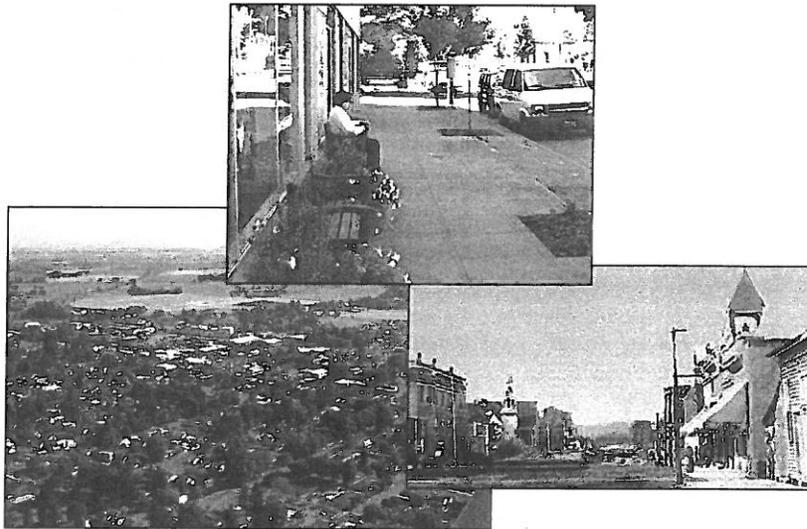


# *Junction City Downtown Plan*



*Prepared for  
The City of Junction City  
P.O. Box 250  
Junction City, Oregon 97448*

*Prepared by  
Lane Council of Governments  
99 East Broadway, Suite 400  
Eugene, Oregon 97401-3111*

*June 2003*



*This Plan was adopted by the Junction City City Council  
under Junction City Resolution Number 808 on June 24, 2003.*

# Acknowledgments

This plan was developed by Lane Council of Governments (LCOG) with the guidance of the City of Junction City, the Junction City Downtown Advisory Committee, and the Oregon Department of Transportation (ODOT)/ Department of Land Conservation and Development (DLCD) Transportation and Growth Management Program.

## **Project Staff Team:**

Megan Banks, Project Manager (LCOG Planner)  
Jennifer Goldman (LCOG Planner)  
Bert McClintock (Junction City City Administrator)  
David Renshaw (Junction City Community Development Director)

## **ODOT/DLCD Transportation and Growth Management Program Grant Managers:**

Lisa Nell and Tom Boyatt



## **Downtown Citizen Advisory Committee Members:**

David Brunscheon, City Councilor, former Planning Commissioner  
Carol Taylor Clay, Country Coach, Inc.  
\*Kitty Goodin, Junction City Historical Society  
\*Jeffrey Greenwald, Interior Creations  
Shirley Kaping, former City Councilor  
\*Ethan Nelson, City Councilor, former Planning Commissioner  
\*Debi Tucker, The Acorn Tree  
\*Winn Wendell, former City Councilor  
\*Mary Whitlock, DVM, Countryside Animal Clinic  
Merle Wilcox, Wilcox Travel  
\*Shown above

### **City Council**

Jon Edwards, Mayor  
Dave Brunscheon  
Dwight Coon  
Larry Crowley  
Ethan Nelson  
Barry Schweigert  
Brenda Thomson

### **Planning Commission**

Bob Nelson, Chair  
Donna Bernardy  
Sandra Dunn  
Jodi Jennings  
Brad Lemhouse  
Brandon Nicol  
Tim Nord  
Orrin Stoddard  
Jack Sumner

---

Photo credits: Lane Council of Governments, [www.junctioncity.com](http://www.junctioncity.com), Tri-County News

Layout and design: Creative Services, Lane Council of Governments

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM grants rely on federal Intermodal Transportation Efficiency Act and Oregon Lottery funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

# Table of Contents

<b>1</b>	<b>Introduction</b>
1	Plan Context
2	Study Area
2	The Planning Process
5	Project Timeline
<b>7</b>	<b>City of Junction City Historical Context</b>
<b>9</b>	<b>Background</b>
9	Land Use in Junction City
9	The Economy
10	Natural Features
<b>11</b>	<b>Existing Conditions</b>
11	Downtown Land Use and Development Patterns
15	Transportation
<b>25</b>	<b>Future Needs</b>
25	Development/Redevelopment Potential
28	Issues
28	Summary
<b>31</b>	<b>Downtown Visual Preference Survey Results</b>
<b>35</b>	<b>Downtown Plan Objectives and Strategies</b>
35	Downtown Junction City Vision Statement
36	Objectives and Strategies
<b>49</b>	<b>Capital Improvements</b>
50	Cost Estimates for Capital Improvements
<b>53</b>	<b>Potential Funding Sources</b>
53	Local Revenue Sources
57	State and Federal Sources
67	Private Sources
<b>69</b>	<b>Implementation</b>

## **Appendices**

- A Downtown Junction City Assets and Issues
- B Summary of Input from Public Workshop #2
- C Proposed Amendments to the Comprehensive Plan
- D Proposed Amendments to the Zoning Ordinance
- E Proposed Supporting Amendments
- F Internet Funding Resources
- G Highway 99 STIP Preservation Project
- H Transportation System Plan Maps
- I Native and Drought-tolerant Plants for Landscaping
- J Junction City Parking and Pedestrian Amenity Inventory
- K Possible Long-term Improvements
- L Example Downtown Success Stories
- M Glossary
- N Adopting Reslution No. 808 (June 24, 2003)

## **Maps and Diagrams**

- 1 Downtown Plan Context Diagram
- 3 Vicinity Map
- 4 Junction City Downtown Study Area
- 13 Downtown Study Area – Existing Conditions
- 18 Junction City Downtown Crash Locations
- 21 Existing Downtown Parking
- 29 Redevelopment Potential in Downtown Junction City
- 37 Typical Intersection with Bulb-outs
- 38 Typical Block Dimensions
- 47 Alley Locations
- 51 Junction City Downtown Study Area – Proposed Improvements

## **Tables**

- 17 Table 1: Highway 99 (Ivy Street) Average Daily Traffic
- 21 Table 2: Downtown Parking Summary
- 22 Table 3: Projected Future Parking Requirements on General Commercial-zoned Land
- 27 Table 4: Number of Acres by Land Use in the Downtown Study Area
- 28 Table 5: Developed Land Designated for Commercial Uses
- 50 Table 6: Cost Estimates

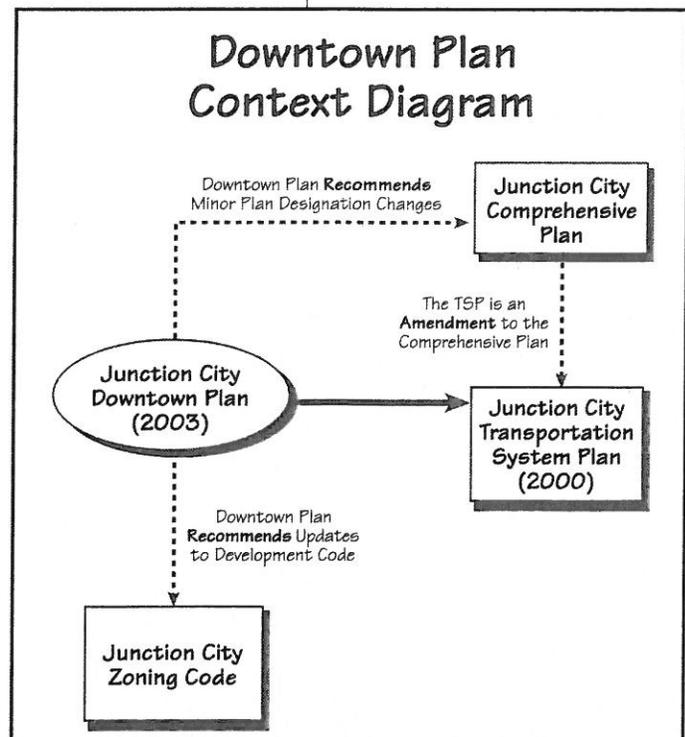
# Introduction

The City of Junction City and the Lane Council of Governments (LCOG), in coordination with the Oregon Department of Transportation (ODOT), initiated a planning process for Junction City's downtown in April 2002. The project was funded by a grant from the ODOT/DLCD Transportation and Growth Management (TGM) Program, with matching funds provided by the City in the form of in-kind services. This plan was created in close consultation with the Junction City Downtown Advisory Committee (DAC), a ten-member citizen committee that met on a monthly basis.

The purpose of the plan is to reestablish an identity for downtown Junction City and foster a downtown area that will be a center for business activity and a source of community pride for Junction City residents, both present and future. The plan creates a vision for Junction City's downtown and will be the basis for future transportation-related capital improvements and land uses in the downtown. The proposed projects shown in this plan are intended to be a refinement to Junction City's Transportation System Plan (TSP), which was adopted in 2000. The actions in this plan do not obligate or imply obligations of funds by any jurisdiction for project level planning or construction. However, the inclusion of proposed projects and actions does serve as an opportunity for the projects to be included, if appropriate, in documents such as the city's capital improvement program and allows the city to pursue funding opportunities as they arise. The land use design guidelines and standards presented in this plan ultimately will be incorporated into Junction City ordinances where they will become legally binding. The guidelines and standards will also serve to guide business and property owners as they remodel and improve downtown buildings in the future and will help provide clear direction to the Planning Commission and city planning staff as they review future downtown development proposals.

## Plan Context

The Junction City Downtown Plan is a refinement to the Junction City TSP. The Downtown Plan conforms to all TSP goals and policies, but provides much greater detail on proposed improvements for the downtown area. The land use component of Downtown Plan also makes recommended revisions to the Junction City Zoning Ordinance, particularly for the downtown commercial area which includes the Central Commercial (C-2) zoning district and a small portion of the General Commercial (GC) zoning district, and recommends revisions that will be considered as the city updates its Comprehensive Plan. Recommended changes to other ordinances and specific action items for the city are also included in the Downtown Plan.

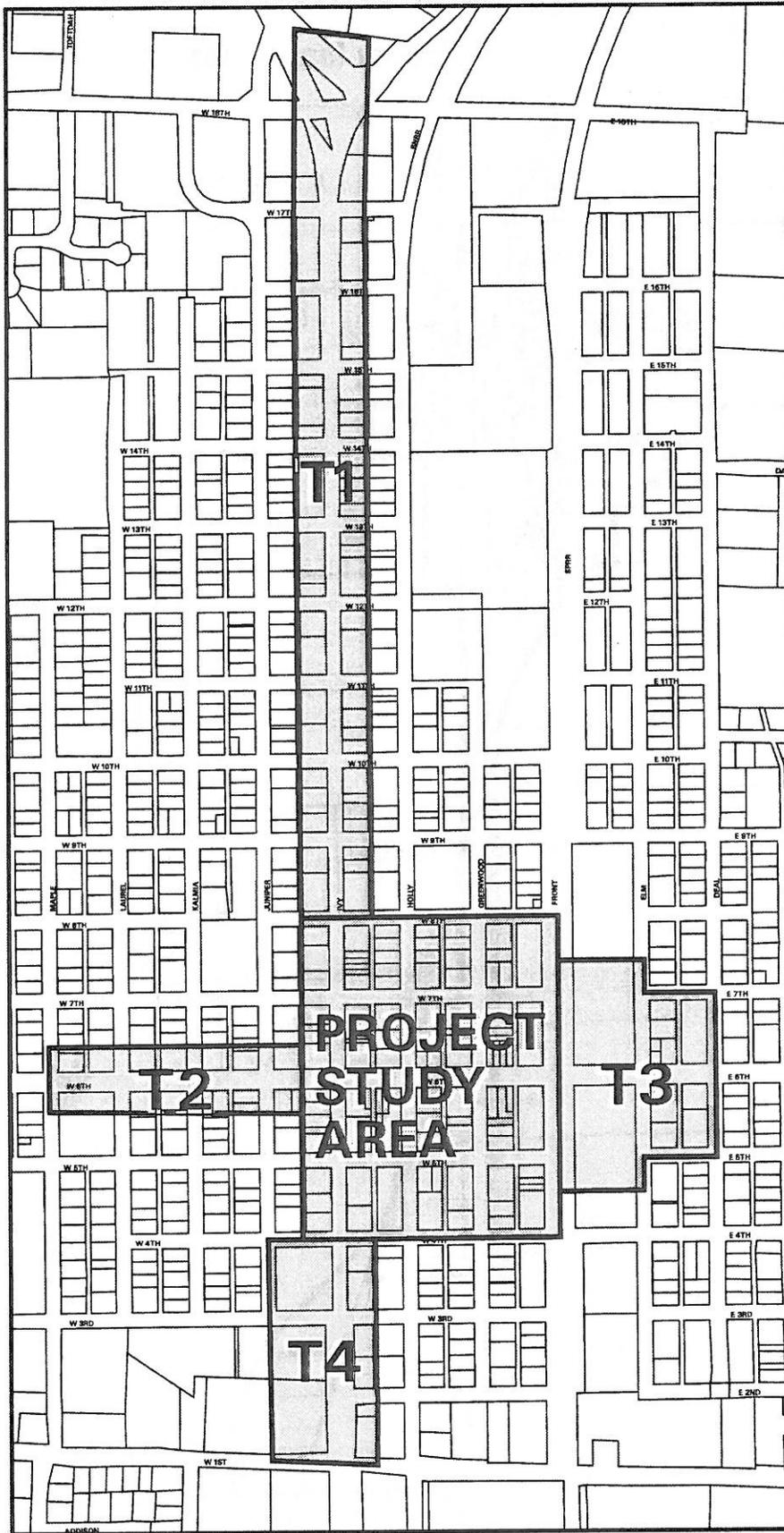


## Study Area

Although the City of Junction City comprises the entire project area (Map 1, Vicinity Map), the focal point of this study includes the area zoned Central Commercial and the stretch of Highway 99 (Ivy Street) immediately west of downtown (Map 2, Junction City Downtown Study Area). Participants in the downtown planning process recognized that businesses in the downtown serve a different niche than businesses along Ivy Street, yet there are opportunities for both areas to complement each other. The committee also realized that the north, south, east and west corridors that lead to and from downtown serve as a gateway to downtown and help form overall impressions of the City of Junction City. The committee designated these four areas Transition Zones, and wanted any streetscape elements, such as street lights, to be consistent with future downtown improvements. These four transition zones are defined below:

- Zone 1: Along Highway 99 from West 8<sup>th</sup> Avenue to West 18<sup>th</sup> Avenue. Zone 1 is undergoing improvements as part of the Highway 99 Preservation Project, a separate project. More information on this project is available in Appendix G.
- Zone 2: West 6<sup>th</sup> Avenue from Highway 99 west to Maple Street
- Zone 3: East 6<sup>th</sup> Avenue from Front Street to Deal, including parts of the Bi-Mart and railroad sites
- Zone 4: Along Highway 99 from West 4<sup>th</sup> Avenue to West 1st Avenue





# Junction City Downtown Study Area

T1 through T4 Represent Transition Zones



Lane Council of Governments  
99 E. Broadway, Suite 400  
Eugene, OR 97401  
03/27/03

## The Planning Process

Citizen involvement was fundamental to this plan. The plan was guided by a ten-member DAC approved by the City Council on March 12, 2002. The DAC represented a range of downtown business and property owners, residents, and representatives from both the Planning Commission and the City Council. The DAC met monthly between April 2002 and March 2003, and each DAC meeting was open to the public. Staff from ODOT and the TGM program also provided valuable technical assistance throughout this project.

Public involvement activities included the following:

- A public workshop including a visual preference survey and identifying downtown “likes and dislikes” was held at Scandia Hall on September 12, 2002. This event was advertised through posters; a direct mailing to downtown property and business owners; an article in the *Tri-County News*, the Junction City Chamber of Commerce newsletter, and *The Register Guard*; a public service announcement on KLCC; and phone calls to downtown businesses. Thirty people attended this event.
- A presentation of the Downtown Plan process was given to the Junction City Planning Commission on September 17, 2002 and the Junction City City Council on December 10, 2002.
- A public workshop was held on February 12, 2003 at Scandia Hall to present the Downtown Plan design concepts and receive feedback. This event was advertised through posters; a direct mailing to downtown property and business owners; a display ad in the *Tri-County News*; an article in the Junction City Chamber of Commerce newsletter; a public service announcement on KLCC; promotional coverage by KEZI television; and phone calls to downtown businesses. Thirty-three people attended this event.
- The Planning Commission and City Council held two joint public work sessions on April 22 and April 30, 2003.
- The City Council held two public hearing on May 13 and May 27, 2003.
- The Planning Commission held a public hearing on June 10, 2003.
- The City Council held a public hearing on June 24, 2003 (Plan was adopted - Resolution No. 808).

The following timeline identifies the major tasks and timing in carrying out the project:

## Project Timeline

Spring 2002	Summer 2002	Fall 2002	Winter 2003	Spring 2003
Form Downtown Advisory Committee	Inventory existing downtown conditions	Develop implementation strategies	Prepare draft of Downtown Redevelopment Plan	Produce final draft of Downtown Plan
	Identify issues	Identify capital improvements	Host public workshop	Present Downtown Plan to the Planning Commission, the City Council, and interested public at joint work session and public hearing
	Develop a vision statement	Identify possible funding sources		Produce and distribute final Downtown Plan
	Host public workshop	Develop Proposed Amendments to the Junction City Comprehensive Plan and Zoning Ordinance		
	Present to Planning Commission and City Council			



## City of Junction City Historical Context

Junction City, the second oldest town in the southern Willamette Valley, is located 15 miles north of Eugene. Surrounding green summer fields of mint, grasses, and crops; its extensive parks and recreation facilities; and its Scandinavian heritage characterize the city. At the crossroads of Eugene and Corvallis along Highway 99 East and West, and Highway 36, the city has historically held a unique position in the region.

The town was originally settled in the early 1860s after it moved its location from two miles north at Lancaster. Named after a railroad junction that never came to be, it was officially incorporated as a city in 1872.

Over the years, the city's development patterns have mirrored those of the Willamette Valley. The city began as an agricultural center and regional transportation hub and transitioned into logging. Today, the city is increasing its economic diversification. From the start of the city's earliest development, Junction City was an important agricultural and transportation point in the southern Willamette Valley. The community was the southernmost point reachable by the flat-bottomed boats that transported goods up and down the Willamette River. The city was located a day's journey from Portland by steam locomotive, making it an ideal place to locate refueling and roundhouse facilities. By 1871, the railroad was complete from Portland to Eugene, and by 1873 crews had extended the line to Roseburg. The first train from San Francisco to Portland went through Junction City in 1887.

In the 1870s, construction of a water system, a jail, sidewalks, and other public improvements began, City Hall was built downtown, and a flour mill, grist mill, general store, hardware store, warehouses, and other businesses started up. Many churches and schools were built in this period. Although the railroad junction for whom the city was named never came to fruition, several important highways were constructed that form a junction there: Highway 99 East, Highway 99 West, and Highway 36 intersect at Junction City.



*Bird's eye view of historic Junction City*

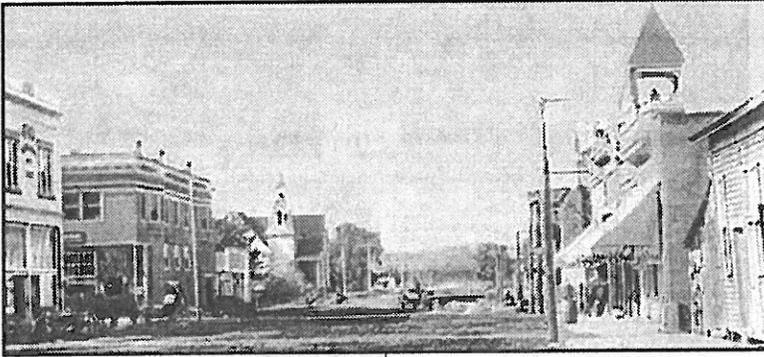


*Junction City hotel and opera house, 1891*



*Pastoral farmland surrounds Junction City*

*A century of development on  
6<sup>th</sup> Avenue*



*6<sup>th</sup> Avenue, 1900*



*6<sup>th</sup> Avenue, 1925*



*6<sup>th</sup> Avenue, today*

In the last 50 years, land development patterns have changed considerably and the population has increased at a steady rate. The 1999 population of 4,570 is over three times the 1950 population of 1,475. Junction City is the fourth most populated city in the region after Eugene, Springfield and Cottage Grove.

After World War II, Junction City's economy focused on agriculture and, to a lesser extent, logging and timber production. The decline of the timber industry in the 1980s and 1990s reduced the city's reliance on this sector and resulted in significant job losses for residents. The local economy also suffered from a fire that destroyed Agripac and the loss of Monaco Coach Corporation. However, Junction City's quality of life is stable and improving. A minimum and medium security women's prison that is planned for construction will eventually bring more jobs to the local area. The City offers a range of employment opportunities for its workers who have the added option of commuting to the Eugene-Springfield area.

# Background

## Land Use in Junction City

Junction City's land use is guided by its Comprehensive Plan, which contains specific information, goals, policies, and maps that address local concerns and issues raised by the statewide planning goals. Junction City's Comprehensive Plan was acknowledged by DLCD in March 1984 and revisions were completed in 1993.

Within the city's urban growth boundary (UGB), residential uses occupy the largest share of developed land. Junction City offers a range of housing choices. In 1998, there were 2,252 housing units inside the UGB, 60 percent of which were single-family, 29 percent of which were multi-family units, and 11 percent of which were manufactured homes in parks. Junction City's single-family homes can be built on lots as small as 6,000 square feet although some have been built on lots as large as 15,000 square feet. According to the 2000 census, the median value of homes in Junction City was \$118,400.



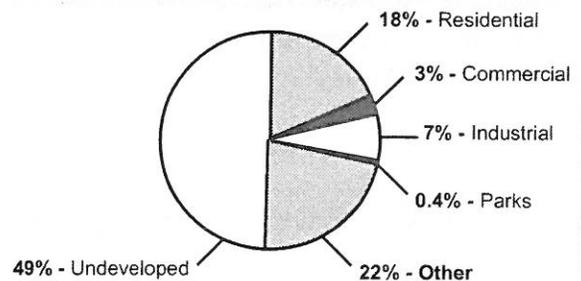
*A single-family home in the downtown area recently converted to commercial*

## The Economy

Like many small cities in the region, the city experienced the loss of timber-related jobs, but has successfully transitioned to other major employers. Junction City is one of only three cities in the region with more jobs than housing units. In 1998, there were 2,992 jobs in the city, over 30 percent more than the number of housing units. The largest employment sectors in Junction City are: manufacturing (durable goods), retail trade, construction, educational, and health services. Particularly prominent in Junction City is the recreational vehicle industry, and the largest local employer is Country Coach, Incorporated.

Lane Community College has opened the Jim Pitney LCC Learning Center in Junction City, expanding educational opportunities and job training in the surrounding area. A large area of commercial land in the north will accommodate future commercial development. In the near future, local housing will be expanded with the addition of some single- and multi-family subdivisions.

*Land Use within Junction City's UGB*

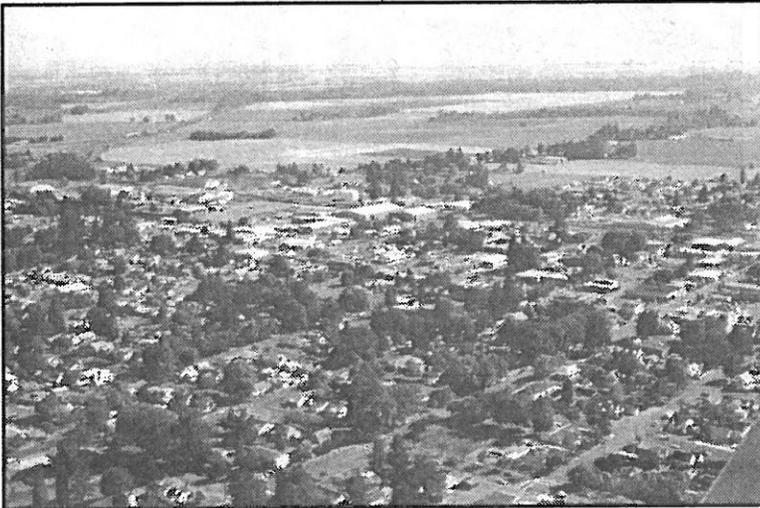


*Country Coach, Inc. is Junction City's largest employer.*

## Natural Features

Junction City is located in a relatively flat plain between the Willamette River to the east and the Long Tom River to the west. The deciduous vegetation surrounding the city has a special aesthetic value. Natural vegetation includes riparian communities, grasslands, and oak woodlands. There are two intermittent streams in the city, Flat Creek and Crow Creek, and two artificial lakes that serve as the city's wastewater treatment lagoons. There are several wetlands, predominantly associated with the two creeks.

Extensive parks and recreation facilities enhance the livability of Junction City. The city owns and maintains eight city parks, including tennis courts, basketball courts, playgrounds, ballfields, open space and a seasonal outdoor swimming pool. In addition, the city maintains two school district facilities, including playgrounds and a ballfield complex located between the elementary and middle schools.



*Aerial view of Junction City and surroundings*

## Existing Conditions

### Downtown Land Use and Development Patterns

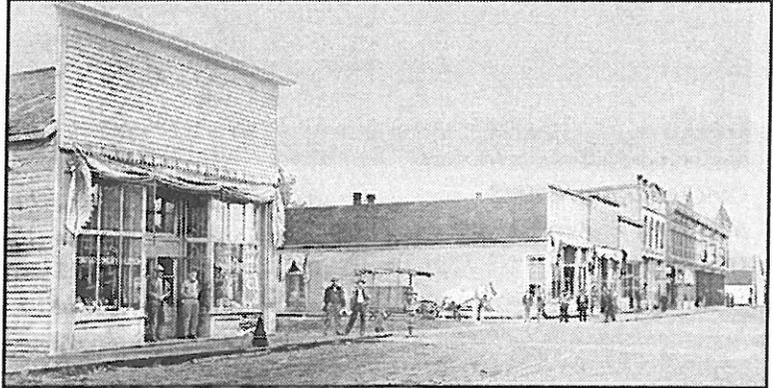
In the downtown area, Junction City's existing land use and development pattern has evolved around two railroad lines that run north-south – the Burlington Northern Railroad and Union Pacific Railroad lines – and Highway 99 (Ivy Street).

Historically, Front Street was the main commercial street in downtown. At West 7<sup>th</sup> Avenue and Front Street, a half block was built in 1871 with a hotel, barber shop, and other stores. On the second story was a large opera house and a ballroom. When the block burned in 1915, the land use pattern shifted with the main commercial street facing 6<sup>th</sup> Avenue and expanding west. Today, West 6<sup>th</sup> Avenue continues to serve as the downtown area's main street.

The land use pattern of the downtown area was also affected by the construction of Highway 99, which is called Ivy Street through Junction City. Today, most of the commuter and local traffic through and within Junction City occurs at least partially along Ivy Street, spurring commercial development to occur in a linear pattern along the highway. The downtown area has lost some of its prominence as recent commercial development has been concentrated along Ivy Street.

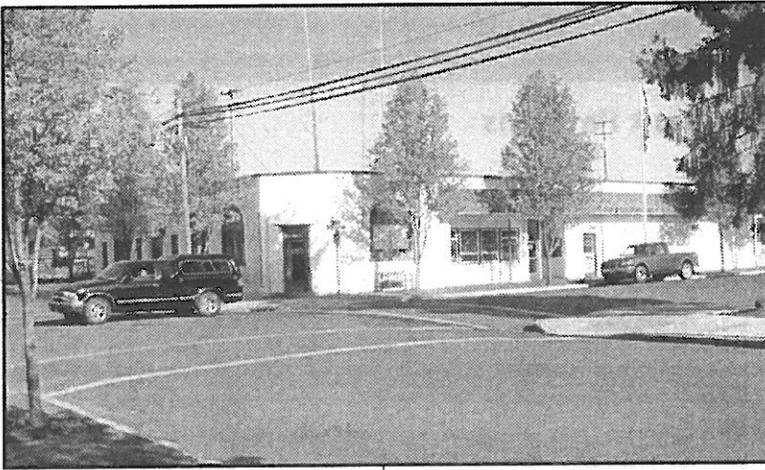
The downtown area contains a myriad of uses. Commercial uses dominate, including restaurants, offices, general service, specialty retail and other retail uses. These uses are concentrated along Ivy Street and West 6<sup>th</sup> Avenue. The commercial uses along Ivy Street tend to be auto-oriented, while uses within the rest of the downtown core are primarily located in older buildings within a pedestrian-oriented streetscape. This pattern reflects the two different commercial zoning designations, with General Commercial zoning on property that faces Ivy Street, and Central Commercial zoning on the rest of the property in the downtown, and overall traffic patterns. (Map 3, Downtown Study Area – Existing Conditions)

*Historic Front Street, c. 1900*



*Sixth Avenue today*





*Civic uses are grouped near West 7<sup>th</sup> Avenue and Greenwood*

Other uses within the downtown include residential, industrial, governmental, and a few large religious or charitable organizations. Most of the housing is located north of West 6<sup>th</sup> Avenue. There is a cluster of governmental uses located at the intersection of West 7<sup>th</sup> Avenue and Greenwood Street, including City Hall, public works, post office, and the library. South of West 5<sup>th</sup> Avenue is a small cluster of industrial uses.

***Cultural Features***

Junction City's downtown includes many cultural features that reflect the community's heritage. The Historical Society operates two museums in single-family dwellings that date back to the 1870s. At West 6<sup>th</sup> Avenue and Holly Street is the Lee House Museum, which was home to Junction City's first doctor. At Holly and West 4<sup>th</sup> Avenue the Historical Society has renovated the Pitney House Museum. The Pitney House was home to Mary Pitney, a school teacher and poet who was the granddaughter of pioneers who settled just west of Junction City. The city's first jail was recently moved next to the Pitney House.

Junction City's downtown includes many



*Pitney House Museum*

In 1960, Junction City began an annual celebration of the Danish population that settled in Junction City. Each summer, residents and visitors attend the festival and enjoy ethnic music, dancing, food, crafts, and the Scandia 10K road run. The festival operates between West 7<sup>th</sup> Avenue and West 4<sup>th</sup> Avenue between Ivy Street and Front Street. Founders Park is a main area for Scandinavian Festival events and includes a locomotive that was built in 1904 and came from Finland.

***Land Use in Transition Zones***

As mentioned earlier, the DAC recognized that the north, south, east and west corridors that lead to and from downtown serve as a gateway to downtown and help form overall impressions of the City of Junction City. (Map 2, Downtown Study Area)

As mentioned earlier, the DAC recognized that the

Most of the land uses within Transition Zone 1 (T1) consist of auto-oriented retail uses, such as drive-through restaurants, motels, and other similar uses along Ivy Street. There are also some other general service uses such as medical offices, and car repair shops. There are multi-family housing developments along the west side of the highway. A few vacant parcels and single-family dwellings are located in T1, primarily on the east side of the highway.

In Transition Zone 2 (T2), single-family dwellings line West 6<sup>th</sup> Avenue. Washburne Park is located between Maple Street and Laurel Street. There is one general service use, one communications use, and one vacant parcel in this area.

Construction was recently completed for a large retail store at West 6<sup>th</sup> Avenue and Front Street in Transition Zone 3 (T3). This retail use is anticipated to

# Junction City Downtown Study Area

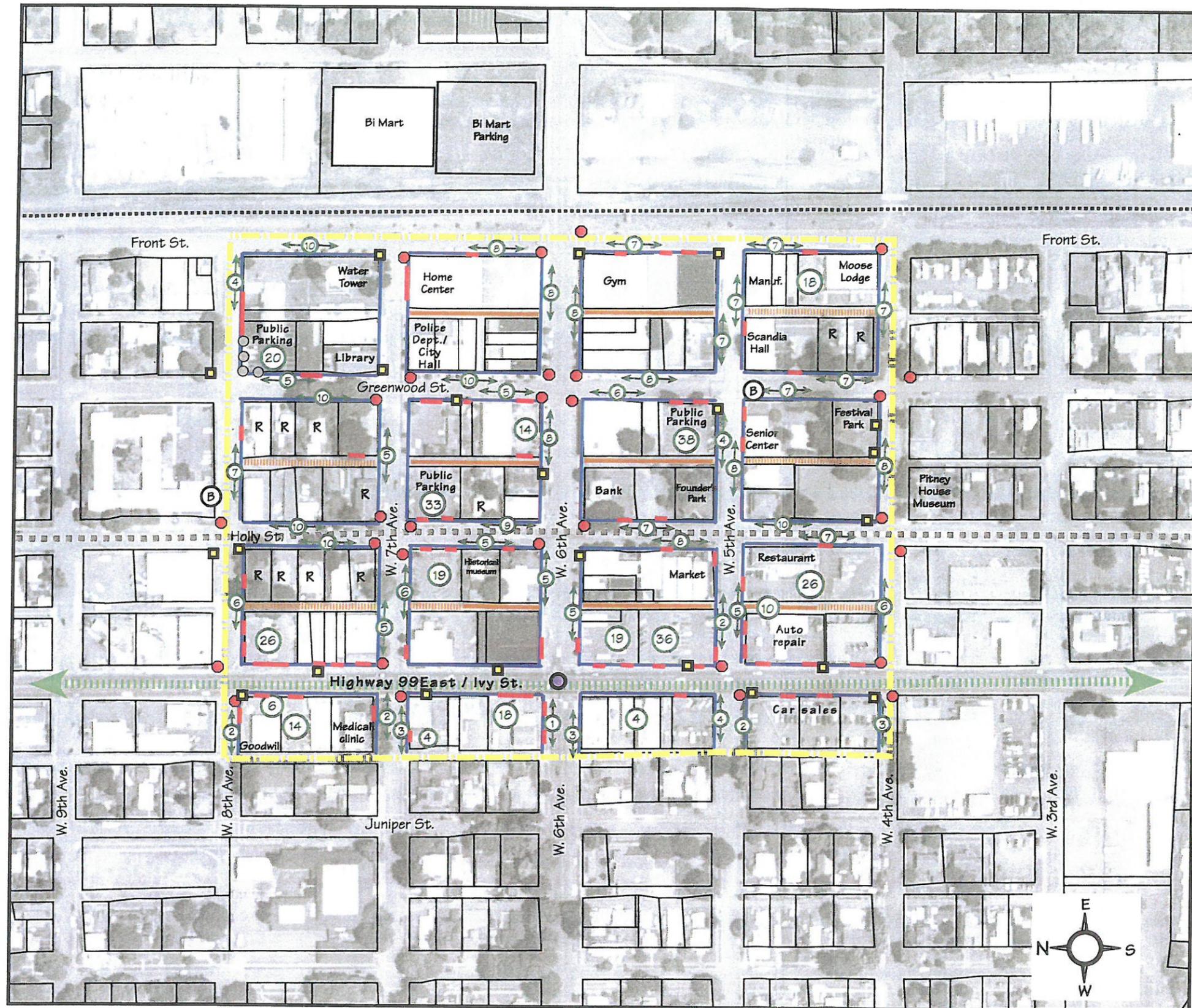
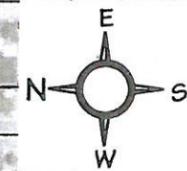
## Existing Conditions

### Legend

-  Tax lot lines
-  Study area boundary
-  Existing sidewalks
-  Existing traffic signal
-  Number of parking spaces
-  Existing bus stop location
-  Railroad
-  Existing residential use
-  Existing street trees
-  Street trees planted 2002
-  Curb Cuts/Driveways
-  Stop Sign
-  Lighting
-  Planned major upgrade (Highway 99East / Ivy Street)
-  Paved alley
-  Gravel alley

Information current as of July 2002  
Aerial photo dated 2000

0 100 200 feet



pull additional traffic through downtown from Ivy Street. The rest of this area includes a large range of uses, including a single-family dwelling, two large wholesale trade uses, industrial uses, religious/charitable uses, and a vacant parcel. In addition, Lyle Day Park is located between Elm Street and Deal Street.

