industries represent a majority of the statewide employment opportunities. However, the cyclic pattern of unemployment has a range influenced by national markets and economic trends. The state's economic well-being is weakened by extended periods of high unemployment, especially in the wood products industry, the state's largest employer.

The state's dependency on industries with cyclic high unemployment needs replacement with a stable economic base. It is a goal of state government "...to diversify and improve the economy of the state." However, changes in the state's economy toward a diversified base appears to reflect a private response to economic forces, rather than being the results of conscious government intervention. The factors influencing a shift in the state's economy toward a more "dynamic" base include wage rates, productivity, quality of life, business climate, cost of transportation, and cost of power. Oregon rated 35th (50 states) in cumulative score by manufacturers for overall business climate. The new position reflected a more favorable evaluation by manufacturers of doing business in Oregon.

Manufacturing is the leading sector of Oregon's economic growth. Unlike national trends, manufacturing's share of Oregon's economy is increasing. Nationally, manufacturing shows a declining share of the economy due to the rapid growth of trade and service industries. In Oregon, this trend is overshadowed by the phenomenal growth of high terminology industries.

The other rapidly growing employment sector is the trade and service sector. Oregon's retail sector increase sales by 80.8 percent between 1972 and 1977. The primary industry related to the trade and service sector is the state's tourist industry. Tourism is generally recognized as the state's third industry. In 1979, more than 13 million out-of-state visitors spend approximately 1.02 billion dollars in the state. A 1972 research report on the economic impact of out-of-state travelers in Oregon indicated that the total direct and indirect impact of tourist spending was approximately 2.5 times the initial amount expended. Tourist travel continues to be one of Oregon's most prosperous and promising industries.

Accommodations in Oregon range from luxury resorts to wilderness campgrounds. Floral and ethnic festivals, fairs, and rodeos are among a variety of entertainment opportunities offered visitors.

Job opportunities in the wood products industry will continue to decrease but at a much slower pace. Wood products employment 25 years ago represented 17 percent of total state employment (482,354 jobs). Today, the wood products sector employs 64,000 peo0le but accounts for less than 6 percent of total statewide employment.
[Note: this section was written in the 1980s.]

The market for Oregon lumber and wood products is shifting toward the western states and toward export. Growth in the seven western states are forecasted to continue to outpace the nation. the export market for Oregon's forest products should encourage the long term stability of this important industry.

Nonwood Manufacturing Sectors Experiencing Greatest Increases in Employment Levels, 1970-79

	Percent Change in Employment	Percent Change Ratio Oregon/United States
Electrical equipment	117.9	7.4
Leather products	50.0	-5.7
Machinery except electrical	47.9	2.4
Instruments and related products	43.7	1.2
Rubber and plastic products	44.4	1.7

Source: U.S. Department of Commerce and State of Oregon Employment Division.

Agriculture

The second largest industry in the state involves the growing and harvesting of grains, hay and forages, grass and legume seeds, field crops, tree fruits and nuts, small fruits and berries, vegetables and truck crops, specialty products, and the raising and sale of livestock and poultry.

Statewide sales of all crops, livestock, and poultry totaled 1.7 billion dollars or 10 percent of national sales in those commodities. Oregon produced 55 percent of the national peppermint crop for oil with a harvested area

totaling 44,810 acres (1980). The state also produces grass and legume seeds totaling 58.9 percent of the estimated national production in 1981 and 54.4 percent in 1980 on 339,050 acres.

The export market for Oregon's agricultural products has expanded substantially between 1979-1981. United States agricultural exports totaled 38 billion dollars in 1979, and contributed 1.5 billion dollars to the state's economy. Major export commodities include Oregon's white wheat tonnage shipped to the Far East and Asia, and grass and legume seeds shipped to Europe.

The problems facing the Oregon farmer are common through the national industry. Production costs have risen 50 percent during the past two years while farming profits during 1980 did not match production costs. Costs continued to escalate for stock, farm services, rent, veterinarian services, insurance, marketing, feed, equipment, interest on debt, energy, and land. The cost of fuel increased 26 percent, and the cost of electricity increased 18 percent. Higher operational costs have led to larger farms and fewer farmers.

Back to top

III. Trends in Lane County's Population, Employment, and Economy

A. Population

The population of Lane County grew at an even faster rate (27.8 percent) during the last 10 years than the state's population growth rate (25.9 percent), and approximately 2.5 times the national growth rate. The state's population (1980) stands at 2,632,663 people. Lane County's population figure is 275,226 people or 10.5 percent of the state's total population.

While population has grown at a faster rate than the state, total employment has failed to keep pace in all sectors of the county's labor opportunities. However, during the past 5 years the county has experienced a net growth of 21,500 new jobs, while population has increased by 38,000 people.
[Note: this section was written in the 1980s.]

The following figures supplied by the Oregon State Employment Division can be used for comparison of similar local employment sectors.

B. Employment

The greatest numerical growth in employment has been in the wholesale and retail trade sectors where 12,300 jobs were added between 1970-1980. Total overall employment grew by 36,300 jobs during that same period, but population grew by 59,825 people. Based upon data supplied by the state, in 1970, 58.4 percent of Lane County's population participated in the county's labor force. In 1980, 62.3 percent of the county's population participated int the labor force (125,000 people looking for work, 104,600 jobs).

The loss of relatively high paying jobs in the manufacturing sector are being replace by lower income trade and service sector jobs. The largest occupation groupings in 1970 were:

Occupational Group	Percent Employed
Sales, clerical, service personnel	36.0
Craftsmen, transport., operatives, and nonfarm laborers	36.1
Professional, managerial	24.5
Farm Labor	2.0
Other	1.4

Per capita income (regional) by the year 2000 is projected to be 6 percent above the national average, except in Oregon where it will equal the national average.

The quantitative measurement of per capita income is important when disposable income is subtracted from the total. It is expenditure of disposable income for goods and services that sustains a portion of the trade and services employment sector. When disposable income levels drop, expenditures decline, and unemployment increases in the trade and service sector.

Back to top

IV. Junction City's Economy and Employment Sectors

A. The Local Economy

Data describing the contribution that each specific area of the economy to the overall well-being of the area is presently not available. However, it is an area that the city and business could develop as part of the update process to this plan.

It is a goal of this plan to expand the data base describing the local economy and the contributions that business, industry, and government make to the overall economic stability of the area.

A cause of local concern is the announcement that the local Agripac, Inc. plant has closed leaving 360 seasonal workers without the prospect of annual work. The company hired those workers for a 54 day period, June-August, and paid an annual payroll of $967,000.

Company records indicate that 40 percent of the full-time work force live within the Junction City planning area.

Because of the greater dependency of the local economy on the construction, wood products, and food processing industries than other areas of the state:

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

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

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

[Note: continuation of list provided in Appendix II.]

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

The city has as its options any one or all the programs below to implement the above goals:

1. Facilitate construction or expansion of industry by designating adequate buildable lands for industrial use.

2. Creation of a local advisory board to aid industry in obtaining permits required by various governmental agencies.

In addition to the expressed goals to diversify the local industrial base, the employment sector which indicates the most immediate prospects for increased job opportunities in the Junction City area are those businesses in the trade and service sectors.

Presently, 114 businesses comprise the trade sector employing 63 percent or approximately 30 percent of the local labor force. The businesses which project immediate jobs are the new Safeway Store, 18 new employees, a new Bob's Restaurant will employ 10, and the Bergstrom Shopping Center (44,000 sq. ft.). The service sector of the local economy can expect an immediate increase of seven new full time jobs upon the completion of the new Junction City Congregate Care Center.
[Note: this section was written in the 1980s. The Bob's Restaurant has declared bankruptcy, the Bergstrom Shopping Center was never built, and the Congregate Care Center is known as the Junction City Residential Center.]

Overall, employment opportunities in Junction City grew by 51 percent during the last 10 years. The outlook is good that new employment opportunities will continue to develop in all sectors.

Back to top

Next Section

Back to [Ordinance Menu] Back to [Government Pages]

Last update: August 7, 2002

Chapter 5. Energy Conservation Element:

I. Energy's Impact

Energy is the lifeblood that nurtures and sustains the city as a small part of a world that needs energy. Its course parallels our streets, highways, railroads, and rivers. Its sources are mighty but finite. We have as a past practice not conserved energy because it has been abundant and inexpensive to power our homes, automobiles, trucks, trains, airplanes, businesses, and industries. Energy's most noticeable effects are the warmth and light it gives to the environment.

The advent of shortages of one type of energy in 1973 created an interruption in its flow. We came to realize that if energy ceased to be available, it would mean instant disaster. Junction City, through the leadership of its government, encourages energy conservation and the use of renewable resources.

Back to top

II. Utilization of Existing Energy Related Facilities

Energy is delivered from its point of production to the site at which it is used by different transmission modes. Electrical energy is transmitted long distances over a line network that loses electricity. In order to delay the need for the construction of large additional electrical lines, every effort should be made to use existing transmission facilities. Provisions of the Transportation Element refer to the location of regional transmission lines for energy sources such as fuels, gas, and electricity lines which serve users in the Junction City planning area. The proposal contained in the Land Use Element to site new industry adjacent to these transmission facilities would conserve energy. The use of existing large capacity transmission lines could prevent the need for additional lines to serve areas further removed from those facilities.

Also, the construction of new roads and highways capable of carrying large vehicles such as trucks and high traffic volume capacity is a resource and energy intensive activity. The reconstruction of Highway 99 adjacent to the same area previously described as the industrial area between the two major railroad tracks eliminates the need for the new construction of a highway capable of serving both the needs of industry and the region.

A major stimulus to future growth in Oregon will be the state's advantage over other states due to its mild climate west of the Cascades. The mild climate produces lower heating and cooling costs relative to most of the country.

This climate effect is reinforced by electricity and natural gas pricing. Oregonians currently pay the going price for natural gas because we import most of it from Canada. Newly discovered gas producing areas in Oregon produce between 3 and 10 percent of the total natural gas consumed in the state. As domestic gas prices are deregulated, prices in other sectors of the nation will increase at a faster rate than the price in the Pacific Northwest.

Back to top

III. Regional Use of Electricity

The reliance the Northwest region has placed upon the generation of electricity to meet its energy needs has been shaken by lack of additional large scale hydroelectric generating capacity. The hydroelectric power that is generated by the Columbia River alone provides 80 percent of the electricity used in the region. The regional per capita consumption of electricity is roughly twice the national average. A contributing factor is the ready availability of electricity for space heating. Electric space heating in the region is used by four times as many homes as the national average.

Back to top

IV. Conservation Measures

Oregonians have a number of choices which influence energy demand and supply. Significant among the choices is to develp conservation programs to reduce the demand for energy. A feature beyond the control of city government is recognition of the concept of "capacity building" at the local level. Areas should not be penalized for implementing conservation measures while continued growth goes unchecked in other areas.

> It is a goal of this plan to conserve energy within the community in order to accommodate future needs using existing energy sources.

The city does have the power to enforce the energy conservation provisions of the statewide building code which requires such conservation. Also, the state and national code committees have developed a Model Solar Energy Code that the city will study for possible adoption.

The largest energy users at the local level are industrial and institutional users. The industrial users have developed internal economy measures to decrease energy use.

Recently, the Lane County Housing Authority installation of 1700 square feet of solar collectors to heat the domestic hot water needs for a 40 unit apartment building could be the model for other residential energy users.

City regulations, particularly the zoning ordinance, will encourage the reduced use of petroleum-based products for off-street parking areas. Additional landscaping could be used in and around new buildings instead of excessive paving.

The city uses 278,400 KWH of electrical power annually to light its street lights. A conversion program to high pressure sodium lamps will reduce the power usage figure by slightly less than one-half of the present figure. Coversion is mandated by the Northwest Regional Power Act as a conservation measure. The schedule for such conversion is governed by the Bonneville Power Administration.

Back to top

V. Alternative Energy Sources

C. Alcohol Production from Crops

A. Use of Solar Energy

The potential for utilizing active and passive solar energy collection systems for domestic hot water and space heating needs are higher in the Junction City area than the use of geothermal, wind, or biomass energy generation sources. Solar energy in Junction City cannot completely replace other fuels for space and water heating, but solar systems can economically provide over 25 percent of the heating needs for many new buildings. The city is presently exloring the economic feasibility of using a solar collection system to heat the water used in teh community swimming pool.

It is a goal of the city to utilize the most cost effective methods available to it to lower the cost of energy consumption in city facilities.

B. Use of Wind Energy

Tests conducted by Pacific Power and Light at 12 sites in Oregon have provided data that the use of wind powered generators to produce electricity is presently not economically feasible. The average wind speed in the Willamette Valley is 6.7 miles per hour. This speed is well below the sustained wind velocity necessary to generate electricity.

C. Alcohol Production from Crops

Research completed by the Oregon Department of Energy and the Oregon State University Extension Service has estimated that it is economically feasible to guild an alcohol production facility in the Junction City area. Raw product from which the alcohol would be produced is an agricultural crop which will be grown outside the planning area. Crop area would be 400 acres of land involving a particular soil type. The finished product, alcohol, would be mixed with gasoline.

Back to top

Next Section

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: July 17, 2002

Chapter 6. Transportation Element:

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.

I. Goals and Implementation Methods

The goals of the transportation element are listed below. They reflect the existing resource, its problems, and offers solutions to those problems.

A. A goal of the transportation element is the safe movement of vehicles over city streets.

Implementation method:

1. An annual capital replacement program will be prepared and funded by the streets system development charge.

2. The Streets and Alley subcommittee [now know as the Water/Sewer/Street Committee (scroll down to find this committee)] of the City Council will make frequent recommendations to the Council on the conditions of city streets and traffic control.

B. A goal of the transportation element is to provide a transportation system which is responsive to the economic and social needs of the community.

Implementation method:

1. The city will continue to support the Lane Transit District program as long as adequate and convenient bus service is provided to Junction City residents.

2. The city will continue to aid development of alternate means of transportation within the city limits.

3. The city will continue the practice of closing its streets within the Central Business District for the annual Scandinavian Festival.

C. A goal of the transportation element is to provide and coordinate the transportation system with other levels of government and private industry.

Implementation method:

1. The city resolves to offer its comments during the review of the Oregon Six Year Highway Improvement Program and the Lane County Five Year Capital Improvement Program.

2. The city will develop cooperative agreements with the Bonneville Power Administration, Northwest Natural Gas Co., Southern Pacific Transportation Co., and Burlington Northern Railroad Co. for the protection of major transmission facilities within the city.

3. The city will develop a Master Street Plan coordinated with the Lane County Department of Public Works, the Highway Division, Oregon Department of Transportation.

4. The city will request the Oregon Department of Transportation to conduct a trip generation analysis and traffic study for Junction City.

These three general goals address more specific problems related to specific modes of transportation within Junction City. This portion of the Transportation Element addresses the predominant means of transportation in 1980 and looks for alternate means of transportation to the year 2000.

Back to top

II. Transportation Modes

A. Automotive

[State Highways] [County Streets] [City Streets]

1. State Highways

In 1961, Interstate 5 opened and directed interstate traffic off Ivy Street (U.S. Highway 99 West), one of three north-south transportation routes bisecting Junction City. In March 1972, a 24 hour traffic count reported an average of 10,674 vehicles a day. In January 1979, a 24 hour traffic count reported 13,138 vehicles passing through milepost 109.25, the intersection of Ivy Street and 10th Avenue.

Similar growth during the next 20 years will seriously tax the present highway capacity (Ivy Street) and create a serious disruption of traffic intersecting the state highway. Safe intervals for traffic trying to cross U.S. Highway 99 West or turning onto West 10th Avenue are decreasing while the accident rate at this intersection rises with loss to property and eventually life.

The increase in traffic along Oregon State Highway 99 East (the Albany-Junction City Highway), and

Oregon State Highway 99 West has caused high intensity commercial development, seeking maximum exposure to automotive traffic, to be located at their intersection. The old low intensity land uses are being replaced by land uses which will generate 4,000 vehicular trips a day ending at this intersection.

Present traffic patterns along High Pass Road, a Federal Aid Secondary arterial, collects vehicles east of Junction City traveling at high speeds to the commercial and industrial areas of Junction City. In addition, its function as an urban secondary collector will increase as urbanization occurs along this route.

As an east-west route, the speed of vehicles and the present alignment of Maple Street, a city street; Prairie Road, a county road; and High Pass Road (West 1st Avenue) causes serious problems needing future solution.

a. Specific goals.

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

1. Installation of a traffic signal system at the intersection of West 10th Avenue and Oregon State Highway 99 West.

2. Modernizing the intersection of Oregon State Highway 99 West and Oregon State Highway 99 East by:

    a. Providing a cross connection between the two state highways south of Link Lane.

    b. Reconstruction of the intersection in its present alignment but providing signalization at the existing intersection.

3. Relief of traffic congestion on Ivy Street. The increasing level of vehicular traffic could be decreased by:

    Construction of a bypass to the East of Junction City along an alignment with the future extension of the Northwest Expressway. The city is aware that federal and state funding support for such a major relocation are presently or in the extended future unavailable. However, because it is the city's position that such a relocation as a future highway project is an ideal solution to the increasing congestion throughout the city, it is determined that the city should continue to support the eventual relocation of Oregon State Highway 99 West.

b. Implementation of specific goals as solutions to state highway transportation problems.

1. The city resolves to cause inclusion of the previously mentioned programs into the Highway Division of ODOT, Six-Year Highway Improvement Program.

2. The city resolves to make application for state and federal funding when available.

3. The city resolves to present its case for the need to solve the above problems at appropriate state hearings.

Policy:

The city will coordinate with the Oregon Department of Transportation in the implementation of the ODOT Six-Year Highway Improvement Program as now or hereafter adopted.

2. County Streets

Figure 5 indicates the streets within the city limits that are maintained by the Lane County's policy of improving county roads and streets within the city limits to city standards by federal timber and valorem tax receipts.

3. City Streets

The city considers all improved city streets to be a resource which will be maintained.

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

B. Railroads

Junction City now stands on land purchased for the Oregon and California Railroad. The city derives its name from the fact it was once the junction of two railroads. In 1871, the present Southern Pacific Railroad was extended through Junction City. In 1910, the city granted the Oregon Electric Railroad a franchise to use Holly Street from W 2nd Avenue to W 17th Avenue (as described in the Original Plat of Junction City) as the right-of-way for its new rail line through the city. The city views the possibility of needing the full use of Holly Street as part of an important traffic grid system that will require the eventual relocation of the Burlington Northern Railroad tracks. The most logical right-of-way for the new BN track location would be adjacent to the existing Southern Pacific Railroad tracks. The city is presently studying its options and a possible time table to cause the BN Railroad to relocate its main rail line.

C. Railroad Spur Lines

The increased cost of constructing new railroad spur lines to serve new industry causes the city to be concerned that the 12 existing railroad spurs serving present industry be protected through land use controls.

D. Rail Service to the Willamette Valley

The advent of the Willamette Valley Rail Service offers hope of an alternate, convenient, and more economical method of travel between [Junction City and] Eugene, Portland, and Seattle. Amtrak trains traverse Junction City four times daily.

E. Air Service

Air service into and out of Mahlon Sweet Airport regularly flies over the westerly boundary of the city's UGB. The terminal at the airport is 7.5 miles south of the city and the distance can be easily driven in 15 minutes.

It is a policy of this plan to encourage the continued development of the Mahlon Sweet Airport according to the airport's Master Plan

F. Bus Service

Presently, Junction City is served by Grayhound Bus service *[Note: regular service was discontinued some time ago]*; Lane Transit District bus service; and Lane County Maxi-Taxi, an elderly transportation program *[Note: RideSource is the name of the current van transportation service the elderly or disabled individuals can utilize.]*. The Lane Transit District has provided daily bus service to Junction City since March 1975. The Junction City route has two branches: commuter service on Prairie Road and to Eugene via Valley River Center. Since fixed route services were initiated there have been minor route revisions inside Junction City to include the Junior High School and the Senior Center. *[Note: LTD service has greatly changed the routes since this was written. The Junior High School was replaced by Oaklea Middle School.]* The city is concerned that further reductions by LTD in service to Junction City will result in a relative high cost to local employers for a minimal level of service.

The transportation needs of the elderly and the physically handicapped are of concern to the city. The local effort to satisfy those needs have included the installation of wheelchair ramps on street corners between shopping areas and an elderly housing project.

It is a general policy of the city to require the installation of ramps at the intersection of sidewalks and streets.

Both transportation services previously mentioned which aid the elderly and handicapped are an important resource to the community.

It is a policy of the city to aid the transportation needs of the elderly and physically handicapped by encouraging Lane Transit District and Lane County Maxi-Taxi to continue such services.

G. Utility Transmission Facilities

1. Northwest Natural Gas Company.

   The map [Note: map is not available on-line.] in the Appendix indicates the route for a major natural gas transmission line between Eugene and Portland. This six inch high pressure main interconnects storage facilities in the state as well as interstate sources.

2. Southern Pacific Transportation Company.

   Also shown on the map [Note: map is not available on-line.] in the Appendix is the route for a major fuel transmission pipeline as it traverses Junction City along the Southern Pacific right-of-way.

The Southern Pacific Transportation company owns an eight inch major transmission pipeline extending from Portland to Eugene which has been in operation since 1962. This pipeline is a common carrier, designed to handle alternately regular, premium, or unleaded gasolines and diesel fuel. It currently transmits almost 30,000 barrels of fuel per day to Eugene, where it is distributed to various companies for shipment by truck to end destinations or for storage in tank facilities nine miles south of Junction City. This southern terminal serves not only all of Lane County, but parts of southern Oregon as well. Without the pipeline, it would require about 150 tank trucks operating on the road system through Junction City, or 60 railroad tank cars, each day from Portland passing through Junction City to serve the distribution point.

3. Bonneville Power Administration.

A minor electrical transmission supply line traverses Junction City along Holly Street. This line distributes power to the Eugene Water and Electric Boar and the Blachly Lane Electrical Cooperative. This 69 KV (kilovolt) line originates at generating facilities on the Columbia River and distributes power as part of an integrated network.

[Note: Since this was written a high-speed phone line (glass cable) has been installed that runs through the city near Hwy 99.]

H. Bike Paths

The Junction City Department of Parks and Recreation under the direction of the City's Parks and Recreation Committee *[now termed Leisure Services]* is in the formulation state of a Master Plan for bicycle paths to interconnect the city's neighborhood parks, schools, commercial areas, and city swimming pool. The city actively supports its parks, schools, commercial areas, and city swimming pool. The city actively supports its parks development program by assessment of a systems development charge for new park development and maintenance. Also, the city uses a portion of the State Fuel Tax refund to fund improvements to the bike path system. One segment of the Master Plan that has been agreed to is completion of a bike path between Lyle Day Park, areas of concentration of multiple family housing projects, and Bergstrom Park. State Fuel Tax Refund receipts will be used to complete this segment of the bike path system in 1982.

Back to top

Next Section

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: August 8, 2002

Chapter 7. Public Facilities Element:

I. Introduction

The efficient use of the city's human services and public service delivery systems must be maintained at the present level of extremely high quality. The objectives described in the Public Service and Facilities Element attempt to promote growth of those systems without exceeding capacity.

Historically, small growing cities find a lack of public facilities, usually sewer or water system capacity, as the primary restraint on further growth.

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

Junction City is one of those fortunate small cities which has the desire and capability to provide human services to different age levels of its populace. The city considers its people to be a resource and supports satisfying their human needs as well as providing physical improvements. The energy and civic pride shown by different organizations add to the livability of the community and aids city government in carrying out such programs.

As the population of the city and its environs grow, greater demands will be placed on all services. The discussion of service systems considers public facilities such as utilities and then considers human service delivery programs.

Back to top

II. Service Systems

A. Public Utilities

1. Water Reservoir Capacity and Delivery System.

   The maps contained in the Public Facilities Study indicate the location of existing reservoirs, water main distribution lines, and future system service expansion.

   The city's present water supply comes from five wells, three of which are maintained on a standby basis. Groundwater supplies are abundant in Junction City. The water is taken from alluvial sand and

gravel beds of the Willamette River with the exception of one standby well that produces water with a moderate iron content, the quality of the water is very good. The water quality is well within the standards set by the Safe Drinking Water Act of 1974. *[See Wastewater Plant Facility Improvements and look for the current water quality report on the Junction City Public Works Home Page for up-to-date information.]*

A 1,250,000 gallon ground level tank and a 125,000 gallon elevated storage tank with ample booster pumping capacity are maintained by the city. The water storage is sized to provide supply to the local Agripac food processing plant, a plywood mill, other industrial users (smaller water consumption volumes), businesses, and residential areas.

The capability of the system to provide industrial and commercial buildings with proper fire flows produces the beneficial result of supplying the community with excellent fire protection. The city's water supply can pump 3,500 gallons per minute or approximately 5,000,000 gallons a day. The average Junction City household uses 235 gallons per day. The major industrial user, Agripac, uses a peak volume of 1 million gallons per day. Based upon those two consumptive factors, the calculated population of Junction City could reach 11,400 persons before the system would need to be expanded. Calculations are based upon a 100 gallon per capita per day and a future household size of 2.35 persons per household. However, as the distribution system extends from the pumping sources, it will be necessary to boost the pressure level by the installation of additional pumps and reservoirs.

Recommendations contained in a sewer and water facilities study completed by Devco Engineering, Inc., 1982, outlined major capital improvements. The city has already begun seeking funding to improve portions of the existing water system through state and federal funding resources. Specific necessary improvements to increase fire flows have the highest priority. Timetables to complete the improvements on a priority basis are being established by the city.

When the new facilities study is complete, the exact line sizes and location of future system expansion will be identified and this element will be expanded by appropriate goals and policies.

Local industries using large volumes of water are adding water recovery systems, which will reduce consumption and conserve the resource.

Also, Junction City uses a "per square foot" water system development charge, which encourages the in-filling of lots.

a. Policy on extension of water services

The city must consider the annexation of an existing private water system in the vicinity of Tamarack, Spruce Street, and W 11th Avenue due to the failure of that system to meet water quality standards. There are two other private systems serving mobile home parks within the Junction City urban growth boundary with the same problem.

It is a policy of this plan to allow extension of the city's water supply system to correct water quality problems in areas which have been annexed to the city.

b. Special industrial service districts

The formation of a special industrial water supply and distribution system. Although the existing water system is capable of serving future industry within the areas designated for future industrial land use, the city may find it advantageous to separate that segment of the system and provide water supply and distribution to an area in the southerly extent of the urban growth boundary.

c. Water quality standards

The city maintains a water quality testing program. *[Look for the current water quality report on the Junction City Public Works Home Page for up-to-date information.]*

It is a goal of this plan to maintain the water quality of the city's water system and to insure that water quality meets state and federal water quality standards.

2. Wastewater Disposal System.

a. Capacity

The wastewater treatment system for Junction City consists of stabilization ponds, a spray irrigation program, and effluent discharge into a small stream during the winter months. The primary system has a design capacity to serve a hydraulic population equivalent to 7,300 people. The city owns sufficient land at its lagoon site to add capacity at some future date. Also, additional land is available adjacent to the lagoon system to dispose of wastewater during non-discharge months sufficient to accommodate the above population figure.

The city uses a study completed in 1977 entitled *Sewerage Facilities Plan, Junction City, Oregon* as the basis for improvements to its existing sewerage system. Specific recommendations are made by that study which will allow the city continued growth without physical expansion of the treatment facilities until the present hydraulic capacity is reached.

The primary improvement the city can make to the system is the elimination of infiltration and inflow from groundwater during the high water table months. The city has developed an intensive infiltration and inflow elimination program during winter months.

It is a policy of this plan to make efficient use of the existing wastewater treatment system by reducing the infiltration and inflow problem.

The city will use the following methods to implement this policy.

The Superintendent of Public Works will review those building permits for existing buildings that are located within areas identified in the C & G Sewer Facilities Study as sources of the infiltration and inflow. The city will continue its extensive program infiltration and inflow in its sewerage disposal transmission system.

A further goal of this plan is emphasized by the elimination of the inflow and infiltration problem. The same points where infiltration and inflow occur during high water table conditions could also allow leakage of effluent into the water table.

It is a goal of this plan to eliminate as many points of leakage of effluent from the city's system as possible to prevent the contamination of the substrata water table.

[See Wastewater Plant Facility Improvements for up-to-date information.]

b. Policy on extension of sewer service

The maps contained in the Public Facilities Study [Note: not available on-line.] indicate the areas which can be presently serviced by gravity sewer lines to the existing system. There are two areas where new major pumping stations and transmission lines must be constructed to facilitate future growth. It may be cost effective to create a separate system in the south sector of the city to serve existing mobile home parks, small industrial centers, and commercial land uses instead of constructing large mains and pumping stations.

The plan was designed to handle an organic loading of approximately .8 million gallons per day from June 1 to October 31 and 3.75 million gallons per day from November 1 to May 31. This represents a Biological Oxygen Demand capacity of 8,000 persons per day and 9,700 persons per day, respectively. The plan, at capacity, has a hydraulic capacity of 4.6 million gallons per day.

The need arises to develop a policy on the use of wastewater disposal systems other than the municipal system for future commercial land uses located along Highway 99 in the south area of the city.

It is a policy of this plan to permit commercial development to use holding tanks on an interim basis until such time as connection to the city's system. Tho owner must agree to,

1. Connect to the city's system and pay a fair and equitable share of the cost of extending the sewer system.

2. Discontinue use of a holding tank with 1.5 years from the date of installation.

It is a policy of this plan to discourage large scale projects which want to make use of subsurface sewage disposal systems.

c. Formation and construction of special industrial wastewater disposal system

Industrial uses not serviceable by the extension of the existing municipal systems may install contained systems capable of interconnection, administered and maintained by the city. Installation of such systems may occur after annexation of the industrial site to the city.

The cost of constructing such systems may be paid by:

a. One or more industries.

b. Use of the city's bonding capacity.

c. Payment of user fees to retire bonded indebtedness.