Transition Zone 4 (T4) consists almost exclusively of general retail uses. There is one vacant parcel at the intersection of Ivy Street and West 1<sup>st</sup> Avenue and an industrial use at Ivy Street and West 3<sup>rd</sup> Avenue.

## Transportation

### *Road System and Classifications*

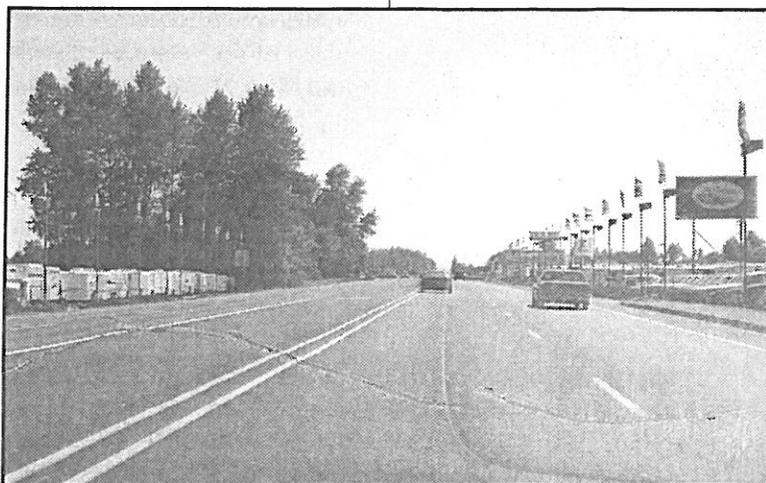
Oregon State Highway 99 runs through the downtown study area and is named Ivy Street through Junction City. Ivy Street provides north-south circulation and has a high volume of traffic. Much of this traffic consists of pass-through trips, but the facility also services commercial properties within Junction City. The downtown study area east of Ivy Street consists of an interconnected street network or grid.

Sixth Avenue is classified as major collector and provides for east-west circulation. The easiest access to Ivy Street from downtown is from West 6<sup>th</sup> Avenue. First Avenue, at the southern edge of T4, is classified as a major collector and runs east-west. Holly Street and Front Street are minor collectors and provide north-south circulation. The remainder of the streets in the study area are local streets (TSP Functional Classifications map, Appendix H).

### *Right-of-Way Widths and Road Conditions*

The right-of-way width for West 6<sup>th</sup> Avenue is 80 feet with a paving width of 52 feet and two 13-foot travel lanes. The right-of-way width for the rest of the streets within the downtown area is 60 feet with a 36 foot paving width and 18-foot travel lanes. All of the roads within the downtown core area are paved with asphaltic concrete.

Roads were classified in categories of poor, fair, good, gravel, and unbuilt in the Junction City TSP, which was adopted in June 2000. Roads classified as being in poor condition are paved roadways and have areas of instability, marked evidence of structural deficiency, large crack patterns, heavy and numerous patches, and/or deformation that is very noticeable. Riding quality ranges from acceptable to poor. Roads that are in fair condition are paved roadways that are generally stable, with minor areas of structural weakness evident. Cracking is easy to detect, but the roads are not patched extensively. Deformation is more pronounced and easily noticed. There is good riding quality on these roads. Roads classified in good condition are stable and have only minor cracking that is hairline and hard to detect. There may be minor patching and some minor deformation. These roads have a very good riding surface (TSP Roadway Conditions map, Appendix H).



*Highway 99  
heading south*

Gravel roads have a gravel surface instead of asphalt or concrete. Unbuilt roads are inaccessible, unsurfaced with either pavement or gravel, or altogether absent, but the right-of-way is not vacated.

Within the downtown, the following roads are classified as being in fair condition:

- West 8<sup>th</sup> Avenue between Holly Street and Front Street
- West 7<sup>th</sup> Avenue between Ivy Street and Front Street
- West 6<sup>th</sup> Avenue between Ivy Street and Holly Street
- Front Street from West 9<sup>th</sup> Avenue to West 6<sup>th</sup> Avenue
- West 5<sup>th</sup> Avenue from Greenwood Street to Front Street
- West 8<sup>th</sup>, West 7<sup>th</sup>, West 6<sup>th</sup>, and West 4<sup>th</sup> Avenues between Ivy Street and Juniper Street

The rest of the roads are classified as being in good condition. There are no roads within the downtown study area that are classified as being in poor condition. There are also no unbuilt, gravel roads, or roads that are currently under construction within the downtown core area. In the transition zones, many of the streets are classified as being in good condition. West 11<sup>th</sup> Avenue and West 3<sup>rd</sup> Avenue between Juniper Street and Ivy Street are classified as being in fair condition.

There are no roads classified as being in poor condition within the transition zones. There are unbuilt roads or roads under construction at:

- East 7<sup>th</sup> Avenue between Elm Street and Deal Street
- East 5<sup>th</sup> Avenue between an unbuilt section of Elm Street and Deal Street
- Elm Street between West 4<sup>th</sup> Avenue and West 5<sup>th</sup> Avenue
- West 17<sup>th</sup> Avenue, West 15<sup>th</sup> Avenue, West 14<sup>th</sup> Avenue, and West 13<sup>th</sup> Avenue between Ivy Street and the Burlington Northern Railroad tracks

### *Traffic Volumes and Capacity*

Table 1 describes average daily traffic along Ivy Street (Highway 99) within the Junction City city limits. Speed limits on Ivy Street vary from 30 to 45 miles per hour through town.

Highway 99  
commercial uses

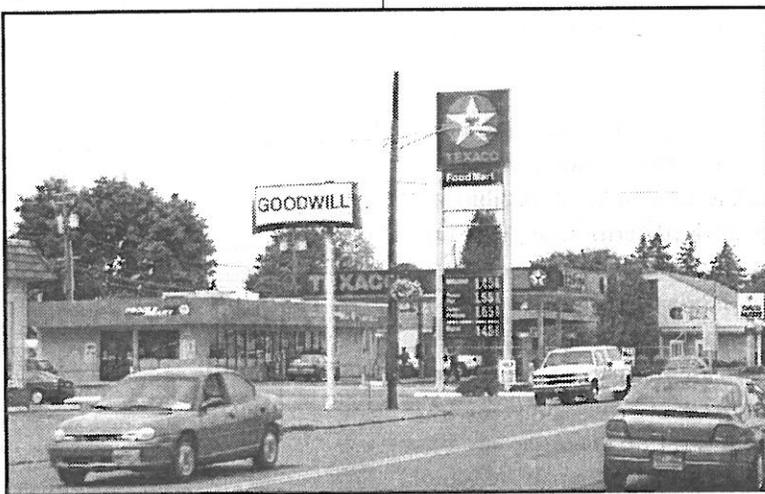


Table 1. Highway 99 (Ivy Street) Average Daily Traffic

Milepost	Segment	Average Daily Traffic (2001)
108.68	0.14 mile north of Oregon Highway 99 East	6,300
108.92	0.10 mile south of Oregon Highway 99 East	14,600
109.24	0.01 mile north of 10 <sup>th</sup> Avenue on Ivy Street	15,100
109.46	0.01 mile north of 6 <sup>th</sup> Avenue on Ivy Street	16,800
109.75	0.01 mile north of 1 <sup>st</sup> Avenue on Ivy Street	17,400
109.86	0.10 mile south of 1 <sup>st</sup> Avenue on Ivy Street	17,200

Source: ODOT Transportation Volume Tables (August 2002)

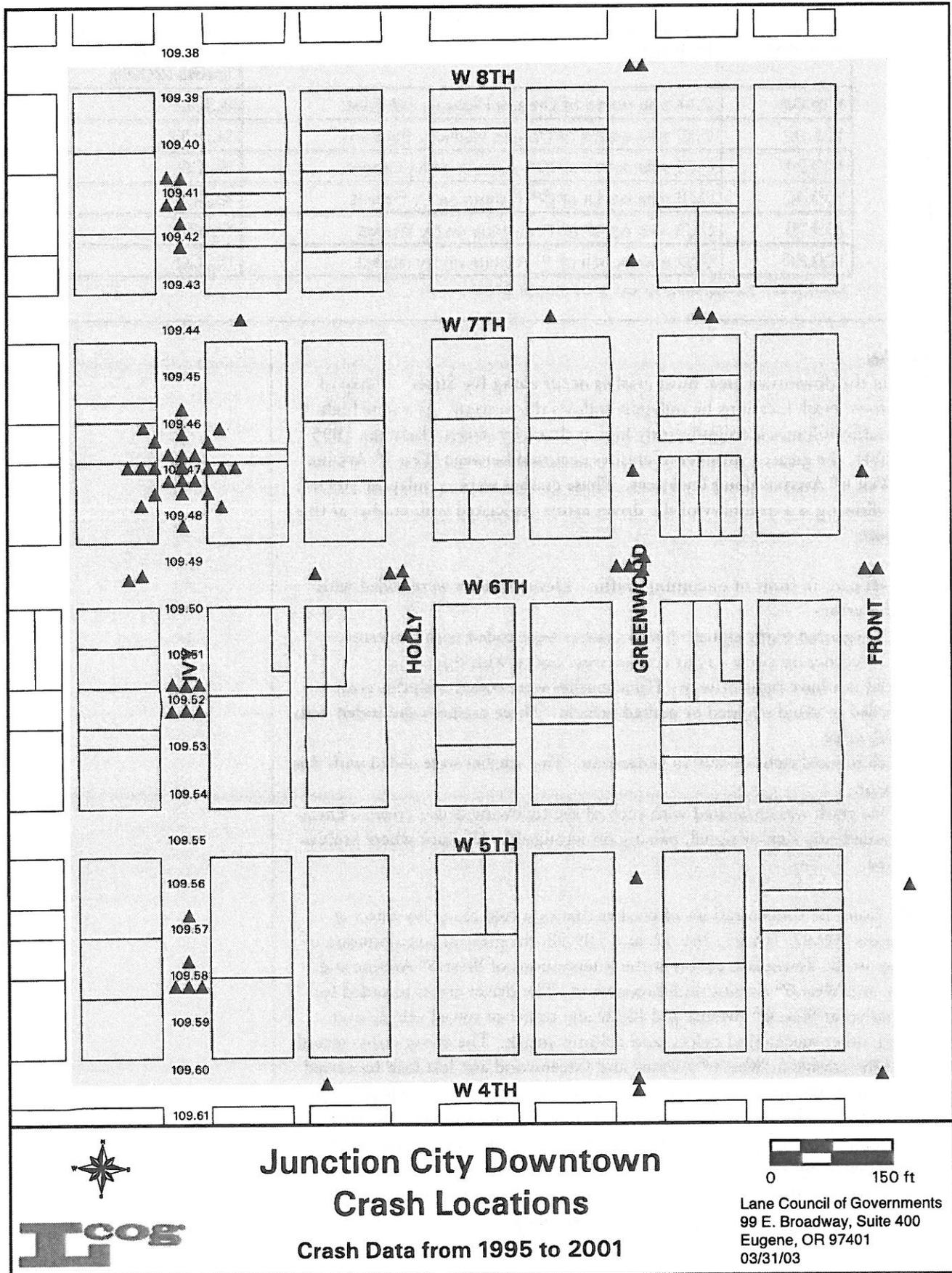
### Crashes

Within the downtown area, most crashes occur along Ivy Street. A map of downtown crash locations by milepost follows this section. As a state highway, traffic volumes are significantly higher than city streets. Between 1995 and 2001, the greatest number of crashes occurred between West 7<sup>th</sup> Avenue and West 6<sup>th</sup> Avenue along Ivy Street. These crashes were at milepost 109.47. The following is a summary of the driver errors associated with crashes at this milepost:

- Left turn in front of oncoming traffic - Eleven crashes were coded with this error.
- Disregarded traffic signal - Seven crashes were coded with this error.
- Cut corner on curve - Four crashes were coded with this error.
- Did not have right-of-way - Three crashes were coded with this error.
- Failed to avoid stopped or parked vehicle - Three crashes were coded with this error.
- Fail to yield right-of-way to pedestrian - Two crashes were coded with this error.
- One crash was associated with each of the following driver errors—Disregarded stop sign or signal, passing on wrong side, left turn where prohibited.

Aside from the concentrations of crashes that occurred along Ivy Street at mileposts 109.47, 109.41, 109.52, and 109.58, the greatest concentration of crashes in the downtown area is at the intersections of West 6<sup>th</sup> Avenue and Holly, and West 6<sup>th</sup> Avenue and Greenwood. The driver errors recorded for the crashes at West 6<sup>th</sup> Avenue and Holly are: trailer or towed vehicle overturned, other mechanical defect, and column struck. The driver errors recorded for the crashes at West 6<sup>th</sup> Avenue and Greenwood are: lost load (occurred twice), other mechanical defect (occurred twice), and occupant fell or jumped from moving vehicle. ODOT is currently undertaking a project that includes improvements to Ivy Street. A Highway 99 Preservation Project summary is included as Appendix G. Part of this plan proposes improvements in the downtown area that would be designed to slow traffic and improve driver safety without negatively impacting driver visibility.

MAP 4: Crashes in Junction City



### ***Bicycle System***

According to the TSP, there are no bicycle routes or lanes within the downtown study area. Existing routes in the T1 and T2 zones run along West 17<sup>th</sup> Avenue, Laurel Street, and a portion of West 13<sup>th</sup> Avenue west of Laurel Street. These routes run along Laurel Park, the municipal pool and Laurel Elementary School (TSP, pages 4-25). There are no bicycle lanes or shoulders along Ivy Street for bicyclists to access businesses in this heavily traveled area, where both traffic volumes and speeds can be relatively high. This is due to narrow road right-of-way and buildings located right up to the sidewalk, making it impossible to widen the entire length of the roadway without moving buildings.

The TSP outlines proposed bicycle routes throughout the city (TSP Bicycle Plan map, Appendix H). A bicycle route is proposed for West 6<sup>th</sup> Avenue linking the Tequendama area to the east side of Junction City. This route would connect the Junction City High School with Washburne Park; Founders Park, the library, City Hall, and the post office in the study area; and Lyle Day Park. The route would include bicycle route signs and some segments would have bike lanes. The route would cross the railroad tracks at Holly Street and Front Street and those intersections would require improvements.

A proposed bicycle route along West 10<sup>th</sup> Avenue would run from Oaklea Road to Deal Street, linking the east and west sides of town. This route would run through T1. Several proposed routes would run along the boundaries of transition zones. One proposed route would run along West 1<sup>st</sup> Avenue from River Road to High Pass Road (T4).

The Junction City TSP also outlines other bicycle system projects including the development of a bike system map, a public information/educational effort through Public Safety and the Parks and Recreation Departments, and an ordinance requiring bicycle parking. The ordinance requiring bicycle parking was adopted in 2002. This ordinance requires one bicycle parking space per unit in new multi-family developments. While new multi-family development is limited downtown, second story and multi-family uses are allowed outright in the Central Commercial zoning district. The ordinance also requires one bicycle parking space per seven vehicle parking spaces in new retail, office, and institutional developments and at transit transfer stations and park-and-ride lots.

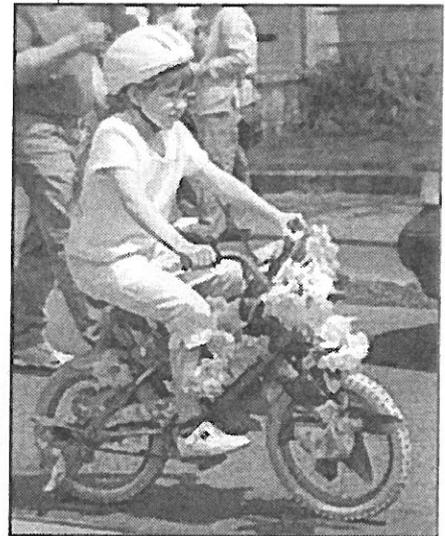
Bicycle parking is available at the library within the study area, Bailey Park and the municipal pool. According to the TSP, the city will seek to install adequate bicycle parking facilities at all of its park sites.

### ***Pedestrian System***

Most of the roads in the study area have full sidewalks on both sides of the street. A full sidewalk is defined as full, unobstructed, and unbroken sidewalks present on both sides of the roadway. The area between Front Street and West



*Cyclists ride on the sidewalks in downtown Junction City*



*A bicycle rider during the annual Pet and Costume parade*

5<sup>th</sup> Avenue and between Ivy Street (Highway 99) and Holly Street has only partial sidewalks. A partial sidewalk is defined as having sidewalks present, but partial (obstructed or broken on either side and/or missing on one side). Nearly all of the roads have ramps that are compliant with the federal Americans with Disabilities Act (ADA) (TSP Sidewalk Conditions map, Appendix H).



*Ramps make walking downtown easier for pedestrians.*

In T1 and T4, there are full sidewalks along Ivy Street, except for the area between West 2<sup>nd</sup> Avenue and West 3<sup>rd</sup> Avenue, which has partial sidewalks. Along West 6<sup>th</sup> Avenue (T2 and T3), there are full sidewalks from Maple Street to Ivy Street and from Front Street to Elm Street (Appendix J, Junction City Parking and Pedestrian Amenity Inventory). Pedestrian improvements to Ivy Street will include new curbs, sidewalks and accessible ramps at all intersection corners.

In general, there are more pedestrian amenities, such as parks, benches, and street trees within the downtown study area than in transition zones.

### ***Parking***

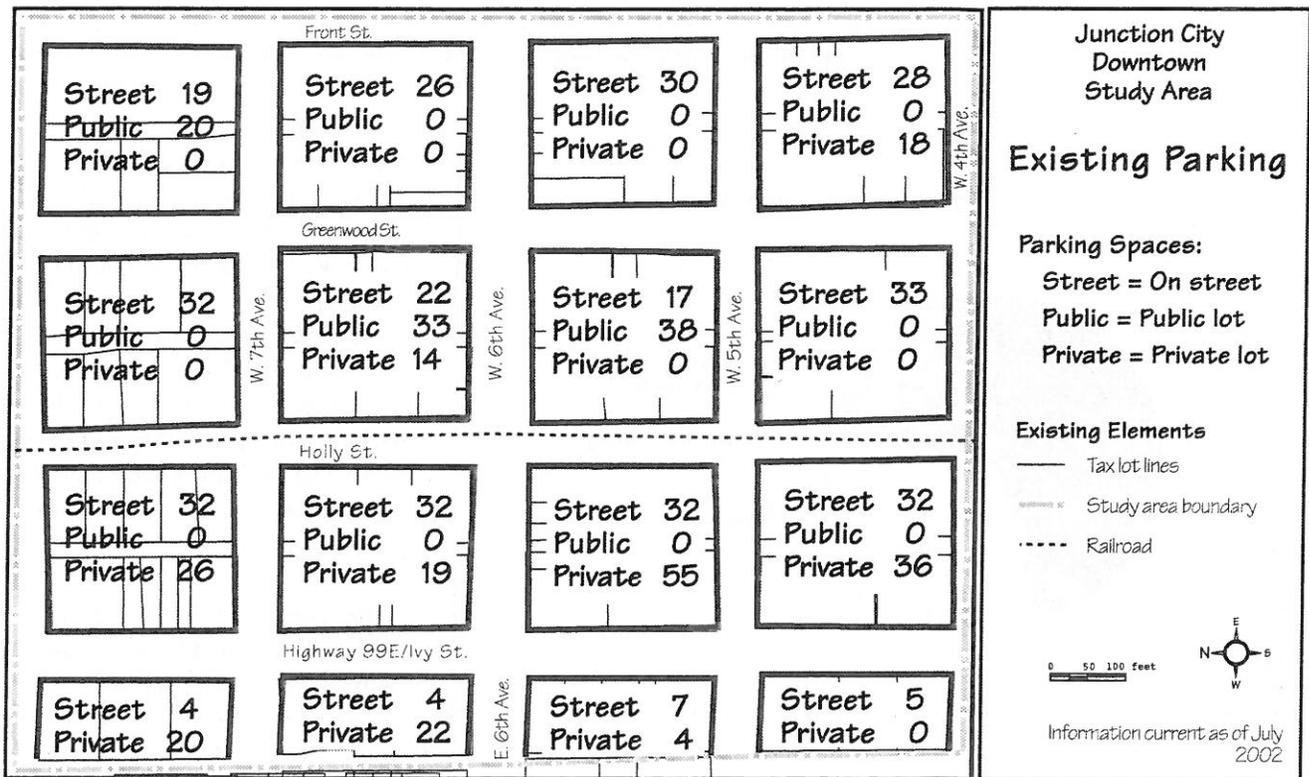
There are over 300 marked and unmarked on-street parking spaces throughout the downtown area (Appendix J, Junction City Parking and Pedestrian Amenity Inventory). On-street parking and city parking lots are adequate to serve the community. These parking spaces are unmetered and there are only a few spaces with restrictions, such as the parking spaces that are limited to 12-minute stops in front of City Hall and the post office.

There are also a large number of off-street parking spaces in conjunction with both private and public uses. The City of Junction City operates parking lots at the northwest corner of West 5<sup>th</sup> Avenue and Greenwood and at West 7<sup>th</sup>

*City parking lot at West 5<sup>th</sup> Avenue and Greenwood*



Avenue and Holly. There is also off-street parking next to the library at the southeast corner of West 8<sup>th</sup> Avenue and Greenwood. Most of the off-street parking lots are paved except for two gravel lots. There are seven ADA spaces throughout these off-street parking lots.



As mentioned earlier, on-street parking and city parking lots are adequate to serve the community. However, some of the public off-street parking lots are difficult for visitors to find. There are no highly visible signs along major routes showing where public off-street parking is available.

*Table 2. Downtown Parking Summary  
June 2002*

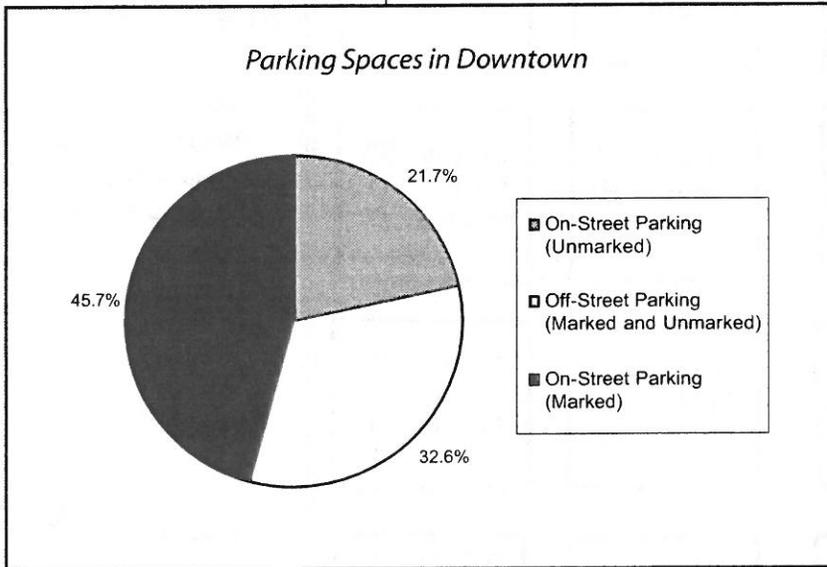
Type of Parking Space	Number	In Use During Parking Space Count (Peak Hours)
On-street spaces (marked)	125	54
On-street spaces (ADA)	1	1
On-street spaces (unmarked)	189*	46
Off-street private and public parking (not including ADA)	265***	N/A**
Off-street (ADA)	7	N/A**
<b>Total</b>	<b>587</b>	<b>101</b>

\* Approximation of number of unmarked parking spaces

\*\* Data not available

\*\*\* Does not include lots between West 8<sup>th</sup> Avenue and West 7<sup>th</sup> Avenue and Greenwood and Holly; off-street parking between West 8<sup>th</sup> Avenue and West 7<sup>th</sup> Avenue and Holly and Ivy; or the 12-minute zones in front of City Hall and the post office.

The following chart shows the proportion of on-street and off-street parking spaces in downtown Junction City. There are nearly as many off-street parking spaces as on-street parking spaces.



The off-street parking requirements in the Junction City Zoning Ordinance are based on proposed land use. One parking space per 200 feet of floor area is required for the development of a retail store. Development of a service or repair shop results in a requirement for one parking space per 600 feet of floor area and a bank or office has parking requirements of one parking space per 333 square feet.

In the portion of the downtown study that is zoned General Commercial, future parking needs were roughly calculated. The calculation

does not include the potential development of surface parking lots. A set of general assumptions were used, that the land would be developed with retail uses and that the lot coverage would be 40 percent. Under this development scenario 314 off-street parking spaces would be required.

Table 3. Projected Future Parking Requirements on General Commercial-Zoned Land

Current Use	Size	Assumed Parking Requirement	Assumed Lot Coverage	Off-Street Parking Spaces Required
Vacant	0.23 acres	1 per 200 sq. ft.	40%	200
Commercial/Industrial with low land value	1.31 acres	1 per 200 sq. ft.	40%	114
				Total: 314

The Junction City Zoning Code does not require a developer to provide off-street parking in the Central Commercial area (bounded by West 5<sup>th</sup> Avenue to the south, West 8<sup>th</sup> Avenue to the north, Front Street to the east, and the alley between Ivy Street and Holly Street to the west). This leaves the area between West 4<sup>th</sup> Avenue and West 5<sup>th</sup> Avenue, which continues to have off-street parking requirements.

The Junction City Comprehensive Plan states: "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 (Central Business District) for a reduction in the amount of off-street parking required by the zoning ordinance." Therefore, even in the downtown area between 4<sup>th</sup> and 5<sup>th</sup> Avenue, the city may consider a reduction in off-street parking requirements.

With the absence of off-street parking requirements in most of downtown, and the potential for reduction of parking spaces in the southern portion, parking requirements are not considered a significant limitation to development or redevelopment potential in these areas. Even redevelopment of private parking lots to higher intensity uses would not significantly affect parking availability. There is a relatively high number of both on-street parking and public off-street parking lots to serve parking needs associated with central and general commercial uses.

The different parking requirements for the property along Ivy Street (Highway 99), zoned General Commercial, results in a substantially different character than land within the downtown area zoned Central Commercial. There are more auto-oriented uses along Ivy Street than within the rest of the downtown core.

### ***Access Management***

Access management is based on balancing access to developed land while ensuring movement of traffic in a safe and efficient manner. Access management techniques are used to manage entrances and exits and related turning movements onto and off roads and highways, as well as design criteria and standards necessary to preserve the operational capacity, speed and safety of the roadway.

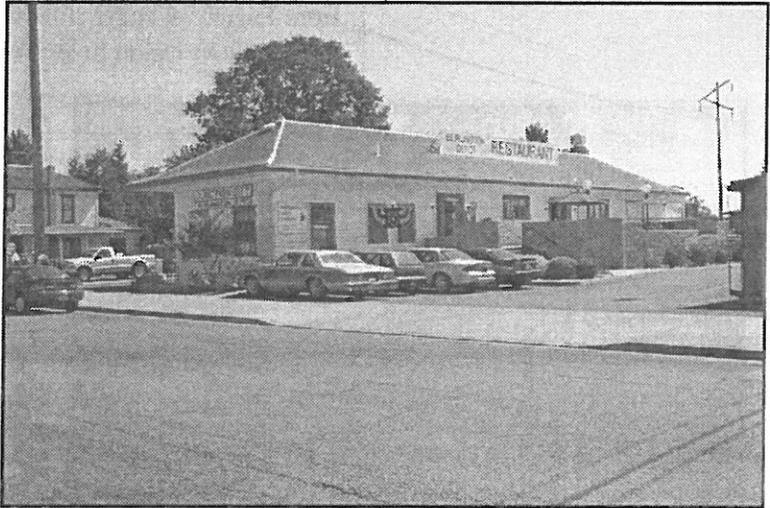
The downtown area, like most downtowns, consists of a series of walkable small blocks within an interconnected street system. Road frontage along all parcels in this area is currently available and access is not a problem. Pedestrian access from parking areas to property entrances can be addressed through design standards or code amendments.

The City of Junction City recently adopted new standards for access management. A review of proposed accesses is required whenever there is a proposal for a new or modified access. The standards include spacing requirements to limit the number of accesses according to the type of street that the development abuts. In addition, there are provisions for joint and cross access of properties and shared parking.

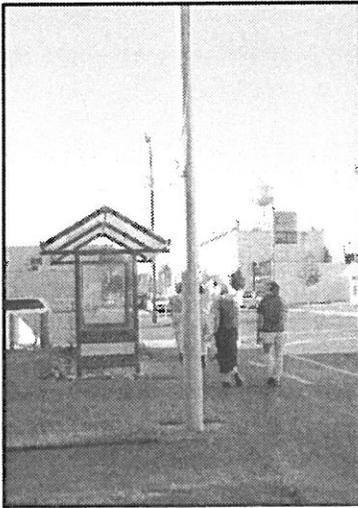
Unrestricted access points along Ivy Street have proven to be problematic for local pedestrian, bicycle and auto circulation and through traffic using the state facility. The largest number of crashes within the downtown area have occurred along Ivy Street. The large volume of traffic entering and exiting can be a significant contributing factor in these accidents. At the time of this report, ODOT is planning to reconstruct much of this facility and the number of existing accesses may be modified for a safer facility.

### ***Public Transit and Inter-City Passenger Bus***

Lane Transit District Bus #95 Junction City and #95X Junction City Express serve the community. Both bus lines operate on weekdays, and the #95 operates on Saturdays. Both transit lines run through the downtown area along



*Business access in downtown Junction City*



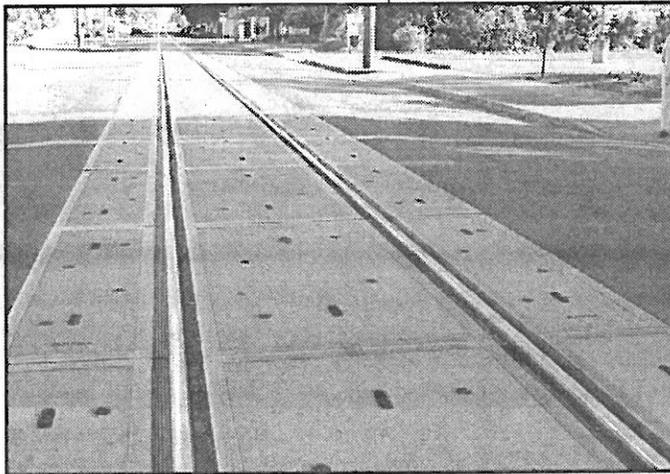
*Passengers wait for the bus in Junction City*

Greenwood from West 10<sup>th</sup> Avenue to West 3<sup>rd</sup> Avenue. The transit lines also run adjacent to transition zones along West 1<sup>st</sup> Avenue and along Maple Street from West 1<sup>st</sup> Avenue to West 10<sup>th</sup> Avenue. Bus #95 runs along Deal Street, which is adjacent to a transition area; the express bus does not run along this street. Both lines provide service to downtown Eugene through River Road-Santa Clara.

Within the downtown area, there is a bus shelter on the west side of Greenwood Street and south of West 5<sup>th</sup> Avenue at the Viking Sal Senior Center. Just outside of the downtown area there is a bus shelter on the north side of West 8<sup>th</sup> Avenue and east of Holly Street at Lindeborg Place (a housing development). There is a bus stop on Maple Street at West 6<sup>th</sup> Avenue near to a transition area. There are no park and ride locations in Junction City; however, there is free parking in the downtown area.

There are two paratransit services that are available to elderly and disabled residents. RideSource Escort is a volunteer-based door-to-door service primary for medical trips. RideSource Shopper is a once a-week shopping service where residents are taken once a week to a local store. Neither of these services is specific to the downtown area.

Inter-city Greyhound bus service used to be available along Highway 99, but was discontinued two years ago. Greyhound Lines offers inter-city service from Eugene to larger cities within the state and beyond. The station for the metropolitan region is located in downtown Eugene.



*Railroad tracks along Holly Street*

### ***Rail***

Effective January 2003, four trains per day will use the Junction City railroad tracks on Holly Street. The trackage, known historically as the Oregon Electric Line and currently owned by Burlington Northern/Santa Fe Railroad, has been leased to a Portland-based "short line." The Portland & Western Railroad, which previously came south to the Salem area on the Burlington Northern trackage, has extended its reach to Eugene, where Burlington's Oregon Electric track ends.<sup>1</sup>

Although rail lines run through the downtown area, there are no rail passenger services that stop in Junction City. The Eugene Station in downtown Eugene provides the nearest passenger rail service, with Amtrak routes running north and south. This service includes Amtrak's Coast Starlight train, which has stops in Seattle, Portland, Salem, Albany, Eugene, as well as connections to Chemult, Klamath Falls, and points south all the way to Los Angeles.

### ***Air***

Air service for passengers and freight is available at the nearby Eugene Mahlon-Sweet Airport, located south of Junction City in northwest Eugene. This airport provides regularly scheduled service to national destinations with connection to nearby international airports in Portland, San Francisco, and other cities.

<sup>1</sup> *Tri-County News*, January 2, 2003

## Future Needs

The future success of downtown Junction City is based on many things: development patterns, existing land uses, overall transportation structure, and opportunities for redevelopment. The following section identifies redevelopment potential and issues the DAC thought should be addressed.

### Development/Redevelopment Potential

#### *City-wide Population and Employment Projections*

Population and employment projections for Junction City to the year 2020 were reviewed to better understand population and employment growth and its relationship to land use and transportation needs for downtown. Projections were also reviewed to ensure that they are coordinated with Lane County's allocation for Junction City and consistent with the overall control total for the county.

In 2001, the Junction City City Council adopted a new appendix to the Junction City Comprehensive Plan. It consists of a revised land need analysis and buildable lands study for Junction City, including population projections to the year 2020 that are based on projections from the Junction City TSP, which was coordinated with Lane County.