User fees shall be established to pay municipal costs for personnel services, capital improvements, including future interconnection of systems.

Other Oregon cities have successfully used separate sewer systems to treat and discharge industrial wastewater. The City of Corvallis operates two systems totally independent of the municipal system. One of those systems services the industrial land uses north of the airport. The configuration of the urban growth boundary is an extension approximately 1.5 miles long, which extends south from the bulk of the area defined by that city's urban growth boundary. The westerly boundary of the narrow connecting portion is the right-of-way of the Southern Pacific Railroad.

3. Storm Sewer Systems.

The previous description of the high water conditions affecting the city stated that two main floodways drained storm runoff. Those channels are primary features of the citywide open ditch system. The city is presently developing a Drainage Ordinance which will insure that:

a. The open ditch system is capable of containing storm water runoff equivalent to a 1 percent frequency (100 year) storm.

b. That portion of the drainage system described as the "closed system" is sized large enough to adequately and efficiently drain all areas totally urbanized.

4. Solid Waste Disposal Program.

Solid waste is primarily regulated by the Oregon Department of Environmental Quality. Federal involvement in this area has been expanded by the passage of the "Resource Conservation and Recovery Act of 1976" (Pl 94-580), which implemented through regulations currently being drafted by the Environmental Protection Agency. However, primary responsibility and the actual management of solid waste will remain at the local level. The Solid Waste Management Division of the Environmental Management Department of Lane county is the organization responsible for Lane County's solid waste facilities and their operation.

The city provides a solid waste removal service for its citizens on an at-cost basis. City trucks haul solid wastes to the Short Mountain Landfill site near Creswell. The limited life of this facility will be exhausted in 30-40 years and alternate methods or an alternate site must be found for a new landfill.

Administration of the solid waste disposal program is a function of the Lane County Department of Environmental Management. The proposals developed by that agency as alternatives for solid waste disposal after the Franklin site was closed are described in *Lane County's Solid Waste Management Plan*, updated in 1979.

a. Construction of a new landfill.

b. Construction of a transfer station with transfer of solid wastes to the Short Mountain Landfill site.

Although the construction of a new transfer station would be desirable from the standpoint of protecting the land resources within the county, such a proposal would be too costly. The rising price of fuel to transfer wastes to the Short Mountain site will add to the costs of the city and county solid waste disposal program to the point where illegal dumping could become a serious health and clean up problem. It is incumbent upon the county to seek a new landfill site for the city to support alternatives to solid waste disposal.

An alternative program would involve a recycling effort for paper, glass, and cardboard. The city provides a pick up station on city property where large volumes of glass are brought for recycling. Local service organizations and agencies have newspaper collection projects, which function from pick up points located along city streets. [Note: The BRING recycling center was closed several years ago. It has been replaced by curbside pickup of recyclables.]

> It is a goal of the city to reduce the volume of solid wastes disposed of at landfill sites by encouraging recycling of a reusable material.

It shall be the policy of Junction City to coordinate closely with Lane County in the location of landfill sites to serve the Junction City area.

As the price of paper products continues to rise, the recycling of cardboard continues at delivery points where large amounts of cardboard in the form of boxes are used by business and industry. The city encourages the installation of trash compactors for cardboard during the building permit review process.

5. Fire, Police, and Rescue Services and Facilities.

Fire protection is provided to the city and rural area through a working aid agreement between the municipal fire department and the Junction City Rural Fire Protection District. Also maintained by both the departments is a Rapid Response Rescue vehicle capable of providing life stabilization until transport service can reach the scene. The recent purchase of a second rescue vehicle (1981) will greatly add to the flexibility of rescue response.

Services of the Junction City Rural Fire Protection District cover the area outside of the city but within the urban growth boundary as well as a much larger area outlined on the district boundary map. The same personnel man calls within the city as well as within the district. Also, the same equipment is used as needed for emergency calls.

The city has excellent fire protection service through the joint effort of the two agencies. Underwriters Insurance Agency has assigned an overall rating of 6 to the city and an overall rating of 8-9 to the rural areas surrounding the city.

New multiple family housing projects have placed new demands on the city's fire protection capability. The construction of two three story projects accentuates the need to purchase an aerial ladder truck. The following is an outline of a capital equipment purchase program during the life of this plan.

a. New fire equipment purchases

1. A high volume pumper capable of discharging 1000 gallons per minute.

2. An aerial ladder truck capable of providing direct rescue from the third floor of a building.

b. Fire station update

1. There is a need to insulate the fire hall.

2. There is a need to reconstruct the building's heating system.

The previous statement concerning fire flow capabilities of the city water system can be made due to a city program to replace old water lines with new lines capable of carrying fire protection flows. It is a city policy that all future water mains in the Central Business District and industrial areas be of at least 8 inches in diameter and that all hydrants be equipped with streamer ports (4.5 inches diameter).

The need for rescue service accounted for 140 annual trips to aid accident or physical illness. A staff of 22 Emergency Medical Technicians provide life stabilization treatment until advanced life support can be provided by ambulance or hospital personnel.

The city has realized, through the public input process, the need to develop its own internal police department. The Police Committee, with the approval of the rest of the City Council, completed the transition to a citywide police force on September 1, 1981. The new department is staffed by 5 sworn officers and will provide 24 hours coverage within the city. It is a goal of the city to add an additional police officer in fiscal year 1982-83.

B. Private Utilities

1. Pacific Power and Light

Pacific Power and Light provides electricity to the area inclusive of Junction City. Peak power usage is 85 megawatts for the total area.

Pacific Power and Light Company was the first private utility (nationally) to offer a 0 percent interest loan program to encourage weatherization of existing dwellings. Financial incentives offered by that company include cash rebates for the installation of solar collector for heating domestic hot water. The local response has been that 100 homes in the Junction City area have taken advantage of both programs.

[Note: Emerald People's Utility District (EPUD) also supplies some of the electricity for areas within the city.]

2. Pacific Northwest Bell

Telephone service is provided to Junction City and all surrounding areas by Pacific Northwest Bell Company.

A new telephone switching facility at the corner of West 6th Avenue and Juniper Street handles telephone calls on a regional basis. A major phone communication cable is buried underground along

a portion of Juniper Street and services a large region north of Junction City from the new switching facility.

The long range policy of the telephone company is to place all communication lines underground within the next 25 years.

[Note: Many changes have occurred in the phone industry since this was written. The local phone service is now provided by Qwest. Fiber optics is provided by MCI Telecommunications]

3. Liberty Cable T.V.

The service provided by Liberty Cable T.V. is one of the new utilities franchised by the city.

These three utilities unintentionally create a common problem. The construction of overhead transmission lines on poles creates a visual blight when both sides of a street, such as West 10th Avenue, Maple Street, and East 2nd Avenue, are lined with poles and wire.

Alternatives to overhead service are being examined, including the feasibility of a common utility tunnel located in alleys and the possibility of locating utilities under sidewalks with removable sections for servicing lines.

[Note: the current cable TV provider is TCI Cable.]

4. Northwest Natural Gas

Natural gas service is provided to heat homes and steam generating facilities to major industries. Conversion of electrical space heating to gas utilized by more homeowners.

C. Public and Private Schools

1. Public School District 69J

See figure 6 [Note: not available on-line.]. One of the finer facets of community life in the Junction City area is the educational opportunities offered by the local school district. Although faced with declining enrollment, the district has concentrated on improving the quality of education.

The educational program contains four schools teaching increments of grades 1-12.

2. Private Schools

The use of private schools as an alternative to the public school system has grown during the past five years. The operation of the Christian School teaches students which would otherwise be enrolled in the public school system in three counties: Benton, Linn, and North Lane County. Total enrollment attending the Christian School is 124 students, with approximately 50 percent of the students living in the Junction City area.

Back to top

Next Section

Back to [Ordinance Menu] Back to [Government Pages]

Last update: September 9, 2002

Chapter 8. Parks, Recreational, and Cultural Preservation Element:

I. Introduction

The livability of Junction City is enhanced by extensive parks and recreation facilities, the community pride in its Scandinavian heritage, and the human services provided to the young and old.

The parks system serving the city has new play areas, green, well-kept lawns, tennis courts, and picnic areas shaded by tall trees. Each year thousands of people, residents and visitors, take part in sporting events, hear concerts, or picnic at city-operated and maintained facilities. The leisure time outlets are abundant. The wide selection, indeed, helps to make Junction City a nice place to live.

The use of local recreation facilities and open space continues to increase each year. The reasons include a decreasing work week, increasing population, the rising cost of energy involved in travel, and in the national trend toward physical fitness and health. Junction City has progressively attempted to meet these needs through development of several multi-use parks, establishment of various recreation programs for youth and adults, use of schools for City and Lane Community College educational and recreational evening classes and programs. The city will continue with this development in the future

Back to top

II. Parks System

The city currently has 9.5 acres of neighborhood parks inside the city limits. The Junction City School District owns 1.25 acres of this land (Washburne Park) and the remainder is maintained and owned by the city. Future acquisition by the city will probably include lands which are adjacent to established recreation facilities and schools, and parcels located within new subdivisions.

The city collects a Parks System Development Charge for each living unit newly annexed to the city or constructed on a parcel. The city may elect to accept a new park in lieu of the systems development charge. The Junction City School

District and the city are presently working on a maintenance agreement for Washburne Park and a use agreement for school facilities. These agreements should be completed by September of 1983.

Junction City's plans for future facilities focus on the need for expansion of neighborhood and community parks. Upgrading has occurred in all city parks to the appropriate standards. These priorities are in accordance with the needs identified in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) for the state and Administrative District V (Lane County).

Policy: Refer to the Statewide Comprehensive Outdoor Recreation Plan (SCORP) for guidance in planning, acquiring, and developing recreational resources, areas, and facilities.

A. Bailey Park

Located at the SE corner of SW Kalmia Street and Bryant Street. Bailey Park was developed in 1976 through the use of federal, state, local, and private funds. The total cost of park improvements was approximately $35,000. The park is 2.6 acres in size and serves the entire Junction City area. However, the greatest amount of use comes from the adjacent subdivisions and apartment buildings.

The facilities located in the park include two lighted tennis courts, a basketball court, a children's playground, and a large open lawn area.

B. Bergstrom Park

Located at the north end of Dorsa Street. Bergstrom Park was developed in 1980 with the assistance of a Community Development Block Grant and city funds. The park is 2 acres in size and serves mainly the easterly portion of the city.

The land for the park was donated to the city by Mr. Norm Bergstrom in lieu of the Parks System Development Charge for development of adjacent subdivisions constructed by Mr. Bergstrom.

The development of Bergstrom Park was a goal of the 1977 Comprehensive Plan which has been met. The facilities located in Bergstrom Park include a lighted basketball and multi-purpose court, a children's playground, a small ballfield, and a native plant area. Also, a specific area has been set aside for picnicking.

C. Founders Park

Located at the NE corner of W. 5th Avenue and Holly Street. Founders Park was developed in 1980 through private donations from local businesses, civic groups, Scandinavian Festival Association, and individuals. This park is a small downtown park (.25 acres) located within the Central Business District and houses a 1904 Finnish locomotive. The locomotive was a gift to the city from the Finnish Counsel of Oregon, Mr. John O. Virtanen, and the people of Finland.

Founders Park is located across the street from Viking Sal Senior Center and across the intersection from the Burlington Northern Railroad Station. The park has a small patio area with picnic tables and benches. The motif of the building housing the locomotive is Finnish. Founders Park is a historical, cultural, and recreational facility used by all area residents and patrons of the Scandinavian Festival.

D. Laurel Park

Located at the NW corner of W. 14th Avenue and Laurel Street. Laurel Park is one of the oldest and most heavily used parks in the city. The park is approximately 1.5 acres in size and is primarily used for picnicking and large group gatherings. The facilities located at Laurel Park include a gazebo, furnished with picnic tables, electrical outlets, and running water. Other facilities include playground equipment and public restrooms.

Laurel Park is located adjacent to Dutch's Field, the Junction City Municipal Swimming Pool, the Junction City Grange, and Laurel Elementary School. The close proximity of these other facilities allows for joint use of these other facilities with Laurel Park.

E. Lyle Day Park

Located at the NW corner of E 5th Avenue and Deal Street. Lyle Day Park is 2 acres in size and was deeded to the city by Gladys Day in 1956 for the purpose of a public park. The current facilities located within the park include playground equipment and a small ballfield. Renovation of Lyle Day Park is scheduled for the Spring and Summer of 1981. Included in the renovation will be a new playground, a group picnic shelter, lighted pathways, and a complete renovation of the lawns and landscaped areas. The master plan also includes a lighted tennis/basketball court and restroom facilities. The funds for the renovation are provided from a Community Development Block Grant and use of systems development fees. Total cost of reconstruction of the park is approximately $60,000.

F. Tequendama Park

Located at the south end of Shara Place--SW Junction City. Tequendama Park is located within a subdivision with the same Indian name. The park is .5 acre in size and primarily serves the people living within the subdivision. The facilities located in this small park include a children's playground, a basketball court, and a small area for the Junction City Garden Club. A bike path passes through the park as it traverses the subdivision. The park was built during the fall of 1980 and the spring of 1981.

Tequendama Park was dedicated to the city by the developer of the subdivision in which the park is located. Mr. Kutsch donated the land for the park, the right-of-way for the bike paths, and paid for a portion of the landscaping costs in lieu of the Parks Systems Development Fee which would have been assessed against each living unit in the subdivision. The city used this donation as a match with the Federal Land and Water Conservation grant of $12,000 to construct this park. There is no room for expansion of this park.

G. Washburne Park

Located at the SW corner of W 6th Avenue and Laurel Street. Washburne Park is currently owned and maintained by the Junction City School District No. 69J. The park is 1.25 acres in size and includes playground equipment, a dilapidated basketball court, and four tennis courts which are not of regulation size. The tennis courts were built by the local Lions Club. The primary user of the park are residents in the local area and students from the high school. Also, the easy assessibility of the park to the state highway causes this park to be used by tourists and people traveling through town.

Washburne Park was donated to the School District with the restriction that the land be used for educational purposes. However, the School District and the city are working together to insure that the facility will be maintained to the same standards as all city parks.

Back to top

III. Community Facilities

A. Dutch's Softball Field

Located at the intersection of W. 15th Avenue and Kalmia Street. This facility is recognized as one of the finest softball fields in the Willamette Valley. Its primary use is for softball games between the months of March and September, and is used during other times of the year for youth soccer games and practice.

The field is lighted and the facility is used to its maximum potential. Organized softball leagues and tournaments give the field its heaviest use, accounting for 300 games played annually on Dutch's Field.

B. Lions Building and Kindergarten

Located at 1450 Kalmia Street, in Laurel Park. This building contains two large classrooms, one of which is used by a private kindergarten and preschool. The other classroom is used for Lane Community College classes and various other special interest classes.

C. Viking Sal Senior Center

Located at 245 W. 5th Avenue. This building is leased by the Scandinavian Festival Association and leased to the city for use as a Senior Center. The building was completely renovated by the senior citizens of the community in 1978, with the assistance of two federal grants.

The building houses the office of the Junction City Senior Outreach worker. The city employs a Senior Center Program Coordinator to schedule and administer the Center's social, recreational, and cultural activities. The senior citizens of the Junction City area fund the operation of the Center except for personnel costs.

The average daily attendance at the Senior Center is 55 unduplicated patrons. As the number of senior citizens in the area increases, so will the demands placed upon this facility.

Community Facility Goals

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

Implementation policy:

It is the policy of the city to,

1. Acquire parcels of land that will accommodate community facilities.

2. Utilize local citizen input when developing community facility plans.

3. Construct facilities with a multi-purpose use flexibility.

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

Implementing policy:

1. Developing a multi-facet program at the Viking Sal Senior Center.

2. Eventual construction of a multi-purpose Senior Center.

D. Junction City Municipal Swimming Pool

Located at the north end of Laurel Street. The Community Swimming Pool was constructed in 1974 and was funded through public support by passage of a $225,000 bond issue. The facility is uncovered and as a result is used only between the months of June through September. The pool is 25 yards long and six lanes wide and over 10,000 people annually use the pool.

The pool is heated by natural gas. As an energy conservation measure, a thermal blanket was donated by the local Jaycees Club and installed by the city during the periods when the pool is not in use.

The Municipal Swimming Pool offers many different programs during the use season. Swim lessons are offered for all age groups--infants through adults. The city also supplies swim lessons to 3rd and 4th grade students from Laurel School during early September. The local School District contracts with the city for this service through a joint use agreement.

Community Facilities Goals related to the Municipal Swimming Pool.

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

Implementing policy:

1. Develop and implement an energy conservation program for swimming pool operations.

2. Determine the practicability of covering the present pool.

3. Conduct a feasibility study concerning the use of solar collectors for heating the pool's water.

4. Training competent staff in the proper operation of the pool's heating plant.

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

Implementing policy:

1. The city will continue to offer a variety of high quality swim programs for all age groups.

2. The city will continue its joint use agreement with the School District permitting use of the pool when not in use by the general public.

3. Constructing additional small pools for special classes and as population growth places greater demands on existing facilities. Smaller pools could include diving or wading pools.

Back to top

IV. Bike Path System

The city's bike path system is presently in a developmental stage. The Parks and Recreation Department is currently working on a Master Bike Path Plan that will establish an interconnecting system of bike paths and lanes.

The city has established a Bike Path Reserve Fund used specifically for funding the construction of additional bike paths. A portion of these funds come from the gasoline tax. The following paths have already been constructed as part of a previous master plan.

A. Tequendama Bike Path

Passage through Tequendama Subdivision.

This path meanders through the new Tequendama Subdivision and is used as a connector path between the path north of W. 1st Avenue and W. 6th Avenue. The path is ½ mile long and constructed to state bike path standards.

B. Laurel School to Oklea Middle School

One-fourth mile long.

This short path is located between Laurel Elementary School and Laurel Park and the Community Swimming Pool, and Oaklea Middle School. the path is presently a graveled surface used primarily by students and occasional joggers. The path is located totally on School District property and was built by the district.

C. Timothy to Maple Street

This path is a bike land located along the curb of W. 6th Avenue adjacent to High School property and is ½ mile long. The path interconnects the Tequendama Bike Path with Washburne Park.

D. Alder Street to Bergstrom Park

This path is ½ mile long and will be used as a connector between a concentration of apartment buildings and Bergstrom Park to the east. The path will be constructed during the summer of 1982 using Bike Path Reserve funds.

E. E. 4th Avenue to 6th Avenue Connector Path

This path is located in Lyle Day Park and is ¼ mile long. The path will be lighted when built in conjunction with the renovation of Lyle Day Park.

Goals of the city in developing its Bike Path System:

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

Implementing policy:

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

Back to top

V. Junction City Public Library

The city library has provided an important educational tool to the community for the past 50 years. The present library is located at the NE corner of W. 7th Avenue and Greenwood Street. Total circulation level for 1979-1980 was 24,220 volumes. The total number of volumes owned by the library include 11,391 books, 29 periodicals and subscriptions, and 264 records. Registered borrowers include 2,111 people living inside the city limits (1980). The city takes great pride in its library and its programs. The formation of a civic organization, The Friends of the Library, has brought additional cultural and music events to the community.

Back to top

VI. Human Services Delivery Programs

The reverence to human service programs found in the Public Facilities Element is expanded as part of this element by a description of the different programs available to the young and old of the community. [Note: The first two programs have been discontinued or have been replaced by other programs and/or organizations.]

A. Senior Outreach Program

The purpose of the Senior Outreach Program is to assist those senior citizens who cannot help themselves to meet their medical, social, nutritional, and recreational needs. The Outreach Office is located in the viking Sal Senior Center and is funded by the city. The program serves over 200 individuals each year through the services of a paid city employee.

B. Homebound Delivery Program (Junction City Library)

The city's public library provides a home delivery service to the elderly and infirm of the community. Books containing large print, music records, and tapes are provided on a weekly basis. The services were requested on 457 occasions for fiscal year 1979-1980.

C. Junction City Youth Activities Association

This organization provides youth sports for all area residents. A total of 500 youths participated in the sports activities offered last year. Those activities include baseball, soccer, softball, gymnastics, and basketball. The Junction City Parks and Recreation Department, in conjunction with the Lane County Community Chest, work to provide these services.

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

Implementing policy:

1. The city will continue to financially support those human service programs desired by the community.

2. The city will encourage the development of new programs which will help carry out the goals of the city.

3. The city will continue to monitor these programs to insure their effectiveness in supplying the needs of the community.

Back to top

VII. Historical Preservation Goals and Guidelines

In Junction City it is still possible to see many historic houses, to walk along the original streets the town was built

around, to chat for hours with colorful old-timers, and to find groups and individuals sensitive to history. Viewing old railroad buildings, examples of Victorian, Queen Anne, and Colonial architecture, a casual observer might assume that all is well with the course of historical preservation, and that no further work needs to be done.

A huge amount of work does need to be done. Unless action is taken, rare physical reminders will be lost and precious remembrances will be rendered irretrievable. The citizens of the city will suffer economically and will be diminished spiritually. Fifty or one-hundred years from now, children and grandchildren will wonder at the shortsightedness and narrowness of vision, if a historical preservation effort is not included in this text.

There is a shortage of museum space, the need for a historical library, and archives to do justice to the records of the past. There are gaps and imbalances in the picture of Junction City presented to those people who come here seeking information about the local past.

Economic interest, pride, spiritual valve, morality, progress, and patriotism--these are reasons for caring about the history of Junction City. This supplement addresses those tangible and intangible needs and becomes the guide to local government and community in making daily decisions.

History can be preserved and made valuable in two ways. the first method is to dwell upon physical reminders of the past by rescuing and developing historic sites such as houses, barns, cemeteries, railroad buildings, and other artifacts.

The second method is more intangible, but equally important. Public awareness of a need for historical preservation is necessary for this program to operated to its fullest extent. Only when citizens share a collective remembrance of the past can a preservation effort succeed. The goals and implementing measures listed below are established by enactment of this plan.

A. Historical Preservation Goals

1. To recognize significant buildings, sites, and other historic elements, and to provide for their protection.

2. To encourage interest int he cultural heritage of Junction City for the education and enjoyment of present and future generations.

3. To encourage public and private enterprises in the preservation of historic sites and buildings in Junction City.

4. To apply the Federal Standards for Historic Preservation Projects of the National Historical Preservation Act of 1966 to those buildings and sites in need of protection, stabilization, preservation, restoration, and reconstruction.

5. To insure that historic buildings are added to the national Register of Historic Places and the State Inventory of Historic Sites.

6. To develop a citywide register of historic buildings and places to be preserved, protected, restored, and stabilized.

7. To work with the Lane county Historical Society and encourage preservation, rehabilitation, and

restoration of historical buildings and sites not only within the City's Urban Growth Boundary, but the entire Lane County.

8. To work with the Junction City Historical Society in the identification, preservation, rehabilitation, and restoration of buildings and historic sites within the city and its urban growth boundary.

Proposals for saving historical treasures will not be realized unless the practical aspects of restoration, rehabilitation, and preservation are faced in detail.

B. Goal Implementation

1. Historical sites and buildings will be designated upon the Comprehensive Plan Map.

2. A cooperative program between the city and the Junction city Historical Society will be developed.

3. Historic sites and buildings will be incorporated into the plans for new subdivisions or commercial or industrial projects.

4. The City will use a conditional use process to protect historic sites identified in the historic sites inventory.

C. Coordination Between the city and County

Although city government is responsible only for lands within the city limits, it is also its responsibility to serve as a recommending and coordinating body in historic matters related to the county. Junction City will ultimately establish its own historic preservation plans, but close coordination between the city and county will result in a framework of harmonious recommendations close to and around the city.

Back to top

Next Section

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: September 9, 2002

Chapter 9. Buildable Lands Inventory:

The buildable lands inventory projects the need for land by estimating population growth and the demand for housing, commercial and industrial development, and public facilities. The inventory compares the projected demand for land with the supply of suitable vacant land.

The inventory contains four sections:

The Appendices contain background information.

I. Projection of Future Land Use Needs

[Residential] [Population] [Housing Units] [Housing Type] [Land Use Needs] [Commercial] [Industrial] [Public Land]

Projections serve as the basis for determining future land use needs whether residential, commercial, industrial, or public.

Residential

Residential land use projections respond to anticipated population growth and housing trends.

Population

Junction City's population is expected to more than double during the next 20 years, from 3,390 persons in 1980, to 7,732 by the year 2000. The projection continues past growth trends. Please refer to Table 1 in Appendix A for more detail.

Housing Units

Junction City will need approximately 3,312 housing units by the year 2000. The projection embodies several assumptions:

1. The population will grow at the same rate it did between 1970 and 1980, 3.4 percent.
2. The City's average household size will continue to decrease. In the year 2000 the average number of persons per household will be 2.35.
3. A vacancy rate of three percent will ensure a stable housing market.

Tables 1 and 2 in Appendix provide background information.

Housing Type

The inventory assumes housing characteristics will also follow past trends. Consequently, Junction City will contain proportionately less single family and more multi-family and mobile home units. The following table depicts the existing supply, projected additions and the projected housing type mix for the year 2000. Tables 2 and 3 in Appendix A offer elaboration. Appendix B includes a discussion of the housing projection as it relates to low income persons and regional housing needs.

	1980 Units		Additional Units From 1980-2000		Additional Units 2000 Units	
Housing Type	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Single Family	921	66	1,066	55	1,987	60
Duplex	96	7	136	7	232	7
Multi-Family	302	22	460	24	762	23
Mobile Home	72	5	259	14	331	10
Total:	1,391	100	1,921	100	3,312	100

Land Use Needs

Junction City's new housing development will occupy an estimated 310 acres. The estimate is based on four assumptions:

1. All new single family units will be developed in the low density zone (R1) at an average density of 5.5 units per acre.
2. All new duplex units will be developed in a medium density zone (R2) at an average density of 15 units per acre.
3. All new multi-family units will be developed in a medium density zone (R2) at an average density of 17 units per acre.
4. All new mobile home units will be developed in a medium density zone (MHP) at an average density of eight units per acre.

The following table presents the number of acres needed for housing between 1980 and 2000. Tables 4, 5, and 6 in Appendix A provide background information.

Structure Type	Units	Average Density	Net Acres	Gross Acres
Single Family	1,066	5.5	194	242

Duplex		136	15.0	9	9
Multi-Family		460	15.0	27	27
Mobile Home		259	8.0	32	32
	Total:	1,931	(7.3)	262	310

Net acres refers to the acreage in actual residential use. Gross acres include net acres plus land needed for streets, utilities, and other services that support housing. The projection assumes that for low density development, 20 percent of the undeveloped land will be for public facilities. (Gross acres=net acres divided by .8.) The projection also assumes that new duplexes, multiple family units, and mobile homes will be developed in areas already provided with supporting streets and utilities.

Commercial

The commercial land use projections assume that in the year 2000, residents will demand relatively the same amount of commercial services as in 1980. In 1980, Junction City contained 1.2 acres of developed commercial land for each 100 persons. The following table depicts the additional commercial acreage needed for the projected population.

Land Use	Acres/100 Persons	Population Increase 1980-2000	Additional Acres Needed
Commercial	1.2	4,412	53

Industrial

Junction City's Plan contains projections for two industrial designations. One, called Industrial, is based on past trends that are altered to reflect anticipated changes. The other, call Technology, is based on overt interest in Junction City by major electronics firms--events that cannot be accommodated by trend data.

The Industrial land use projection assumes that in the year 2000, community attitudes will support an increasing amount of industrial land. In 1980, the Junction city area provided 129 acres of industrial development for a population of 3,320 which is almost four acres for each 100 city residents.

The increase over past trends reflects adopted city goals and policies as well as the following assumptions:

1. Junction City residents will increasingly desire to work closer to home to due to rising energy and transportation costs.

2. The City's share of the County's labor force will continue past trends and increase to 3.5 percent by the year 2000.

3. Some industrial acreage will accommodate commercial development that serves the work force of the employment centers.

4. The location of one or more new major technology firms will spur the growth of new related industrial suppliers.

5. Approximately 20 percent of the land will be needed for streets, spur lines, easements, and infrastructure components.

6. The increase over past trends also reflects community attitudes, current economic conditions, and adopted city goals and policies.

The Plan contains 325 acres for the new Technology designation. The acreage was determined by several factors, foremost of which is the technology industry's stated site criteria.

Public Land

The urban growth boundary contains about 202 acres of publicly owned land. Fifty-eight percent of the land accommodates the sewage treatment facilities and land for planned expansion. About 29 percent is for schools, six percent is park land, one percent is city buildings, and five percent is vacant.

A substantial amount of land is available for public use through 2000. Forty acres have been set aside for sewage treatment facility expansion; eight are available adjacent to school property, and two acres are available within the city to meet other future needs. Also, the Plan assumes that 20 percent of land designated for low density residential development will accommodate streets and other supporting facilities. Future neighborhood park development will be provided in residential areas to meet requirements of the subdivision ordinances.

II. Evaluation of Vacant Land For Its Development Suitability

[Development Constraints] [Soils] [Flooding]

Junction City's Urban Growth Boundary (UGB) contains 1,810 acres of which about 983 are vacant or in agricultural use. Approximately 107 vacant acres occur within the City limits; the remaining 746 acres lie outside the City limits and within the UGB. Please refer to Tables 7 and 8 in Appendix A for additional details.

Development Constraints

All vacant land is considered suitable for development when services are available. Soil conditions and flooding were examined as potential constraints to development. In both cases, adequate safeguards exist to permit construction.

Soils

Soils conditions in limited areas, primarily along drainage ways, pose a possible limitation to urban development, due to shrink-swell potential and permeability. The Oregon Uniform Building Code directs that development safeguards be followed in areas containing soil limitations. The City requires these safeguards as condition of development, all soil types are considered suitable for development.