The following projections are from Appendix C of the Comprehensive Plan:

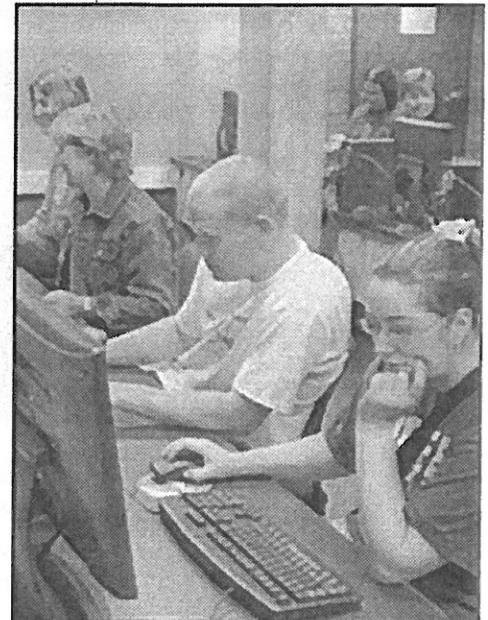
- The Year 2020 population projection is 8,130. This represents an annual average growth rate of 1.9 percent. The Milliron Prison is projected to increase this population figure by 230, for a total Year 2020 population of 8,360.
- The Year 2020 employment projection is for 3,296 new jobs within the UGB.

*Population and traffic are likely to increase over the next twenty years.*

Based on the projections, the Land Needs Assessment and Buildable Land Study concluded the following:

- Based on recent development trends, there is need for about 1,578 new dwelling units between 1998 and 2020. Junction City has a deficit of about 135 gross acres of buildable residential land within its 1999 UGB.
- The Junction City UGB has a 35-acre deficit of buildable commercial land, and a 371-acre surplus of industrial land.

A Plan Amendment (Oaklea Plan Amendment adopted by Ordinance 1094, 2001) changed the supply of residential and employment lands. The amendment resulted in a deficit of slightly over 34 acres of commercial/office land and a surplus of about 187 acres of industrial land. An additional plan amendment in 2002 (Bi-Mart) resulted in a change of approximately 4 acres of land from industrial to commercial designation and zoning. These Plan Amendments were coordinated with Lane County and DLCD.



*Students developing marketable computer skills*

Future trends were identified in the Land Needs Assessment and Buildable Lands Study in order to inform employment projections. One of these trends is the shift from goods-producing or manufacturing employment to service-based employment. This trend is anticipated to effect demand for the types of land that are developed in the future, in turn effecting downtown.

Based on a look at city-wide population and employment projections the following issues were identified:

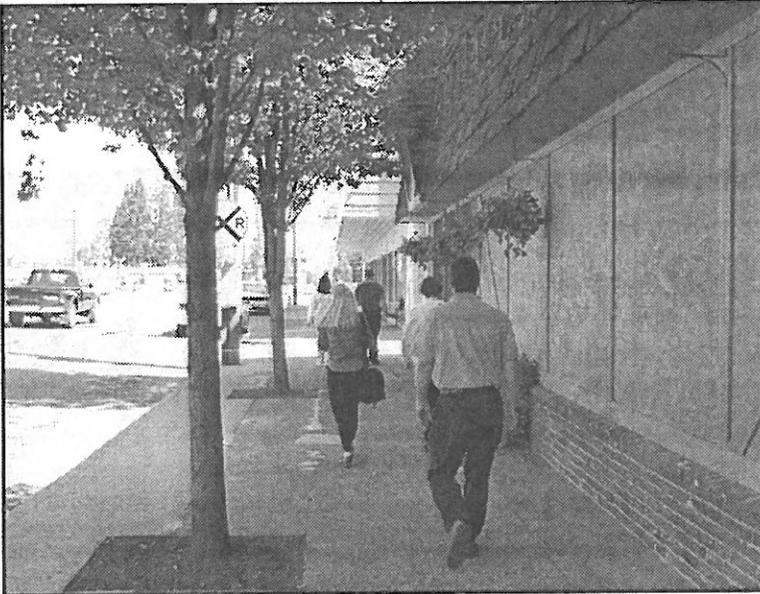
- City-wide there is a need for additional commercial/office land in Junction City.
- Future trends indicate that there will continue to be increasing demand for land uses to accommodate service-based employment rather than goods-producing or manufacturing employment.

In order to provide further information on land use and transportation issues based on population and employment projections specific to the downtown area, a development/redevelopment analysis was done. This analysis helps to identify existing and future issues based on the potential for new development in the downtown.

#### ***Downtown Development/Redevelopment Potential Analysis***

The downtown study area is 29.4 acres in size. Most of the lots downtown are relatively small, ranging in size from less than 2,000 square feet with a small number of lots exceeding 25,000 square feet. Many of the larger lots are located along Front Avenue.

*Pedestrians walk to businesses in the downtown area.*



Generally, commercial uses dominate downtown and are concentrated along Ivy Street and along West 6<sup>th</sup> Avenue. The commercial uses along Ivy Street tend to be auto-oriented, while uses within the rest of the downtown core are primarily located in older buildings within a pedestrian-oriented streetscape. This pattern reflects the two different commercial zoning designations, with General Commercial zoning on property that faces Ivy Street, and Central Commercial zoning on the rest of the property in the downtown, and overall traffic patterns (Map 3, Existing Conditions).

Nearly half of the land in the downtown area consists of streets and alleys. There is also a substantial amount of commercial development (32%), with some residential (8%), and a significant number of other land uses (13%) including industrial, recreational, utilities, government and charitable/religious land uses. Only about 2% of the downtown area is vacant.

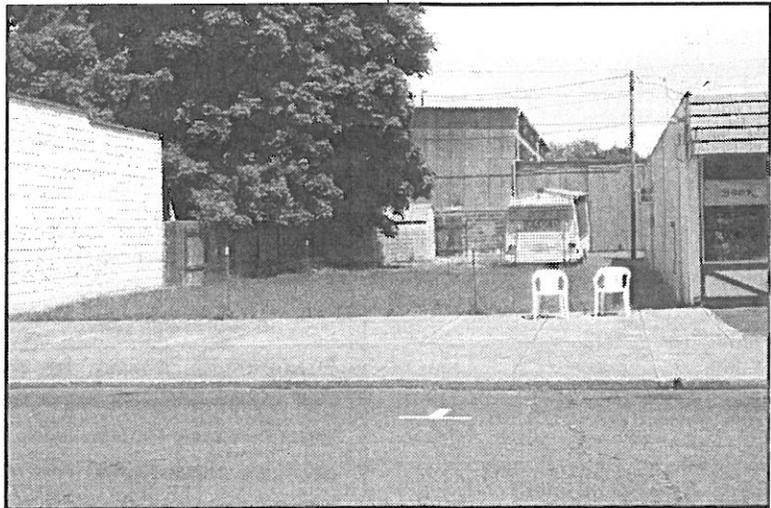
Table 4. Number of Acres by Land Use in the Downtown Study Area

Land Use Category	Acres*
Trade – Retail	6.7
Services – General	2.5
Trade – Wholesale	0.1
<b>Total Commercial</b>	<b>9.3</b>
Single-Family Residential	2.0
Duplexes	0.1
Multi-Family Residential	0.1
Group Quarters	0.2
<b>Total Residential</b>	<b>2.4</b>
Government	1.7
Recreation	0.1
Charitable/Religious	1.0
Industrial	0.8
Utilities	0.2
<b>Total Other Development</b>	<b>3.8</b>
Vacant	0.6
<b>Total of Taxlotted Area</b>	<b>16</b>
<b>Total Acreage of Study Area</b>	<b>29.4</b>
<b>Non-Taxlotted Acreage in the Study Area (Acreage in Streets and Alleys)</b>	<b>13.3</b>

\* Some numbers may not add up due to rounding.

**Land with Redevelopment Potential**

There are only four undeveloped lots within the downtown area. These lots are small, ranging from 0.06 to 0.34 acres. Some of the private parking lots in the area may also provide development potential for commercial development. There are 1.7 acres of parking lots identified on Map 5, Redevelopment Potential in Downtown Junction City. However, it is unlikely that the city operated parking lots at the corner of West 5<sup>th</sup> Avenue and Greenwood or West 7<sup>th</sup> Avenue and Holly or the off-street parking spaces next to the library will be developed with other uses. Private parking lots could provide redevelopment opportunities since there is already adequate parking. Single-family residences on large lots could be redeveloped with higher intensity uses such mixed use, accessory dwelling units, multi-family or attached housing, or adding a home occupation.



Vacant lot in downtown Junction city

Some land within the downtown could be considered for redevelopment due to low improvement values (values of the structure on the lot). However, this is only one indicator of redevelopment potential. Those lots along busier streets are more likely to redevelop with commercial uses due to better visibility.

*Table 5: Developed Land Designated for Commercial Uses, Where Improved Value is Less Than Land Value, or Where Improved Value Per Acre is Less Than or Equal to \$100,000 (by Acres)*

Existing Commercial and Industrial Land	2.2 acres
Existing Public and Other Land Uses	1.7 acres
Currently in Residential Use but Designated for Commercial Use	0.1 acres

### **Issues**

As a group, the DAC identified issues that were of interest and concern:

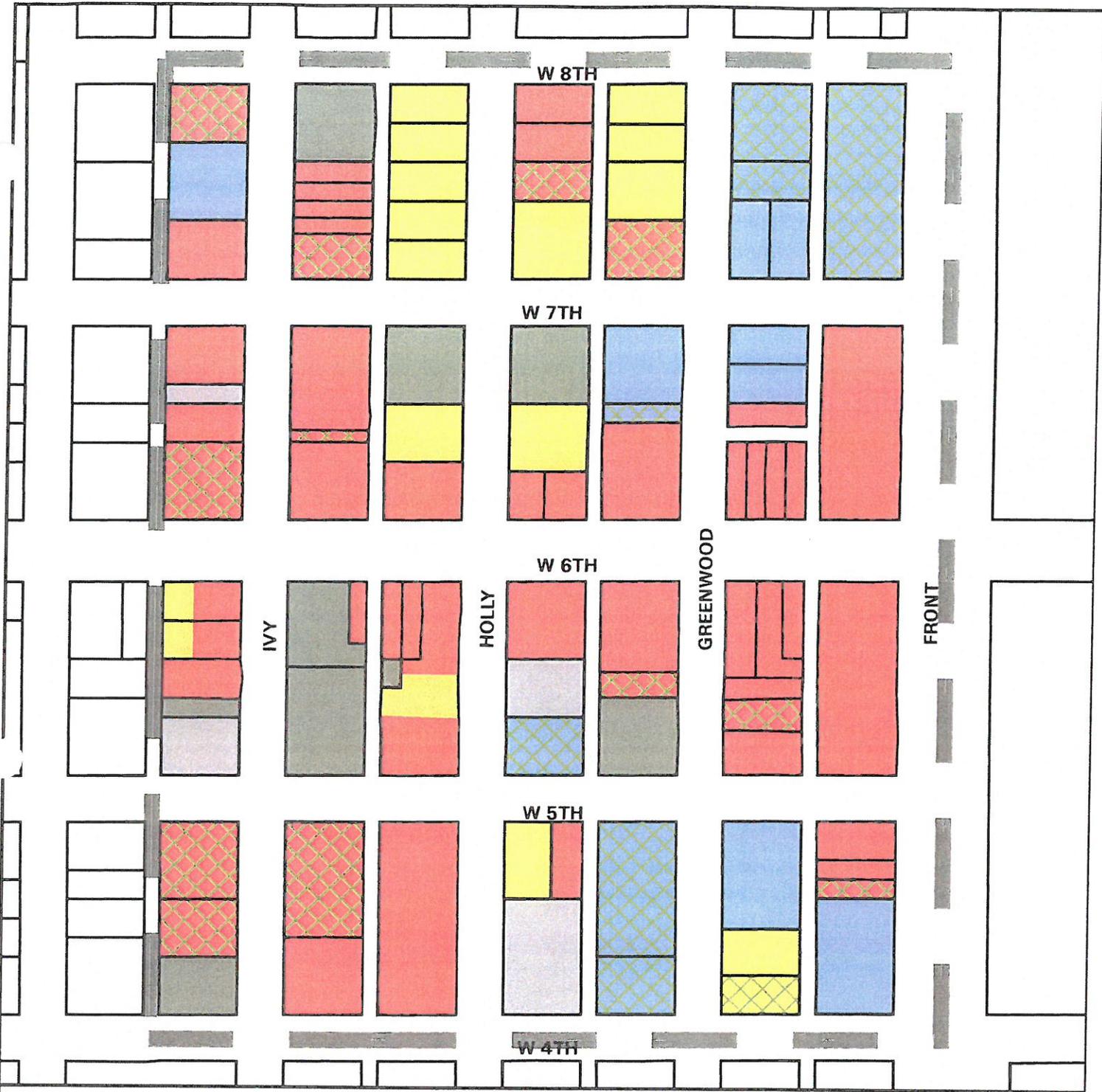
- Want to improve downtown's character, aesthetics, style, uniformity.
- Want attractive landscaping, lighting and signage.
- Want unique restaurants and stores.
- Want consistency in architecture.
- Want buildings to be maintained. Often, absentee landlords don't do this.
- Want pedestrian crossings, specifically at West 6<sup>th</sup> Avenue and Greenwood.
- Want street furniture, including regularly spaced seating for pedestrians.
- Want quality buildings, including residential, that look historic. These buildings may be market driven, such as a residential/commercial mix instead of just residential.
- There should be a planned format for modernizing infrastructure.
- There is very little vacant land available downtown.
- Want to be a destination for Junction City and Eugene-Springfield area residents.
- Right now there is nothing to do in evenings or on weekends since stores are closed.
- Want access from side streets.
- Want less traffic through downtown at evening rush hour.

### **Summary**

Although there is little vacant land available downtown, the redevelopment of private surface parking lots, intensification of downtown buildings, and conversion of some single-family dwellings to mixed use create significant opportunities for revitalization downtown. With the downtown's central location and multi-story buildings, it is an excellent location for commercial and office uses. Given these positive attributes, the city should reinforce downtown as the primary location for the additional commercial/office land needed in Junction City.

Future trends indicate that there will continue to be demand for land uses that accommodate service-based employment rather than goods producing or manufacturing employment. Examples of service uses include employment agencies, computer processing and data preparation, management services, engineering services and advertising agencies. Downtown is well-suited for service-based employment because of its central location, proximity to civic uses, existing infrastructure and systematic upgrades to this infrastructure, and daytime vitality. Having more employees downtown sets off a positive cycle of more people and more services.

The Objectives and Strategies that follow this section strive to respond to these needs and the issues identified by the DAC during the planning process. They chart out a consistent course of action, provide a target towards which the city can strive, and provide a basis from which the city can seek funding.



## Redevelopment Potential in Downtown Junction City

- |   |                             |   |   |
|---|-----------------------------|---|---|
|  | Commercial & Industrial Use |  | Parking   |
|  | Public and Other Use        |  | In Residential Use but Plan-Designated for Commercial Use   |
|  | Undeveloped                 |  | Developed Land Designated for Commercial Use, where Improved Value is less than Land Value, or where Improved Value per Acre is less than or equal to \$100,000 |



Lane Council of Governments  
 99 E. Broadway, Suite 400  
 Eugene, OR 97401  
 03/27/03





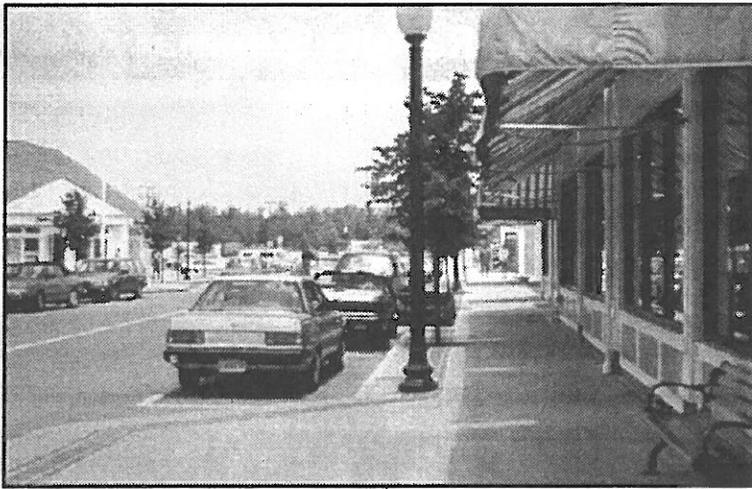
## Downtown Visual Preference Survey Results Summary

A visual preference survey was presented at a Junction City open house on September 12, 2002. About 30 people attended, including downtown advisory committee members, business and property owners, city staff and interested residents. The open house was publicized with mailings to downtown business and property owners, on KLCC radio, in the Junction City chamber of commerce newsletter, with fliers posted at city hall and downtown businesses, phone calls to downtown businesses, and news releases. A total of 40 images were shown and the attendees rated each image individually on a scale ranging from very negative to very positive in the context of downtown Junction City. The scores were then tallied during the meeting and each image was reviewed once again, this time knowing what the overall group score had been. As each image was shown for the second time, the participants listed what they like and disliked about that particular image and this was recorded on flip charts. A summary of the results follows, sorted by general categories.

Workshop attendees also broke into two groups and walked around downtown to take Polaroid pictures of what they liked and disliked about downtown. After the groups returned, a member from each group described the photo and why the group liked or disliked it. This information was recorded on a flip chart and included in the following summary noted with an asterisk (\*).



*Downtown workshop participants taking photos of "likes" and "dislikes" in the downtown*

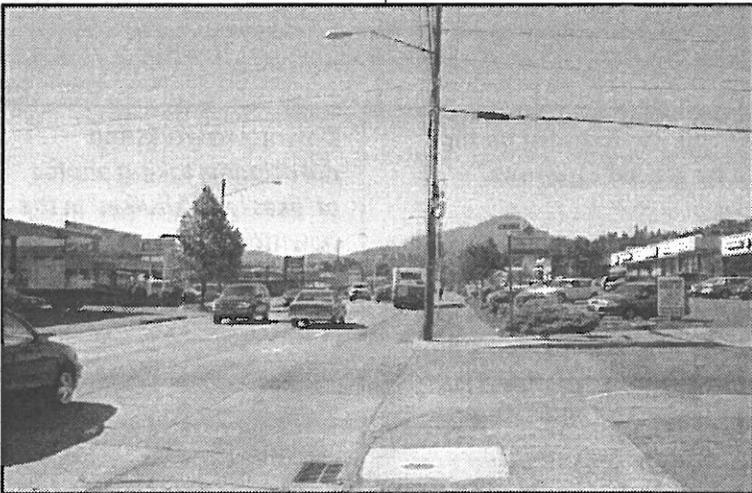


*Image receiving positive Visual Preference Survey rating*

## Transportation

### *Like*

- Bicycle parking
- Brick, brick inlay detailing and exposed aggregate sidewalks
- Clean, well-maintained streets and sidewalks
- Curb extensions
- Narrow streets
- Parking behind buildings
- Planted medians
- Well-defined parking
- Wide sidewalks



*Image receiving negative Visual Preference Survey rating*

### *Dislike*

- Conflict between parked cars and pedestrians
- No bicycle lanes or bicycle parking
- Parking in front of buildings
- Poor road conditions
- Tacky curb painting
- Through traffic
- Too many curb cuts
- Too much traffic
- Unpaved, gravel alleys\*
- Unsafe access for cars and pedestrians

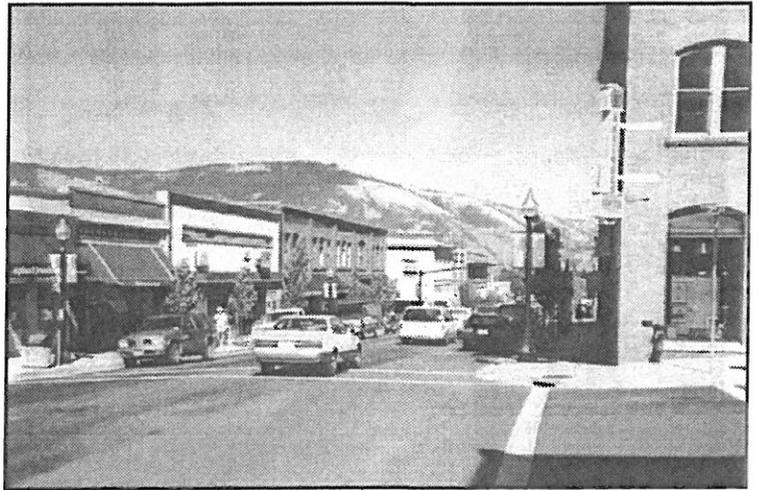
## Land Use

### *Like*

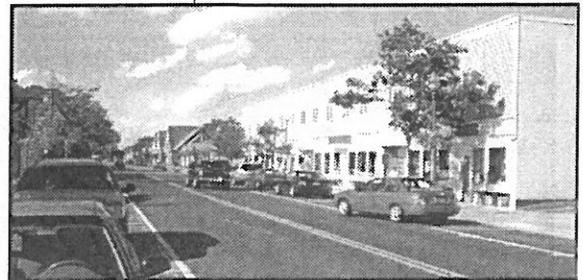
- Architectural detailing
- Awnings
- Buildings that look inviting, such as the Pitney House museum\*
- Clean, well-maintained buildings
- Corner building entries on corner lots
- Diverse buildings that blend together
- Future amphitheater/stage\*
- Historic buildings that have been restored, such as the Depot restaurant\*
- Large storefront windows
- Nice lighting on buildings
- Nicely painted buildings—fresh paint, attractive colors
- Pedestrian-scaled awnings
- Small, attractive signs (blade signs)
- Underground utilities
- Windows that don't go all the way to the ground

### *Dislike*

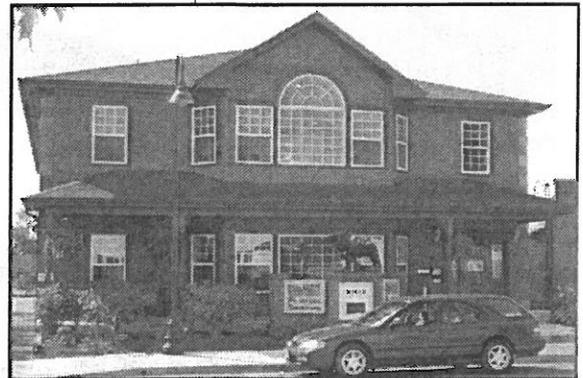
- Aluminum siding\*
- Chain link fencing
- Cheap looking signage
- Dirty, rundown buildings
- Ill-maintained or not cared for buildings
- Neon signs\*
- Single-story buildings
- Signs that detract or distract
- Stark, large, blank building walls
- Overhead utility poles
- Unused/unintended vacant lots\*
- Vacant buildings, such as the Montage\*
- Visual clutter—too many signs



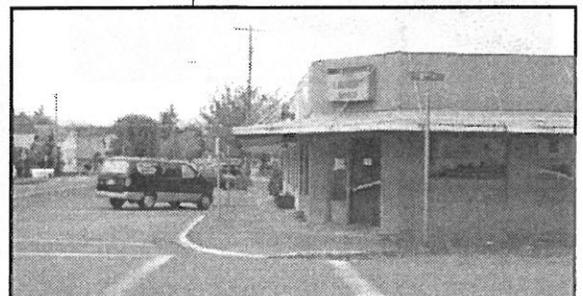
*Positive rated image  
(Hood River, Oregon)*



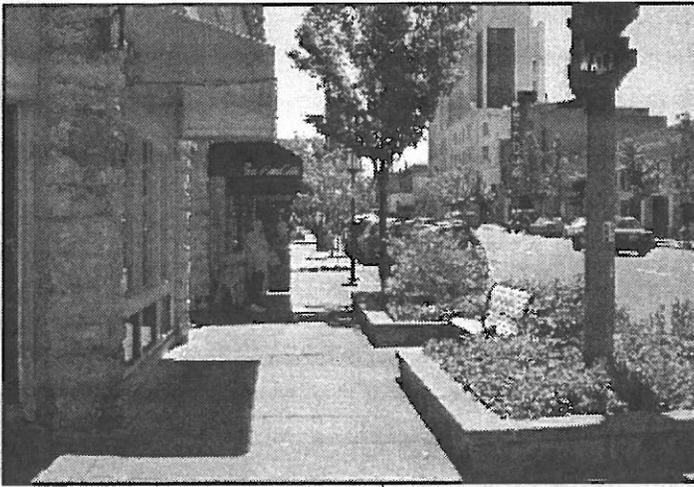
*Positive rated image  
(White Bear Lake, Minn)*



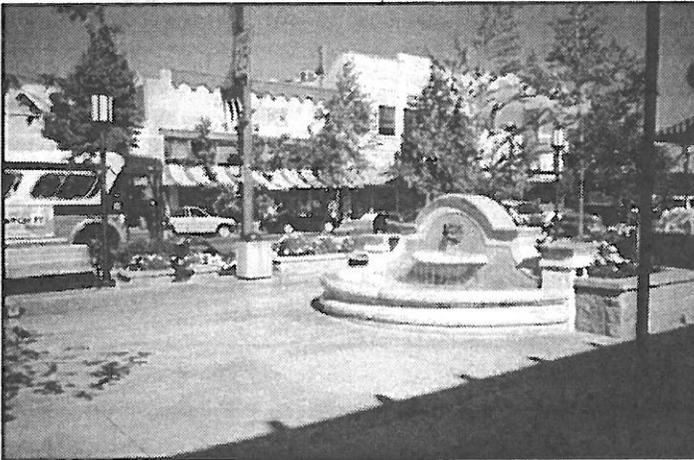
*Positive rated image  
(Coburg, Oregon)*



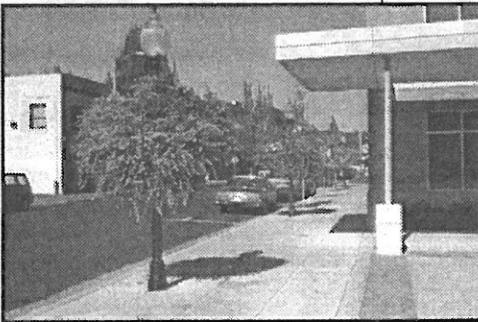
*Image receiving negative Visual  
Preference Survey rating*



Positive rated image  
(Ashland, Oregon)



Positive rated image



Positive rated image  
(Albany, Oregon)

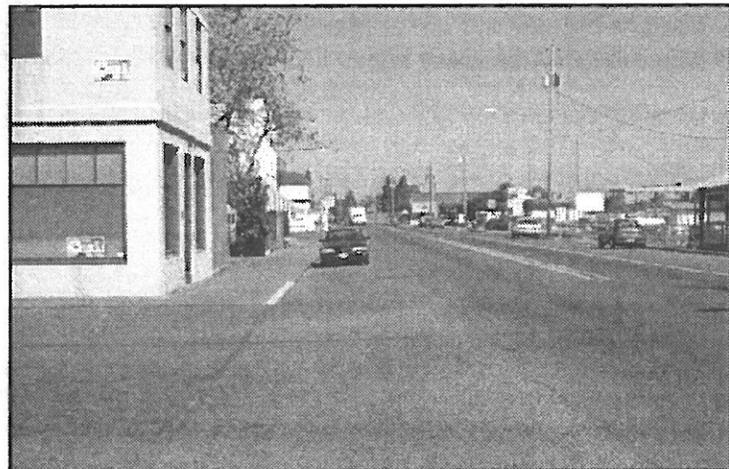


Image receiving negative Visual Preference Survey rating

## Amenities

### Like

- Banners
- Bicycle parking
- Colorful landscaping and flowers
- Decorative trash receptacles
- Fountains
- Hanging baskets
- Historic markers/features such as the horse ties and buggy guards\*
- Mature street trees
- Murals and creative art\*
- Old fashioned, ornamental street lights
- Outside seating
- Planters
- Pocket parks
- Tree grates/wells\*
- Water tower\*
- Urban parks/pocket parks\*

### Dislike

- Broken planters\*
- Garbage\*
- Signage that is not maintained
- Utility poles and lines

\* Items identified by Junction City open house attendees during an inventory of downtown.

## Downtown Plan Objectives and Strategies

The following objectives and strategies reflect visual preference survey and Polaroid photo exercise results, issues identified by the Downtown Advisory Committee, and adopted Comprehensive Plan and adopted TSP policies and goals. These objectives and strategies also respond to the downtown issues and themes identified during the planning process and strive to implement the vision developed by the downtown advisory committee.

The objectives and strategies may never be achieved in their entirety, but chart out a consistent course of action, provide a target towards which the city can strive, and provide a basis from which the city can seek funding.

The DAC created the following vision for Junction City's downtown to provide a framework for the area's future development:

### ***Downtown Junction City Vision Statement***

*Downtown Junction City will offer an inviting place to work, gather, and shop for everyday needs and unique items. Pedestrians and bicyclists will encounter neighborhood parks, landscaping, lighting, and outdoor seating throughout the downtown area. Attractive signs and markers will identify historic structures, local amenities, and ample public parking. Coordinated amenities will unify the downtown area and mark it as a distinctive place. The big heart of our small town, downtown Junction City's friendly character and attractive, rural atmosphere will appeal to residents and visitors alike.*

To ensure that this vision can be met over time, the DAC prepared a list of objectives to serve as markers of progress in the desired direction. To implement each objective, the committee developed specific strategies that will guide proposals for future code and plan amendments. If each objective is like a destination, then its associated strategies provide the detailed route to getting there.

# Objectives and Strategies

## Transportation

**Objective 1.** Improve automobile, bicycle and pedestrian access and safety throughout downtown and provide a comfortable environment for pedestrians and bicyclists.

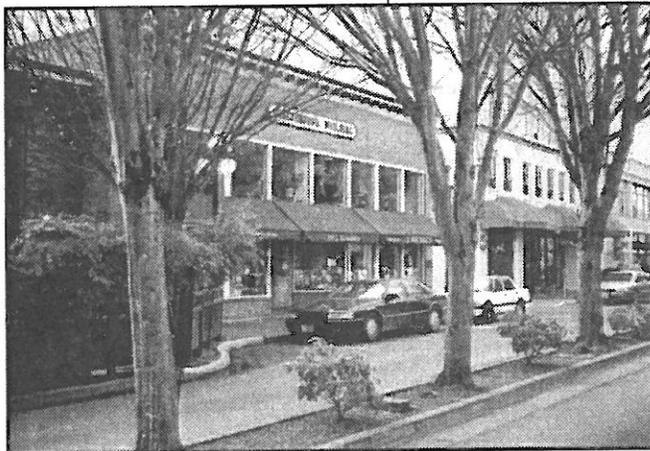
### Strategies:

1. Construct colored crosswalks at intersections along West 6<sup>th</sup> Avenue, at public parking lots and city offices to destinations such as the Senior Center, Scandia Hall, library, post office, etc. to improve visibility.
2. Construct curb extensions at key intersections, including West 6<sup>th</sup> Avenue and Greenwood Street, to reduce crossing distances and calm traffic.

*Curb extensions narrow crossing distances*



3. Consider a landscaped median along West 6<sup>th</sup> Avenue to improve street appearance and calm traffic.<sup>1</sup>
4. Stripe bicycle lanes along West 6<sup>th</sup> Avenue.
5. If possible, widen sidewalks along West 6<sup>th</sup> Avenue to create more usable pedestrian space.
6. Continue to coordinate with ODOT on Highway 99 improvements.



*An attractive landscaped median*

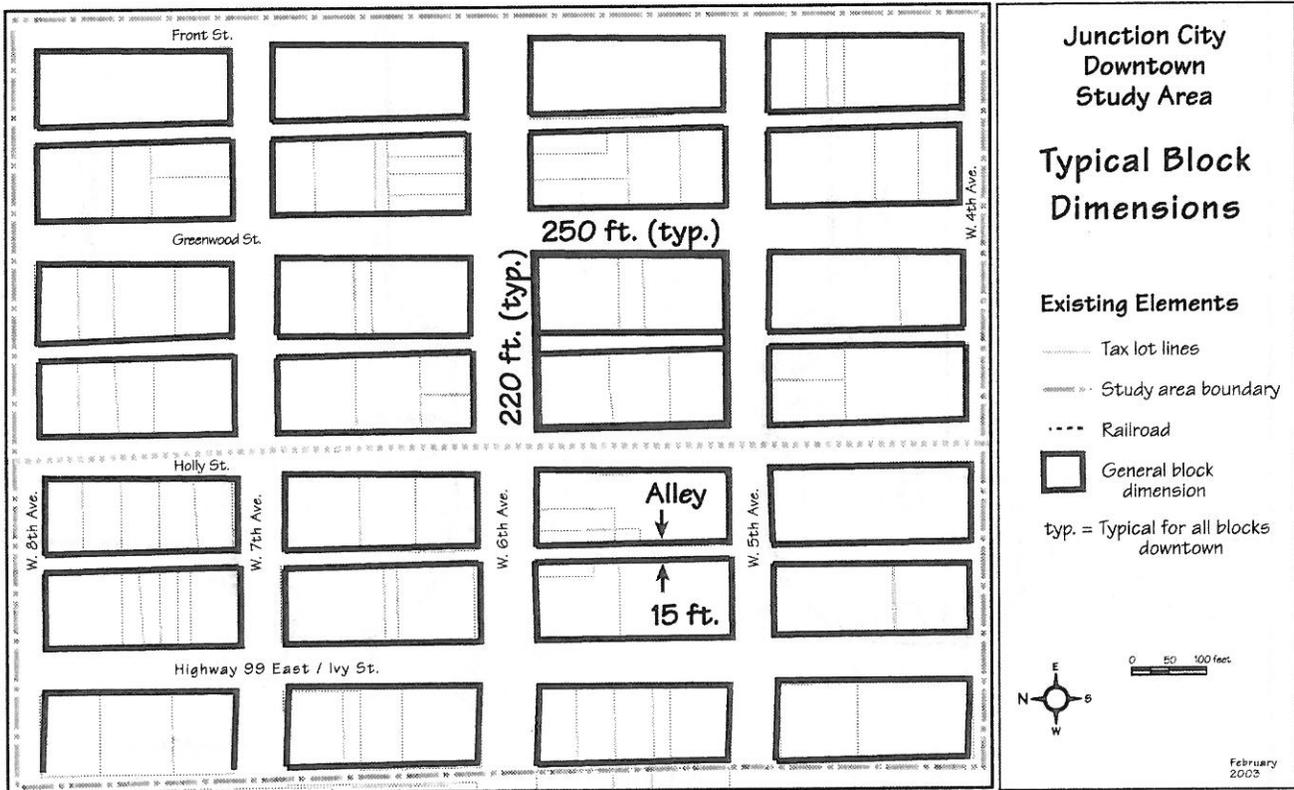
<sup>1</sup>The Downtown Advisory Committee later decided against this strategy when reviewed as a proposed addition to the current Comprehensive Plan.



**Objective 2.** Maintain small blocks and interconnected streets.

**Strategy:**

7. Maintain the small block length in the Central Commercial zoning district.<sup>2</sup>



**Land Use**

**Objective 1.** Ensure that future downtown development is of high quality and follows basic downtown design principles (new regulation should be written in a way that does not discourage future investment downtown). New and existing architecture should be consistent and reflect a central theme.