Flooding

Flooding poses a potential constraint to development in the easterly sector of the City. In recent years, flooding has decreased due to reservoir construction and lower water levels on the Willamette and McKenzie Rivers. Development in flood hazard areas is protected through building safeguards required by city ordinances. Thus, no vacant land has

been excluded from the buildable lands inventory due to flooding potential.

III. Comparison of Land Use Projections with the Availability of Suitable, Vacant Land

The following table compares the projected demand for land with the supply of vacant and agricultural land by plan designation and zoning category for the entire UGB:

Designation	Acres Needed	Plan Supply*	Zone Supply*
Low Density Residential	254	302	248
Medium Density Residential	27	12**	12
Commercial	53	33***	10
Industrial	168	178	210
Technology	325	325	0
Public	42	42	2
Totals:	869	892	482

* Excludes 94 acres of vacant land designated agricultural and zoned agricultural that are outside the Urban Growth Boundary but within the City Limits. The zone supply column also excludes 501 acres presently zoned agricultural and outside the City Limits.

** Sufficient medium density land has been provided through the use of a floating node system (See Appendix II). These nodes, identified on the Floating Node Map, allow lands designated for low density residential uses to be used to meet projected medium density residential need.

*** Commercial land needs are met through the inclusion of 10 acres of supporting commercial land in both the traditional industry and high technology plan designations.

IV. Development Conclusions

The Junction City UGB contains sufficient acreage to meet projected needs to the year 2000. That conclusion is based on the following assumptions:

1. New industrial and technology development will spur commercial development that primarily serves the labor force.

2. Approximately 20 acres of commercial development will occur within areas that are designated for future industrial and technology use.

3. Junction City will use a floating node concept to identify low density residential lands suitable for rezoning to meet medium density residential needs.

4. Junction City will annex, rezone, and serve lands as needed according to the plan designations and policies.

Back to top

Appendix

Back to [Ordinance Menu] Back to [Government Pages]

Last update: September 9, 2002

Appendix

Table of Contents

Appendix A: Tables

Table 1, Population Estimates and Projections, 1960-2000

Year	City*	Outside City Within UGB**	Total
1960	1,614	--	--
1970	2,373	--	--
1980	3,320	809	4,129
1985	3,925	902	4,827
1990	4,640	1,006	5,646
1995	5,484	1,122	6,606

2000	6,481	1,251	7,732

* The projection assumes an annual growth rate of 3.4 percent compounded from 1980 which is the annual average rate for the City from 1970 to 1980.

** The projection assumes an annual growth rate of 2.2 percent compounded from 1980 which is the annual average rate for the balance of the Junction City Census County Division

Source: 1960, 1970, and 1980 Census and L-COG projections

Back to top

Table 2, Dwelling Unit Projections, Year 2000

1.	Assume 2000 projection	7,732
2.	Subtract group quarters (175)	7,557
3.	Average houshold size (persons per household)	2.35
4.	Projected households (#2 divided by #3)	3,216
5.	Vacancy (#4 x .03)	96
6.	Total Projected Housing Units	3,312
7.	Existing Structure Type (1980)	

	City		Outside City Within UGB		Total	
	#	%	#	%	#	%
Single family	921	66	194	64	1,115	66
Duplex	96	7	10	3	106	6
Multi-Family	302	22	8	3	310	18
Mobile Home	72	5	93	30	165	10
Totals:	1,391	100	305	100	1,696	100

8. Projected Demand for New Construction (UGB)

	#	%
Single family	1,066	55
Duplex	136	7
Multi-Family	460	24
Mobile Home	259	14
Totals:	1,921	100

9. Projected Type (2000)

	#	%
Single family	1,987	60
Duplex	232	7
Multi-Family	762	23
Mobile Home	331	10
Totals:	3,312	100

Source: Census data, L-COG Geographic Base File, and L-COG projections

Back to top

Table 3, Housing Supply by Structure Type, 1970 and 1980

	1970		1980		1970-1980 Change	
	#	%	#	%	#	%
Single family	651	74	921	66	270	53
Multi-Family*	210	24	398	29	188	37
Mobile Home	20	2	72	5	52	10
Totals:	881	100	1,391	100	510	100

* Includes duplexes, which were not counted separately in 1970 Census. In 1980, Junction City's 96 duplex units constitute 24 percent of the multi-family units and severn percent of the total housing supply.

Back to top

Table 4, Net Density by Structure Type and Zoning Categories, 1980

Structure Type	R1	R2	MHP
Single Family	5.8	7.1	--
Duplex	13.0	--	--
Multi-Family	18.3	13.6	--
Mobile Home	--	--	5.0

Back to top

Table 5, Distribution of Dwelling Units by Structure Type and Density, 1980

Structure Type	Density (Percent) Low*	Medium**	Total
Single Family	81	19	100
Duplex	0	100	100
Multi-Family	0	100	100
Mobile Home	77	23	100

* Low density: less than 6 dwelling units per acre.

** Medium density: 6 or more dwelling units per acre.

Sources: 1970 Census and L-COG Geographic Base File, January, 1980.

Back to top

Table 6, Junction City Land Use, 1980

Land Use	Acreage		
	City(1)	UGB(2)	Total
Residential:			
Single Family	147	116	
Duplex	6	1	
Multi-Family	13	--	
Mobile Home (parks)	9	15	
Mobile Home (single)	(*See* *)		
Group Quarters	2	--	
Total:	177	141	318
Commercial:			
Retail	21	3	
Service	16	5	
Recreation	3	(*See* *)	
Total:	40	8	48

Industrial:			
Manufacturing	60	63	
TCU(3)	4	0	
Wholesale	1	1	
Total:	65	64	129
Quasi-Public:			
Church	9	--	
Civic, Fraternal	1	4	
Total:	13	4	17
Public:			
Government	2	--	
Schools	59	--	
Parks	12	--	
Utilities	1	78	
Total:	74	78	152
Transportation:			
Rights of Way	180	--	
Streets, Roads, Parking	25	80	
Total:	205	80	285
Vacant	83	92	175
Agriculture	24	784	808
Water (ponds and drainageways)	7	1	8
Grand Total:	688	1,252	1,940

1 Excludes incorporated land that is outside the Urban Growth Boundary.

2 Within Urban Growth Boundary, outside City Limits.

3 Transportation, communication, and utilities.

* Less than .5 acre.

Back to top

Table 7, Vacant and Agricultural Land by Plan Designation and Ownership, 1980 (*)

Plan Designation	City Limits		Urban Growth Boundary		Total		
	Private	Public	Private	Public	Private	Public	Total
Residential							
Low Density	60	8	234	0	294	8	**302**
Medium Density	12	0	0	0	8	0	**12**
Comercial/ Residential	2	0	0	0	2	0	**2**
Comercial	15	0	18	0	33	0	**33**
Industrial	6	0	172	0	178	0	**178**
Technology	0	0	325	0	325	0	**325**
Public	0	2	0	40	0	42	**42**
Parks	0	0	0	0	0	0	**0**
Totals:	95	10	749	40	844	50	**894**

* Excludes 94 acres of vacant agricultural land within the City Limits and outside the Urban Growth Boundary.

Back to top

Table 8, Vacant and Agricultural Land by Zoning District, 1980 (*)

[Note: Zoning designations have changed since 1980]

Zoning	District	Private	Public	Total
City Limits:				
RA	Outer Residential	25	0	25
R-1	Single Family	42	8	50
R-2	Multi-Family	12	0	12
CR	Commercial Residential	5	0	5
C2P	Commercial	10	0	10
C2	Central Business	(**)	0	(**)
M1	Light Industrial	8	0	8
M2	Heavy Industrial	2	0	2
PL	Public Land	0	2	2
	Sub Total	104	10	114
Urban Growth Boundary:				
RR	Rural Residential	173	0	173
C2	Neighborhood Commercial	2	0	2
M2	Light Industrial	159	0	159
EPU	Exclusive Farm Use	461	40	501
	Sub Total	836	40	876
	Grand Total	**849**	**50**	**897**

* Excludes 94 acres of vacant industrially zoned land within the City Limits and outside the Urban Growth Boundary.

** Less than .5 acre.

Note: Junction City has no vacant and/or agricultural land in the following zoning categories: Professional Technical (PT), Agricultural (AG), Neighborhood Business (C-1), and Mobile Home Park (MHP).

Back to top

Appendix B: Meeting Low Income and Regional Needs for Housing

1. Introduction

The housing projections take into account the needs of low income households and of the regional population. A discussion of the city's role in meeting these needs follows.

[Back to top]

2. Low Income Needs

The plan addresses the needs of lower income households by projecting an assortment of structure types in a variety of locations. Older single family units, modular homes, mobile homes, and multi-family units are expected to be affordable to lower income households. The diverse locations of the plans residential designations provide broad geographic choice.

The L-COG 1976 Housing Survey indicates that about 56 percent of Junction City households were defined as low income (earning less than 80 percent of the area's median income). The low income housholds surveyed lived in the following structure types:

Low Income Housholds by Structure Type, 1976

Structure Type	Percent
Single Family	69
Duplex	6
Multi-Family	22
Mobile Home	3
Total:	100

When compared with 1980 data that depict Junction City's housing supply, it appears the City's low income households live in units that differ from the available supply. Specifically, low income households are more likely to live in mobile homes.

Low Income Housholds by Structure Type, 1980 and 2000

Structure Type	Percent

	1980	2000
Single Family	66	60
Duplex	7	7
Multi-Family	22	23
Mobile Home	5	10
Total:	100	100

Mobile homes are slated to double their share of Junction City's housing supply by the year 2000. The relative increase of mobile homes and multi-family units will expand the availability of lower cost units.

Older duplexes and single family units will also provide housing for lower income persons. By the year 2000, 46 percent of Junction City's single family units and 42 percent of its duplexes will be at least 20 years old.

Modular housing will provide home ownership opportunities for some households that cannot afford conventional single family housing. Modular units are assembled in parts or panels, transported to dwelling sites and are placed on a continuous foundation. Mobile homes are not included in this definition. The Comprehensive Plan encourages modular units by permitting them in all residentially zoned lots within the City Limits.

[Back to top] [Back to top of Appendix B]

3. Regional Needs

[Structure Type Variety] [Low Income Housing]

Junction City's housing units help meet regional housing needs as well as local housing needs. Evidence is provided by data that describe where Junction Ctiy residents work. The 1970 Census reported that 60 percent fo the City's labor force worked outside of the City. Most of those were employed within the Eugene-Springfield area. A 1981 survey by L-COG reiterated the Census results of 11 years earlier. The data imply that many Junction Ctty households have chosen housing from a regional market that includes the metropolitan area.

Junction City's projected housing supply is based on past trends. Therefore, to the extent that regional housing demand has affected the housing supply in the past, so does it affect the projected supply.

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

Structure Type Variety

Junction City offers a structure type variety that is surprisingly consistent with that offered in the metropolitan area. The following table shows similarities.

Dwelling Units by Structure Type,
Junction City and Metropolitan Area

Structure Type	Junction City 1980	Metropolitan Area 1977
Single Family	66	63
Duplex	7	9
Multi-Family	22	22
Mobile Home	5	6
Total:	100	100

Projections indicate that Junction Ctiy and the metropolitan area will continue to offer a similar compination of structure types. The following table presents the proportion of structure types projected in 2000.

Projected Dwelling Units by Structure Type, Junction City and Metropolitan Area

Structure Type	Junction City 2000	Metropolitan Area 2000
Single Family	60	54
Duplex	7	9
Multi-Family	23	31
Mobile Home	10	6
Total:	100	100

Each area is projected to reduce the overall percentage of single family housing. both will provide over 30 percent multi-family and mobile home units. However, the metro area will increase its percentage of multi-family units, while Junction City will emphasize mobile homes. The varied emphasis will result in an even larger housing selection.

Low Income Housing

Junction City will continue to offer lower cost housing to meet regional as well as local needs. In addition to providing structure type variety, Junction City also offers subsidized housing. Four apartment buildings, including a total of 112 units, offer subsidized housing for low income senior citizens and the disabled. The city continues to encourage constructin of subsidized housing through its participation in the Areawide Housing Opportunity Plan (AHOP). The AHOP sets goals for production of assisted housing during a three year period. In the current AHOP period (July 1, 1979 through June 30, 1982), development in Junction City contributed five percent of all new rental units in Lane County. This is significant, as the city's population comprises only one percent of Lane County's population.

[Back to top] [Back to top of Appendix B]

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: July 17, 2002

Appendix

Goal 14: Urbanization, Analysis

Introduction

The Goal 14 analysis describes how Junction City's Plan addresses the Land Conservation and Development Commission's (LCDC) goal on urbanization. The goal requires an "orderly and efficient transition from rural to urban land uses." The goal mandates the establishment of an urban growth boundary (UGB) to identify and separate urbanizable land from rural land. the goal specifies seven factors on which the UGB is to be based.

The UGB

Junction City's UGB contains 1,810 acres of which 688 acres are within the current City Limits. (The City Limits contain an additional 94 acres that are outside of the UGB because the land is and will continue to be used for agriculture.) The UGB contains 957 acres that are developed. The remaining 853 acres are vacant or in agricultural use and are considered developable.

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

Organization

The analysis is organized according to the two factors that justify the need for the UGB and the five factors that justify the location of the UGB. The discussion presents assumptions, findings, adopted goals, policies, implementation strategies, and other information to explain why Junction City adopted its UGB.

[Back to top]

Need Factors

The size of Junction City's UGB addresses two LCDC urbanization factors:

1. Demonstrated need to accommodate long range urban population growth requirements consistent with LCDC goals.

2. Need for housing, employment opportunities, and livability.

As specified by LCDC guidelines, the size of Junction City's UGB takes into account four of the area's characteristics. The four characteristics provide the means for organizing the discussion of the need factors.

1. The growth policy of the area
2. Population projections for the year 2000
3. The carrying capacity of the area
4. Open space and recreational needs

[Back to top]

Growth Policy

Junction City's growth policy continues past trends while enhancing the area's livability and protecting its valuable resources. The Plan contains several statements that reflect the growth policy.

> It is a goal of this plan to provide an adequate amount of buildable lands to sustain growth in all sectors of the community.
>
> It is a goal of this text to ensure that the economy of Lane County and the State benefit from land use decision promoting industrial growth within the Junction City area. It becomes a goal of this plan to diversify and improve the local economy by encouraging continued expansion of the manufacturing sectors.
>
> It is a further goal of this plan to diversify and improve the local economy by encouraging the siting of new industries.

Junction City's growth policy reflects current economic conditions, community attitudes, and the City's ability to satisfy criteria identified by firms wishing to either relocate to or expand within the area.

[Back to top]

Current Economic Conditions

Conditions that affect the City's growth policy are:

- A labor force that is largely dependent upon seasonal or cyclical employment, particularly in the food processing, lumber, and wood products industries.
- the recent unavailability of land to accommodate interested new industries and the expansion needs of existing employers.
- High and persistent unemployment locally and throughout the State.
- Local, county-wide and State programs geared towards industrial diversification.
- Job growth during the last decade of 54 percent that surpasses the population growth of 40 percent.

- Under utilized local resources, including labor and public and private facilities and services.