**Strategy:**

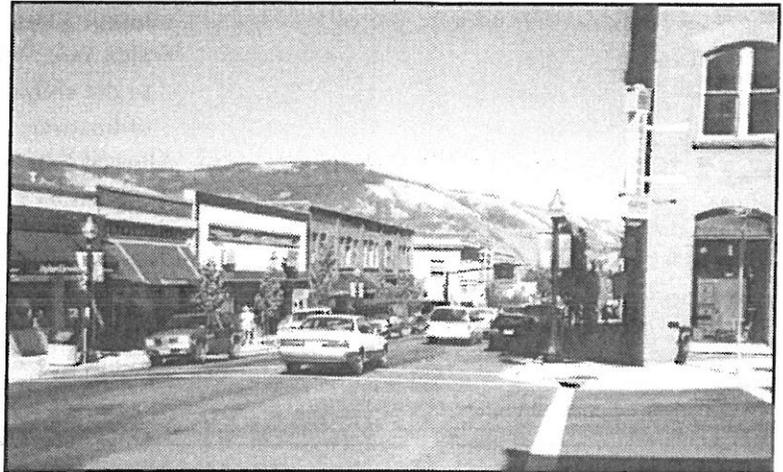
1. Incorporate design guidelines and standards for the Central Commercial zone into the Junction City zoning ordinance. The proposed design guidelines and standards are listed below and have been broken into the general categories of **Building Orientation, Building Architecture, Amenities, Parking, and Signage**. These guidelines and standards will also serve as a guide for future downtown facade, signage, and other building improvements. Phasing of improvements shall be allowed.

<sup>2</sup>Due to the existing street grid in the downtown area, and the lack of specific block length in the Zoning Ordinance, no language pertaining to short block lengths was added to the Zoning Ordinance. Block length was addressed in the Comprehensive Plan.

### A. Building Orientation

Intent: To create streets that are attractive to pedestrians, create a sense of enclosure, and provide activity and interest along the street edge of the building.

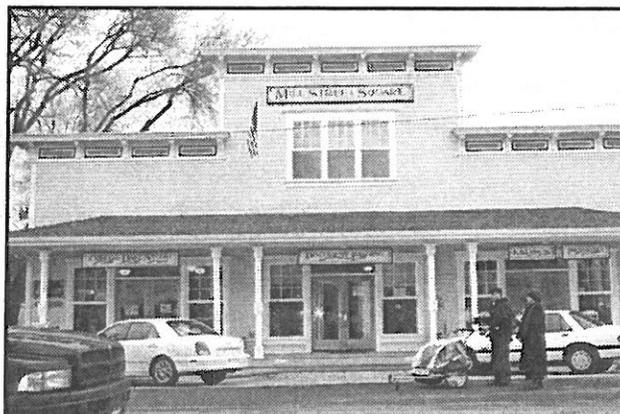
- (1) New buildings shall have minimal front and side yard setbacks and shall be oriented toward the major street front. The primary entrance should be located on the street, not the parking lot. If this building orientation is not achievable due to site constraints, a variance may be granted by the planning commission allowing other alternatives.
- (2) The entrances of buildings on corner lots shall be oriented to the primary street.
- (3) Buildings on corner lots are more visible than mid-block buildings and therefore can be very influential to the character of the street. Use of corner lots for parking is discouraged and buildings on corner lots are encouraged to be at least two stories in height, helping to anchor the street.
- (4) Ground floor spaces should be used for retail and commercial uses, while the upper floors of a building may be commercial or residential.



*Small setbacks help move buildings close to the street, encouraging window shopping and walking downtown.*



*Corner entries and corner buildings offer unique opportunities because of their visibility and access from two streets.*



*Mill Street Square in Coburg includes upper floor residential and ground floor commercial.*

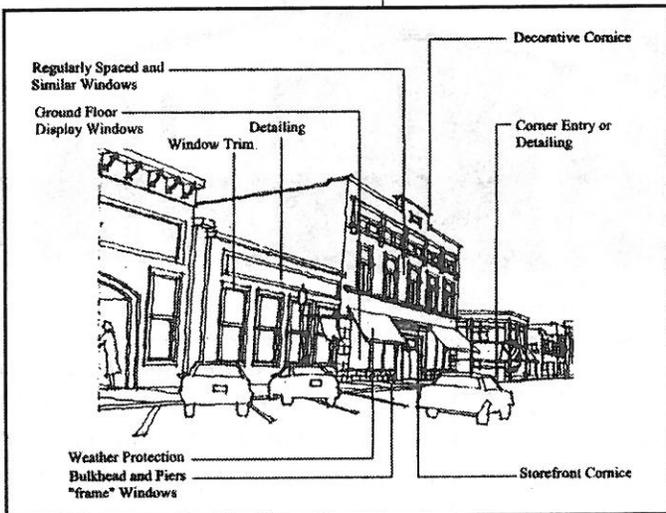
- (5) Yard Regulations:
  - Front Yard Setback: Minimum: 0 feet; Maximum: 5 feet
  - Rear Yard Setback: None
  - Street Facing Side Yard Setback: Minimum: 0 feet; Maximum: 5 feet
  - Side Yard Setback: None, except that buildings shall conform to the vision clearance standards in the Junction City zoning ordinance.
- (6) Allowed Extensions into the Public Right-of-Way: Eaves, second story bay windows, cornices, canopies, pergolas, and similar architectural features may encroach into setbacks by no more than five feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code.
- (7) Maximum Building Height: Three stories or 35 feet.
- (8) Maximum Lot Coverage: 100 percent lot coverage is permitted, except where compliance with other sections of the zoning ordinance preclude this.
- (9) Corner parking lot landscaping shall be 50 percent greater than what is required for other parking lots. Landscaping shall be located between the parking lot and the street.

*B. Building Architecture*

Intent: To create high-quality, visually interesting buildings within Junction City's downtown of a character that typifies its small town atmosphere.

Blank walls and utilitarian structures are not interesting, do not reflect the historic nature of downtown Junction City, and do not promote civic pride, and therefore should be avoided.

- (1) All new buildings shall provide architectural relief and interest, especially on facades facing a public street, with emphasis at building entrances and along sidewalks, to promote and enhance a comfortable pedestrian scale and orientation. Blank walls shall be avoided.
- (2) If blank walls are required for structural reasons, any walls visible from public streets shall include a combination of architectural elements and features such as offsets, entry treatments, a pattern of varied materials and colors, decorative murals, division into bays, etc.



*Proposed architectural detailing*



*This mural celebrates Junction City's Scandinavian history*

(3) Buildings shall include design elements such as large, regularly spaced and similarly shaped windows with window trim. Windows shall cover between 50 to 80 percent of the ground floor facade area on the building side facing the public street with the main entrance. Windows shall begin 18 to 30 inches above the sidewalk rather than continue down to street level. Second story windows shall continue the vertical and horizontal character of the ground level windows.

(4) Transom windows are encouraged above building entrances.

(5) Buildings with flat roofs shall include a decorative cornice or decorative moldings at the top. Buildings with a pitched roof shall include eaves.

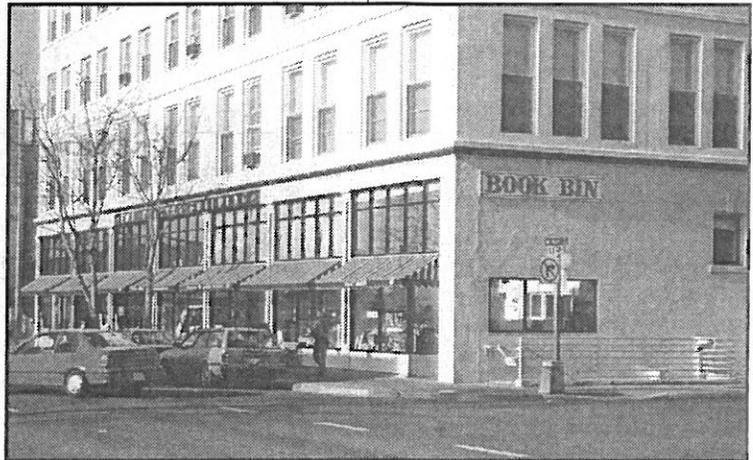
(6) Building materials and paint colors should be compatible with the surrounding area and can include masonry, tile, stucco, split face (decorative) concrete block, or wood. Buildings made of unadorned poured or tilt-up concrete or metal siding are not allowed. Neon and fluorescent paint colors will detract from the welcoming tone of the downtown area and, for that reason, will not be allowed.

(7) Awnings and overhangs serve a variety of functional purposes. They provide a decorative feature for a business, shade and shelter for pedestrians, act as energy savers by regulating sunlight, and provide a place for signage. New and remodeled buildings, especially those facing West 6<sup>th</sup> Avenue, may include overhangs or awnings projecting a minimum of four feet and a maximum of eight feet over a sidewalk or other pedestrian space. The design, materials, and colors of these features shall complement the architecture of the building. New lighted, plastic, or bubble awnings are not allowed.

(8) Consider requiring site review for all new development and major exterior remodels.



*Broadway Place in Eugene, built in 1999, includes transom windows above building entries and large, regularly spaced windows*



*Awnings provide shade and shelter for pedestrians while adding unique character to a building*

### C. Amenities

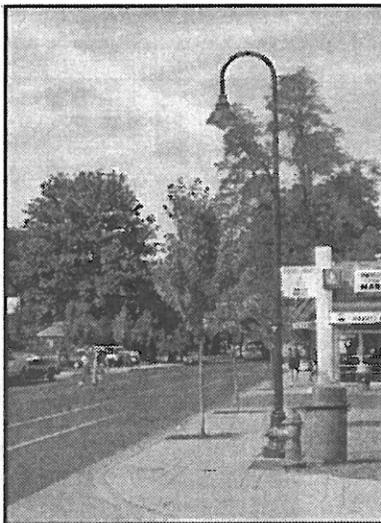
Intent: To create a unified downtown that has a sense of place and reflects the small town atmosphere and charm, and to enhance the pedestrian environment adjacent to new commercial uses. Section 8 of this report details these proposed improvements and shows conceptual amenity locations.



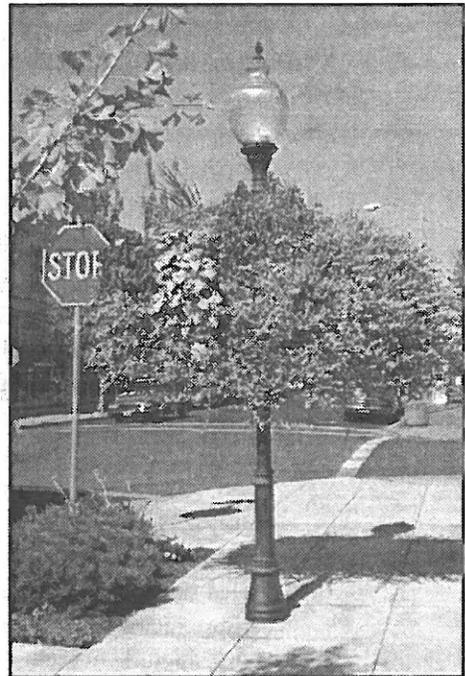
*Downtown Hood River includes detailing such as special sidewalk surfaces*

- (1) To help accommodate the pedestrian use that new development will generate and to help enhance the overall downtown appearance, every new building shall provide (one) or more of the alternatives listed below for each 4,000 square feet of building. Pedestrian amenities may be provided within a public right-of-way when approved by the planning commission.
  - a. A plaza, courtyard, or extra-wide sidewalk next to the building entrance
  - b. Planters or hanging baskets
  - c. Sitting space (e.g., dining area or benches)
  - d. Public art (e.g., fountain, sculpture, mural, etc.)
  - e. Special surfacing such as brick or tile (must meet ADA standards)

- (2) Install old fashioned ornamental street lighting, banners, hanging baskets, etc. within the downtown area. Coordinate with lighting selection along Highway 99 and with ODOT.

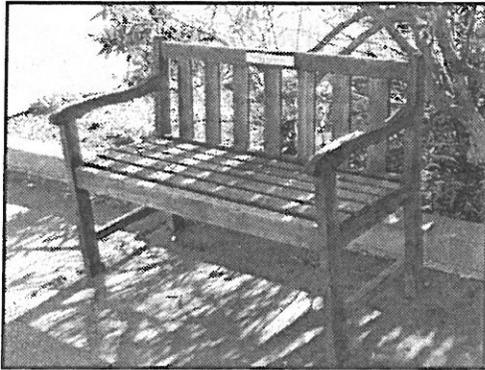


*Decorative street lighting and street trees in Coburg add vitality to downtown*



*Beautiful hanging baskets in downtown Albany help provide a consistent theme throughout downtown*

- (3) Consider carrying these elements beyond the downtown area, especially within the Transition Zones identified by the committee.
- (4) Provide amenities such as benches, drinking fountains, banners, raised planters, hanging baskets, wide sidewalks, bicycle parking, ornamental street lights, and street trees within the downtown core (see diagram).
- (5) Work with property owners to provide outdoor seating and displays.



*An existing bench in downtown Junction City*

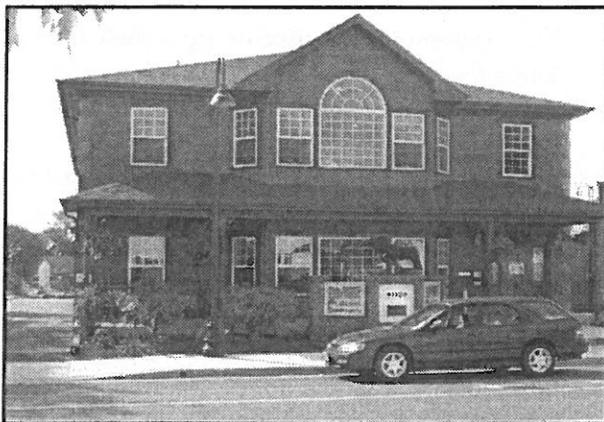


*Amenities such as benches, planters, street trees, awnings, and decorative lighting help make downtown visitors feel welcome*

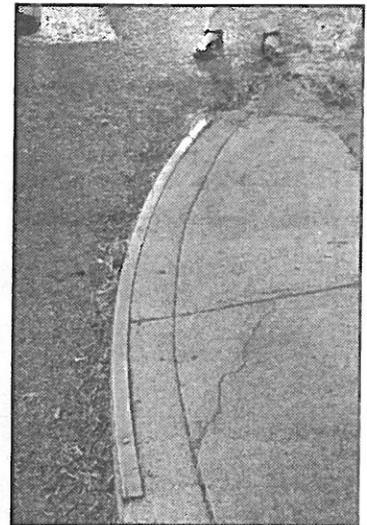
- (6) Promote continued painting of murals on blank walls throughout downtown. Mural themes should reflect the local human and natural history, and should not be used for advertising purposes. A mural commission could be formed to review designs, promote locations, and seek funding.
- (7) Place additional markers that highlight existing historic features such as the buggy guards and horse ties.
- (8) Amenities should be compatible with adjacent downtown development.

#### *D. Parking*

Intent: To minimize visual impacts of parking lots on the downtown area and to provide incentives for new development by reducing or eliminating mandatory off-street parking requirements in the Downtown Commercial Zone.

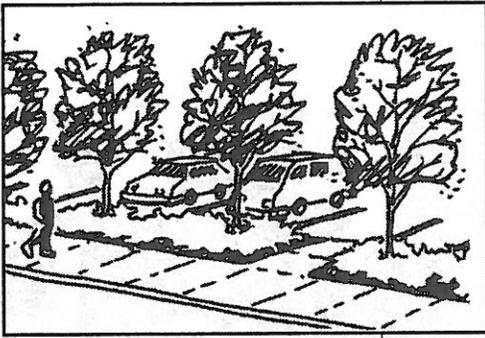


*A small access drive (left of picture) takes drivers to parking located at the rear of the building. This allows the building to be close to the street*



*Many corners in downtown Junction City still have their historic buggy guards*

- (1) Off-street parking shall be located to the rear or side of the building. On corner lots, the parking may not be located adjacent to the street corner.



*Landscaping separates cars from pedestrians*

- (2) Parking areas located adjacent to a road right-of-way shall be buffered by a five-foot landscaped strip between the parking lot and road right-of-way and contain at least one deciduous street tree every 30 feet.
- (3) All parking facilities shall include landscaping not less than 7 percent of the area devoted to outdoor parking facilities.
- (4) Bicycle parking shall be in accordance with the Junction City Transportation System Plan. If the bicycle parking requirement can not be met due to site constraints, the bicycle parking may be located elsewhere in the Central Commercial Zone in a location suggested by the planning commission.



*Bicycle parking lets people safely leave their bicycles while shopping or eating. Bicycle racks should be located so they do not interfere with pedestrians*

#### *E. Signage*

Intent: Signage in the Central Commercial Zone should contribute to the overall aesthetic quality of the downtown and enhance the pedestrian experience of the area by providing signs that are pedestrian scaled and located so as to be legible to pedestrians on the sidewalks. (Signage within the state new needs to be approved by the ODOT district office.)



*The Pitney House Historical Museum sign is an example of an attractive wood sign*

- (1) Wood, metal, or other natural material is the recommended material for the sign.
- (2) Wall-mounted signs in the Downtown Commercial Zone are encouraged, but shall not exceed an area of 10 percent of the wall to which the sign is attached or 32 square feet in size.
- (3) Whenever possible, sign graphics shall be carved, applied, painted, or stained.
- (4) Sign graphics shall be simple and bold, keeping with the historic theme of downtown Junction City.
- (5) The number of colors used on signs shall be minimized for maximum effect. Four colors, including the background color, is the maximum. Fluorescent colors are not allowed.
- (6) When lighting is used for signs, only subdued and indirect lighting is generally allowed. However, neon window lights and small, illuminated signs are allowed.
- (7) Projecting (blade) signs are encouraged, especially along West 6<sup>th</sup> Avenue, preferably suspended from an awning, and should not exceed 10 square feet per face. No projecting signs should be used above the first story.

- (8) Place a new attractive and distinctive sign along Highway 99 at 6<sup>th</sup> Avenue to encourage traffic downtown. This sign should be well landscaped and lit at night. This sign should blend with the Junction City welcoming sign along Highway 99 near the south edge of town.
- (9) Provide a new reader board that is visible from Highway 99.

**Objective 2.** Provide incentives and otherwise encourage better upkeep and improvement of existing downtown buildings. Restore historic buildings whenever possible. Provide incentives to encourage new investment and development in the downtown.

**Strategies:**

2. Create a downtown association, coordinating with the Chamber of Commerce as appropriate. Include businesses that are located near downtown and are interested in downtown concepts and standards.
3. Identify funding sources for façade improvements and upkeep of existing buildings
4. Consider forming an economic improvement district or business improvement district.
5. Improve use of on-street parking and city public parking lots, including signage.
6. Support the Chamber of Commerce's efforts to promote new businesses.

**Objective 3.** Allow for a mix of uses in the downtown area.

**Strategies:**

7. Maintain sections of the zoning ordinance that allow for second story residential uses above a commercial use. Review Code for extent of allowable mixed uses.
8. Provide incentives for new mixed use development. These incentives could be waivers from Code requirements, small grants or loans, etc.

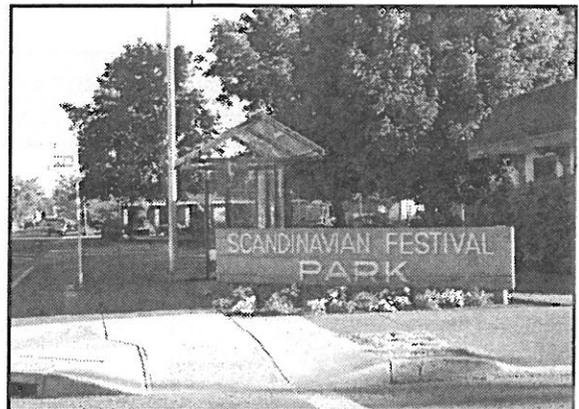


*Mixed use with housing above offices*

**Objective 4.** Provide attractive public spaces and facilities in the downtown area.

**Strategies:**

9. Install curb extensions and wider sidewalks along 6<sup>th</sup> Avenue. (see Objective 1)
10. Continue to keep civic buildings grouped together. Provide consistency among buildings so they appear as a cluster.
11. Improve signage to highlight parks downtown, including Founder's Park and Festival Park.
12. Consider developing a small pocket park near the existing civic uses.



*Scandinavian Festival Park*

**Objective 5.** Promote activities and events that help keep downtown alive at night.



*Cafes and shops bring people downtown*



*Many homes are located in or near downtown*

**Strategies:**

13. Encourage the Scandinavian Festival Association to construct an amphitheater.
14. Encourage businesses that are open in the evening, such as restaurants, to open downtown.
15. Encourage residential uses downtown to help create a presence in the evening hours.

**Objective 6.** Consider the ability to maintain downtown and associated buildings, landscaping, etc. development over time. Make sustainable choices in materials, etc.

**Strategies:**

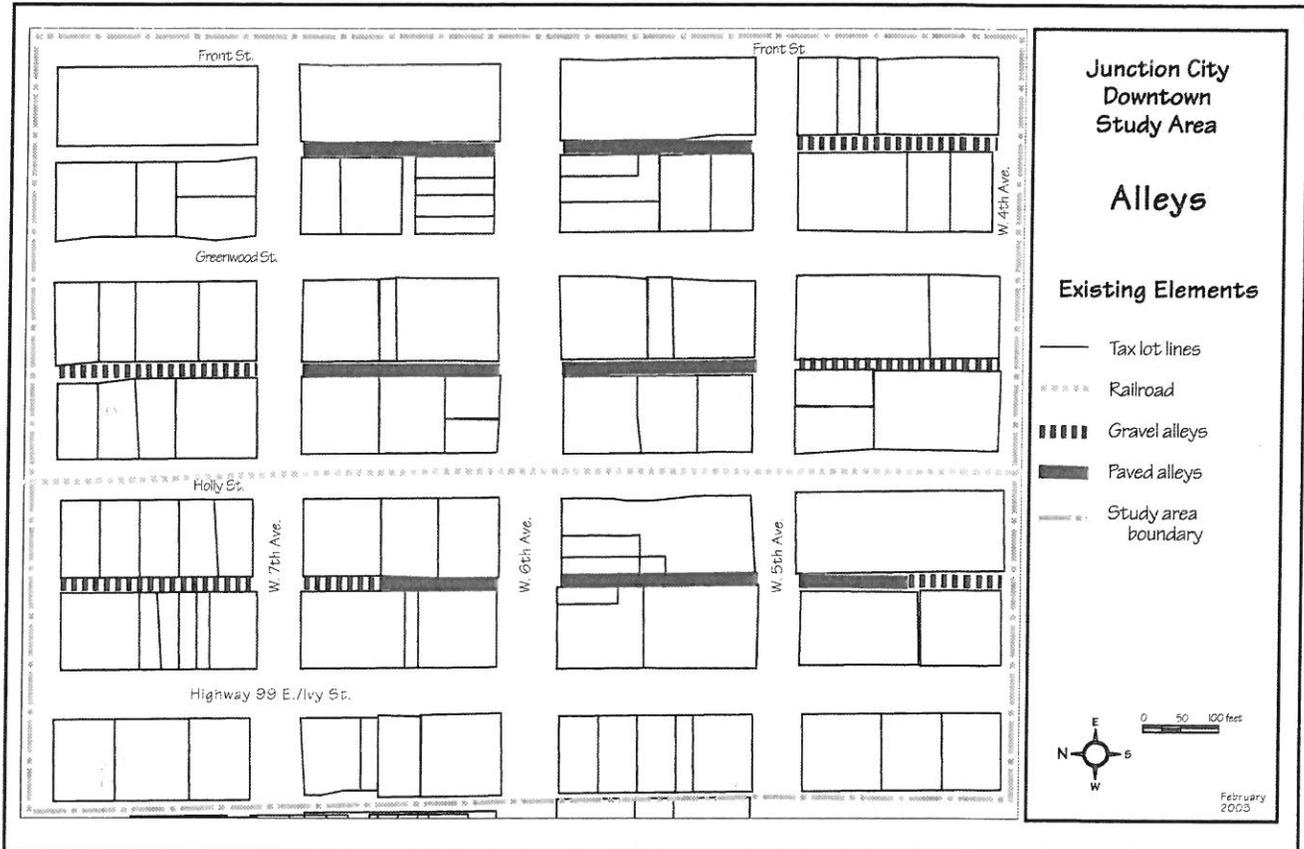
16. Investigate building, paving, and outdoor amenities that are require less maintenance and are longer lasting.
17. Consider drought tolerant, low water requiring or native landscaping. See Appendix I for a list of native and drought tolerant landscape plants.

# Infrastructure

**Objective 1.** Develop a logical and efficient plan for modernizing infrastructure. Underground utilities and continue paving alleys whenever possible. Infrastructure may include but is not limited to public utility lines, power lines, telephone lines, and cable television lines.

## Strategies:

1. Work with the City Public Works Department to coordinate improvements.
2. Investigate outside funding sources for improvements.





## Capital Improvements

In conjunction with the proposed objectives and strategies, the DAC developed an initial set of improvements and amenities to help achieve the downtown vision including:

- Street trees and grates
- Planters
- Curb extensions
- Bicycle racks
- Benches
- Trash receptacles
- Street lights (decorative, with or without flower baskets)
- Entry signs
- Colored or stamped concrete crosswalk
- Brick detailing
- Building awnings
- Underground utilities

Committee members then participated in a design session to identify where and what types of amenities they would like to see. The teams considered amenities such as art (murals and sculptures), benches, planters, hanging baskets, decorative crosswalks, curb extensions, parks and pocket parks, street lights, wider sidewalks, bike racks, rear parking, signage, banners, landscaping, and street trees with grates. Informally, the committee rated curb extensions, decorative street lights, street trees with grates, and benches as the highest priority for the city, but wanted to be opportunistic about other possible improvements. The committee chose not to propose any planted medians, drinking fountains, or bathrooms for the downtown area. Their ideas are reflected on Map 6, Proposed Improvements.

At the February 2003 open house, the DAC presented their suggested improvements to the public. Participants generally concurred with the DAC's list of proposed improvements. They also suggested that the DAC consider adding the following items to the list (only the parks/pocket parks are shown on the proposed improvements maps):

- Grassy areas, such as parks and pocket parks
- Medians with trees that are lighted in the winter
- Well-designed, attractive public restrooms
- Drinking fountains

Agency staff also noted that curb extensions should be designed to accommodate truck traffic and that any landscaping or planters should not block sidewalk accessibility.

Additional comments from the public workshop are listed in Appendix B.

## Cost Estimates for Capital Improvements

Although not all improvements are included in the following table,\*\* the cost estimates provide a starting point for helping Junction City to prioritize and seek funding for desired capital improvements. It should be noted that this table provides fairly conservative cost estimates for proposed improvements.

Table 6: Cost Estimates		
Improvement	Unit Cost Assumption*	Item Cost
Street Improvements		
Bike Lanes	Bike lane installation: \$15/lf	\$7,800/one block of bike lane installation (both sides)
	Bike lane striping: \$0.40/lf	\$208/one block of bike lane striping (both sides)
	\$90/1 bicycle stencil	\$90/one bicycle stencil
Colored Crosswalks	\$19/square foot	\$4,560-\$12,540/1 crosswalk†
Curbs	\$10,000/corner of curb extension	\$10,000/corner of curb extension
Parking Lane	Parking Lane: \$18/lf	\$4,680/one block of parking lane installation (one side)
Sidewalk Installation	Sidewalk: \$25/lf	\$6,500/one block of sidewalk installation (one side)
Sidewalk Widening	Curb & Gutter: \$8.50/lf Sidewalk Widening: \$35/lf	\$22,600/one block sidewalk widening with curb and gutter (both sides)
Amenities		
Banners	\$300 (includes 2 brackets for hanging)	\$300/banner (not including installation)
Benches	\$650	\$650/bench (not including installation)
Bicycle Racks	\$250/3-hoop rack with room for 6 bikes	\$250/rack plus \$50 installation
Entry Sign with Plantings	\$2,000-\$4,000/sign with planting	\$2,000-\$4,000/sign with planting
Interpretive/Information Kiosk	\$2,000-4,000/kiosk	\$2,000-4,000/kiosk
Ornamental Street Lights	\$8,600/ 3-bulb fixture (includes electrical)	\$8,600/street light
Planters	\$650 - \$1,000; includes seasonal planting, soil and rocks for drainage	\$650 - \$1,000/planter, depending on style
Trees	\$200-1,500/tree (may include irrigation and grates)	\$200-1,500/tree (may include irrigation and grates)
Undergrounding Utilities		\$500,000-\$700,000/five blocks of undergrounding utilities

\* Cost assumptions include engineering and contingencies and are based on a number of sources. Cost estimates are based on conceptual design only. Estimates should be recalculated following design refinement. Typical block lengths were estimated at 260 linear feet.

† Based on crosswalk area ranging from 240-660 square feet.

\*\* Other proposed improvements not priced in this analysis include: hanging baskets, parks, landscaping, mural, sculpture, rear parking, water fountains, restrooms, or a landscaped median.

# Junction City Downtown Study Area

## Proposed Improvements

-  Street tree
-  Bench
-  Bike rack
-  Trash receptacle (could be combined with planter)
-  Decorative street light
-  Downtown entry sign
-  Curb extensions
-  Colored or stamped concrete crosswalk

### Additional Elements

- \* Undergrounding of utilities
- \* Awnings on 6th & on Ivy
- \* Brick detailing on 6th
- \* Decorative street lights can accommodate flower baskets and banners

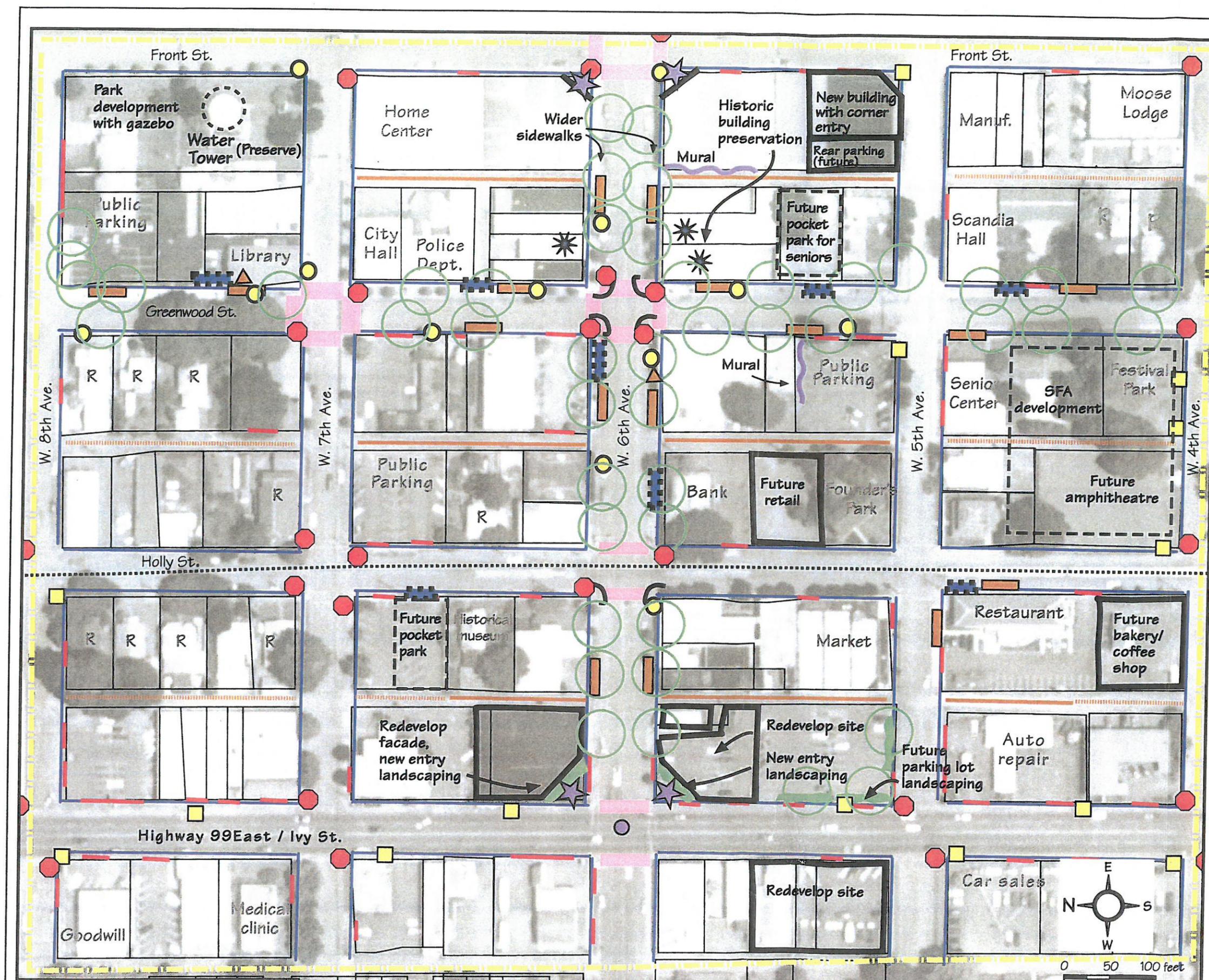
### Existing Elements

-  Tax lot lines
-  Study area boundary
-  Existing sidewalks
-  Existing traffic signal
-  Railroad
-  Existing residential use
-  Existing street trees
-  Curb cuts/driveways
-  Stop sign
-  Existing lighting
-  Paved alley
-  Gravel alley

February 2003

### Notes:

1. No medians, drinking fountains, or restrooms proposed by the committee
2. This plan is conceptual. The exact number and location of elements will be determined during design refinement.



## Potential Funding Sources

We know that we want a downtown that is safe, beautiful, economically vibrant, and an object of pride for the whole community. We've identified our strengths and our shortcomings, created a vision, and developed a variety of design and planning solutions.

### *Now, how do we pay for it?*

Many cities throughout the world, the United States, and the Pacific Northwest have gone through this same process. Funds are always limited, and projects compete with each other. With good planning, a long-term vision, strong community and agency support, and a willingness to share costs, many projects can get built. Often, the key funding source is the creativity and inventiveness of the community itself. For example, some communities recognize the importance of pedestrians to the main street's health and set aside a percentage of the room tax for sidewalk improvements. These investments pay for themselves many times over in improved access, personal mobility, social vitality, and economic strength for the downtown.

The following information identifies a variety of possible funding sources that Junction City may investigate to help to fund downtown coordination and planning, improvements, and maintenance. The information is broken into types of funding options, such as local and state funding. Other sources may emerge as the downtown planning process and implementation actions take place. With a coordinated effort between downtown businesses, residents, the City Council and Planning Commission, the Chamber of Commerce, and other interested parties, Junction City can work towards achieving its vision of a healthy and attractive downtown. Appendix F includes a list of internet funding resources.

### Local Revenue Sources

**Micro-loan Program** - The city may establish a micro-loan program to assist property owners and businesses with meeting required design standards and for making similar improvements. There is no micro-loan program currently established in Junction City.

**Property Tax Revenues** - Although property taxes are typically the primary revenue source for local governments to upgrade public infrastructure, property taxes go into general fund operations and are not used in most Oregon cities for street improvements or maintenance (these are more typically funded out of gas taxes, discussed below). Local option levies are subject to "special compression" under Measure 5. If operating taxes for non-school purposes exceed Measure 5's \$10 per \$1,000 limit, local option levies are reduced first to bring operating taxes into compliance with this limit. This means that local option levies can be entirely displaced by future approval of permanent rate levies for new governments.

**Gas Tax Revenues** - The state collects gas taxes, vehicle registration fees, overweight, and overweight fines, and truck taxes and returns a portion of the

revenues to cities and counties. Typically, this funding is used to fund street construction and maintenance but it can be used to make any transportation-related improvements within the public right-of-way, including sidewalks, intersection upgrades for pedestrians, and bike lanes.

**System Development Charges** – System Development Charges (SDCs) are often used to fund public works infrastructure needed for new development. The objective of SDCs is to allocate portions of the costs associated with capital improvements to the developments that will increase demand on transportation, sewer, or other public systems. Although SDCs have proven an effective tool in funding items like road widening or intersection upgrades triggered by the increases in traffic linked to a certain new development, they are not usually used to make general infrastructure improvements.

**Local Funding or Special Assessment Districts<sup>3</sup>** – There are several types of local funding districts that can be formed to finance different kinds of improvements to main streets. Some of these districts can fund capital improvement projects such as sidewalk improvements, while others support smaller projects. The following are brief descriptions on these various district types and what kinds of improvements they can fund. Each of these funding sources is limited to a specific area where the taxpayers are the primary beneficiaries of the improvements. Each process must be approved by the City Council.

**A Local Improvement District (LID)** provides funding for local capital improvements such as sidewalks, streets, or bikeways. The assessment formula for an LID can be based on the linear frontage of property, trip generation, or other similar criteria. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city.

**Community Facilities Districts** – Similarly, legislation on community facilities districts allows some states to form districts to finance various facilities through special taxes against the area where the proposed services or facilities are to be provided. Community facilities districts cover a broader range of public improvements and facilities than do assessment

---

<sup>3</sup>**Special Assessment Districts** – Special assessment districts, as provided through most states' enabling legislation, allow a public agency to construct and maintain improvements such as street landscaping, street lighting, traffic signals and parks and recreation. Project costs are assessed within the boundaries of the designated benefit area of the county or city. Then, the overall cost of the project is weighed against the individual properties within the benefit area to determine the benefit each area or parcel will receive from the public improvement. A property owner can either pay the assessment amount in cash or allow a lien to be placed on his property in the amount of the benefit assessment and submit payments over a predetermined 10- to 20-year period to pay for the bonds issued to finance the improvement. Since these are municipal bonds and payable over a period of many years, financing the lien is usually an advantage for property owners. Most states allow property owners to initiate these proceedings via a petition within the boundaries of the proposed assessment district, or else the city council can begin the proceedings. Either way, districts are formed through a process that usually involves mailing notices to all affected property owners, holding public meetings and hearings conducted by the city council and considering the percentage of those in opposition to the district. In addition to using assessment districts to fund capital improvement, cities have relied on this method to finance ongoing maintenance and operation of improvements through the annual tax of a benefit assessment amount. In some states, this assessment is paid at the same time and in the same fashion as property taxes. In others, the public agency that authorized the assessment bills it separately.

districts. Projects may include the purchase, construction, expansion or rehabilitation of governmental facilities the city is authorized to construct, own or operate. Community facilities districts can even be used to fund private improvements in some cases, such as when seismic, fire safety, or hazardous waste standards must be met. Also, funds can be used for police and fire protection, ambulances, recreation, library services, parkways maintenance, flood control and storm drain maintenance. Usually, formation of a community facilities district requires a public hearing and a favorable two-thirds vote of registered voters who live within the proposed district. However, these districts are most often used by developers who are single owners of large sites that require a substantial investment in infrastructure. After the district is formed, the city council typically is required to hold an annual public hearing to authorize the special tax to be levied on the properties. This type of hearing is not required for assessment districts.

**An Urban Renewal District** is funded by Tax Increment Financing<sup>4</sup> (TIF). Within an Urban Renewal District boundary, property taxes are collected at a rate that is frozen at the time of creation of the Urban Renewal District. Increases in the property taxes create the increment financing and are earmarked for special capital improvement projects within the District. Urban Renewal Districts are typically in place from 20-30 years. In Medford, the Medford Urban Renewal Agency (MURA) uses TIF dollars to provide a 50/50 match for historically correct exterior renovations to commercial buildings within the downtown historic district.

**An Economic Improvement District (EID)** is where the assessments are based on property assessment values or are a simple fee on property. EIDs cannot fund capital improvement projects, but they generally fund smaller projects that complement larger downtown improvements. EIDs are limited to a five-year duration and can be renewed. Several cities in Oregon have EIDs including McMinnville, Corvallis, Baker City and Joseph. EIDs are often managed by a downtown development group.

---

<sup>4</sup>**Tax Increment Financing** – If a city has a built-out area in need of reconstruction, it can use tax increment financing (either by itself or in conjunction with a private partnership), often through a redevelopment agency process. With this approach, the redevelopment agency can collect the tax increment that results when property values increase. Then, funds are taken from the tax increase and put toward specific improvements or one designated project, such as street improvements. Cities have long been faced with meeting the needs of current residents as well as needs arising from the construction of new developments. Growth in cities requires an approach to managing these changes. Planning for and financing public infrastructure and services related to new development, as well as the general upkeep of built-out developments, remain high priorities for most communities as they focus on maintaining and improving quality of life. In planning for future development, communities should consider the following measures:

- Identify in the city's General Plan the improvements and facilities required to support future development through build-out;
- Determine the costs;
- As development occurs, identify when the improvements and facilities will be needed to preserve the community's quality of life standards; and
- Identify how the improvements and facilities will be paid for.

Whatever the method for improving public infrastructure, a Public Facilities Financing Plan (PFFP) is key to ensuring that quality of life standards are maintained as new development proceeds. When these standards are not being met, the plan may provide for the postponement of new development until improvements are made.

**A Business Improvement District (BID)** is similar to an EID except that assessments are paid by business owners rather than property owners. BIDs also cannot pay for capital improvements but can fund smaller projects. A BID can have a time limit or it can be perpetual.

**Bonds** - Bonds provide a mechanism for obtaining immediate capital financing of infrastructure projects. Repayment of funds from approved bonds is obtained from other revenue sources over a longer period of time. A bond is a formalized agreement by which the bond issuer (borrower) promises to repay the bond purchaser (lender) a certain amount of money at a stated rate of interest on a certain date. Government debt can be incurred at interest rates that are lower than commercial rates because the interest is generally exempt from state and federal income taxes.

Measure 50 places additional limits on bonded debt, some of which had been exempt under Measure 5. For debt that had been exempt, "capital construction" now excludes reasonably anticipated maintenance and repairs, supplies and equipment not intrinsic to the structure, and furnishings (except those noted). The bond levy may be imposed for no more than the expected useful life of the project.

Listed below are six types of bonds available to municipalities and special districts: general obligation, revenue, assessment, nonprofit corporation, refunding, and certificates of participation.

**General Obligation (GO) Bonds:** GO bonds are usually those secured by the issuer's promise to levy a property tax to pay the bonded debt principal and interest. They can typically be sold at a lower rate of interest than any other bonds. GO bonds require voter approval, and proceeds may be used only for capital construction and improvements.

**Revenue Bonds:** While generally bearing a higher interest rate than GO bonds, revenue bonds are secured by a commitment of system user fees or facility revenues, and fees can be increased if needed to pay debt sources.

**Assessment Bonds (Bancroft Bonds):** Benefited properties are assessed to pay for a portion of the cost of local improvements. After the assessment procedure has been completed, owners of assessed properties have the right to apply to pay their assessment (exceeding \$25) over a period as determined by the municipality, with 10 years as the minimum. Assessment bonds are sold by the issuer in an amount equal to the unpaid assessments. The issuer may pledge the city's full faith and credit.

**Nonprofit Corporation:** As traditional methods of financing capital construction become more limited, there may be an increase in financing through nonprofit corporations created to issue tax-exempt obligations on behalf of the municipality. The proceeds of the nonprofit corporation's bonds are then loaned or otherwise made available to the local government unit.

**Refunding Bonds:** Current refunding bonds may be sold at a lower interest rate than the bonds outstanding and the proceeds used to redeem outstanding bonds, thus allowing the issuer to continue to pay the original debt at lower interest rates or, alternatively, allowing the debt service on the original bonds to be spread over a longer period of time. Advance refunding bonds may be issued in advance of maturity or date of redemption. Proceeds from the sale of the advance refunding bonds are placed in an escrow account and invested so there is sufficient money to pay bondholders at the earliest possible call or redemption date.

**Certificates of Participation (COPs) or Lease Purchase Revenue Bonds:** COPs are a financing technique for facilities, property and/or equipment that utilizes the leasing power of local governments. Unlike General Obligation Bonds, no new tax levy is authorized; therefore, there is no voter approval requirement. In general, Certificates of Participation represent "participation" in a tax-exempt lease, which is an agreement between a municipal government and a bank trust department or governmental agency, usually the former. Revenues to pay the COPs can come from a number of sources depending on the type of project financed. For example, COPs issued to finance a community facility or convention center may be paid back from the revenues generated by the facility that are not needed for operations, and special taxes such as hotel/motel taxes or business license fees. When the COPs are retired, the local government owns the project.

**Short-Term Debt** – There are three types of short-term debt: (1) tax and revenue anticipation notes, (2) bond anticipation notes and warrants (Bancroft), and (3) public improvement notes. In all cases, short-term debt is incurred based upon, and secured by, anticipated future revenues and a line of credit. Issuing short-term notes allows the issuer to delay long-term financing until the market is more stable.

## State and Federal Sources

There are several state and federal grant, loan, and reimbursement programs available for economic development or specific transportation issues. Most programs require a match from the local jurisdiction. Most of the programs available for transportation programs are administered through the Oregon Department of Transportation (ODOT) or the Oregon Economic and Community Development Department (OECDD). Listed below are some programs that may be appropriate for downtown projects.

### Oregon Arts Commission

*Arts Build Communities Grants* – Arts Build Communities grants are part of an initiative designed to recognize and support the arts in building and strengthening Oregon communities. The program acknowledges the Commission's belief that the arts are integral to community development in Oregon and it recognizes the expanding role arts organizations are taking in the broader social, economic and educational arenas of those communities. The program provides \$3,000 - \$7,000 grants for arts and community development projects in rural and urban under-served communities. Contact: Oregon Arts Commission, 503-986-0082.



OREGON ARTS  
COMMISSION



Oregon Department of Transportation



*Arts Education Leadership Grants* –The Arts Education Leadership Grants will provide matching funds to support projects advancing the Commission's arts education goals. Arts Education Leadership Grants will support projects of excellence that strengthen and integrate the arts into school curriculum and community life. Grant amounts will range from \$3,000 - \$7,000. Contact: Oregon Arts Commission, 503-986-0082.

#### **Oregon Department of Land Conservation and Development (DLCD)**

*Periodic Review* – During periodic review, the Department of Land Conservation and Development offers grants to local governments to update their comprehensive land use plans and ordinances. In March 1994, it was determined that Junction City did not need a periodic review work program; however the City is currently required to complete periodic review at some time between March 1999 and March 2009.

*Technical Assistance Grants* – DLCD provides grants to assist with a variety of planning-related activities. Although these grants are provided throughout the biennium, most are distributed early.

#### **Oregon Department of Transportation (ODOT)**

*Community Transportation Program* – This ODOT program provides approximately \$3 to 4 million per year in grant funds for special needs and public transportation services throughout the state. Contact: Dinah Van Der Hyde, 503-986-3415.

*Immediate Opportunity Fund (IOF)* – ODOT and OECDD administer the Immediate Opportunity Fund, a program designed to assist local and regional economic development. The primary factors in determining eligible projects under the Program are improvements of public roads, inclusion of an economic development-related project of regional significance, creation or retention of primary employment, and ability to provide local funds to match grants. The maximum amount of any grant under the program is \$500,000.

This fund provides needed street and road improvements to (A) influence location or retention of firms providing primary employment or (B) revitalize business or industrial centers where the investment is not speculative. State funding up to \$500,000 for type A or \$250,000 for type B is available and requires a 50 percent match from public or private sources. The IOF set-aside is currently \$1 million per year.

The Oregon Transportation Commission's judgment on eligible projects will include consideration of the size of each project in relation to the availability of immediate opportunity funds, number of project requests, local community support, private participation, proportion of matching funds, scheduling of the development project and other factors such as total employment generation. Preference will be given to projects having a positive impact on safety, access and capacity of the State Highway System. The Commission takes action to ratify the project selected. Contact: Jack Svadlenak, Oregon Economic Development Department, 503-986-3467.

**Oregon Transportation Infrastructure Bank** – The Oregon Transportation Infrastructure Bank (OTIB) is a project financing tool for Oregon communities to help meet need for transportation system maintenance and improvements. As a project financing tool, the OTIB works much like a private bank. It provides project loans and a range of credit enhancement services to help finance eligible transportation projects. Eligible projects are projects that meet federal-aid highway criteria or meet the definition of a transit capital project. Eligible agencies are cities, counties, port districts, other special districts, state agencies, tribal governments, and private entities. The benefits include faster project completion, savings on maintenance costs by replacing worn facilities sooner, advancing high-priority TEA-21 federal funds to eliminate the 4–6 year waiting period for grants, and advancing other projects that have future sources of funding identified.

Proposed projects must meet the OTIB selection criteria, including the ability to repay the loan. The OTIB has approved loans varying in size from \$170,000 to \$5 million. An application for an OTIB loan is reviewed, scored, and ranked by ODOT, and then presented to the Oregon Transportation Commission, which approves or denies the loan. For approved applications, ODOT and the applicant enter into an interagency and loan agreements to close the loan. Loan terms vary from 2 to 10 years. Contact: Paul Cormier, ODOT, 503-986-3921.

**Special Small City Allotment Program** – The Special Small City Allotment (SCA) Program is restricted to cities with populations under 5,000.<sup>5</sup> No locally funded match is required for participation. Grant amounts are limited to \$25,000 and must be earmarked for surface projects (drainage, curbs, sidewalks, etc.).

The program allows cities to use the grants to leverage local funds on non-surface projects if the grant is used specifically to repair the affected area. Criteria for the \$1 million in total annual grant funds include traffic volume, the 5-year rate of population growth, surface wear of the road, and the time since the last SCA grant. The SCA is managed through ODOT. Contact: Don Aman, 503-986-3880.

**State Bicycle and Pedestrian Grants**<sup>6</sup> – ODOT's Bicycle and Pedestrian Program administers a grant program to assist in the development of pedestrian or bicycle improvements on urban highways, local streets and county roads: Pedestrian and Bicycle Facility Improvement Grant Program. For this grant, cities that have adopted plans with identified projects will be in the best position. Projects that consider the needs of children, elderly, disabled, and transit users are given special consideration. There must be support for the project from local elected officials. Grant amounts can reach up to \$200,000. A local match is strongly encouraged. Projects must be situated in road, street or highway right-of-way. Project types include sidewalk infill, ADA upgrades, street crossings, intersection improvements, and minor widening for bike lanes.

---

<sup>5</sup>Junction City's 2001 population was 4,730.

<sup>6</sup>Bicycle and pedestrian projects remain eligible for other federal programs, as they were under ISTEA, including the scenic byways, bridge, transit, safety (non-construction) and federal lands programs.

Projects on highways that cost more than \$100,000, require right-of-way, or have environmental impacts need to be submitted to ODOT for inclusion in the STIP. The 2004-2005 grant application process closed on August 30, 2002. Information on funding opportunities for 2005-2006 is not yet available. Contact: Michael Ronkin, ODOT, 503-986-3555.

#### **Statewide Transportation Improvement Program (STIP) 2004-2007**

– Although still in the draft phase, this ODOT program is designed to provide funding for short-term capital improvements for modernization, pavement preservation, or bridge replacement or rehabilitation on the State Highway System. Estimated sources for funding include approximately \$860 million in federal transportation funds and approximately \$215 million in state highway funds. These estimates are based on the current federal funding act, TEA-21, which expires September 30, 2003. Actual federal funds coming to the state may vary considerably.

Additionally, the Oregon State Legislature passed two bills in 2001 and 2002 (OTIA – “Oregon Transportation Investment Act” -- I and OTIA II), which resulted in allowing the department to sell bonds, bringing \$500 million into the State Highway Fund. This money has been dedicated to modernization, bridge and pavement preservation projects.

**Transportation and Growth Management (TGM) Program** – Oregon’s TGM Program is a joint effort of ODOT and DLCDC. The Program’s mission is to enhance Oregon’s livability, foster integrated transportation and land use planning and development that result in compact, pedestrian, bicycle, and transit friendly communities. Since 1993, the Program has distributed \$21.6 million in planning grants. The program offers:



*TGM Grants to Local Governments* – Grant assistance is available in two categories:

- **Category 1** - Transportation System Planning: Grants to help local governments develop transportation system plans and ordinances to implement the Transportation Planning Rule and the 1999 Oregon Highway Plan.
- **Category 2** - Integrated Land Use and Transportation Planning: Grants to help local governments develop integrated land use and transportation system plans that:
  - Promote compact, mixed-use, pedestrian-friendly development
  - Reduce reliance on the auto by increasing opportunities for transit, walking, and cycling, and/or
  - Reduce reliance on the state highway for local travel needs.

#### *Community Assistance*

- **Community Outreach:** TGM provides ongoing outreach to local communities in order to promote the concepts of smart development. Workshops for neighborhood groups, planning commissioners and members of the business community.

- **Quick Response:** The Quick Response Program provides free conceptual site planning, urban design, and transportation planning consulting services for developers and local governments. One of the advantages of this Program is that it is available on short notice. Typically, the Quick Response Team can provide assistance within two weeks of a request, and most projects are completed within four to six weeks.
- **Smart Development Code Assistance:** In an effort to remove regulatory obstacles to smart development, TGM staff and consultants help local governments with planning workshops and development code language. A model small cities development code and model infill/redevelopment handbook are also available.

Most TGM grants require a local match of 10.27 percent. Pre-applications are due the March prior to the new biennium; applications were due May 23, 2003 for the 2003-05 biennium. Some funds are set aside for issues that arise later in biennium. General information (503) 373-0050, ext. 272.

**Transportation Equity Act for the 21st Century (TEA-21)** – Several elements of TEA-21 can benefit main streets:

*Enhancement Program* – ODOT administers federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. The funds are available for twelve “transportation enhancement activities” specifically identified in TEA-21. These activities fall into four main groups:

- Pedestrian and Bicycle Projects
- Historic Preservation
- Landscaping and Other Scenic Beautification
- Environmental Mitigation

The Enhancement Program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of the transportation system. The funds are available for transportation enhancement activities specifically identified in TEA-21. The intent of the program is to fund special or additional activities not normally required on a highway or transportation project, including creative, attractive projects that Oregon’s citizens and visitors will appreciate for years to come. The funds cannot be used for routine or customary elements of construction and maintenance, or for required mitigation.

This federally-funded program provides reimbursement for qualified expenditures. The Cities of Veneta and Coburg have received funding under this program for sidewalk improvements and bike lanes. Projects must demonstrate a link to the intermodal transportation system, compatibility with approved plans, and local financial support.

A minimum 10.27% local match is required. It is also important for a project to be part of a city's Transportation System Plan. Each proposed project is evaluated against all other proposed projects in its region. Funds are provided through reimbursement, not grants. All projects must have a direct relationship to surface transportation.

The Enhancement program has already accepted applications for projects to be constructed in 2004-2006. Applications are accepted only from public agencies. Contact: Pat Rogers, ODOT, 503-986-3528.

**Hazard Elimination Program** – Another TEA-21 activity, this program now includes bicycling and walking hazards in the list of eligible activities. In addition, the definition of “a public road” now includes a publicly-owned bicycle or pedestrian pathway or trail and traffic calming measures. The program's mission is to carry out safety improvement projects to reduce the risk, number, and/or severity of accidents at highway locations, sections, and elements on any public road or public transportation facility. Contact: ODOT Traffic Management Section, 503-986-3568.

**Recreational Trails Program** – This program, which provides funds for both motorized and non-motorized recreational trails is continued in TEA-21 with annual funding beginning at \$30 million for FY 1998, \$40 million in FY 1999 and rising to \$50 million per annum for the remaining years.

**Surface Transportation Program** – Another TEA-21 program administered by ODOT, this program includes bicycle and pedestrian projects. Sidewalk improvements to comply with the Americans with Disabilities Act are specifically made eligible. Approximately \$33 billion is authorized for this program over the six years of the TEA-21 legislation. Other eligible activities include:

- Construct, re-construct, re-surface and restore roads.
- Operational improvements on federal aid highways.
- Carpool projects.
- Capital cost for transit.
- Safety improvements.
- Planning and research.
- Transportation enhancement activities.

Contact: Jeff Scheick, Region 2 Area Manager (NW Oregon), 503-986-2631.

**Transit Enhancement Activity** – A brand new transit enhancement funding program is created with a one percent set-aside of Urban Area Formula transit grants. The funding, rising to \$35 million in FY2003, can be used for projects such as bicycle and pedestrian access to mass transportation, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles. The funding is 95 percent federal and only 5 percent matching local funds. More information on this program can be obtained through ODOT's Bicycle and Pedestrian Program.

**Oregon Economic and Community Development Department (OECDD)**

**Benton-Lane-Lincoln-Linn (BL3) Regional Investment Board**

The 1999-2001 legislature established regional investment boards to distribute state lottery funds through OECDD for economic and community development projects. In 2000 the BL3 Regional Investment Board was formed. Lane Council of Governments facilitates the solicitation of projects in Lane County.

The BL3 Regional Investment Board distributes lottery funds across the four county region through two funds – the Regional Investment Fund and the Rural Investment Fund. Types of projects funded by the Regional Investment Fund include training facilities and programs, outreach programs to small businesses, and projects to improve regional telecommunications infrastructure. The Rural Investment Fund has been used to support locally determined economic and community development projects ranging from infrastructure planning, to distance learning to new business feasibility studies to industrial park marketing. Funds from the Rural Investment Fund are not available to projects focused in Eugene and Springfield.

Projects must be approved by the BL3 Regional Investment Board and all four county commissions. The BL3 Regional Investment Board has approved funding for a total of 41 regional and rural investment fund projects and seven multi-region projects. Due to state budget shortfalls, the future of this program is unclear. If the legislature keeps the regional investment program alive, around late 2003 there would most likely be another opportunity to apply for funding.

**Community Development Block Grants** – OECDD administers the state's annual federal allocation of Community Development Block Grants (CDBG) for non-metropolitan cities. The national objective of the program is "the development of viable (livable) urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income." Eligible projects include downtown revitalization projects such as clearance of abandoned buildings and/or improvement to publicly owned facilities or infrastructure – curbs, gutters, necessary storm drainage, sidewalks, streetlights, landscaping, water and sewer lines, benches as long as they are permanently fixed to the concrete, etc. to help carry out a plan for revitalization of a downtown area. Funding is available on an on-going basis. Matching funds are required.

**Needs and Issues Inventory** – OECDD administers a standardized process for receiving notification of project needs from Oregon communities. The Needs and Issues Inventory process is an on-going collection and annual prioritization of local community and regional concepts for economic and community development projects. OECDD, as well as several other state and federal agencies, uses information collected through the

Needs and Issues Inventory process to guide workload management, project development, community assistance and funding. Local governments prioritize projects once each year at local and county-wide levels.

**Old Growth Diversification Fund** – Discretionary grants are available from OECDD to assist rural, timber-dependent and resource dependent communities with projects that could aid in averting decline of the community and stabilize and diversify their economies. Funding is available year-round.

**Oregon Special Public Works Fund** – The Special Public Works Fund (SPWF), through OECDD, distributes grant and loan<sup>7</sup> assistance from the Oregon Lottery for economic development projects in communities throughout the state. To be awarded funds, a project must support businesses wishing to locate, expand, or remain in Oregon. SPWF awards can be used for improvement, expansion, and new construction of transportation facilities. The SPWF emphasizes loans over grants to assure that funds will return to the state over time for reinvestment in other local economic development projects. SPWF provides loan and grant assistance to eligible public entities for the construction of public water and sewer systems, roads, rail lines, docks and airport facilities leading to business location or expansion and the creation or retention of jobs. Loans and a small amount of grant funds are also available to help construct publicly-owned “community facilities.”

Grants are offered only when loans are not feasible. Infrastructure must be needed primarily to support economic development. Thirty percent of jobs created or retained must be family wage jobs.

**Strategic Reserve Fund** – Administered by OECDD, this fund provides discretionary grants and loans from lottery funds to assist with the gap financing needed to package business and community assistance projects where jobs may be created, important investments made or long-term capacity building is important for a community or region. Governor’s approval is required for all awards.

## Other Programs

**Brownfields Site Assessment Grants** – Approximately \$100,000 is available each year through the Department of Environmental Quality for grants to assess the nature and extent of environmental contamination on properties where the lack of information may have stymied redevelopment activity. Funding is not available if petroleum is the only contaminant suspected. Junction City’s downtown may or may not have sites that would qualify for this funding source; detailed site information is not currently available. For more information see [http://www.deq.state.or.us/wmc/cleanup/bf\\_pilot.htm](http://www.deq.state.or.us/wmc/cleanup/bf_pilot.htm).

---

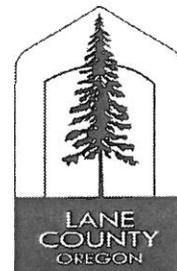
<sup>7</sup>The Oregon Bond Bank pools municipal loans made under the Special Public Works Fund and Water/Wastewater Financing programs into state revenue bonds. The Purpose of the bond bank is to provide small communities access to financial markets to finance projects at lower rates.

**The Community Incentive Fund (CIF)** – CIF is part of former Governor Kitzhaber’s Oregon Livability Initiative as approved by the 1999 Oregon Legislature to encourage job creation in rural Oregon through investments in housing, transportation, water, and sewer. The Initiative seeks to revitalize downtowns and main streets, reduce sprawl and traffic congestion, reward development of affordable housing, and rebuild rural and distressed communities. Administered by Oregon Housing and Community Services (OHCS), CIF is a flexible funding source for a wide variety of community development projects. The fund uses lottery-backed bonds to help revitalize downtowns and main streets, develop affordable housing near jobs and transportation and rebuild rural and distressed economies. CIF funds must be used for capital projects and cannot be used for planning, technical assistance, or other administrative or operating costs.



Examples of projects may include “publicly owned improvements that are ancillary to a main street revitalization project and which clearly serve to render a downtown or main street area competitive or to improve the economic vitality, including improvements to access, street improvements, sidewalks, or parking;” “acquisition and/or development of a site that enables an employer to locate its business in or near a town center.” The CIF Advisory Board allocated \$20 million for the 2001-2003 biennium. It is unclear at this point whether funding will be available in the upcoming biennium. Contact: Jack Duncan, 503-986-2044, email: Jack.Duncan@hcs.state.or.us

**Lane County Community Development Road Improvement Assistance Fund** – Funding may be available from the Lane County Community Development Road Improvement Assistance Fund for road improvements necessary for community development projects. Eligible projects for the Lane County Community Development Road Improvement Assistance Fund are limited to public road improvements of community development projects in which a city or other governmental entity has agreed to accept jurisdiction of the road improvements following completion of the project. Projects are reviewed twice a year. A subcommittee of the Lane County Roads Advisory Committee (RAC) reviews the applications, makes a recommendation to the full Roads Advisory Committee who then makes a recommendation to the Board of County Commissioners for final approval. Funding is from the Federal forest revenues the County receives for road purposes.



Historically, the RAC has favored applications that have been from agencies seeking improvements to existing public roads that include some monetary matching funds. Although there is no stated maximum award, the RAC prefers to help on several smaller projects rather than a few larger projects; typical awards are between \$200,000 - \$400,000. Examples of successful projects include:

- City of Oakridge – Rainbow Street Urban Standards Improvement Project
- City of Veneta – Phase 1 of Hwy 126 Frontage Road
- City of Lowell – Jasper-Lowell Road Improvements
- Mohawk Community Council – Urban Improvements on Marcola Road through developed portion of Marcola



In general, unsuccessful applicants have been agencies who seek improvements to internal circulation roadways that may or may not be open to the public. These roads are usually short, dead-end roads accessing school facilities. Contact: Mike Russell, Lane County Department of Public Works, 541-682-6949.

**Oregon Tourism Commission** – Matching grants are available from the Oregon Tourism Commission. Funds are for tourism projects such as marketing materials, market analyses, signage, and visitor center development planning. No money is available for construction. The funding cycle varies.

**Oregon Downtown Development Association (ODDA)** – In the past ODDA has had some funding available for special projects. ODDA is a statewide non-profit that provides a wide array of services to Oregon downtowns. ODDA provides tools, training and technical assistance to enable communities to successfully move forward with downtown revitalization. Whether it is on-site technical assistance, questions answered over the phone, training, workshops, advocacy, or loaning out publications, ODDA provides a wide range of downtown revitalization services and assistance across the state. No current funding opportunities are listed on the ODDA website.

**Rural Business Development Program** – Lane Council of Governments administers the USDA Rural Business Development Program. The Program provides loans at prime rate, minimum 7.0%, from \$50,000 to \$150,000 to rural areas. The Program does apply to community development projects. The main criteria for this Program is that jobs must be created on a ratio of 1 to \$35,000 loaned. Contact: Steve Dignam, LCOG Loan Manager, 541-682-7450.

**Special Assessment of Historic Properties** – Through the State Historic Preservation Office (SHPO), a department of Oregon State Parks, properties on the National Register can apply for Oregon's fifteen-year Tax Freeze Program. In return for significant investments in historic rehabilitation on a National Register property, the Special Assessment of Historic Properties program offers a fifteen year "freeze" of its assessed value. Applications are accepted year-round. Contact: Dave Skilton, SHPO Tax Incentives Coordinator, 503-378-4168 x260.

**Urban Forestry Grants** – The Oregon Department of Forestry's Urban and Community Forestry Unit supports the stewardship of Oregon's urban and community forests. Part of the program's goal is to foster public awareness of the contributions urban forests make to the quality of life and the environmental and economic well-being of Oregon cities.

Through the Urban Forestry activities, on-site technical assistance is available for communities, nonprofit groups, and civic organizations who want to plant and properly maintain trees within their urban areas, especially street trees. Written information on tree protection ordinances, inventories, tree care, planting, tree selection, and urban forest management are also available.

**Federal Appropriations** – Members of Congress often earmark projects for funding in annual appropriation bills. This could be done through a request to Congressman DeFazio, Senator Wyden, and/or Senator Smith. The most likely source of funding for projects for downtown projects would be the Veterans', Housing and Urban Development and other agencies appropriations bill and the transportation appropriations bill. These projects are often scrutinized depending on political realities.

## **Private Sources**

### ***Grants***

There are grants available for downtown projects from foundations. The Collins Foundation, Ford Family Foundation, and Meyer Memorial Trust have funded downtown projects that include historic building renovations and streetscape improvements. One source to look for grants available in Oregon is the Oregon Foundation Databook. The Internet is another source to check for grants from foundations. Some foundations fund construction projects. Historic Baker City, Inc. was successful in obtaining grant funding for several projects in downtown Baker City. Contact: Diane Adams, Baker City, 541-523-5442.

### ***Utilities***

Electric utilities may be willing to fund some of the cost of certain projects such as the undergrounding of utility wires. However, it is doubtful that utilities could pay the entire cost of expensive projects.

### ***Banks***

Banks have participated in helping to finance façade improvements in downtowns through a low interest loan program. Wells Fargo Bank participated in this program in downtown Silverton, Oregon.

### ***Private Developers***

The majority of local streets and sidewalks are paid for at the time of development by the developer who includes the cost in the sale price of properties. This will also apply to bikeways, bicycle parking, and transit facilities. In this way, the benefiting users are paying for the cost of the system installation. The city then is responsible for maintaining improvements within the public right-of-way.

### ***Private Fundraising***

Private fundraising is always an option for projects. For example, the Silverton Mural Society evaluates proposals for murals and raised money to create several murals in the City of Silverton. In Joseph, local in-kind donations of landscaping materials and artwork formed the match needed for grants for the Downtown Main Street Beautification Project.

# Implementation

The DAC developed this document as a road map to improving Junction City's downtown area. As with any plan, its real strength lies in implementation. Taking the next step towards successful implementation of this plan, the City Council and Planning Commission can demonstrate their full commitment to this effort by carrying out the Implementation Plan described below.

## Implementation Plan

1. Review and adopt proposed amendments to the Comprehensive Plan, Zoning Ordinance, Public Works Standards, and supporting ordinances (Appendices C, D and E).
2. Develop a schedule of where and when each of the proposed capital improvements (Section 8) will be installed and identify funding sources.
3. Carry out the following Action Plan.

### *Action Plan*

The following is a set of action items that the city is encouraged to pursue to realize its vision for downtown. The top priority items were selected by the DAC to provide direction to the City on which items deserve the most immediate attention. However, the DAC agreed that all items are important and the city should be opportunistic and ready to respond to any proposed improvement if funds become available. It is helpful to note that some action items require an outlay of coordination or staff time, whereas some require funding either directly by the city or by an outside source.

### *Top Priority*

- Install as many of the following amenities as possible: ornamental street lighting, banners, hanging baskets, benches, drinking fountains, raised planters, wide sidewalks, bicycle parking, and street trees with grates within the downtown area. Coordinate with lighting selection along Highway 99.<sup>8</sup> Consider carrying these elements beyond the downtown area, especially within the Transition Zones identified by the committee.
- Consider forming an economic improvement district or business improvement district.
- Continue paving alleys in the downtown area whenever possible.

### *Second Priority:*

- Widen sidewalks and construct curb extensions and colored crosswalks at key intersections in the Central Commercial District along West 6<sup>th</sup> Avenue, at public parking lots, and at city offices to sites regularly accessed in the downtown area such as the Senior Center, Scandia Hall, library, post office, etc.
- Underground utilities in the downtown commercial area.

<sup>8</sup>Any lighting along a state highway should be coordinated with ODOT.

### *Downtown Junction City Vision*

*Downtown Junction City will offer an inviting place to work, gather, and shop for everyday needs and unique items. Pedestrians and bicyclists will encounter neighborhood parks, landscaping, lighting, and outdoor seating throughout the downtown area. Attractive signs and markers will identify historic structures, local amenities, and ample public parking. Coordinated amenities will unify the downtown area and mark it as a distinctive place. The big heart of our small town, downtown Junction City's friendly character and attractive, rural atmosphere will appeal to residents and visitors alike.*

***Third Priority:***

- Install and regularly maintain one or more Central Commercial District entrance signs and associated landscaping.