- Approximately half of Junction City workers are employed outside the immediate area (Census Tract 4). Many presumably would seek employment within the area if the opportunities were available.

Back to top]

Community Attitudes

Community attitudes have shaped the City's growth policies. The attitudes developed because of the economic conditions.

Examples of community attitudes include the following:

- Junction City residents actively participate in and have hosted meetings of the Lane Economic Forum, a volunteer effort for reaching County-wide consensus on future economic direction.

- The City formed the Economic Development Committee, which advises the City on economic policy and assists firms desiring relocation and expansion assistance.

- Local business associations are assisting the City in developing an Industrial Site Study that describes 12 features of each parcel designated for industrial development.

- Testimony at hearings on the comprehensive plan that support the Plan's policies including testimony by current owners.

[Back to top]

Site Criteria

The City's growth policy also reflects the community's ability and desire to satisfy the criteria identified by firms wishing to either relocate to or expand within Junction City.

- According to the facility study that is currently being developed, Junction City has established the basic framework to properly accommodate and serve the growth anticipated within the UGB. A current phase of the study will determine the employment capacity of the sites designated for industrial and technology.

- The City can provide development opportunities on a variety of sites of different sizes with an array of amenities, including rail, highway, and pipeline access. The City can also provide large protected, attractive, sites for the initial development and future expansion needs of small and medium electronics firms.

- Four major education institutions lie within 25 miles of the City:

    1. University of Oregon
    2. Oregon State University
    3. Linn-Benton Community College
    4. Lane Community College

- Mahlon Sweet Field, an airport served by four commercial airlines, is just minutes from the city.
- The cultural, institutional, and commercial activities of the Eugene-Springfield metropolitan area enhance Junction City's attractiveness to existing and potential employers.
- Junction City can offer relatively low cost energy and utilities.
- The City shares with the region in providing a variety of outdoor recreational opportunities.

[Back to top]

Locational Factors

The location of Junction City's UGB addresses five LCDC urbanization factors. The factors serve as the basis for organizing the discussion.

- Orderly and economic provision for public facilities and services.
- Maximum efficiency of land uses within and on the fringe of the existing area.
- Environmental, energy, economic and social consequences.
- Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority.
- Compatibility of the proposed urban uses with nearby agricultural activities.

Orderly and Economic Provision for Public Facilities and Services

Junction City provides numerous facilities and services to its residents. The City extends those services to new areas when they are annexed. The basic services required for annexation are water, sanitary sewers, streets, and electricity. The City provides police and fire protection and rescue services.

The Plan provides policies to ensure the provision of municipal services up on annexation. The capability to serve the land guided the location of the UGB.

The City's growth will occur generally to the west and south of the existing City Limits. On the west, the parcels within the UGB and the configuration of the UGB are sufficient to enable logical and efficient extension of services. The south extension of the UGB may be difficult and expensive to reach with the City's water and sewer services, necessitating the construction of separate facilities, possibly financed by a local improvement district. A study is underway to determine the location and capacity of facilities and the cost for servicing this area.

[Back to the top]

Maximum Efficiency of Land Uses

The Plan and the location of Junction City's UGB promotes maximum efficiency of land uses both within and on the fringe of the existing urban area. The following provide evidence.

- Planned increases in residential densities support efficient use of the land.
- The land use allocations group compatible development and locate traffic generating uses in the Central Business District and along existing thoroughfares.
- The allocations promote maximum efficiency of Junction City's highway, street, and rail facilities.
- Requiring the availability of municipal services at the time of annexation promotes infilling.
- Implementing ordinances specify siting standards that ensure proposed development will be compatible with or buffered from existing less intense uses.
- Parcel size and ownership patterns in the UGB ensure that development will occur as planned. The parcels in the UGB west of the City are designated for Technology meets parcel size and ownership patterns consistent with the needs of the industry. The southern extension of the UGB contains parcels that vary greatly in size, thereby meeting the expansion or relocation needs of a variety of industrial firms.

The allocations of industrial land in the long, narrow southern extension of the UGB continue historical development trends. The trends were established at the beginning of Junction City with the location of railroads.

- Current land uses between the rail lines is primarily industrial within the City.
- Outside the City industrial development occupies 64 acres of the UGB.
- The City contains only six acres of vacant and agricultural land designated for industrial use. The land consists of 30 parcels of which most are substandard for development. (The City will reevaluate the plan designation for these parcels.)
- the County has zoned 200 acres of the vacant and agricultural land for M2, Light Industrial Zone.

[Back to the top]

Environmental, Energy, Economic, and Social Consequences

The Plan recognizes and addresses the environmental, energy, economic, and social consequences of the UGB location.

Environmental

The Junction City environment will be affected by planned growth in the following ways.

- Loss of agricultural land

- Increase in traffic and possible congestion
- Increase in waste products
- Loss of vegetative cover and wildlife habitat
- Potential threats to area's air and water resources
- Possible increase in noise
- Potentially less pleasant visual environment

The allocation plan, Plan policies, and implementation strategies are designed to minimize negative environmental effects.

Alternative locations for growth, particularly north and east of th City Limits, would not minimize the identified negative environmental effects. Alternative locations would transport the environmental effects to more productive agricultural lands.

Energy

The are's energy supplies of electricity and natural gas are generally plentiful. Nonetheless, the location of the UGB and the allocation of land uses address possible energy effects of planned growth.

- Decrease in energy used for commuting outside of the area for employment.
- Potential increase in mass transit, carpooling, and vanpooling between Junction City and the metropolitan area because of new concentrated employment centers, and increase ridership potential.
- Increase in residential densities and more intensive use of all urban lands will reduce energy consumption.
- Potential increase in pedestrian and bicycle traffic to reduce energy use.

[Back to top]

Economic

Assumed economic consequences of Junction City growth are listed below.

- Decrease in unemployment and underemployment
- Increase in the number of stable jobs
- Relative increase in incomes

- Increased number and variety in local job opportunities
- Potential increase in cost, taxes, and fees for improving and expanding public facilities and services
- Increased locational choices for expanding and relocating firms

The allocation of industrial and technology lands designate the lands which are most suitable for industrial and technology development. The allocations provide an adequate supply of land of the character necessary for economic diversification. The allocations also reflect expansion in areas that already are characterized as industrial and that have industrial services such as rail and highway access.

[Back to top]

Social Impacts

Social impacts of planned growth are not addressed directly by the Plan policies. It is assumed that the UGB and Plan policies could have the following consequences.

- Increased frustration for some residents due to more intense urban development, congestion, and densities
- Increase in recreational time due to decreased commuting time
- Greater variety of residential options by structure type, density, and location
- Changing community image

A different location for the UGB would not eliminate negative social consequences, but rather would transfer them to another location. Based on evidence of community attitudes in support of the Plan and the UGB, the negative social impacts will be minimal.

[Back to top]

Agricultural Land-Retention and Compatibility

This last section of the Goal 14 analysis unites discussion of the two urbanization factors that deal with agricultural land.

- Retention of agricultural land as defined, with Class I being highest priority for retention and Class VI the lowest priority.
- Compatibility of the proposed urban uses with nearby agricultural activities.

Relevant findings on agricultural lands within and surrounding Junction City are listed below.

- Most of Junction City has developed on Class I and II soils.

- The City Limits are bounded on all sides by lands with primarily Class I and II soils.
- The UGB includes lands adjacent to the City that have lower agricultural production value than other adjacent lands.
    - Class I and II soils on lands north and east of the City are used primarily for the production of peppermint and beans in rotation with wheat and grass seed.
    - Soils in the UGB extension south of the City are primarily Class III and contain higher proportions of Class IV. This area is used for grazing and grass seed production.
    - Soils in the area immediately west of the City Limits are primarily Class I and II. West of Oaklea Drive in the area designated for Technology, the soils are primarily Class III.
    - The 94 acres of agricultural land that are within the City Limits but outside the UGB primarily consist of Class I and II soils.
    - Agricultural production on the south is limited because railroad and highway right-of-way limit access and irrigation potential. Less than 50 percent of the land is in production.
- The compatibility of urban and rural development is in evidence on Junction City's eastern limits where urban residential development adjacent to agricultural certainly enhances the former with no threat to the enjoyment of the latter's property.
- the campus-like Technology development of the western UGB will be compatible with adjacent agricultural uses.
- Industrial development in the southern UGB extension will be buffered from adjacent agricultural production by existing railroad and highway rights-of-ways.
- Plan policies and implementation strategies provide for siting standards that protect and enhance the compatibility of urban and rural areas.

In summary, the location of the UGB protects the best agricultural lands. Plan policies and characteristics of the sites and proposed land uses enhance compatibility between urban and rural uses.

[Back to the top]

Back to [Ordinance Menu] Back to [Government Pages]

Last update: September 25, 2002

Appendix II

[Agricultural Land Uses] [Land Use Patterns of the Future] [Employment Projection Analysis] [Land Use Needs Analysis] [Land Selection Analysis] [Industrial Reserve] [Land Needs Analysis: High Technology Industrial Lands]

The process of acknowledgement of this plan has highlighted the need for additional information and clarification in specific areas of the text. The identified need for additional lands in the Commercial and Industrial land use category must be further expanded to include more detailed information. The policy statements included in this section do not add new directives, but add to the existing explanations, policies, and goals. The information contained in this addendum follows the same general structure of the page text.

Section 1.100 Environmental Element

VI. Agricultural Land Uses

The city has zoned identified agricultural lands for exclusive farm use within its city limits, but outside its urban growth boundary. The plan text also describes its efforts to buffer agricultural land use on lands adjacent to the urban growth boundary.

It is the policy of the city to prohibit the premature conversion of lands designated for agricultural use, unless such proposals conform to statewide planning goals, especially Goals #2, #3, and #4. *[Note: the webdesigner cannot locate these goals for reference.]* The lands designated Industrial Reserve must remain in agricultural use until such time as proper justification can be offered for their inclusion within the urban growth boundary for industrial land uses.

Section 1.200 Land use Element

III. Land Use Patterns of the Future

A. Housing Types

2. Multi-Family housing areas The city is committed to meeting multiple family housing needs by allocating a specific amount of vacant land that will be rezoned to the R2 (Multi-Family) zoning district or PUD (Planned Unit Development) zoning district in each quadrant of the city and described on page 26 of the plan text. *[See Multi-Family housing areas.]* The approximate location of this future R2 or PUD land is indicated on the plan map as a "floating node." The criteria for determining the precise location are also stated in the plan, and are directly related to public facilities constraints; *i.e.*, major street access, utilities, recreation, and school facilities; and access to shopping.

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

The city's reason for not immediately rezoning land for multiple family uses are as follows:

1. Some of the potential areas for multiple family land uses lies outside the city's limits and as such are under county jurisdiction.

2. There is a limited supply of land suitable for multiple family use within the city limits, immediate rezoning would tend to drive up the price of such land. By retaining a pool of potential multiple family land that can be rezoned to multiple family use under clear and objective standards, the supply of potential multi-family use land will be greater than would have been the case had the land been immediately rezoned based on need. Land prices will sty lower because they will reflect current permitted land uses of the Low Density Residential land use category.

3. A major criterion for approving a rezoning to a Multi-Family (R2) zoning district is location along one of five major city streets. The "floating node" concept does not limit multiple family developments to land which currently has access to one of these major streets. The "floating note" is not based upon existing property lines, and developers may combine properties that do meet the criterion and increase the amount of land available for multiple family use. An alternative to combining properties could be the acquisition by a developer of access across intervening parcels to reach one of these streets.

   No plan map or text amendment would be necessary to permit multiple family use of such an area, because the "floating node" combined with the Low Density Residential plan designation is consistent with the Multi-Family (R2) zoning district.

4. The criteria related to public facility capacity and the Multi-Family (42) acreage limitations are necessary to insure that city services are not overburdened by rapid development.

Junction City's rezoning process is consistent with this justification. The standards for rezoning are keyed to public facilities capacity and the standards outlined in the multiple family housing section of the plan. And conditions attached to a zone change to a Multi-Family (R2) zoning district must be the minimum necessary to comply with plan policies, and cannot be used to exclude needed housing or reduce planned densities below those allowed by the R2 zone.

There is a total of 52.99 acres of vacant land designated for low density residential uses within the city limits. A total of 20.20 acres (8 parcels) in that category satisfy the locational criteria for rezoning to a medium density residential land use category.

There is a total of 292.36 acres of vacant land designated for future low density uses within the city's urban growth boundary in the four sectors created by using Ivy Street as the north-south axis and 6th Avenue as the east-west axis. The map showing the four quadrants also shows the larger parcels eligible for rezoning to medium density residential land uses:

Column 1 Quadrant	Column 2 LDR (acres)	Column 3 LDR eligible for MDR (acres)	Column 4 Acres MDR (reg. by text)
1	143.75	84.95 (6 parcels)	46.80
2	11.85	4.61 (3 parcels)	2.20
3	3.51	2.00 (2 parcels)	1.00
4	133.25	22.01	10.00
TOTAL:	292.36	112.57	60.00

The total number of acres described in Column 4 and shown in each quadrant (Column 1) is the amount of land within a floating node that will be rezoned for R2 uses. However, the maximum amount of land shown in column 4 will only be rezoned on a "first-come, first-rezoned" basis.

The stars on the Floating Node Map identify the floating nodes in each quadrant. The node consists of the total acreage in each quadrant, but is not confined to contiguous parcels.

As stated in the plan text, mobile homes are an outright permitted us in the single-family residential zoning district when located within a mobile home subdivision. While approval standards for mobile homes will be exclusively determined by the application of Junction City's single-family residential zoning district and subdivision ordinance provisions, Planned Unit Development (PUD) design review criteria [Section VII-C. (R)] *[Note: the webdesigner cannot locate this section for reference.]* shall be required to ensure that mobile homes are permitted to develop at densities allowed by the underlying zone in a manner which minimizes impact on transportation facilities, adjacent properties, and public facilities. In no case will a mobile home subdivision, which intends to locate in a single-family residential zoning district, be required to go through a zone change. PUD design standards shall not be applied to discourage mobile home subdivisions in single-family residential zones or to unreasonable increased development costs.

CA. Industrial Land Uses

2. Methodology used for determining industrial land needs. *[Note: actually numbered 4]*.

Employment Projection Analysis

Total employment in all sectors, including the new area of "high tech" type businesses will reach 6,100 jobs by the year 2000. Employment in the commercial sectors would maintain a relatively stable percentage of the total job market. In all sectors, a total of 3,946 new jobs would need to be created in the J.C. area. If employment in the conventional types of industry are added to a projection of employment in "high tech" types of businesses, then a preponderance of the new jobs proposed to be created would be in those two sectors. A portion of the jobs allotted to conventional industry can be attributed to influences by "high tech" types of firms. A metal fabrication firm needing different site location characteristics provided by the conventional industrial area may be directly dependent upon a "high tech" type of firm for a majority of its business.