**Other Action Items Requiring Coordination or Staff Time to Implement**

- Create a downtown association, coordinating with the Chamber of Commerce as appropriate. Include businesses that are located near downtown and are interested in downtown concepts and standards. Support the Chamber of Commerce's efforts to promote new businesses.
- Identify funding sources for façade improvements and upkeep of existing buildings.
- Promote activities and events that help keep downtown alive at night.
- Encourage businesses that are open in the evening, such as restaurants, to open downtown.
- Identify a list of sustainable materials used in the construction of facilities, buildings, and landscaping. Investigate building, paving, and outdoor amenities that require less maintenance and are longer lasting.
- Maintain a list of native or drought tolerant, low water-requiring landscaping and use as a resource for City-owned and maintained landscaping. (See Appendix I)
- Encourage the Scandinavian Festival Association to construct a community amphitheater in the downtown area.
- Develop and implement a microloan and/or grant program to assist with implementation of the Downtown Plan.
- Work with property owners to provide outdoor seating and displays.
- Promote continued painting of murals on blank walls throughout downtown. Mural themes should reflect the local human and natural history, and should not be used for advertising purposes. A mural commission could be formed to review designs, promote locations, and seek funding.

**Other Action Items Requiring Funding to Implement**

- Improve signage for on-street parking and city public parking lots.
- Provide incentives for implementation of the Downtown Plan including the following: new mixed use development, better upkeep and improvement of existing downtown building, and other items such as purchasing of street trees, bench installation, etc. These incentives could be waivers from Code requirements, small grants or loans, etc.
- Retain and restore historic buildings whenever possible.
- Maintain in good condition a community reader board and associated landscaping.
- Stripe bicycle lanes along West 6<sup>th</sup> Avenue in the Central Commercial District.
- Provide a new community reader board that is visible from Highway 99. (Note: this reader board should be designed and located so as not to distract or impede driver safety).
- Improve signage to highlight parks downtown, including Founder's Park and Festival Park.
- Develop a small pocket park near existing civic uses in the downtown area.
- Install bicycle parking facilities at all city buildings and in parks the downtown area.
- Place additional markers to highlight existing historic features such as the buggy guards and horse ties.



# Appendix A

## *Downtown Junction City Assets and Issues*

A draft list of downtown assets and issues was presented to the DAC at the August 21, 2002 committee meeting. The initial lists of downtown assets and issues were compiled from the Main Street Workshop (February 2001) and technical documents including the Strategic Plan (1995), the Transportation System Plan (July 2000) and Technical Memoranda 1 and 2. After reviewing the assets and issues lists, the committee brainstormed additional items.

### **Initial List of Assets and Issues**

#### **Assets (downtown Junction City's strengths)**

##### **Physical:**

- Walking around Junction City is considered easy. (Transportation System Plan, p. 3-3)
- Good street system. (Strategic Plan, p. 21)
- Couple of downtown buildings may be historic. (Main Street Workshop)
- Parking available on-street and in city parking lots.
- Murals show people care about buildings.
- Centralized government offices and post office across the street.
- City and Scandinavian Festival Association parks provide public places and spaces.
- Some street trees.

##### **Cultural/Entertainment/Recreation:**

- Scandinavian festival.

#### **Issues (an identified problem or need)**

##### **Access Management, Circulation**

- Located on Highway 99. (Strategic Plan, p. 21)
- Many properties take access from highway. (Main Street Workshop)

##### **Impacts to Downtown from Highway 99**

- Three out of five (61%) of Junction City residents feel that some form of transportation problem faces Junction City, primarily insufficient bus service and issues involving Highway 99. (Transportation System Plan, p. 3-3)
- Highway 99 through the downtown area is becoming congested and will become critical in some areas during the planning period if nothing is done. (Transportation System Plan, p. 3-4)
- Additional problems posed by the highway running through the center of town include difficulty for pedestrians, motorists, and bicyclists to cross Highway 99 at non-signalized intersections, including West 5<sup>th</sup> Avenue and West 7<sup>th</sup> Avenue streets in and out of downtown. (Transportation System Plan, p. 3-4)
- Most accidents in area on Highway 99 between West 6<sup>th</sup> Avenue and West 7<sup>th</sup> Avenue (Technical Memo #1)

### **Impacts to Highway 99 from Downtown**

- Four-day festival. (Main Street Workshop)
- Bus picks up in downtown. (Main Street Workshop)
- A large portion of the community support the addition of protected left turn lanes to the traffic moving north/south on Highway 99 [to provide safer access into downtown]. (Transportation System Plan, p. 3-4)

### **Other**

- Residential close to downtown. (Main Street Workshop)
- There are small clusters of residential and industrial uses. (Technical Memo #1)

## **Ideas to Solve Issues**

### **Access Management, Circulation, ADA Compliance**

- Widen sidewalks and ensure their accessibility. (Main Street Workshop)
- Install pedestrian-scale lighting and buffer from traffic. (Main Street Workshop)
- Install entrance signage at West 6<sup>th</sup> Avenue and Highway 99. (Main Street Workshop)
- Develop alleys and side streets for access. (Main Street Workshop)
- Widen sidewalks and ensure their accessibility. (Main Street Workshop)
- Bicycle route proposed along West 6<sup>th</sup> Avenue (Technical Memo #1, Transportation System Plan)

### **Impacts to Downtown from Highway 99**

- Install buffer from traffic. (Main Street Workshop)
- Projected traffic volumes will increase, causing higher rates in congestion especially along Highway 99 through the downtown corridor. (Transportation System Plan, p. 4-1)

### **Impacts to Highway 99 from Downtown**

- Rework 6<sup>th</sup> Avenue intersection. (Main Street Workshop)
- Improve buildings starting at 6<sup>th</sup> Avenue entrance to downtown. (Main Street Workshop)
- Install new drainage system on highway and downtown. (Main Street Workshop)
- Install buffer from traffic. (Main Street Workshop)

### **Other**

- Very little vacant land available downtown. (Technical Memo #2)
- Deficit of buildable residential and commercial land in Junction City overall. (Technical Memo #2)

## **DAC Assets and Issues**

### **Assets**

After reviewing the draft assets list, the committee added the following items:

- Amphitheater likely in future
- Small town charm: things close-in, people know each other, smaller scale, fine-grain
- Separation between Junction City and Eugene – distinct identity
- Improved alleys
- Small blocks and interconnected streets have been maintained
- Residential as part of downtown – helps keep downtown alive at all hours

- Historic homes
- Service organizations
- Unique businesses, eateries (example—Ralph’s)

### **Issues**

Using the initial list of issues as a starting point, the committee added issues that were of interest and concern. This list is also included in Section 10, Implementation.

- Want to improve downtown’s character, aesthetics, style, uniformity
- Want attractive landscaping, lighting and signage
- Want unique restaurants and stores
- Want consistency in architecture
- Want buildings to be maintained. Often, absentee landlords don’t do this.
- Want pedestrian crossings, specifically at West 6<sup>th</sup> Avenue and Greenwood
- Want street furniture, including regularly spaced seating for pedestrians
- Want quality buildings, including residential, that look historic. These buildings should be market-driven, such as a residential/commercial mix instead of just residential
- There should be a planned format for modernizing infrastructure
- There is very little vacant land available downtown
- Want to be a destination for Junction City and Eugene-Springfield area residents
- Right now there is nothing to do in evenings or on weekends since stores are closed
- Want access from side streets
- Want less traffic through downtown at evening rush hour

### **Uniqueness Opportunities**

While discussing the character of the downtown area, DAC members generated an additional list of opportunities for uniqueness. These items do not constitute a complete list but were recorded for future reference.

- Trolley between Junction City and Eugene, as a stop at a number of different cities, or around downtown.
- Amphitheater, summer concerts – could open shops downtown in the evenings; coffee corner; Thursday nights, etc.
- Begin with a large, attractive welcome sign at Safeway and the other end of town, then bring in nice lampposts, leading the style into the downtown area. The signs should be of the same type, and be quite large, with planters



# Appendix B

## Summary of Input from Public Workshop #2 (February 2003)

### 1. How did you hear about this open house?

- *Word of mouth*
- *Flier*
- *Tri-County News*
- *Phone call*
- *Letter in mail*
- *E-mail/Fax*
- *City calendar*

### 2. What proposed improvements do you like/dislike? Possible improvements include: street trees, planters, curb extensions, bicycle racks, benches, trash receptacles, street lights (decorative, with or without flower baskets), entry sign, colored concrete crosswalk, brick detailing, building awnings, underground utilities, and other.

*Most groups liked everything on the list. Also liked:*

- *Grassy areas, such as parks and pocket parks*
- *Median with trees that are lighted in the winter*
- *Would like well-designed, attractive public restrooms*
- *Would like drinking fountains*

*Disliked:*

- *Delivery trucks*

*Comments:*

- *Street trees shouldn't block building signs*
- *Need criteria for murals*
- *Not clear on what information would be put on the community signs*
- *Seating areas, such as tables, are okay on sidewalks only if the sidewalks are wide enough*
- *Entry sign should be historic*
- *Be sure that curb extensions are designed so they are not a deterrent to trucks*

### 3. Which improvements do you think are most important? Possible improvements include: street trees, planters, curb extensions, bicycle racks, benches, trash receptacles, street lights (decorative, with or without flower baskets), entry sign, colored concrete crosswalk, brick detailing, building awnings, underground utilities, and other.

*Most groups ranked street lights as the most important. One group ranked undergrounding of utilities as the highest. There was no clear second, third, etc. choices; remaining votes varied among all of the proposed improvements.*

### 4. What design standards and guidelines do you like/dislike?

*Like:*

- *Amenities*
- *Avoid blank walls*
- *Awnings*
- *Building architecture requirements*

- *Continue historical look*
- *Corner entries*
- *Decorative lights with hanging flowers and banners*
- *Historical signage*
- *Living units above commercial*
- *Lighting*
- *Murals, as long as regulated*
- *Plazas and courtyards*
- *Readerboard upgrade*
- *Round planters or pots*
- *Uniform signage*
- *Windows*

*Dislike:*

- *Square concrete raised boxes*
- *60's and 70's "look"*

*Comments*

- *One group was in favor of a limited number of building colors*
- *Comment on photo of Broadway Place in Eugene: scale is too massive for Junction City*
- *Like downtown matching grants program to support downtown businesses*
- *Like photo of Quackenbush building in Eugene*

**5. Do you have any other comments or concerns regarding the downtown area?**

*Comments:*

- *Coordinate timing of improvements (colored concrete, brick detailing, etc.)*
- *Buildings should have a common theme, including vegetation*
- *Involve the schools*
- *Concerned about vandalism*
- *Coordinate with and feed off festival*
- *Entry signs at 1<sup>st</sup> and 18<sup>th</sup>*
- *Having Bi-Mart is a plus*
- *Downtown should be a destination for outsiders and residents*
- *There should be significant coordination with Ivy Street*
- *Support mayor's proclamation for a spring clean-up*
- *Attract businesses that include professionals*
- *Create pedestrian traffic*
- *Good restaurant*
- *More retail*
- *Entertainment*
- *Look at zoning to address kinds of businesses want downtown*
- *Get rid of industrial "look" downtown*
- *If had time restrictions on parking downtown, how would this be enforced?*
- *Be sure that curb extensions are adequate for trucks and turning*

# Appendix C

## *Proposed Amendments to the Comprehensive Plan*

The following chapters and sections include excerpts of the Comprehensive Plan that are subject to revision to support the goals and strategies identified as part of the 2002-2003 downtown planning process. Additions to the existing text are shown as double-underlined and deletions as ~~strike-out~~. Notes in small font appear in the existing on-line version of the Comprehensive Plan.

### **Chapter 3. Land Use Element**

#### **II. Land Use Patterns in 1980, B. Commercial Land Uses**

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 6<sup>th</sup> Avenue, or 1<sup>st</sup> 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 4<sup>th</sup> Avenue, the westerly boundary is the middle of the block between Ivy Street and Holly Street, and the northerly boundary is West 8<sup>th</sup> 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.

A policy of this plan is that the city will support but not mandate the use of a Scandinavian theme in the downtown area.

## 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 goal of this plan to provide incentives for new development by reducing or eliminating mandatory off-street parking requirements in the Downtown Commercial Zone.

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 or an elimination in the amount of off-street parking required by the zoning ordinance.

### III. Land Use Patterns of the Future, 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.

As Junction City continues to grow, it will be increasingly challenging to maintain the city's sense of civic pride, shared history, and small town character. To continue to offer a comfortable pedestrian scale and inviting atmosphere that support the long-term viability of the central business district, Junction City will develop and maintain streets that are attractive to pedestrians, create a sense of enclosure, and provide activity and interest along the street edge of the building.

It is a goal of this plan to minimize visual impacts of parking lots on the downtown area

It is a goal of this plan to provide attractive public spaces and facilities in the downtown area.

It is a policy of this plan to maintain small block lengths and interconnected streets in the downtown commercial area.

It is a policy of this plan to ensure that future downtown development is of high quality and follows basic downtown design principles that provide adequate flexibility to not discourage future investment downtown.

It is a goal of this plan to create high-quality, visually interesting buildings within Junction City's downtown of a character that typifies its small town atmosphere.

It is a policy of this plan to ensure that new commercial buildings shall provide architectural relief and interest, especially on facades facing a public street.

It is a policy of this plan to avoid blank walls and utilitarian structures as these are not interesting, do not reflect the historic nature of downtown Junction City, and do not promote civic pride.

It is a policy of this plan to ensure that new and existing architecture shall be consistent and should reflect the city's rich history and small town character.

Providing residential opportunities in the downtown area can help to encourage a vibrant, sustainable downtown area with activity extending into the evening. However, it is important to simultaneously preserve an adequate supply of retail and office facilities to maintain the commercial atmosphere of the downtown business area. Mixed use development that established commercial uses on the street level but allows flexibility in providing office space or residential uses on the upper stories can help achieve the kind of downtown desired by Junction City residents and business owners alike.

It is a goal of this plan to encourage residential uses downtown to help create a presence in the evening hours.

It is a policy of this plan to allow for a mix of uses in the downtown area.

It is a policy of this plan to provide incentives for new mixed use development. These incentives could be waivers from Code requirements, small grants or loans, etc.

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.

#### **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.

Junction City's downtown area offers a unique setting in which to do business. Businesses that participate in downtown commerce share strong ties to the heart of the city. These businesses depend on each other to help attract and retain customers and thus support each others' activities. A vibrant, economically successful downtown provides a hallmark for the city and helps provide a sense of identity and pride in the community.

It is a goal of this plan to support and sustain the development of an attractive, economically viable downtown business district and encourage new investment and development in the downtown area.

Implementing policies:

Create a downtown association, coordinating with the Chamber of Commerce as appropriate. Include businesses that are located near downtown and are interested in downtown concepts and standards.

Identify funding sources for facade improvements and upkeep of existing buildings.

Consider forming an economic improvement district or business improvement district.

Improve use of on-street parking and city public parking lots, including signage.

Support the Chamber of Commerce's efforts to promote new businesses.

Promote activities and events that help keep downtown alive at night.

Encourage businesses that are open in the evening, such as restaurants, to open downtown.

Provide incentives and otherwise encourage better upkeep and improvement of existing downtown buildings.

Restore historic buildings whenever possible.

Install and regularly maintain one or more entrance signs to the Central Business District and associated landscaping.

Maintain in good condition a readerboard and associated landscaping along Highway 99 that provides information on local events and news.

## **Chapter 5. Energy Conservation Element**

### **IV. Conservation Measures**

Oregonians have a number of choices which influence energy demand and supply. Significant among the choices is to develop 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. Conversion is mandated by the Northwest Regional Power Act as a conservation measure. The schedule for such conversion is governed by the Bonneville Power Administration.

It is a goal of this plan to make sustainable choices in materials used in the construction of facilities, buildings, and landscaping, and to consider the ability to maintain these types of development over time.

It is a policy of this plan to investigate building, paving, and outdoor amenities that require less maintenance and are longer lasting.

It is a policy of this plan to consider the use of native or drought tolerant, low water-requiring landscaping.

## **Chapter 6. Transportation Element**

### **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 known as the Water/Sewer/Street 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. As part of this goal, the city will improve automobile, bicycle and pedestrian access and safety throughout the downtown area and provide a comfortable environment for pedestrians and bicyclists.

Implementation ~~method~~ policies and methods:

1. ~~The city will c~~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 c~~Continue to aid development of alternate means of transportation within the city limits.
3. ~~The city will c~~Continue the practice of closing its streets within the Central Business District for the annual Scandinavian Festival.
4. Construct colored crosswalks at intersections along 6<sup>th</sup> Street, at public parking lots, and at city offices in order to improve visibility for sites regularly accessed in the downtown area such as the Senior Center, Scandia Hall, library, post office, etc.
5. Widen sidewalks and construct curb extensions at key intersections in the Central Business District along 6<sup>th</sup> Street to create more usable pedestrian space and reduce crossing distances and calm traffic in the downtown area.
- ~~7-6.~~ Continue paving alleys in the downtown area whenever possible.
7. Stripe bicycle lanes along 6<sup>th</sup> in the Central Business District.
8. Place a new attractive and distinctive sign along Highway 99 at 6<sup>th</sup> Street to encourage traffic downtown. This sign should be well landscaped and lit at night.
9. Provide a new community readerboard that is visible from Highway 99.

- 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.
5. The city will continue to promote a high level of coordination with the Oregon Department of Transportation regarding improvements along Ivy Street/Highway 99.

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.

## **II. Transportation Modes**

### **A. Automotive**

#### **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 10<sup>th</sup> 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 10<sup>th</sup> 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 1<sup>st</sup> Avenue) causes serious problems needing future solution.

a. Specific goals.

It is Junction City's goal to encourage and coordinate with the Highway Division, Oregon Department of Transportation, to provide a safe, convenient, and economic transportation system over existing routes. This shall be accomplished in part by:

1. Installation of a traffic signal system at the intersection of West 10<sup>th</sup> Avenue and Oregon State Highway 99 West. (Any proposed traffic signal along a state highway must meet traffic signal warrants and be approved by the State Traffic Engineer.)
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.

## **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, and to develop a logical and efficient plan for modernizing infrastructure.

Implementing policies:

Encourage the City Public Works Department to coordinate desired improvements in the downtown commercial area.

Investigate outside funding sources for improvements in the downtown commercial area.

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.

## **II. Service Systems, B. Private Utilities**

It is a goal of the city to underground utilities in the downtown commercial area to improve the appearance of the city's core, improve safety, reduce maintenance costs, increase service reliability, and minimize health risks and other environmental issues (tree preservation, reduce bird strikes, etc.).

### **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 6<sup>th</sup> 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 10<sup>th</sup> Avenue, Maple Street, and East 2<sup>nd</sup> 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.

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

*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.

Policy: Improve signage to highlight parks downtown, including Founder's Park and Festival Park.

Policy: Support the development of a small pocket park near existing civic uses in the downtown area.

### *III. Community Facilities*

#### **E. Junction City Amphitheater**

It is a goal of the city to encourage the Scandinavian Festival Association to construct a community amphitheater in the downtown area that will serve as a local and regional attraction.

### *IV. Bike Path System*

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.
4. The city will require bicycle parking facilities throughout the downtown area

# Appendix D

## *Proposed Amendments to the Zoning Ordinance*

This section includes proposed amendments to portions of Title 10-11, Zoning Ordinance No. 950. These proposed amendments support the objectives and strategies identified in the downtown planning process and affect the appearance, feeling, and development of the Central Business District. Additions to the existing text are shown as double-underlined and deletions as ~~strike-out~~. Notes in small font appear in the existing on-line version of the Zoning Ordinance. Footnotes correspond to the proposed amendments.

### Central Commercial (C2)

Section 34A. Development Review. In the C2 zone, development review by the city administrator or designee shall be required to ensure compliance with the Section 39A.

- (1) Procedure. Development review is a non-discretionary, administrative review conducted by the city administrator or designee. Development review shall follow Section 111A(1) Type I procedures for administrative decisions.
- (2) General submission requirements. The applicant shall submit an application on forms provided by the city administrator that shall:
  - A. Contain all the general information required;
  - B. Address the criteria in sufficient detail for review and action; and
  - C. Be filed with the required fee as established by the city council.
- (3) Development review information. An application for development review shall include a proposed site plan on a page size of 11 inches x 17 inches or larger, containing the following information if applicable, and other similar information as deemed necessary by the city administrator or designee:
  1. North arrow, scale, names, addresses, and telephone numbers of all persons listed as owners on the most recently recorded deed.
  2. Name, address, and phone numbers of project designer, engineer, surveyor, and/or planner, if applicable.
  3. The proposed development site, including boundaries, dimensions, and gross area.
  4. Features that are proposed to remain on the site.
  5. The location and dimensions of all existing and proposed structures, utilities, street lighting, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan, including dimensions necessary to calculate commercial floor area if applicable.
  6. Landscape plan, including parking area landscaping if applicable.
  7. Location and dimensions of all proposed public and private streets, drives, rights-of way, alleys and easements.

8. Location and dimensions of entrances and exits to the site for vehicular and pedestrian access, including pedestrian circulation routes and location and dimensions of vehicular and bicycle parking areas if applicable.
9. Architectural drawings.
  - a. Building elevations which illustrate building orientation and building form design features including but not limited to building facade(s), entrance(s), windows, roof decoration, awnings and overhangs, building materials and paint colors.
  - b. Building plans that illustrate proposed amenities.
  - c. The name, address and phone number of the architect.

Section 36. **Lot Requirements.** None. Except where precluded to comply with other sections of the zoning ordinance, 100 percent lot coverage is permitted.

Section 37. **Setback Requirements— and Yard Regulations.** Except as provided in Section 86, in a C2 zone no yard or vision clearance area shall be required except, all properties abutting Ivy Street shall have a 10-foot building setback from that street. -All yard regulations are subject to compliance with vision clearance standards. The Planning Commission shall consider setback exceptions for installation of publicly oriented features such as a landscaped courtyard or sculpture display. Drought tolerant, low-water requiring or native landscaping materials are strongly encouraged.

(1) Front yard setbacks. A new building shall establish a front yard setback of 0-5 feet. To maintain street-front continuity, the following exception to the yard requirements is authorized: If there are buildings on both abutting lots with yards of more than the required depth for the zone, the yard of the lot may equal but not exceed the average yard of the abutting buildings. If there is a building on one abutting lot with a yard of more than the required depth for the zone, the yard for the lot may equal but not exceed a depth one-half way between the depth of the abutting yard and the required yard depth.

(2) Side yard setbacks. A side yard facing a street shall have a setback of 0-5 feet. The setback for a side yard not facing a street and for a rear yard shall be a minimum of 0 feet, with no maximum.

(3) Rear yard setbacks. The setback for a rear yard shall be a minimum of 0 feet, with no maximum.

(4) Allowed Extensions into the Public Right-of-Way. Eaves, second story bay windows, cornices, canopies, pergolas, and similar architectural features may encroach into a setback by no more than five feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code.

[Section 37 renumbered by Ordinance No. 1037, passed August 12, 1997.]

Section 38. **Height of Buildings.** In a C2 zone within 100 feet of a residential zone, no building shall exceed three stories or 35 feet in height. A building on a corner lot is encouraged to be at least two stories in height. Multistory buildings with residential uses on the upper floor or floors are encouraged in the C2 zone.

[Section 38 renumbered by Ordinance No. 1037, passed August 12, 1997.]

Section 39. **Limitations on Use.** In C2 zone, the following conditions and limitations shall apply:

- (1) All business, service, repair, processing, storage or merchandise display shall be conducted wholly within an enclosed building, except for off-street parking and loading, drive-in

windows, island service for motor vehicles and display of merchandise along the outside wall of the building not extending more than 3 feet from the wall once per calendar quarter, unless conducted as part of special event and authorized by the city council.

- (2) All items produced or wares and merchandise handled shall be sold at retail on the premises except in the case of Section 34 (68).
- (3) Ground floor spaces shall be used for commercial and retail uses. Upper floors of a building shall be used for commercial or residential uses.
- (43) ~~Residential Existing residential~~ dwellings shall not be allowed on the ground floor in the C2 zone. However, where existing residential dwellings do exist, they and their accessory uses may be maintained, expanded, constructed or reconstructed in conformance with the development standards as established in the R3 zone.

[Section 39 renumbered by Ordinance No. 1037, passed August 12, 1997.]

**Section 39A. Design Standards.** In the C2 zone, the following design standards shall apply. Applicants proposing construction or major exterior renovation of structures in the C2 zone will be required to comply with the following standards and shall be subject to site review as part of the development application process.

For purposes of this ordinance, a "Major Exterior Renovation" shall be defined as follows: Where the building shell undergoes any structural repair, reconstruction or improvement and the cost of the repair or renovation equals or exceeds 35 percent of the assessed value of the structure either before the improvement or repair is started, or if the structure has been damaged and is being restored, before the damage occurred. This includes:

- Changes to the facade of a building;
- Increases or decreases in floor area that result in changes to the exterior of a building;
- Changes to exterior improvements.

Major exterior renovation does not include normal maintenance and repair or total demolition, nor does it include improvement of a structure to comply with existing state or local health, sanitary or safety code specifications, or any alteration of a structure listed on the national register of historic places or a state inventory of historic places. Assessed value is the value shown on the applicable county assessment and taxation records for the current year.

A variance to this requirement may be requested in the event of a casualty (fire, flood, etc.) in which the portion of the building exterior visible from the primary street has not been affected. An applicant seeking a variance to this requirement must provide a description of the casualty and an explanation of why the applicant cannot comply with the standard.

For a major exterior renovation, the applicant shall submit a development schedule indicating the approximate dates when construction of the planned amenities and design elements are expected to be initiated and completed. All improvements required under this section shall be completed within 3 years of the date of approval of the proposed major exterior renovation.

(1) **Building Architecture.** All new buildings and major exterior renovations shall provide architectural relief and interest to promote and enhance a comfortable pedestrian scale orientation. The use of building materials that require less maintenance and are longer lasting are encouraged.

(a) **Facades.** Architectural emphasis shall be placed on the facade facing a public street, especially at the building entrance and along sidewalks. Blank walls shall be avoided unless structurally necessary. Any blank wall clearly visible from a public street shall

- include a combination of architectural elements and features such as offsets, entry treatments, varied materials and colors, division into bays, decorative murals, etc. A decorative mural should reflect the local human and natural history, and should not be used for advertising purposes.
- (b) **Entrances.** The primary entrance to a building, including on a corner lot, shall be located along the primary street, not the parking lot. For a building on a corner lot of two primary streets, the entrance may be oriented toward the intersection. A variance may be granted by the Planning Commission if this building orientation is not achievable due to site constraints.
- (c) **Windows.** A new building or major exterior renovation shall include large, regularly spaced and similarly shaped windows with trim. Windows shall cover between 50 to 80 percent of the ground floor façade area on the building side that faces the public street and includes the main building entrance. Windows shall begin 18 to 30 inches above the sidewalk. Second story windows shall continue the vertical and horizontal character of the ground level windows. Transom or clerestory windows are encouraged above the building entrance.
- (d) **Roof Decoration.** A building with a flat roof shall include a decorative cornice or decorative moldings at the top. A building with a pitched roof shall include eaves.
- (e) **Awnings and Overhangs.** All new or renovated buildings may include overhangs or awnings. Overhangs and awnings extending into the public right-of-way may project to within two (2) feet of the curb line and must be a minimum of eight (8) feet in height over the sidewalk and/or ground surface. The design, materials, and colors of these features shall complement the architecture of the building. New lighted, plastic, or bubble awnings are not allowed. In the event that a street is widened, an awning or overhang that is not in compliance with this ordinance will need to be removed.
- (f) **Building Materials.** Building materials should be compatible with the surrounding area and can include masonry, tile, stucco, split face (decorative) concrete block, or wood. A building may not be made of unadorned poured or tilt-up concrete or metal siding.
- (g) **Paint Colors.** Paint colors should be compatible with the surrounding area. No neon or fluorescent-colored paint shall be allowed.
- (2) **Amenities.** Every new building shall provide one or more of the alternatives listed below for each 4,000 square feet of building. Pedestrian amenities may be provided within a public right-of-way when approved by the Planning Commission. Amenities should be compatible with adjacent downtown development. The use of landscaping and building materials that require less maintenance and are longer lasting are encouraged.
- (a) A plaza, courtyard, or extra-wide sidewalk next to the building entrance
- (b) Planters or hanging baskets
- (c) Sitting space (e.g., dining area or benches)
- (d) Public art (e.g., fountain, sculpture, mural, etc.)
- (e) Special surfacing such as brick or tile. Surfacing must meet ADA standards.
- (3) **Street Lighting.** When street lighting is required to be installed under the requirements of this or supporting ordinances or standards, street lighting shall be old-fashioned, ornamental, and compatible with street lighting in the C2 zone and along Ivy Street.
- (4) **Parking and Access.** The following requirements for parking in the C2 zone should minimize visual impacts on the downtown area. The use of paving and landscaping materials that require less maintenance and are longer lasting are encouraged.
- (a) **Parking area location.** Off-street parking shall be located to the rear or side of the building. - On corner lots, the parking may not be located adjacent to the street corner. Use of a corner lot for parking is discouraged.

(b) **Parking area landscaping.** Provided that minimum parking requirements are met, all parking lots shall include landscaping of not less than 7 percent of the area devoted to outdoor parking facilities. Drought tolerant, low-water requiring or native landscaping materials are strongly encouraged. Said landscaping shall be provided with underground irrigation and protective curbs or raised wood headers.

(i) A parking area located adjacent to a road right-of-way shall be buffered by a five-foot landscaped strip between the parking lot and road right-of-way and must include at least one deciduous street tree every 30 feet.

(ii) For a corner lot with four or more off-street parking spaces as required under this code, then off-street parking adjacent to a public street shall provide a minimum of four square feet of landscaping for each lineal foot of street frontage along that street. Such landscaping shall consist of landscaped berms or shrubbery at least two feet in height, which shall be parallel to and adjacent to the street frontage as much as practical. Additionally, one tree, which will provide a canopy of at least three hundred square feet upon maturity, shall be provided for each 50 lineal feet (or fraction thereof) of street frontage along that street.<sup>1</sup>

If minimum parking requirements cannot be met, the highest percentage possible of landscaping shall be required, subject to Planning Commission approval.

(c) **Bicycle parking.** Bicycle parking shall be in accordance with the Junction City Transportation System Plan. If the bicycle parking requirement cannot be met due to site constraints, the bicycle parking may be located elsewhere in the C2 zone in a location to be determined by the Planning Commission.

(d) **Alley paving.** In conjunction with a building permit or with a change in use that will take access paved off-street parking from the alley, the developer shall pave the entire alley. This requirement may be waived by the Planning Commission if adjacent to residential development. Subsequent development or change of use will be subject to a latecomer's fee per Ordinance 1001 to reimburse the development cost for the portion of the alley not adjacent to the original development.

**Section 39B. Utilities.** All utilities on the development site shall be placed underground. Ground mounted equipment such as transformers, utility pads, cable television and telephone boxes, cell tower equipment boxes, and similar utility services, shall be placed underground whenever practicable. Where undergrounding is not possible, equipment shall be screened from view from adjacent streets, sidewalks, and abutting residentially zoned properties with an evergreen hedge or solid fence or wall at least 4 feet in height and must be sited to comply with the vision clearance standards in Section 89.

---

<sup>1</sup> This language reflects proposed changes to the Off-Street Parking and Loading standards that are currently under consideration. In the event that the proposed wording is altered or not approved by the city, then this section would be worded in accordance with the approved version. It would be possible to list these proposed C2 parking standards under Section 80 of the Off-Street Parking and Loading section of the Zoning Code once that section is no longer in the revision process.

Other proposed changes currently under consideration would eliminate the mandatory off-street parking requirements in the downtown study area. Failure of this language to gain city approval would counter the strategy of the parking portion of the downtown plan to reduce or eliminate mandatory off-street parking requirements in the C2 zone.

## **Nonconforming Uses and Structures**

Section 96. **Compliance with Federal, State, and Local Codes.** The granting of any such approval shall not be deemed as providing any exception to all other federal, state, and local codes such as, but not limited to, fire and life safety, building or health codes.  
[Section 96 renumbered by Ordinance No. 1037, passed August 12, 1997.]

# Appendix E

## *Proposed Supporting Amendments*

### **Junction City Public Works Design Standards**

The following are proposed new standards to incorporate into the existing *Junction City Public Works Design Standards* document:

- A. To help accommodate the pedestrian use that new development will generate and to help enhance the overall downtown appearance, every new building shall provide one or more of the alternatives listed below for each 4,000 square feet of building. Pedestrian amenities may be provided within a public right-of-way when approved by the planning commission.
  - (1) A plaza, courtyard, or extra-wide sidewalk next to the building entrance.
  - (2) Planters or hanging baskets
  - (3) Sitting space (e.g., dining area or benches)
  - (4) Public art (e.g., fountain, sculpture, mural, etc.)
  - (5) Special surfacing such as brick or tile (must meet ADA standards)
- B. Install old fashioned ornamental street lighting, banners, hanging baskets, etc. within the downtown core. Coordinate with lighting selection along Highway 99.
- C. Consider carrying these elements beyond the downtown core, especially within the Transition Zones identified by the committee.
- D. Provide amenities such as benches, drinking fountains, banners, raised planters, hanging baskets, wide sidewalks, bicycle parking, ornamental street lights, and street trees within the downtown core.
- E. Work with property owners to provide outdoor seating and displays.
- F. Promote continued painting of murals on blank walls throughout downtown. Mural themes should reflect the local human and natural history, and should not be used for advertising purposes. A mural commission could be formed to review designs, promote locations, and seek funding.
- G. Place additional markers that highlight existing historic features such as the buggy guards and horse ties.
- H. Amenities should be compatible with adjacent downtown development.

### **ORDINANCE NO. 653**

**AN ORDINANCE CONCERNING THE LOCATION OF PUBLIC UTILITY, POWER, TELEPHONE, TELEVISION CABLE AND OTHER WIRES WITHIN NEWLY CONSTRUCTED SUBDIVISIONS AND NEW DEVELOPMENT IN THE DOWNTOWN COMMERCIAL (C2) ZONE.**

The city of Junction City does ordain as follows:

Section 1. All public utility lines, power lines, telephone lines, cable television lines and other wiring placed in subdivisions or in the C2 zone in which there are no such lines constructed shall, on and after January 1, 1975, be constructed underground

Section 2. The provisions of this ordinance may be varied by the action of the council.

Passed by the council and approved by the mayor December 10, 1974.

**ORDINANCE NO. 965**

AN ORDINANCE REGULATING THE PLANTING, MAINTENANCE, PROTECTION, CONTROL, AND REMOVAL OF TREES IN AND UPON PUBLIC AREAS WITHIN THE CITY LIMITS OF JUNCTION CITY, LANE COUNTY, OREGON.

**Section 10. Tree Planting Practices.**

- (a) The planting practices shall be carried out as specified within the City of Junction City Right-of-Way Tree Program and shall be reviewed on an annual basis.
- (b) The city shall consider the use of native or drought-tolerant, low water-requiring trees and landscaping materials. The city shall maintain and periodically update a list of street trees and plants fitting this description.

**ORDINANCE NO. 949**

AN ORDINANCE ADOPTING REGULATIONS GOVERNING REQUIREMENTS, FEES, AND ENFORCEMENT FOR THE PLACEMENT OF SIGNS AND PENALTIES FOR THE VIOLATIONS THEREOF; AND REPEALING ORDINANCE NO. 225.

**Section 6. Commercial - Industrial - Technological.**

- (1) **General.** This section of the sign ordinance shall apply to all commercial, industrial, and technological districts.
- (2) **Size.** The size of allowable area of signs shall be as follows:
  - (a) A total sign area of 12 square feet for each lineal foot of building frontage or one square foot for each lineal foot of lot frontage, whichever results in the larger sign area.
  - (b) Free-standing or projecting signs shall be limited to 150 square feet per face. Such signs shall not exceed 30 feet in height from grade to the highest element of such signs unless otherwise restricted.
  - (c) One daily display signs per business, for which the maximum permitted area shall be 8 square feet per display surface and 16 square feet overall, with a maximum height limit of 6 feet above ground level.
- (3) **Location.** Except as otherwise provided, permitted signs may be located anywhere on the premises.
  - (a) Where frontage is on more than one street, only the signs computed with the frontage of that street shall be located on that street.
- (4) **Limitations in C2 Zone.** ~~Signs in the Central Commercial C2 zone shall be designed and constructed in such a manner so as to conform to a Scandinavian motif. As such all signs shall:~~
  - ~~(a) Be constructed of wood, metal, or materials promoting a look of such natural material.~~
  - ~~(b) All lighting shall be indirect lighting and no internal lit signs shall be allowed. Signage in the C2 zone shall be pedestrian-scaled and located so as to be legible to pedestrians on the sidewalks. C2 signage shall conform to the following standards:~~
    - (a) Wood, metal, or other natural material is the recommended material for the sign.
    - (b) Whenever possible, sign graphics shall be carved, applied, painted, or stained.
    - (c) Sign graphics shall be simple and bold, keeping with the historic theme of downtown Junction City.

(d) The number of colors used on a sign shall be minimized for maximum effect. A maximum of four colors, including the background color, is permitted. Fluorescent colors are not allowed.

(e) Sign illumination shall be subdued and indirect, with the exception of internally lit signs that shall be a maximum of 8 square feet.

(f) Projecting (blade) signs are encouraged, especially along 6<sup>th</sup> Street, preferably suspended from an awning, and should not exceed 10 square feet per face. No projecting signs should be used above the first story.

(g) Wall-mounted signs are encouraged, but shall not exceed an area of 10 percent of the wall to which the sign is attached or 32 square feet in size.

**(5) Special Signs.**

(a) **Downtown Entrance Signs.** The appearance of any sign used as an entrance marker to the Central Commercial District shall be consistent with the Junction City welcoming sign along Highway 99 near the south edge of town and any other signs serving a similar purpose, and with the limitations for signs in the C2 zone as described in Section 6(4) of this ordinance. A downtown entrance sign shall be designed with attractive landscaping to serve as a visual anchor. The landscaping and maintenance plan shall be subject to approval by the Planning Commission approval, and ODOT if applicable.

(b) **Community Readerboard.** A community readerboard may be maintained along Highway 99 and/or in the downtown area to post notice of local news and events. A community readerboard shall be visually pleasing and updated regularly. Landscaping associated with the readerboard shall be maintained in good condition. The landscaping and maintenance plan shall be subject to approval by the Planning Commission approval, and ODOT if applicable.

[Section 6 amended by Ordinance No. 1053, passed September 8, 1998.]



# Appendix F

## *Internet Funding Resources*

Brownfields Assistance: <http://www.econ.state.or.us/BIredev.htm>  
Business Finance Programs: <http://www.econ.state.or.us/businessfinance/index.htm>  
Business In Oregon: <http://www.businessinoregon.org/>  
Business Incentive Programs: <http://www.econ.state.or.us/BIincent.htm>  
Downtown Research and Development Center: [www.downtowndevelopment.com](http://www.downtowndevelopment.com)  
Finance Information: <http://bonds.yahoo.com/glossary2.html>  
FirstGov Federal Grants and Financial Management links:  
[http://www.firstgov.gov/Government/State\\_Local/Grants.shtml](http://www.firstgov.gov/Government/State_Local/Grants.shtml)  
The Foundation Center: <http://fdncenter.org/>  
Governor's Community Solutions Team (CST): <http://communitysolutions.state.or.us>  
GrantsWeb: <http://www.msue.msu.edu/msue/resources/grantweb.html>  
Historic Preservation Fund, National Parks Service: <http://www2.cr.nps.gov/hpf/hpf-fund.htm>  
League of Oregon Cities (LOC): <http://www.orlocalgov.org/>  
Main Street Handbook and other useful Transportation and Growth Management guides:  
<http://www.lcd.state.or.us/tgm/publications.htm>  
National Trust for Historic Preservation: <http://www.mainst.org>  
Oregon Arts Commission: <http://www.oregonartscommission.org/main.php>  
Oregon Department of Economic and Community Development (OECDD):  
<http://www.econ.state.or.us>  
Oregon Department of Energy (ODE): <http://www.energy.state.or.us>  
Oregon Department of Environmental Quality (DEQ): <http://www.deq.state.or.us/>  
Oregon Department of Housing & Community Services: <http://www.hcs.state.or.us>  
Oregon Department of Land Conservation of Development (DLCD): <http://www.lcd.state.or.us>  
Oregon Department of Transportation (ODOT): <http://www.odot.state.or.us/home/>  
Oregon Downtown Development Association (ODDA): <http://www.odda.org/>  
Oregon Heritage Commission: <http://www.oregonheritage.org>  
Oregon State Historic Preservation Office (SHPO): [http://www.prd.state.or.us/about\\_shpo.html](http://www.prd.state.or.us/about_shpo.html)  
Oregon Tourism Commission Matching Grants: <http://www.traveloregon.com/grants.cfm>  
Oregon Trade Promotion Program (International Trade):  
<http://www.econ.state.or.us/oregontrade/tradeprog.htm>  
Rural Community Assistance Corporation (RCAC): <http://www.rcac.org/>  
Rural Development Initiatives, Inc. (RDI): [www.rdiinc.org](http://www.rdiinc.org)  
SOLV (helps form alliances between volunteers and Oregon communities to enhance livability):  
<http://www.solv.org/index.shtml>  
Transportation and Growth Management (TGM): <http://www.lcd.state.or.us/tgm.html>  
USDA Rural Housing Service Community Facilities Loan Programs:  
<http://www.rurdev.usda.gov/rhs/cf/cp.htm>



# **Appendix G**

## ***Highway 99 Statewide Transportation Improvement Program (STIP) Preservation Project: The New Face of Ivy Street***

Starting in spring 2003, construction began to repair and preserve Highway 99. Highway 99 is called Ivy Street through Junction City. The \$5.1 million dollar project will completely rebuild the highway, including Ivy Street in the downtown area. One of the purposes of these improvements is to reduce the likelihood and frequency of accidents. Improvements include:

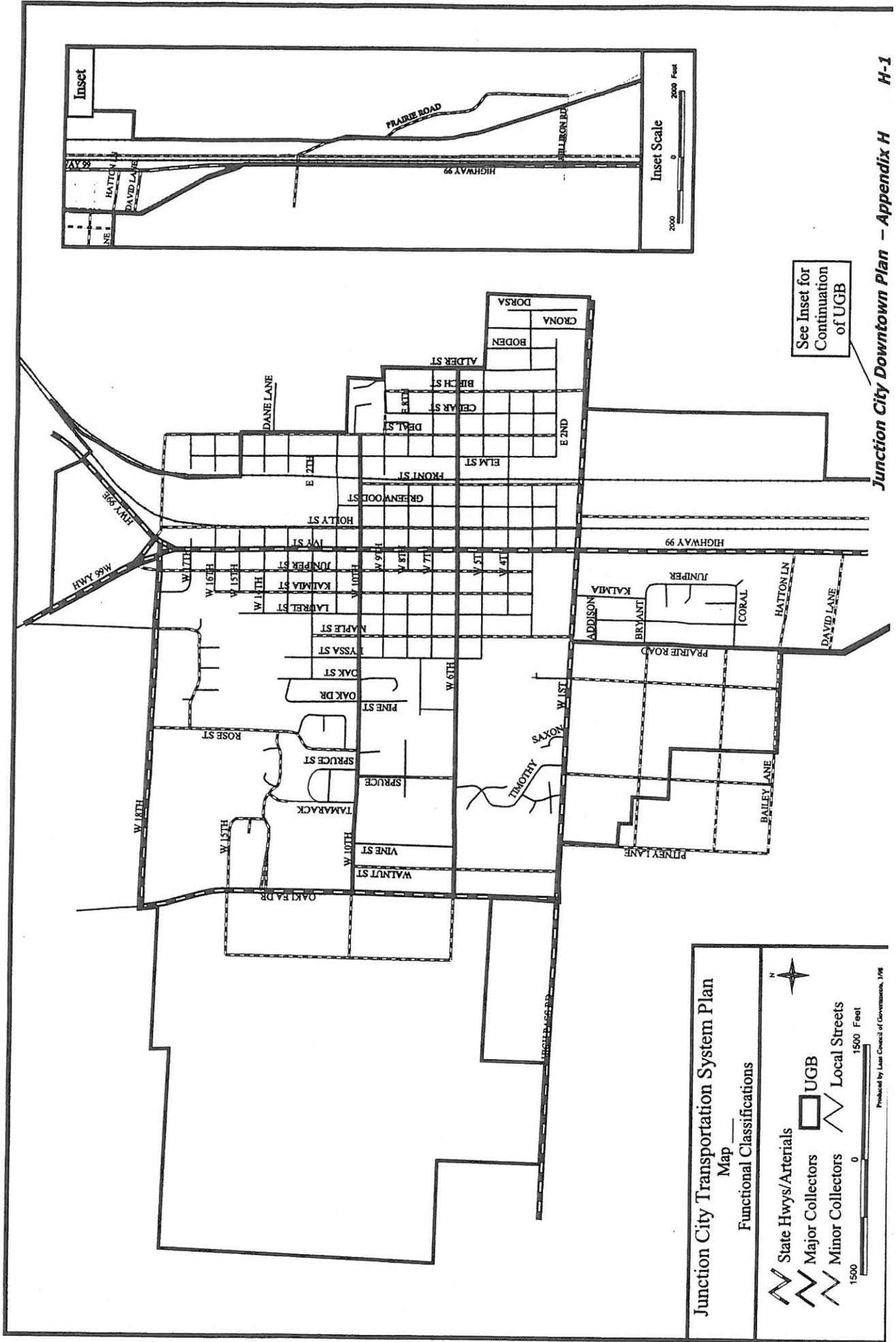
- Rebuilding the road to address poor pavement conditions
- Upgrading the sewer system and improving drainage
- Improving traffic signals
- Repairing Flat Creek Bridge between 15<sup>th</sup> Avenue and 16<sup>th</sup> Avenue
- Constructing new curbs and sidewalks and bringing them into compliance with the Federal Americans with Disabilities Act

A public open house about the Highway 99 project was held on August 14, 2002 to answer questions and respond to concerns. Although business owners understand the need for the improvements, there was concern about the short-term impacts on traffic, access, and parking. There was also substantial concern about the long-term impacts on access as construction plans reduce the overall size, number, and placement of various businesses' driveway openings. To minimize the overall disruption to drivers and local businesses and residents, ODOT coordinated with Junction City and Lane County to combine several area improvement projects. Project planners are running two shifts a day to limit the duration of the disruption. The project will be done in two 3-month phases, starting with the northern section of the road. The project is scheduled to take approximately 6 months.

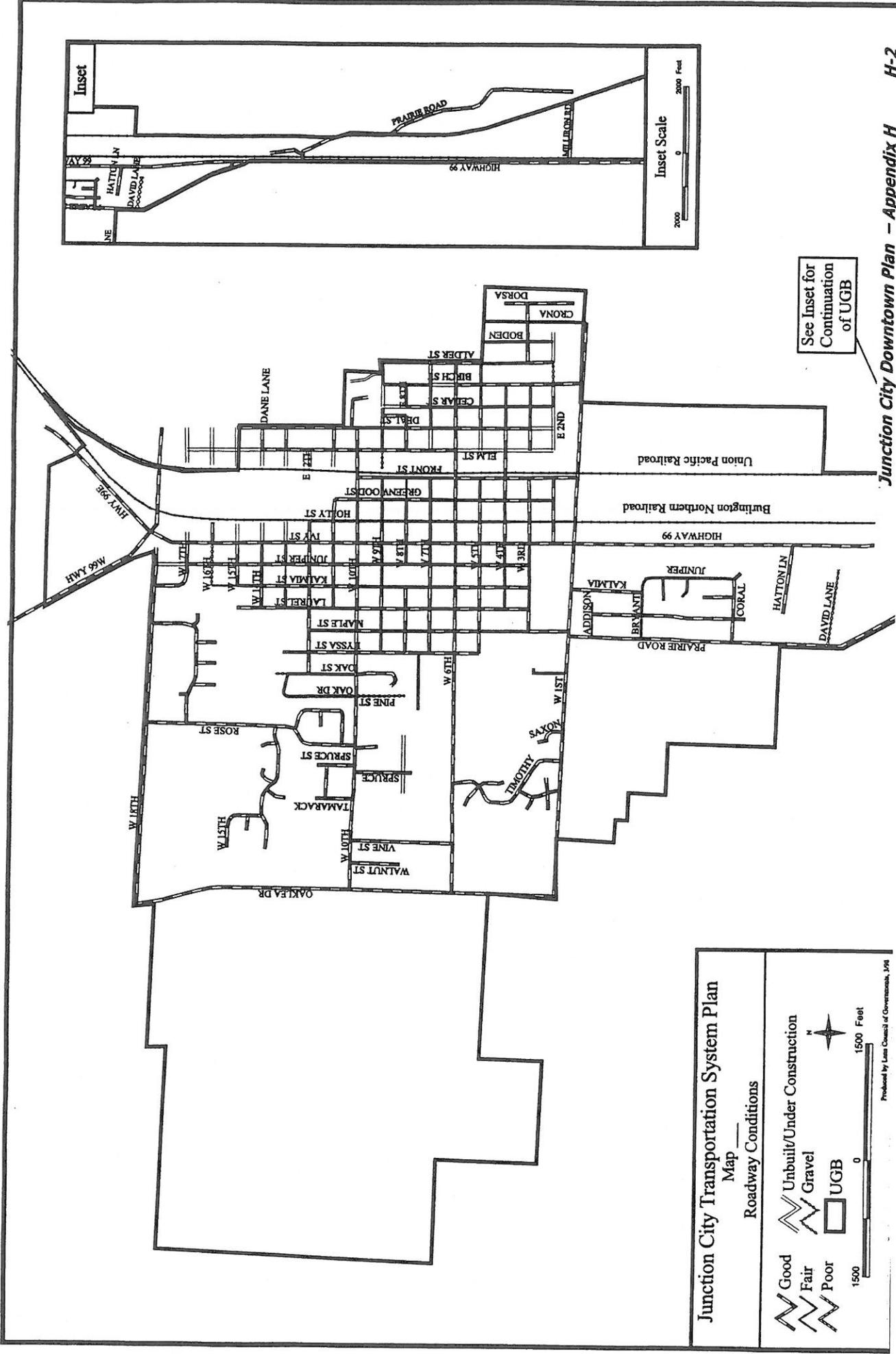
Since Highway 99 provides the main access to many of Junction City's downtown businesses and a section is within the downtown study area, the Downtown Advisory Committee identified Highway 99 from West 1<sup>st</sup> Avenue to West 18<sup>th</sup> Avenue as one of its "Transition Zones." Although the purpose of the Transition Zones was to promote the installation of streetscape elements compatible with those selected by the downtown planning process, the relatively narrow right-of-way and proximity of businesses along Highway 99 limits the ability for improvements such as bulb outs and more planting strips. As a result, many design elements identified as part of the downtown planning process were not deemed possible for the Highway 99 project.



# Appendix H Transportation System Plan Maps







See Inset for Continuation of UGB

Junction City Transportation System Plan

Map

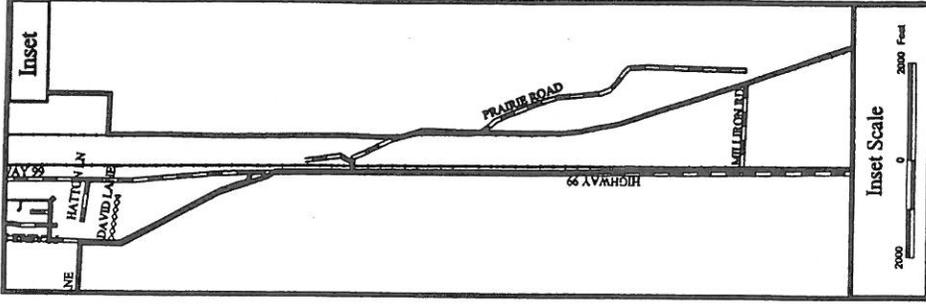
Roadway Conditions

	Good
	Fair
	Poor
	UGB

Unbuilt/Under Construction  
Gravel

1500 0 1500 Feet

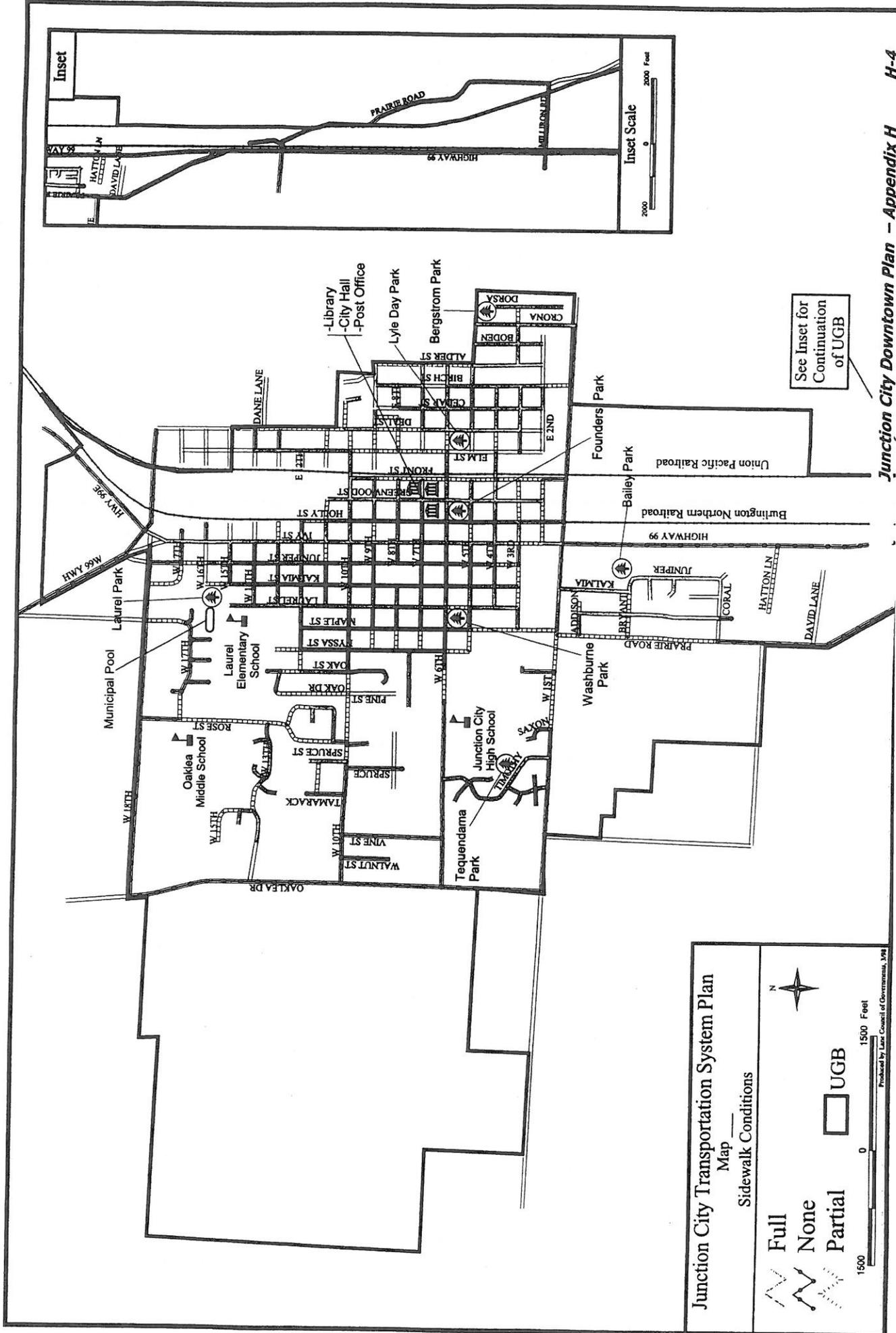
Produced by Lane Council of Governments, 1996













# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/ Type	Seasonal interest	Values
<b>TREES</b>						
Ash, Green	Fraxinus pennsylvanica	no	sun	D	spring, summer, fall	yellow fall color, 40-60 ft. height
Ash, Oregon	Fraxinus latifolia	yes	sun	D	spring, summer, fall	birds, tolerates heavy wet soils, 40-80 ft.
Cedar, Incense	Calocedrus decurrens	yes	sun	E	year-round	birds, wildlife, 100 ft. mature height
Cedar, Deodar	Cedrus deodara	no	sun	E	year-round	tufted clusters of needles, graceful branching, dwarf varieties available, 40 ft. spread, 80 ft. height
Dogwood, Pacific	Cornus nuttallii	yes	partial shade/shade	D	spring, summer, fall	birds, spring flowers, red-orange fall color, 40 ft.
Madrone, Pacific	Arbutus menziesii	yes	sun/partial shade	D	year-round	birds, fragrant white spring flowers, leaves, attractive bark, 50 ft.
Maple, Big leaf	Acer macrophyllum	yes	sun/partial shade	D	spring, summer, fall	birds, wildlife, attractive leaves, large canopy summer shade, 90 ft. mature height
Oak, California black	Quercus kelloggii	yes	sun	D	spring, summer, fall	birds, wildlife, attractive form, 80 ft.
Oak, Northern	Quercus rubra	yes	sun	D	spring, summer, fall	red spring growth, red to orange fall color, 90 ft.
Oak, Oregon white	Quercus garryana	yes	sun/partial shade	D	spring, summer, fall	birds, leaves, attractive form, 65 ft.
Oak, Scarlet	Quercus coccinea	no	sun	D	spring, summer, fall	red fall color, 80 ft.
Pine, Western white	Pinus monticola	yes	sun	E	year-round	birds, wildlife, 60 ft.
Pine, Ponderosa	Pinus ponderosa	yes	sun	E	year-round	birds, wildlife, 150 ft.
Pine, Lodgepole	Pinus contorta var. latifolia	yes	sun	E	year-round	birds, wildlife, 150 ft.
Tupelo or Sour gum	Nyssa sylvatica	no	sun	D	spring, summer, fall	birds, bright orange-red fall color, 50 ft.
Walnut, Black	Juglans nigra	no	sun	D	spring, summer, fall	wildlife, bright yellow fall color, can inhibit growth of nearby plants, nuts can be messy, 120 ft.
<b>SMALL TREES &amp; SHRUBS</b>						
Barberry, Magellan	Berberis thubergii	no	sun/partial shade	D	year-round	slender arching branches, red fall color, red winter berries, thorns, 4-6 ft.
Barberry, Japanese	Berberis buxifolia	no	sun/partial shade	E	year-round	small leathery leaves, orange-yellow flowers, purple berries, 4-6 ft.

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/		Seasonal interest	Values
				Type	Value		
Bitter cherry	<i>Prunus emarginata</i>	yes	sun/partial shade	D	spring, summer, fall	birds, butterflies, fragrant spring flower clusters, 30 ft. mature height	
Camellia, Winter	<i>Camellia sasanqua</i>	no	partial shade	E	year-round	late fall flowers	
Cascara buckthorn	<i>Rhamnus purshiana</i>	yes	partial shade/shade	D	spring, summer, fall	birds, 30 ft.	
Ceanothus, Blueblossom	<i>Ceanothus thyrsiflorus</i>	yes	partial shade	E	spring, summer, fall	glossy green leaves, blue to white flower clusters, very hardy, 8-20 ft.	
Ceanothus, Redstem	<i>Ceanothus sanguineus</i>	yes	sun/partial shade	D	spring flowers, summer, fall	birds, butterflies, leaves, fragrant white spring flower clusters 2-6 ft.	
Chaste tree	<i>Vitex agnus-castus</i>	no	sun	D	spring, summer, fall	white to pinkish flower clusters in summer and fall, divided leaves, 6 ft.	
Crape myrtle	<i>Lagerstroemia indica</i>	no	sun	D	spring, summer, fall	bronze-red new spring growth, gloss green summer leaves, summer flowers, 6-30 ft.	
Currant, Red flowering	<i>Ribes sanguineum</i>	yes	sun/partial shade	D	spring flowers, summer, fall	butterflies, hummingbirds, attractive pink spring flower clusters, 3-9 ft.	
Elderberry, Red	<i>Sambucus callicarpa</i>	yes	sun/partial shade	D	spring flowers, summer, fall berries	excellent bird plant, fragrant white flower clusters, attractive red berries, 10-20 ft.	
Edible Fig	<i>Ficus carica</i>	no	sun	D	spring, summer, fall	15-30 ft.	
Goldenrain tree	<i>Koelerutaria paniculata</i>	no	sun	D	spring, summer, fall	yellow flower clusters in summer, slow-growing 20-35 ft.	
Huckleberry, Red	<i>Vaccinium parviflorum</i>	yes	partial shade/shade	D	year-round	thin green branches, red berries, small light green leaves, small white spring flowers, 4-12 ft.	
Huckleberry, Evergreen	<i>Vaccinium ovatum</i>	yes	partial shade/shade	E	year-round	tiny spring flowers, fruit for birds & people, attractive thick foliage, 3-8 ft.	
Junipers	<i>Juniperus</i> spp.	no	sun	E	year-round	evergreen shrubs or groundcovers, needle-like foliage, 1-3 ft. to 5-8 ft.	
Kerria	<i>Kerria japonica</i>	no	sun/partial shade	D	year-round	small yellow early spring flowers, yellow fall color, green winter branches, 6-8 ft.	

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/		Seasonal interest	Values
				Type	Type		
Kinnikinnick	Arctostaphylos uva-ursi	yes	sun/partial shade	E	evergreen, spring flowers, fall berries	small white-pink flowers, bright red berries, fast-growing groundcover, likes well-drained slope, 5-8 in.	
Lilac	Syringa vulgaris	no	sun	D	spring, summer, fall	pink to purple to white very fragrant late spring flowers, attractive leaves, 20 ft.	
Manzanita, Hairy	Arctostaphylos columbiana	yes	sun	E	spring flowers, summer berries	native to coastal mountains, attractive reddish bank, spring flowers, berries attract birds, 6-8 ft.	
Mock orange	Philadelphus lewisii	yes	sun/partial shade	D	spring, summer, fall	butterflies, fragrant white June flowers, 6-12 ft.	
Ninebark	Physocarpus capitatus	yes	partial shade	D	spring, summer, fall	white flowers in May-June, 6-12 ft.	
Ocean spray	Holodiscus discolor	yes	sun/partial shade	D	spring, summer, fall	birds, butterflies, early summer white flower clusters, 8-12 ft.	
Oregon-grape, Dwarf	Berberis nervosa	yes	sun/partial shade	E	year-round	birds, butterflies, small yellow flowers, groundcover, 2 ft.	
Oregon-grape, Tall	Berberis aquifolium	yes	sun/partial shade	E	year-round	birds, butterflies, yellow spring flowers, Oregon state flower, 5-6 ft.	
Osoberry (Indian Plum)	Oemleria cerasiformis	yes	partial shade/shade	D	spring, summer, fall	important bird food, early spring leaves and small white flowers, may lose leaves late summer, 8-15 ft.	
Parrotia, Persian	Parrotia persica	no	sun	D	spring, summer, fall	dramatic fall color yellow to orange to red, thick dark green summer leaves, spring flowers, 15-30 ft.	
Rockrose	Cistus incanus, Cistus albidus	no	sun	E	year-round	pink-purple flowers spring and often fall, grayish or hairy leaves, wide growth habit, 4-8 ft.	
Rose, Nootka	Rosa nutkana	yes	sun/partial shade	D	spring flowers, winter fruits	birds, butterflies, showy pink spring flowers, green summer leaves, red-purple fruit in winter, 4-10 ft.	
Rose, Ramanas	Rosa rugosa	no	sun	D	spring, summer, fall	white to pink or yellow fragrant flowers, bright red fall and winter fruit, 3-8 ft.	
Rosemary	Rosmarinus officinalis	no	sun	E	year-round	narrow aromatic leaves, birds, bees, lavender-blue flowers, many varieties, 2-6 ft.	

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/		Seasonal interest	Values
				Type	Seasonal interest		
Salal	Gaultheria shallon	yes	partial shade/shade	E	year-round	birds, edible berries, small white spring flowers, attractive leaves, tall ground cover, 1-5 ft.	
Senecio	Senecio greyi	no	sun	E	year-round	gray green leaves, profuse yellow summer blooms, 4-5 ft.	
Serviceberry	Amelanchier alnifolia	yes	sun/partial shade	D	spring, summer, fall	birds, butterflies, white spring flower clusters, yellow fall color, 4-12 ft.	
Smoke tree	Cotinus coggygria	no	sun	D	spring, summer, fall	unusual fuzzy flowers, attractive blue-green summer leaves, orange-red fall color, 25 ft.	
Snowberry	Symphoricarpos albus	yes	partial shade/shade	D	spring, summer, fall, winter berries	birds, tiny white spring flowers, showy white winter berries, 1-4 ft.	
Spiraea, Douglas (Hardhack)	Spiraea douglasii	yes	partial shade/shade	D	spring, summer, fall	showy pink summer flower plumes 4-8 ft.	
Strawberry tree	Arbutus unedo	no	sun/partial shade	E	year-round	shiny evergreen leaves, small white flowers and red fruit in fall, 35 ft.	
Sumac, Smooth	Rhus glabra	no	sun	D	year-round	scarlet fall color, showy fall fruit, long leaves with narrow leaflets, native to eastern Oregon, 10-15 ft.	
Sumac, Staghorn	Rhus typhina	no	sun	D	year-round	scarlet fall color, showy fall fruit persists in winter, velvety branches, 15-30 ft.	
Tamauisk	Tamarix spp.	no	sun	E	year-round	species include spring-flowering, spring-summer flowering, or evergreen, 6-15 or 30-40 ft.	
Thimbleberry	Rubus parviflorus	yes	partial shade/shade	D	spring, summer, fall	birds, butterflies, white spring flowers, red summer berries, large attractive leaves, 3-6 ft.	
Vine maple	Acer circinatum	yes	partial shade/shade	D	spring, summer, fall	birds, bright fall color, attractive winter stems, 25 ft.	
Wax myrtle, Oregon	Myrica californica	yes	sun	E	year-round	native to coast, glossy green leaves, tiny spring flowers, fall fruits for birds, 6-30 ft.	
Yew	Taxus spp.	no	sun/partial shade	E	year-round	slow-growing, good for hedges, attractive evergreen foliage, 4-5 ft. to 25-40 ft.	

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/ Type	Seasonal interest	Values
Baneberry	<i>Actaea rubra</i>	yes	partial sun/	P	spring	sprays of white flowers, poisonous red berries, 1-3 ft.
Blanket flower	<i>Gaillardia grandiflora</i>	no	sun	P	spring, summer, fall	yellow-red flowers, blooms summer-fall, 2-4 ft.
Blazing star, Gayfeather	<i>Liatris</i>	no	sun	P	spring, summer, fall	butterflies, pinkish-purple flower spike summer through fall, 2-3 ft.
Blue-eyed grass	<i>Sisyrinchium bellum</i>	yes	sun	P	year-round	narrow grass-like leaves, small deep blue to purple late spring flowers, 1 ft.
Bleeding heart	<i>Dicentra formosa</i>	yes	partial shade/shade	P	spring, summer	butterflies, pretty pink flower, 8-18 in.
Camas, Common	<i>Camassia quamash</i>	yes	sun/partial shade	P	spring	showy blue flowers, foliage dies back late summer, 8-30 in.
Candy-flower or Spring Beauty	<i>Claytonia sibirica</i>	yes	partial shade/shade	A	spring, summer	groundcover, pretty pink flowers, 6-12 in.
Columbine, Red or Western	<i>Aquilegia formosa</i>	yes	sun/partial shade	P	spring, summer, fall	butterflies, birds, red-yellow attractive late spring flowers, lacy foliage, 1-3 ft.
Columbine, European	<i>Aquilegia vulgaris</i>	no	sun/partial shade	P	spring, summer, fall	blue or purplish attractive late spring flowers, many garden varieties, lacy foliage, 1-2 ft.
Coreopsis	<i>Coreopsis grandiflora</i>	no	sun	P	spring, summer, fall	narrow dark green leaves, bright yellow all-summer flowers, 1-2 ft.
Cosmos	<i>Cosmos bipinnatus</i>	no	sun	A	spring, summer, fall	flowers white to pink or lavender, feathery leaves, can self sow to return following year, 3-7 ft.
Dusty miller	<i>Senecio cineraria</i>	no	sun	P	year-round	woolly white leaves, yellow flowers, 2 ft.
Evening primrose	<i>Oenothera biennis</i>	yes	sun	B	spring, summer, fall	fragrant yellow flowers open in evening, pinkish buds, summer bloom, 2-4 ft.
Evening primrose, Missouri	<i>Oenothera missouriensis</i>	no	sun	P	spring, summer, fall	large yellow flowers in late spring to summer, velvety leaves, sprawling habit, 8-10 in.
False Solomon's seal	<i>Smilacina racemosa</i>	yes	partial shade/shade	P	spring, summer, fall	tall groundcover, butterflies, white flower cluster, arching leaves, 1-3 ft.
Farewell-to-spring	<i>Clarkia amoena</i>	yes	sun	A/P	summer	pink flowers, butterflies, 8-12 in.