It is projected that 3,100 of the new jobs to be created will be jobs created by conventional industry or "high tech" types of businesses. The remaining jobs will be generated in those sectors showing a historical increase in employment (see page 47, plan text; *i.e.*, traditional industry). *[Note: the webdesigner cannot locate this wording for reference.]* As noted in the plan text, Junction City has relatively high employment in basic industries. Junction city also has shown a high ratio of jobs to population. Many more people commute to Junction City to the places of employment in basic industry than from Junction City to basic industrial jobs elsewhere in the region. The plan projects that these trends will continue. As noted on page 33, 6,100 jobs are anticipated within the Junction City urban growth boundary by the year 2000. [Note: see page 34 of the current plan for this reference.] Of these 6,100 jobs, 3,946 are expected to be new and to be represented within the urban growth boundary in the following proportions:

Type of Employment	No. Employed
Traditional Industry	1,600

High-tech	1,500
Non-basic Employment	846
Total:	3,946

It is expected that the commercial, service, and residential needs of many Junction City employees will be met in one of two major regional centers located within 25 miles of Junction City area.

Justification of the Amount and Location of Traditional Industrial Lands

Land Use Needs Analysis

The industries which the Oregon Economic Recovery Council and Department of Economic Development ave identified as the types of industry the state will make an effort to attract are listed on pages 13 & 14 of the Oregon Economic Growth Plan (1982). The city and county have identified 19 of those industries as the types of industry to attract to Junction City and Lane County. Nine are listed on pages 45 & 46 of the plan text. The remaining ten, which should be added to that list, are:

10. Paint mixing and packaging plants
11. Furniture manufacturing
12. Pharmaceuticals
13. Miscellaneous plastic fabrication
14. Transportation equipment including trucks
15. Machinery production
16. Sheet Metal fabrication
17. R & D Laboratories
18. Freighting and truck yards or terminals
19. Warehousing and distribution facilities

The site location criteria for 12 of these industries are listed in Industrial *Location Determinants, 1971-1975*, U.S. Department of Commerce, Economic Development Administration, includes the need for:

1. Railroad access
2. Major highway access
3. Major electrical power source
4. A large supply of natural gas
5. Municipal level of supply of water for fire protection
6. Location in a non-metropolitan area

A representative sample of the type of industry and the acreage required for a new plant site is supplied below:

Type of Industry	Size of Site	Employee/Acre Ratio	Total Employees

1.	Fuel Production (Ag By-product	15 acres	3.5	52.5
2.	Secondary Wood Products & Parts	30 acres	12.0	360.0
3.	Transportation Equipment	62 acres	12.5	775.0
4.	Machinery Production	15	16.0	240.0
5.	Miscellaneous Plastics	142	16.0	320.0
	TOTAL:	142		1,747.5

The industries shown above are either represented within the Junction City Planning area (2) or such firms have reviewed the possibility of locating within this area (3 & 4) or have specifically identified the Junction City area as a plant location (1). There are other industries on the previously cited list with site needs larger than those mentioned above, but the total work force figure would be approximately the same as the above projection.

The employment cycle in the food processing and wood products industries is dependent upon a number of external forces; *i.e.*, high interest rates cause unemployment in both types of industries, advances in efficient production methods and machinery have caused the closing of the Agripac plant. The industries which are temporarily closed are Bohemia Plywood, Inc. and Freeman Welding. These operations are expected to resume operations when:

1. There is an improvement in the economy.
2. New owners are ready to begin operations.

The Agripac site and the Bohemia site occupy approximately 23 acres. It is anticipated that during the planning period these areas will redevelop at the projected employee per acre ratio of traditional industry at 11.4 acres per net buildable acre (exclusive of land for infrastructure).

The following table is included for clarification of the needs determination of the plan text and includes no vacant factor for industrial land uses.

Traditional Industrial Needs Type of Use	**Land Demand Analysis Need**
Traditional Industrial Lane	140 acres (1600 employees at 11.4 employees/acre)
Infrastructure	28 acres (20% of 140 acres)
Supporting Commercial	10 acres
Total:	178 acres

The needs identified in the table above will be provided by land at the Agripac and Bohemia sites (23 acres) and land south of Junction City (155 acres).

Land Selection Analysis

The city considered 5 alternative locations to designate future industrial land uses (see attached map). *[Note: map is not available on the web.]* Based upon a comparative analysis and assuming a need for 155 traditional industrial acres south of the city limits, Area 5 was found most suitable, given the specific infrastructure needs of targeted industries and the goal of preserving prime agricultural land. A more detailed explanation of the points considered during the review follow:

I. Area 1 - NW of Junction City

A. Positive features (suitable to industrial land uses).

1. Electrical power distribution capable of servicing industry.
2. City utility services (existing) can service a portion of area west of Oaklea Drive and North of West 18th Avenue.
3. Access to highways by truck traffic without traversing residential areas.
4. Contiguous residential pattern can be screened from industrial uses by natural barriers or distance.
5. Poorer soils west of Oaklea Drive, but Class I and 2 soils north of West 18th Avenue.

B. Negative features.

1. Lack of rail facilities; cost of extension of rail service to any area begins with $50,000-$60,000 expenses for the first 150 feet of rail spur. cost is prohibitive for just one industry. Cost does not include the cost of R/W acquisition.
2. Lack of industrial source for natural gas service. Cost to bore highway and extend service expensive and would have to be paid by industry.
3. Rail service to this area most expensive of all areas considered.
4. Area north of West 18th Avenue is intensive agricultural uses on large tracts of land.

II. Area 2 - NE of Junction City

A. Positive features.

1. Large tracts of land screened by natural vegetation from other areas.

2. City utility lines capable of servicing with no increase in line sizes.

3. Access to Southern Pacific main railroad line. See cost figures above.

4. Industrial level service available to natural gas line.

B. Negative features.

1. Large tracts of land predominately Class 1 & 2 soils.

2. Entire area subject to inundation during 100-year flood.

3. Owners of large blocks of land objected during public hearing process. The city took action at the owners request to change the industrial land use designation to an Agricultural land use designation due to the intensive commercial agricultural activities on the property.

4. Narrow road R/Ws through clustured rural residential areas. No direct highway access.

5. Owners along railroad main tract frontage stated they would prevent access across their property.

6. No available source of electrical power capable of industrial level of service.

III. Area 3 - East of Junction City

A. Positive features.

1. Indirect state highway access via East 1st Avenue east of SP mainline railroad tracks.

2. City utility lines at property lines of large vacant tracts, south of East 1st Avenue.

3. Existing industrial uses along East 1st Avenue.

4. Natural gas service of industrial level at property line.

5. Area between both railroad lines developed by industrial uses.

B. Negative features.

1. North of East 1st Avenue, east of projection of Boden Street predominantly residential. Existing conflicts between industrial and residential land uses in area. Litigation has occurred against industry in this area.

2. Area inundated by 100-year flood.

3. Area predominantly Class 1 & 2 soils.

4. Overall costs of city services could be more expensive than services to area between the railroad tracks, particularly if industrial designation occurred south of intersection of Prairie Road and Hwy 99 and east of SP railroad line.

5. Owner of land along East 1st Avenue and east of industrial uses asked the city to change the industrial land use designation to an agricultural category due to existing, long term, intensive commercial farming operations. The city made change and rezoned property to an AG zoning District.

6. Scattered Rural Residential pattern east of SP mainline tracks. Objections received to any consideration of that area for industrial use by residents along Prairie Road and Sovern Lane area.

7. Industrial level electrical service would have to be extended to a majority of area.

8. Roads (county) not built to carry truck traffic.

IV. Area 4 - SW of Junction City.

A. Positive features.

1. Area south of West 1st Avenue, East of Pitney Lane.

   a. Predominantly Class 3 & 4 soils.

   b. Industrial level power source available.

2. Limited flood hazards.

3. Costs of extending city services less than area between railroad tracks.

4. West 1st Avenue, Prairie Road capable of handling truck traffic, also Hwy. 36.

B. Negative features.

1. Extensive, scattered Rural Residential land use pattern along Prairie Road.

2. Limited direct access to Hwy. 99.

3. Rail service would be prohibitively expensive due to construction costs for crossing state highway.

4. Industrial level natural gas service would be expensive.

5. All interior county roads in this quadrant, except those in item 1 have 40 foot rights-of-way. cost or R/W acquisition and road reconstruction would be prohibitive, according to Lane County Public Works Department.

6. Truck traffic through Rural Residential areas would be incompatible with existing traffic patterns.

V. Area 5 - South of Junction City, between the Southern Pacific Railroad tracks and Highway 99 W.

A. Positive features.

1. Direct access to U.S. Highway 99 by existing private access points (12).

2. Direct natural gas line tap capable of industrial level service.

3. Electrical feeder lines into this area capable of extension and service of traverse boundary of vacant parcels.

4. Drainage improvement developed by railroads to drain area and stabilize railroad track beds.

5. Railroad track bed to SP tracks acts as dike against flooding.

6. Limited Rural Residential uses in a cluster at the intersection of Prairie Road and Hwy. 99. Total acreage involved in node, approximately 12 acres.

7. Poorest agricultural land of all areas considered and least impact on adjacent agricultural areas.

8. No impact on existing or proposed residential areas.

B. Negative features.

1. More costly to service with city utilities when compared with quadrants 1, 2, 4. *[Note: construction of the proposed prison will extend city utilities to this area.]*

2. Rural Residential node at the intersection of Prairie Road and Hwy. 99 (ten houses).

3. Existing 40-foot right-of-way of Milliron Road would need to be expanded to 80-foot R/W.

Industrial Reserve

There are two 40-acre parcels and one 50-acre parcel that may not be needed for traditional industry within the near future. Those lands south of a point described on the attached Urban Growth Boundary map *[Note: not available on the Web]* shall be placed in an Industrial Reserve category and excluded from the urban growth boundary as described on the map. Management of the lands within the Industrial Reserve category would be implemented through an urban growth boundary management agreement between Junction City and Lane County. Land designated industrial reserved shall be planned and zoned for agricultural use by Lane County until justified for inclusion within the urban

growth boundary. Anticipated future amendment to the city's urban growth boundary shall only occur when:

1. Lane County and Junction City both agree there is a defined need for such a change.

2. An industry has an expressed need for a site of a size presently not included within the city's urban growth boundary.

3. All statewide planning goals are applied to determine if the application for inclusion is valid.

Based upon the analysis above, the city justified the inclusion of 155 acres in Area 5 to meet traditional industrial and commercial land use needs. Area 5 has the least productive agricultural soils and industrial uses would be buffered from adjacent productive agricultural lands by Highway 99W and the railroad tracks. Owners of the ten homes in the area have stated a willingness to sell their homes to accommodate industrial development. Social consequences will be minimized because there would be no conflicts between planned industrial uses and existing or planned residential development. Transportation serving Area 5, as demonstrated by the accompanying Sewer Facilities Study *[Web designer's note: may refer to Chapter 7/Public Utilities]*. Economic consequences would be almost entirely positive since little productive agricultural land would be used and Area 5 is expected to support some 1,600 jobs in industry and commerce by the year 2000.

There are no significant natural areas in Area 5, so that no negative environmental impacts would result from development in this area. Although Area 5 extends some distance south from the city limits, the area's inclusion within the urban growth boundary promotes the efficiency of land use, because the area has little value except for industrial development, and because rights-of-way for arterial roads and rail are already in place. Area 5 best meets factors 3 through 7 of Goal #14 when compared with the other four areas considered for inclusion within the Junction City urban growth boundary.

Land Needs Analysis: High Technology Industrial Lands

The city projects that from 200 to 250 acres of land will be needed for high technology development such as electronic equipment, R & D laboratories, and medical and dental equipment. The acreage estimate is based, in part, on contact with Hewlett-Packard, Inc., which stated that it would need between 200 and 250 acres, and the city should expect a probable labor force of 1,500 people. The following table indicates the city's determination what the uses in the technology land use category will be:

Supply/Demand for High Technology Site

	325 acres
Less for the following uses:	
Supporting Commercial	-10 acres
	315 acres

Infrastructure (streets, open space utility easement, flood plain 20% total area	-65 acres
	250 acres
Preservation of Oak Grove	-5 acres
	245 acres

[Back to top] [Back to top of Appendix II]

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: September 24, 2002

Bibliography

1. *Travel Rates of Water for Selected Streams in the Willamette River Basin*, Harris, 1968, Department of the Interior, U.S. Geological Service.

2. *Soils Survey Interpretation for Land Use Planning & Community Development for the Junction City Area*, 1972, U.S. Dept. of Agriculture, Soil Conservation Service.

3. *Flood Insurance Study, City of Junction City, Oregon*, December, 1981, Federal Emergency Management Agency.

4. *The Eugene/Springfield Area has an Air Pollution Problem*, Lane Regional Air Pollution Control Authority.

5. *Regional Growth, Historic Perspective*, June 1980, A-74, Advisory Commission on Intergovernmental Relations, Washington, D.C.

6. *1970 Census, Data Sketch of Lane County*, July 1972, Lane Council of Governments.

7. *1980 Census of Population and Housing, Advance Report, Oregon*, March 1981, U.S. Dept. of Commerce, Bureau of the Census.

8. *Selected Industries Program*, 1978, Oregon Dept. of Economic Development.

9. *The Columbia River, Too Many Straws in the Glass*, Doran, March/April 1980, the Oregon Industrialist.

10. *Development Plan, Eugene-Springfield Metropolitan Region*, Central Lane County Planning Commission, 1959, Bureau of Governmental Research, University of Oregon.

11. *Oregon Population Shifts in the 1970s*, Executive Summary, June 1978, Bureau of Governmental Research, University of Oregon.

12. *Housing Facts Book, Housing and Housing-Related Statistics*, Sumichrest, 1980, Economics Division, National Association of Home Builders.

13. *Boundary Determination Procedures for Oregon Local Governments*, Vol. 1: Description and Analysis, April 1979, Bureau of Governmental Research & Service, University of Oregon.

14. *Average Daily Traffic Counts*, 1972, Highway Division, Oregon Dept. of Transportation.

15. *Mahlon-Sweet Field, Airport Master Plan Report*, august 1979, J.J. Parry & Associates.

16. *Sewerage Facilities Plan, City of Junction City*, Oregon, April 1982, Devco Engineering Inc., Corvallis, Oregon.

17. *Community Facilities Plan, City of Junction City, Oregon*, April 1982, Devco Engineering, Inc., Corvallis, Oregon.

18. *Lane County's Solid Waste Management Plan*, updated 1979, Lane County Dept. of Environmental Management.

19. *School Facilities & Development*, Junction City School District No. 69, May 1972, Martin.

20. *Proceedings of the Buildings and Facilities Committee*, Junction City School District, 10/79 to 11/80.

21. *Housing Vacancy Survey*, October 1981, February 1979, Federal Home Loan Bank, Seattle, Washington.

22. *Jobs & People, Profiles-Junction City and Veneta Areas*, 1980, Stalowitz and Ostrach, Lane County Private Industry Council, and the Lane County Dept. of Employment and Training.

23. *A Comprehensive Land Use Plan for the Willamette, Long Tom Subarea*, adopted August 1976 by the Lane county Board of Commissioners, prepared by Lane County Dept. of Environmental Management, Division of Planning.

24. *Oregon Action Plan for Transportation*, 1980, Oregon Dept. of Transportation.

25. *Oregon 6-year Highway Improvement Program and Project Development*, 1980, Oregon Transportation Commission.

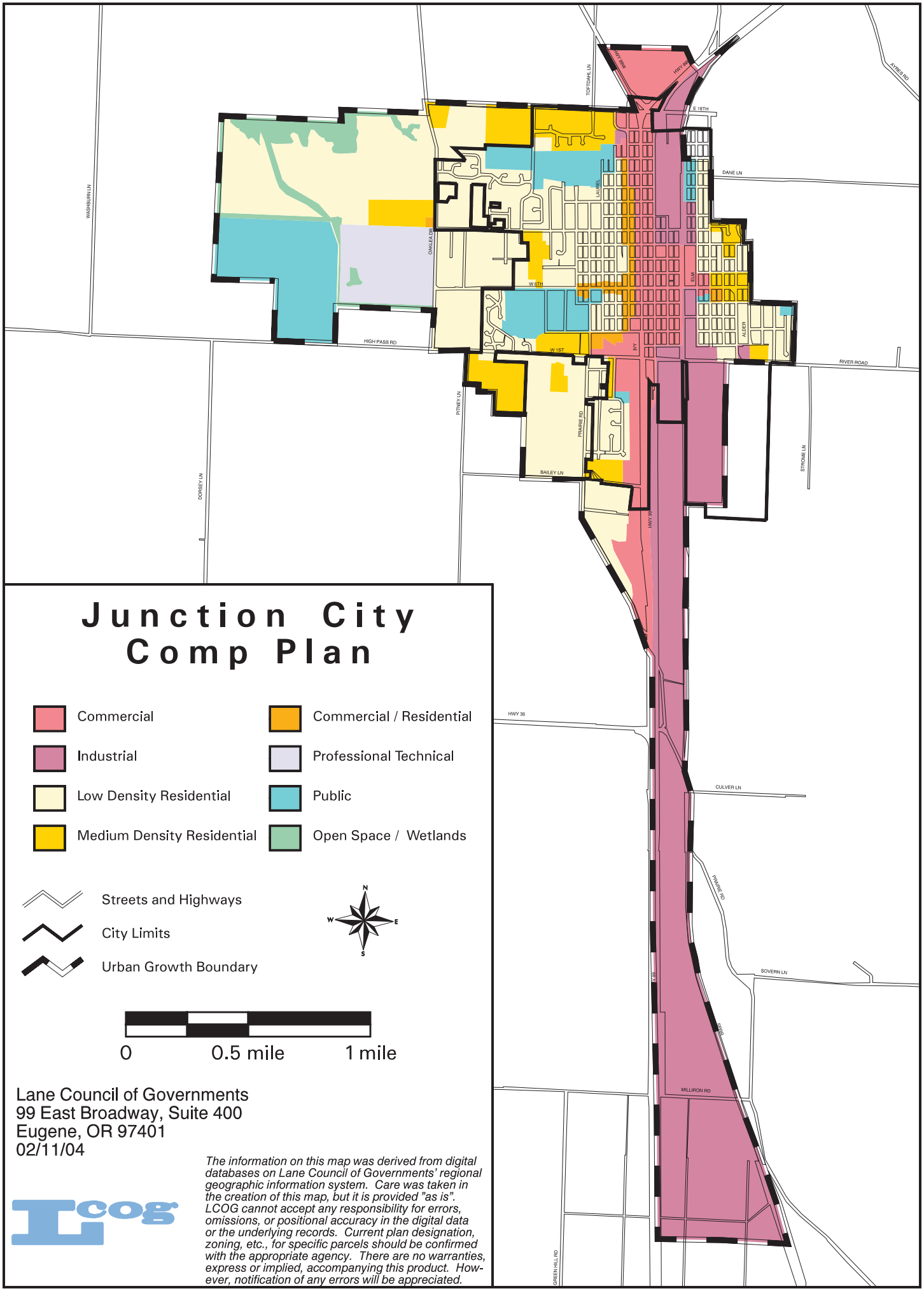
26. *Lane County Transportation Plan*, 1980, Lane County Public Works Department.

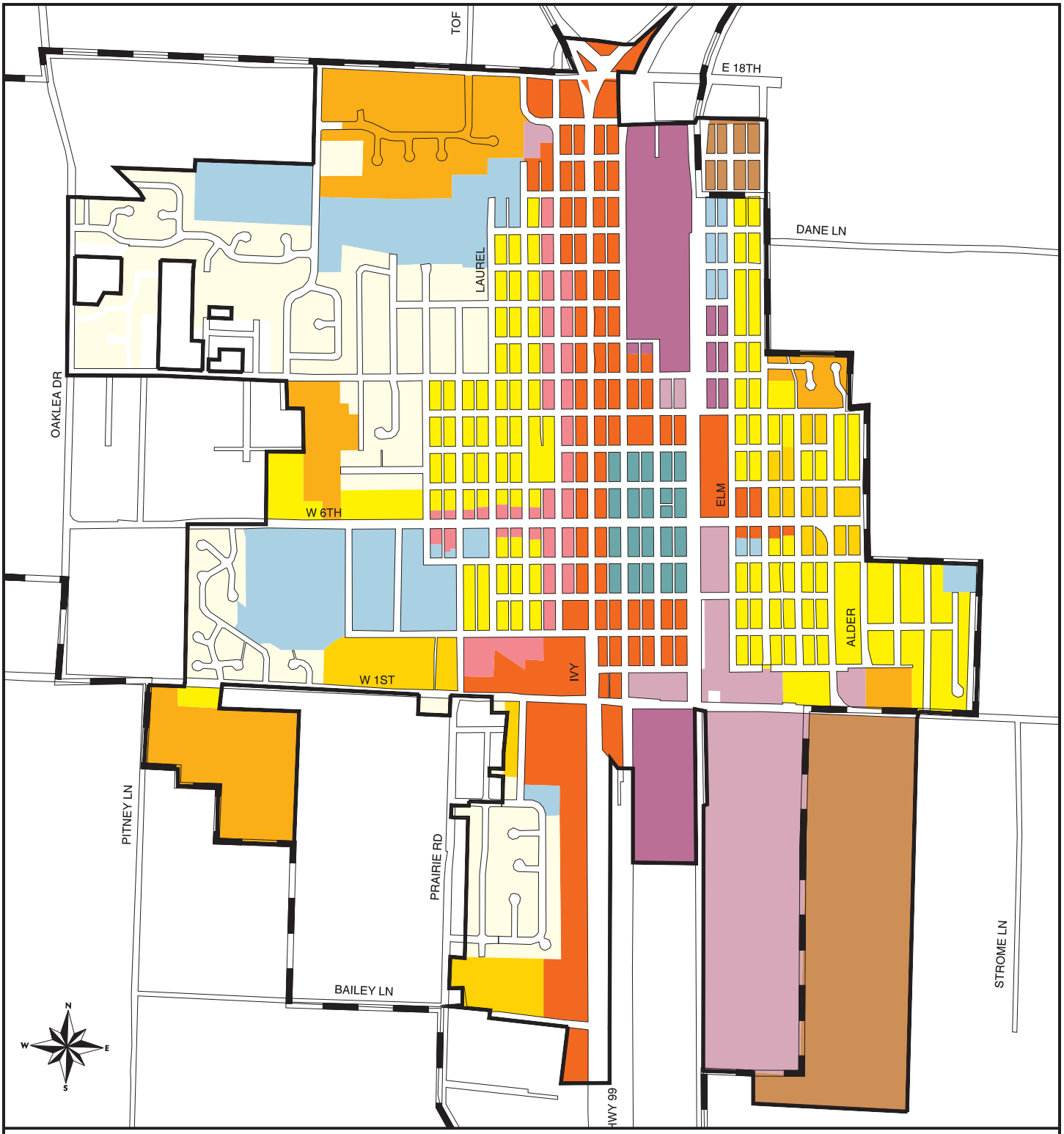
27. *Lane County Five Year Capital Improvement Program*, 1981, Lane County Department of Public Works.

[Back to top]

Back to [Ordinance Menu] **Back to [Government Pages]**

Last update: September 24, 2002


WASHBURN LN
HIGH PASS RD
OAKLEA DR
TOFTDAHL LN
HWY 99W
HWY 99E
E 18TH
LAUREL
DANE LN
W 6TH
ELM
W 1ST
IVY
ALDER
RIVER ROAD
PITNEY LN
PRAIRIE RD
BAILEY LN
DORSEY LN
STROME LN
HWY 99
HWY 36
CULVER LN
SOVERN LN
MILLIRON RD
GREEN HILL RD
Junction City
Comp Plan
Commercial
Commercial / Residential
Industrial
Professional Technical
Low Density Residential
Public
Medium Density Residential
Open Space / Wetlands
Streets and Highways
City Limits
Urban Growth Boundary
N
W
E
S
0
0.5 mile
1 mile
Lane Council of Governments
99 East Broadway, Suite 400
Eugene, OR 97401
02/11/04
The information on this map was derived from digital databases on Lane Council of Governments' regional geographic information system. Care was taken in the creation of this map, but it is provided "as is". LCOG cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, express or implied, accompanying this product. However, notification of any errors will be appreciated.



Junction City Zoning

- Agricultural (AG)
- Public Land (PL)
- Light Industrial (M1)
- Heavy Industrial (M2)
- Single Family Residential (R-1)
- Duplex Family Residential (R-2)
- Multi-Family Residential (R-3)
- Multi-Structural Residential (R-4)
- Commercial Residential (CR)
- Central Commercial (C2)
- General Commercial (GC)
- Streets and Highways
- City Limits
- Urban Growth Boundary

Lane Council of Governments
99 East Broadway, Suite 400
Eugene, OR 97401
02/04/04

0′ 1200′ 2400′

Junction City, Oregon
Ordinances

How to Find Ordinances		
Alphabetical List of Topics: Subject Index		
Ordinances by Title:		
Title 1: Government	Title 2: Local Improvements	Title 3: Utilities
Title 4: Sanitation	Title 5: Offenses	Title 6: Traffic
Title 7: Public Protection	Title 8: Business	Title 9: Building
Title 10: Planning	Title 11: Franchises	Special Ordinances
City Charter	Disposition List **(cross guide for ordinance numbers)**	Ordinance Index **(as it appears in the Ordinance Book)**
Note: Ordinances are continually being passed by the City Council. The ordinances are all current as of October 12, 2004. To see if any ordinances have been passed since this date, check with the City Recorder's office.		
Other Documents:		
City Comprehensive Plan	Transportation System Plan	Police Department Strategic Plan
Back to Main Menu		

Back to Junction City Directory

Last update: October 25, 2004

Junction City, Oregon
City Government

Directory

City Council:

- Council Information
- Committee Information
- Meeting Schedule
- Area News

Contact Information

Documents:

- Meeting Minutes
- Survey Results, recent citizen survey
- City Limits, by the City Administrator
- City Charter
- City Comprehensive Plan
- City Ordinances
- City Transportation System Plan
- Police Department Strategic Plan

City Council

Notice of City Council Meeting

The City Council of the City of Junction City regularly meets on the second Tuesday of each month, and may meet on the fourth Tuesday as necessary. Time: 6:30 p.m. Location: City Hall, 680 Greenwood Street, Junction City, Oregon. Next meeting to be held September 13, 2005. An agenda will be posted when available. Agenda.

Mayor: Larry Crowley.

Councilors: Dwight Coon, Barry Schweigert, Ethan Nelson, Dave Brunscheon, Scott Mehlbrech, and Randy Nelson. Ethan Nelson is the current Council President.

Council Committee Information

Public Safety Committee	Finance/Judiciary Committee
Meetings are held on an as-needed basis. Location: City Hall. Agendas are posted as they become available. Check the meeting schedule for the next meeting date and time. Department Head: Chief Ken Hancock Chair: Dave Brunscheon Councilors: Dwight Coon, Ethan Nelson	The standing meeting for the Finance/ Judiciary Committee is the 1st Wednesday of each month at 6:30 p. m. Please confirm date with City Hall. Meetings held on as-needed basis. Location: City Hall. Agendas are posted as they become available. Check the meeting schedule for the next meeting date and time. Agenda Department Head: Jerri Moore Chair: Dwight Coon Councilors: Ethan Nelson, Scott Mehlbrech
Community Development Committee	**Leisure Services Committee**
The standing meeting for the Community Development Committee is the first Thursday of every month at 7:30 p.m. Please confirm date with City Hall. Meetings held on as-needed basis. Location: City Hall. Agendas are posted as they become available. Check the meeting schedule for the next meeting date and time. City Staff Lead: Administrator Mike Leighton Chair: Barry Schweigert Councilors: Randy Nelson and Dave Brunscheon	The standing meeting for the Leisure Services Committe is the first Thursday of each month at 6:30 p.m. Please confirm date with City Hall. Meetings held on as-needed basis. Location: City Hall. Agendas are posted as they become available. Next meeting to be held Thursday, September 15, 2005, at 6:30 p.m. Notice of Meeting. Department Head: Mike Campbell Chair: Scott Mehlbrech Councilors: Dwight Coon and Barry Schweigert

Water/Sewer/Street Committee	Sanitation/Recycling Committee
Meetings held on as-needed basis. Location: City Hall. Agendas are posted as they become available. Check the meeting schedule for the next meeting date and time. Department Head: David Renshaw Chair: Ethan Nelson Councilors: Dave Brunscheon and Randy Nelson.	Meetings held on as-needed basis. Location: City Hall. Agendas are posted as they become available. Check the meeting schedule for the next meeting date and time. Department Head: David Renshaw Chair: Randy Nelson Councilors: Barry Schweigert and Ethan Nelson
Revolving Loan Fund Committee	**Budget Committee**
The Revolving Loan Fund Committee meets only as needed. Location: City Hall. Agendas are posted as they become available. Check the meeting schedule for the next meeting date and time. Staff Lead: Michael Leighton Chairman: Barry Schweigert	The Budget Committee meets only as needed. Location: City Hall. Agendas are posted as they become available.

Meeting Minutes

City Council	Budget Committee	Community Development	Finance/ Judiciary	Leisure Services
Planning Commission	Public Safety	Revolving Loan Fund	Sanitation Recycling	Water, Street, Sewer

---

City of Junction City Contact Information

City Administrator: ***Michael Leighton***

e-mail: ***Michael Leighton***

Finance Director: ***Jerri Moore***

e-mail: ***Jerri Moore***

City Recorder: ***Kitty Vodrup***

e-mail: ***Kitty Vodrup***

Mailing Address:
PO Box 250
Junction City, OR 97448

City Hall:
680 Greenwood Street
Phone: (541) 998-2153
FAX: (541) 998-3140

Back to Junction City Directory

Last update: September 13, 2005

Junction City, Oregon

Directory:

Junction City Employee Mission Statement:

To provide quality public service; treat all citizens fairly and equally; and promote a positive spirit of people working together for a better community.

Junction City Population: 4,910

Questions? Concerns? Links? Errors?
Contact the Webmaster.

Success Communications
Providing Web Services