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/ Type	Seasonal interest	Values	
						Native	Values
Fawn-lily	<i>Erythronium oregonum</i>	yes	partial shade/shade	P	spring	showy, creamy white flowers, foliage dies back in summer, 6-12 in.	
Flax, Perennial blue	<i>Linum perenne</i>	no	sun	P	spring, summer, fall	blue summer flowers, 1-2 ft.	
Foamflower	<i>Tiarella trifoliata</i>	yes	shade	P	spring	delicate white flowers on nodding stem, good groundcover, 8-16 in.	
Fringe cup	<i>Tellima grandiflora</i>	yes	partial shade/shade	P	spring, summer, fall	tiny greenish-white flowers, good groundcover, 1-2 ft.	
Gaura	<i>Gaura lindheimeri</i>	no	sun	P	year-round	native to the Southwest, branching flower spikes bear many white flowers, summer bloom, 2-4 ft.	
Goat's beard	<i>Aruncus dioicus</i>	yes	partial shade/shade	P	spring, summer, fall	early summer showy white flower cluster on arching stem, 3-5 ft.	
Hen and chicks	<i>Sempervivum tectorum</i>	no	sun	P	year-round	gray-green cactus-like rosettes, reddish flowers in clusters on stems to 2 ft.	
Honeysuckle, California	<i>Lonicera hispidula</i>	yes	sun/partial shade	P	spring, summer, fall	birds, butterflies, pink summer flowers, vine or groundcover	
Honeysuckle, Orange	<i>Lonicera ciliosa</i>	yes	sun/partial shade	P	spring, summer, fall	birds, butterflies, orange summer flowers, trailing vine	
Honeysuckle, Trumpet	<i>Lonicera sempervirens</i>	no	sun/partial shade	P	year-round	hummingbirds, showy orange-yellow summer flowers, red fruits, semievergreen, vine or low shrub	
Hooker's fairy bells	<i>Prosartes (Disporum) hookeri</i>	yes	partial shade/shade	P	spring, summer, fall	delicate bell-like whitish flowers, 1-3 ft.	
Ice plant	<i>Drosanthemum speciosum</i>	no	sun	P/A	year-round	pink or purple flowers, useful on steep banks, 6-18 in.	
Inside-out flower	<i>Vancouveria hexandra</i>	yes	partial	P	spring, summer	groundcover, small white flowers, 8-18 in.	
Iris, Bearded	<i>Iris</i> spp.	no	sun/partial shade	P	spring, summer	spring flowers in wide variety of colors, upright green leaves, good for borders, 2-4 ft.	
Iris, Oregon	<i>Iris tenax</i>	yes	sun/partial shade	P	spring, summer	showy, purple flowers, grass-like leaves, 8-18 in.	

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/		Seasonal interest	Values
				Type	Seasonal interest		
Lavender	Lavendula spp.	no	sun	P	spring, summer, fall	fragrant purple flowers, gray-green aromatic leaves, likes fast-draining soil, 2-4 ft.	
Lavender cotton	Santolina	no	sun	P	spring, summer, fall	fine whitish gray leaves, bright yellow button-like flowers in summer, 1-2 ft.	
Lupine	Lupinus polyphyllus	yes	sun	P	spring, summer, fall	early summer blue purple flowers, 2-5 ft.	
Miner's lettuce	Claytonia perfoliata	yes	shade	A	spring, summer	groundcover, tiny white flowers, small bright green leaves, 2-12 in.	
Moss rose	Portulaca grandiflora	no	sun	A	spring, summer, fall	low-growing, fleshy-leaved groundcover, bright flowers in shades of red to yellow, 6 in.	
Mule's ears	Wyethia angustifolia	yes	sun	P	spring, summer	3-in. yellow flowers, green leaves die back in winter, 12-18 in.	
Onion, Nodding	Allium cernuum	yes	sun	P	spring, summer	pink-white nodding flower cluster, 6-18 in.	
Onion, Hooker's	Allium acuminatum	yes	sun	P	spring, summer	bright pink upright showy flower clusters, 6-12 in.	
Pig-a-back plant	Tolmiea menziesii	yes	sun/partial shade	P	year-round	tiny brown-purple flowers on stalk, good groundcover, generally evergreen, 12-30 in.	
Rose checker-mallow	Sidalcea virgata	yes	partial sun	P	spring, summer	butterflies, pink flowers along tall stalk, round clusters of leaves, 1-2 ft.	
Russian Sage	Perovskia atriplicifolia	no	sun	P	spring, summer, fall	lavender-blue flowers in spike-like clusters, gray-green foliage, multi-stemmed wide habit, 3 ft.	
Sage	Salvia spp.	no	sun	P	spring, summer, fall	many species with a variety of red, purple, blue, or white flowers, aromatic gray-green leaves, 1-2 ft. to 3-5 ft.	
Saxifrage	Saxifraga oregana	yes	shade	P	spring	small white flowers atop slender stem, 8-12 in.	
Slender cinquefoil	Potentilla gracilis	yes	sun	P	spring, summer, fall	groundcover, yellow flowers, open areas, 1.5-2 ft.	
Star-flowered Solomon's seal	Smilacina stellata	yes	partial shade/shade	P	spring, summer, fall	tall groundcover, butterflies, star-like flowers, attractive leaves, 8-24 in.	
Statice, Annual	Limonium sinuatum	no	sun	A	spring, summer	summer flowers blue to lavender rose, 2 ft.	
Statice, Perennial	Limonium latifolium	no	sun	P	spring, summer, fall	white to pink summer flowers, 1-2 ft.	

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/		Seasonal interest	Values
				Type	Values		
Stoncrop	Sedum oreganum	yes	sun/partial shade	P	evergreen	bright yellow flowers bunched on short stem, cactus-like leaves, groundcover, 3-6 in.	
Stoncrop 'Carmen'	Sedum spectabile	no	sun	P	spring, summer, fall	upright spreading stems, pink flower clusters in fall, attractive winter seed heads, 18 in.	
Strawberry, Woods	Fragaria vesca	yes	sun/partial shade	P	spring, summer, fall	evergreen, excellent groundcover, visible white spring flowers, 2-8 in.	
Strawflower	Helichrysum bracteatum	no	sun	A	spring, summer, fall	white, yellow, orange, or red flowers, 2-3 ft.	
Tall larkspur	Delphinium trollifolium	yes	partial shade/shade	P	spring, summer	butterflies, blue purple flowers on tall upright stems, attractive leaves, 2-4 ft.	
Tall meadow-rue	Thalictrum occidentale	yes	shade	P	spring, summer, fall	tall, graceful, showy small yellow flowers, 1-3 ft.	
Thyme	Thymus spp.	no	sun	P	year-round	heavily-scented foliage, attractive to pollinators, some species excellent as groundcovers, 2-6 in. to 6-12 in.	
Verbena	Verbena bipinnatifida	no	sun	P	spring, summer, fall	blue summer flowers, finely divided leaves, 8-15 in.	
Wild-ginger	Asarum caudatum	yes	partial shade/shade	P	spring, summer	good groundcover, inconspicuous but unusual purplish flowers, 8-12 in.	
Wood sorrel	Oxalis oregana	yes	partial shade	P	spring, summer, fall	good shady groundcover, small white flowers, 4-8 in.	
Wormwood, Common	Artemisia, absinthium	no	sun/partial shade	P	spring, summer, fall	evergreen silvery gray, 2-4 ft.	
Violet, Early blue	Viola adunca	yes	sun/shade	P	spring, summer, fall	groundcover, pretty blue-violet or white flower, 3-6 in	
Violet, Woods	Viola glabella	yes	partial shade/shade	P	spring, summer, fall	good groundcover, pretty yellow flower, 4-9 in.	
<b>GRASSES, RUSHES, SEDGES</b>							
Blue wildrye	Elymus glaucus	yes	sun	P	spring, summer, fall	grass mature height 2-4 ft.	
California brome-grass	Bromus carinatus	yes	sun	P	spring, summer, fall	grass mature height 2-3 ft.	
Dewey's sedge	Carex deweyana	yes	partial shade/shade	P	spring, summer, fall	good erosion control, 1-4 ft.	

# Appendix I

## Native and Drought-tolerant Plants for Landscaping

February 2003

Common name	Scientific name	Native	Light	Habit/		Seasonal interest	Values
				Type	Type		
Slough grass	Carex obruata	yes	partial shade/shade	P		spring, summer, fall	bank stabilization (can be invasive & big), 2-5 ft.
Tufted hairgrass	Deschampsia cespitosa	yes	sun/partial shade	P		spring, summer, fall	grass mature height 1-4 ft.
<b>FERNS</b>							
Deer fern	Bechnum spicant	yes	shade	P		year-round	graceful, evergreen, 1-3 ft.
Maiden-hair fern	Adiantum pedatum	yes	partial shade/shade	P		spring, summer, fall	delicate, lacy fronds, 1-2 ft.
Sword fern	Polystichum munitum	yes	sun/shade	P		year-round	lush, easy to grow groundcover, evergreen, 2-4 ft.

E = evergreen, D = deciduous, P = perennial, A = annual

*All plants require at least two years of watering to become established. Once established, all plants will tolerate summer drought. For symbol explanations, see last page.*



# Appendix J

## Junction City Parking and Pedestrian Amenity Inventory

June 2002  
 Note: Highway 99 is called Ivy Street through Junction City

Location	No. (refer to diagram)	Side Right-of-way, paving width	On-street parking. Parallel unless noted otherwise.	Off-street parking; surface (paved unless noted)	Parking restrictions	Bike parking, Sidewalks, Benches	Alleys; existing uses, issues
West 8 <sup>th</sup> -7 <sup>th</sup> Front-Greenwood	1	7 <sup>th</sup> ROW: 60' Paving: 36'	None		Red zone	Setback sidewalk with trees, grass strip. ADA ramp on W. end	No alley between 7 <sup>th</sup> and 8 <sup>th</sup> , street lights at corners of Greenwood and Front
		8 <sup>th</sup> ROW: 60' Paving: 36'	4 unmarked, none in use			Wide sidewalk (not setback) with trees but no planting strip on W. end; setback sidewalk with grass strip on E. end.	No alley between 7 <sup>th</sup> and 8 <sup>th</sup>
		Front ROW: 60' Paving: 36'	W. side: 10 on-street marked. 6 in use. E. side: 10 on-street marked. None in use.			Setback sidewalk with street trees, no benches.	Open space field, water tower, Quonset hut, nowhere to sit
		Greenwood ROW: 60' Paving: 36'	5 marked, 3 in use	Approx. 22 spaces in public parking lot; some government use, some reserved. 13 in use. 2 ADA		Sidewalk (not setback) with trees on S. end. 1 bench. 7 bike spaces, 2 in use; ADA ramp at 7 <sup>th</sup>	Government use, off-street parking area, library; no sign indicating public parking lot;
		Greenwood ROW: 60' Paving: 36'	Around 10, unmarked. 3 in use.			Setback sidewalk with big trees, ADA ramps.	SF residences, counseling; gravel alley; stop sign at 7 <sup>th</sup>
		Holly ROW: 60' Paving: 36'	Around 10 unmarked, none in use.			Setback sidewalk, some trees, ADA ramps.	Residential; building for sale; apartments
West 8 <sup>th</sup> -7 <sup>th</sup> Greenwood-Holly	2	8 <sup>th</sup> ROW: 60' Paving: 36'	7 unmarked -1 in use.			Sidewalk (not setback) with no planters/no trees on W. end. Setback sidewalk with planters on E. end. ADA ramp on W. side.	Residential; laundromat
		7 <sup>th</sup> ROW: 60' Paving: 36'	5 unmarked, 2 in use, trees.	Small mid-block off-street parking area.		Setback sidewalk, no bench ADA ramps.	Mid-block alley. Sidewalk in poor condition; street light near alley
		Holly ROW: 60' Paving: 36'	Around 10 parallel, unmarked--1 in use			Setback sidewalk with big trees, narrow planting	Poor sidewalk; ; stop sign at 7 <sup>th</sup> , residential and farmer's insurance; gravel alley
		Ivy ROW: 80' Paving: 50'	None	Off-street parking only		Sidewalk (not setback) without trees/planting. ADA ramp on S. end only	Poor sidewalk; auto parts, small stores; street light mid-block on east side; street light at 8 <sup>th</sup> west side
West 8 <sup>th</sup> -7 <sup>th</sup> Holly-Ivy	3	7 <sup>th</sup> ROW: 60' Paving: 36'	5 unmarked-3 in use			Setback sidewalk with big trees, narrow planting. ADA ramps.	Poor sidewalk; stop sign at Holly
		8 <sup>th</sup> ROW: 60' Paving: 36'	6 unmarked-1 in use			Sidewalk (not setback) with no trees or planting. ADA ramps.	

Location	No. (refer to diagram)	Side Right-of-way, paving width	On-street parking. Parallel unless noted otherwise.	Off-street parking surface (paved unless noted)	Parking restrictions	Bike parking, Sidewalks, Benches	Alleys; existing uses, issues
West 8 <sup>th</sup> -7 <sup>th</sup> Ivy-alley between Ivy and Juniper	4	8 <sup>th</sup> ROW: 60' Paving: 36'	2 unmarked-2 in use			Sidewalk (not setback), no trees/no planting. ADA ramps.	Goodwill store
		Ivy ROW: 80' Paving: 50'	None			Sidewalk (not setback), no trees/no planting. 4 off-street bike spaces -- 3 in use. ADA ramps.	Small stores; numerous curb cuts
		7 <sup>th</sup> ROW: 60' Paving: 36'	2 unmarked-1 in use			Setback sidewalk with big trees and mulch. No ADA ramps.	Medical clinic; stop sign at Ivy
		7 <sup>th</sup> ROW: 60' Paving: 36'	3 unmarked- none in use			Setback sidewalk with a graveled planting strip and no trees. No ADA ramps.	Insurance
West 7 <sup>th</sup> -6 <sup>th</sup> Ivy-alley between Ivy and Juniper	5	Ivy ROW: 80' Paving: 50'	None			Sidewalk (not setback) with no trees/no planter. No ADA ramps.	Signs, gifts, pharmacy; car sales lot
		6 <sup>th</sup> ROW: 80' Paving: 52'	1 unmarked-1 in use			Setback sidewalk with a graveled planting strip and no trees. No ADA ramps.	
		Ivy ROW: 80' Paving: 50'	None			Sidewalk (not setback) with no trees/no planter.	1 bench on corner of Ivy/6 <sup>th</sup> .
		6 <sup>th</sup> ROW: 80' Paving: 52'	5 unmarked-4 in use			Very wide sidewalk (not setback) with trees on W. end only. No planting strip but has planting buckets. ADA ramps.	1 bench on corner of 6 <sup>th</sup> /Holly Sidewalk in poor condition.
West 7 <sup>th</sup> -6 <sup>th</sup> Greenwood-Holly	7	Holly ROW: 60' Paving: 36'	5 unmarked-3 in use			Setback sidewalk with some setback trees. Grass planter mid-block only. ADA ramp only on N. end.	
		7 <sup>th</sup> ROW: 60' Paving: 36'	6 unmarked-1 in use			Wide sidewalk. 2 trees on W. end. ADA ramps.	
		Holly ROW: 60' Paving: 36'	Around 9 unmarked-1 in use			On N. end, setback sidewalk with bark strip but no trees. On S. end, sidewalk (not setback) with no trees. ADA ramps.	
		7 <sup>th</sup> ROW: 60' Paving: 36'	5 unmarked-3 in use			On W. end. sidewalk (not setback) with no trees; on E. end, setback sidewalk with 2 trees. ADA ramps.	
West 7 <sup>th</sup> -6 <sup>th</sup> Ivy-alley between Ivy and Juniper	5	Greenwood ROW: 60' Paving: 36'	2 unmarked and 3 marked- 5 in use		12 minute parking in front of P.O.	Wide sidewalk (not setback) with 2 trees, no plant strip. ADA ramps.	
		6 <sup>th</sup> ROW: 80' Paving: 52'	8 Marked-6 In use			Plantings corner of Greenwood and 6 <sup>th</sup> . Wide sidewalk (not setback) with street trees and flowers plus 2 benches. ADA ramps.	

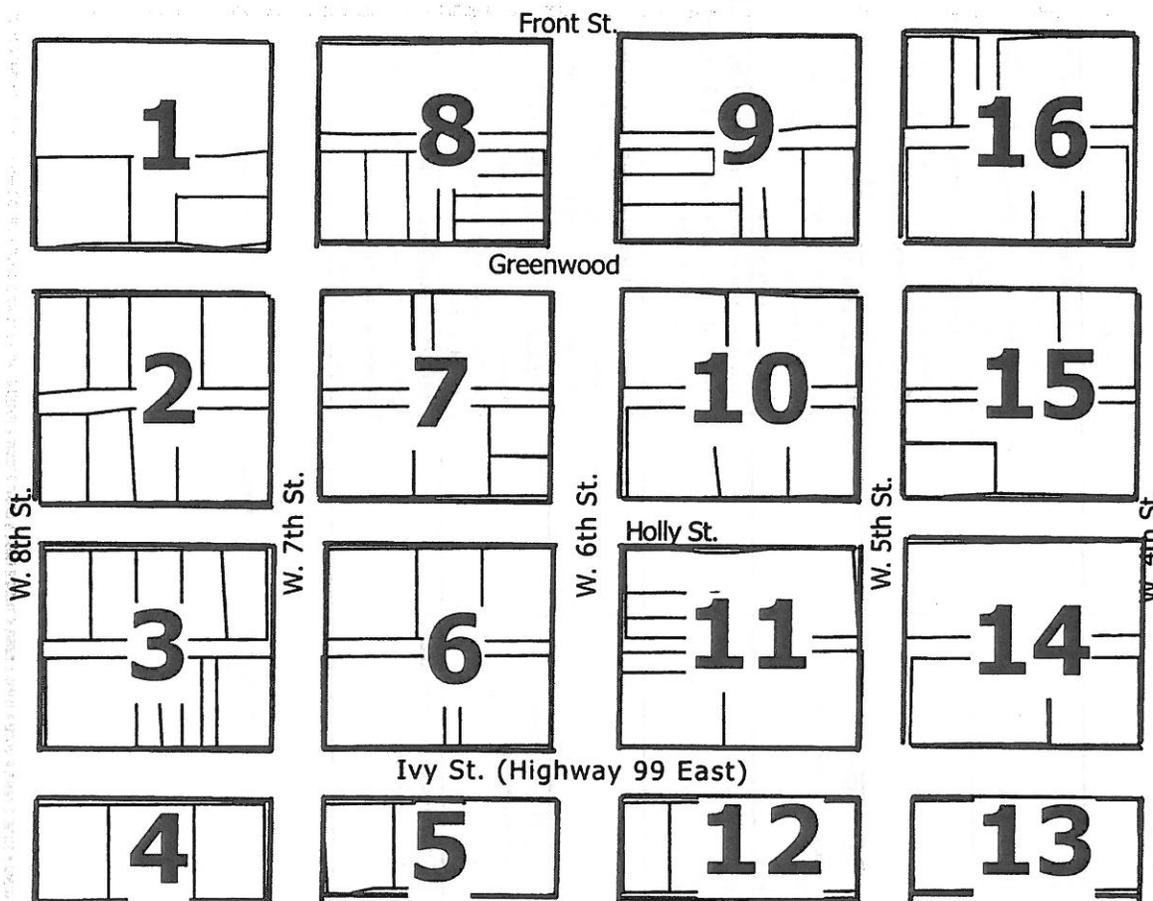
Location	No. (refer to diagram)	Side Right-of-way, paving width	On-street parking. Parallel unless noted otherwise.	Off-street parking surface (paved unless noted)	Parking restrictions	Bike parking, Sidewalks, Benches	Alleys; existing uses, issues	
West 7 <sup>th</sup> -6 <sup>th</sup> Front-Greenwood ROW: 60' Paving: 36'	8	Greenwood ROW: 60' Paving: 36'	10 spaces: 6 marked--2 in use, plus 4 in 12 minute zone--3 in use	12 minute zone in front of city offices		Wide sidewalk (not setback) with several trees, no strip. 5 benches. ADA ramps.	Faded parking space markings.	
		6 <sup>th</sup> ROW: 80' Paving: 52'	8 marked -- 5 in use			Wide sidewalk (not setback) with trees/flowers on W. end only. 1 table with chairs, 1 bench. ADA ramps.	Faded parking space markings.	
		Front ROW: 60' Paving: 36'	On W. side: 8 marked--2 in use. On E. side: around 10 marked-- 3 in use.			Wide sidewalk (not setback) with no trees/no planters.		
		7 <sup>th</sup> ROW: 60' Paving: 36'	None		Red zone near police	Wide sidewalk (not setback) with trees on W. end. ADA ramp on W. end only.		
West 6 <sup>th</sup> -5 <sup>th</sup> Front-Greenwood	9	6 <sup>th</sup> ROW: 80' Paving: 52'	8 marked, 8 in use			Wide sidewalk (not setback); no plants on E. end. 3 benches, 3 trees on W. end; some planting buckets. ADA ramps.	Alley (N-S). Treetops very close to buildings	
		Greenwood ROW: 60' Paving: 36'	8 marked, 5 in use			Wide sidewalk (not setback) with a very wide sidewalk on S. end. 5 trees, no planting strip. 1 bench on N. end, 2 tables with chairs on S. end. ADA ramps.	An empty tree planter	
		5 <sup>th</sup> ROW: 60' Paving: 36'	7 unmarked, none in use			Setback sidewalk with overgrown grass strip on E. end and trees with grass strip in W. end. No ADA ramp on E. end; 1 curb cut.	Alley (N-S) Sidewalk poor condition on E. end	
West 6 <sup>th</sup> -5 <sup>th</sup> Greenwood-Holly	10	Front ROW: 60' Paving: 36'	7 marked, 4 in use			Wide sidewalk (not setback) with no plantings/trees. ADA ramps at N. end. 2 curb cuts.		
		Greenwood ROW: 60' Paving: 36'	6 marked, 1 in use	Off street parking on S. half of block, 38 spaces with 2 ADA		Wide sidewalk (not setback) with 3 benches and trees on N. end; sidewalk setback with planting strip/shrubs on S. end. ADA ramps; 2 curb cuts.	An empty tree planter	
		6 <sup>th</sup> ROW: 80' Paving: 52'	6 marked, 3 in use	4 off-street spaces in alley behind Chamber building, one is for Church		Wide sidewalk (not setback) with trees and no planting strip. 2 benches, several potted plants. Lots of landscaping at bank. ADA ramps.	Alley (N-S)	
		Holly ROW: 60' Paving: 36'	7 unmarked, 3 in use	6 for bank, 1 ADA		Setback sidewalk with grass planting strip. No ADA ramp on N. end; 2 curb cuts.	One section of planting strip is unplanted	
		5 <sup>th</sup> ROW: 60' Paving: 36'	3 unmarked, none in use. Plus 1 ADA (in use).		ADA in yellow zone	Setback sidewalk with trees and mulch planter on W. end and some grass on E. end. 3 benches. ADA ramps; 2 curb cuts.	N-S Alley	

Location	No. (refer to diagram)	Side Right-of-way, paving width	On-street parking. Parallel unless noted otherwise.	Off-street parking; surface (paved unless noted)	Parking restrictions	Bike parking, Sidewalks, Benches	Alleys; existing uses, issues
West 6 <sup>th</sup> -5 <sup>th</sup> Holly-Ivy	11	Holly ROW: 60' Paving: 36'	8 unmarked, 4 in use			Setback sidewalk with large trees and bare planting strip. 1 large setback planting square at mid-block. No ADA ramps.	
		6 <sup>th</sup> ROW: 80' Paving: 52'	5 unmarked, none in use	Approx. 19 spaces of off-street parking on W. end, plus 3 parking spaces in alley		Wide sidewalk (not setback) with trees and no planting strip. Several flower buckets and 2 benches. ADA ramp on E. end only; 1 curb cut	Alley (N-S)
		Ivy ROW: 80' Paving: 50'	No on street	Approx. 35 off-street parking spaces at grocery store.		Sidewalk (not setback) with one small patch of shrubs, no planting strip/trees. No ADA ramps; 3 curb cuts.	
		5 <sup>th</sup> ROW: 60' Paving: 36'	2 unmarked, none in use	Off-street spaces at grocery store (see above).		Setback sidewalk with trees and flower buckets on E. end (needs more mulch). Wide sidewalk (not setback) on W. end with no plants or trees. No ADA ramps.	Alley (N-S)
		6 <sup>th</sup> ROW: 80' Paving: 52'	3 unmarked, 3 in use	4 spaces in alley (for restaurant)		Wide sidewalk (not setback) with 1 bench. No ADA ramps.	
		Ivy ROW: 80' Paving: 50'	None	Gravel off-street parking area at car lot with approx. 20 spaces.		Wide sidewalk (not setback) with no trees/plantings. Outdoor restaurant seating. No ADA ramps.	
West 6 <sup>th</sup> -5 <sup>th</sup> Ivy-alley between Ivy and Juniper	12	5 <sup>th</sup> ROW: 60' Paving: 36'	4 unmarked, none in use	Off-street spaces at car lot (see above).		Setback sidewalk with gravel in the planting strip; no trees. No ADA ramps.	
		5 <sup>th</sup> ROW: 60' Paving: 36'	2 unmarked, none in use	Car sales lot.		Wide sidewalk (not setback) with no trees/planters. No ADA ramps; 1 curb cut.	
		Ivy ROW: 80' Paving: 50'	None	Car sales lot.		Sidewalk (not setback) with no trees. No ADA ramps; 1 curb cut.	
		4 <sup>th</sup> ROW: 60' Paving: 36'	3 unmarked, 1 in use	Car sales lot.		Setback sidewalk with concrete in planting strip. No ADA ramps; 1 curb cuts.	
		Ivy ROW: 80' Paving: 50'	None	1-2 at N. end; 3 at auto shop; 4 at S. end for retail.		Sidewalk (not setback) with a few setback bushes, especially on S. end. No ADA ramps; 3 curb cuts.	
		4 <sup>th</sup> ROW: 60' Paving: 36'	6 unmarked, 1 in use	10 off-street in alley plus approx. 15 in gravel lot for U-Haul		Sidewalk (not setback) with trees and mulch strip on E. end. No trees/plants on W. end. ADA ramp only on W. end; 2 curb cuts.	Alley (N-S)
West 5 <sup>th</sup> -4 <sup>th</sup> Holly-Ivy	14	Holly ROW: 60' Paving: 36'	7 unmarked, none in use	U-Haul corner lot (see above)		Setback sidewalk with trees and grass in planting strip in S. end; none on N. end. ADA ramps; 2 curb cuts.	
		5 <sup>th</sup> ROW: 60' Paving: 36'	Approx. 5 unmarked, none in use	26 at restaurant, 2 ADA		Wide sidewalk (not setback) with a few setback shrubs. ADA ramp on W. end; 4 curb cuts.	Alley (N-S)

Location	No. (refer to diagram)	Side Right-of-way, paving width	On-street parking. Parallel unless noted otherwise.	Off-street parking surface (paved unless noted)	Parking restrictions	Bike parking, Sidewalks, Benches	Alleys; existing uses, issues	
West 5 <sup>th</sup> -4 <sup>th</sup> Greenwood-Holly	15	Holly ROW: 60' Paving: 36'	Around 10 unmarked, 2 in use			N. end has sidewalk (not setback); ADA ramp. S. end has grass lot with no sidewalk.		
		4 <sup>th</sup> ROW: 60' Paving: 36'	8 marked, none in use			Sidewalk (not setback) with park/plaza with flowers, bushes and benches, 2 nice street lamps on E. end; grass lot on W. end. ADA ramps.	Alley (N-S)	
		Greenwood ROW: 60' Paving: 36'	7 marked, none in use			Setback sidewalk with grass planting strip, street lamps. A park on SE corner with flowers, benches, etc. Bench at N. end for bus stop. ADA ramps.		
		5 <sup>th</sup> ROW: 60' Paving: 36'	8 unmarked, 2 in use	Around 38 off-street spaces in public lot		Setback sidewalk with grass strip on W. end; trees with no planting strip on E. end. A park at E. end with trees, benches, train display.		
		Greenwood ROW: 60' Paving: 36'	7 spaces (3 are marked), 1 in use			Sidewalk (not setback) with lots of big trees but none on N. end. No ADA ramp on S. end; 4 curb cuts.		
West 5 <sup>th</sup> -4 <sup>th</sup> Front-Greenwood	16	4 <sup>th</sup> ROW: 60' Paving: 36'	7 unmarked, 1 in use			Sidewalk (not setback) with bushes and mulch on E. end; large trees with grass on W. end. No ADA ramps; 1 curb cut.		
		Front ROW: 60' Paving: 36'	7 marked, 2 in use	Gravel lot at Moose Lodge approx. 15-20 spaces		Sidewalk (not setback) with shrubs and mulch on S. end; bushes at mid-block; nothing alive on N. end. No ADA ramps; 2 curb cuts.		
		5 <sup>th</sup> ROW: 60' Paving: 36'	7 unmarked, none in use	2 unmarked spaces in alley (for businesses)		Setback sidewalk with unkempt grass planting strip on E. end, grass strip and 1 bench on W. end. No ADA ramp on E. end; 1 curb cut.	Alley (N-S)	

LCOG: \\CLSRV111\IGS\SMALL CITY PLANNING\JUNCTION CITY DOWNTOWN PLAN\FINAL PLAN\APPENDICES\APPENDIX J (PARKING INVENTORY).DOC  
 Last Saved: June 25, 2003

# Junction City Downtown Core Study Area Parking Inventory Key



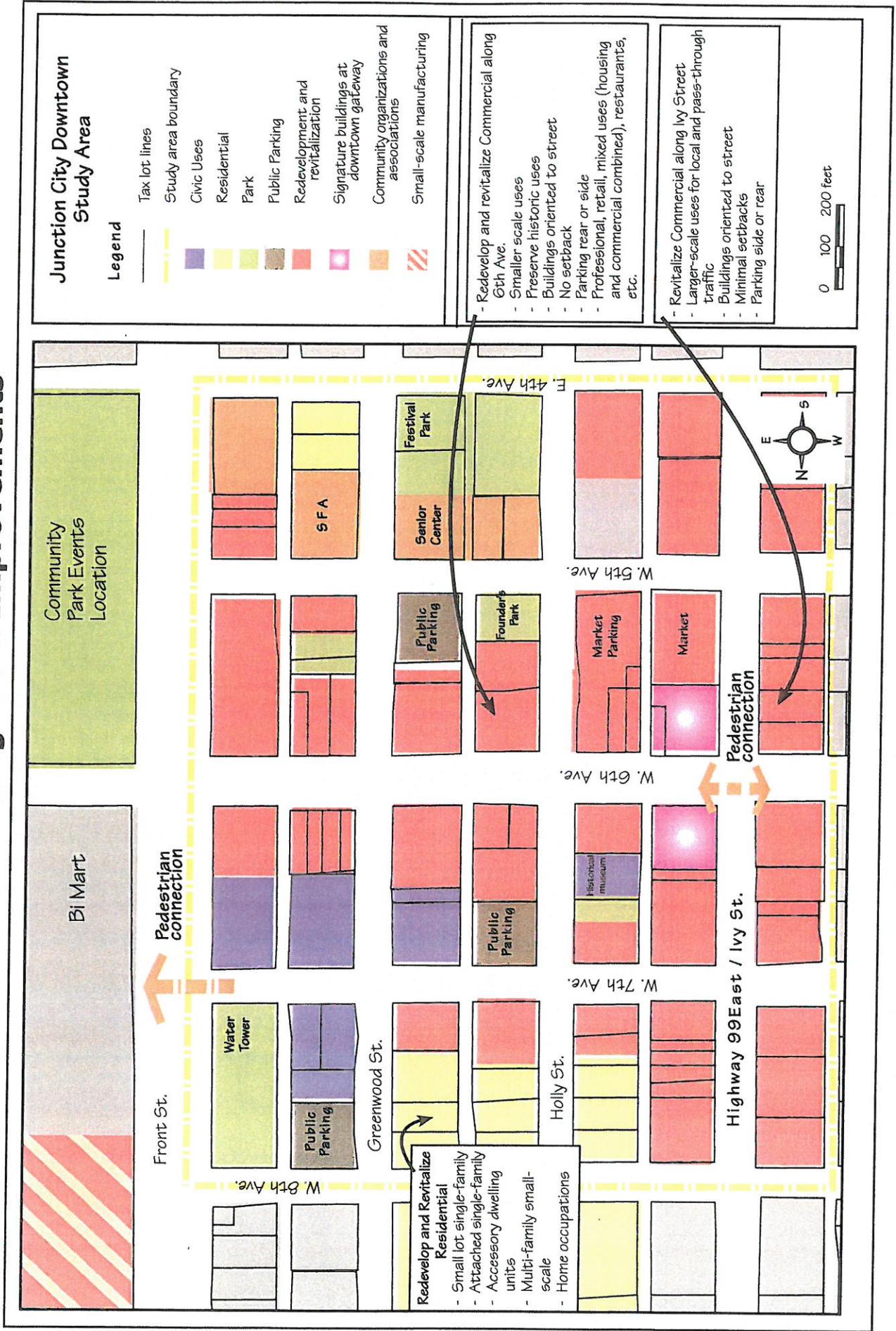
**Legend**

- Tax lot lines
- Study area boundary
- Blocks used for inventory



# Appendix K

## Possible Long-Term Improvements





# Appendix L

## *Example Downtown Success Stories*

### **Albany**

#### ***Support for the Downtown Commercial Historic District***

Albany's Historic Preservation Program includes the Downtown Commercial National Register Historic District, plus two other historic districts. All designated buildings within the historic districts are required to go through a review process for exterior alterations, additions, and demolition; either the Planning Commission or the Landmarks Advisory Committee completes the review. The program provides free technical assistance for historic renovation or rehabilitation and offers free practical seminars and workshops throughout the year. The downtown library also features a preservation resource center. Properties on the National Register are eligible for Oregon's fifteen-year Tax Freeze Program. Albany's website includes information on the program, district boundaries, and architectural styles found in the area.

### **Jacksonville**

#### ***Code Language to Preserve the Historic Core***

Jacksonville's quaint, historic downtown core is supported by extensive code language. The city makes use of an historic core (HC) district to stabilize, protect, and enhance the central core while preserving the livability and economic viability of the properties. The code achieves its historic preservation and maintenance goals for listed structures and sites through performance standards and imposing a variety of conditions. The HC district also has specific sign codes that offer background context as well as regulations. Finally, there are specific standards for both historic and contemporary commercial properties that provide a cohesive design framework for the city's commercial core.

### **Joseph**

#### ***Formation of an Economic Improvement District to Beautify Downtown***

The five-year Joseph Main Street Downtown Beautification Project contributed to defining the downtown area and creating an aesthetically pleasing, pedestrian-friendly commercial area. The project took place due to concerted efforts by local merchants in response to a presentation by Livable Oregon. The merchants formed an Economic Improvement District (EID) to obtain a five-year, 2½ cent per square foot assessment on downtown commercial properties, bringing in \$50,000 in seed money for the project. The Northeast Oregon Economic Development District (NOEDD) provided a grant for the engineering study and assisted in identifying a variety of other funding sources for the remainder of the project. Meeting weekly for over five years, the merchants determined the elements of the downtown beautification project and partnered with a variety of state and federal agencies to obtain funding and complete the improvements. Local in-kind donations of landscaping materials and artwork formed the match needed for grants. The city's website provides a step-by-step account of the physical improvements.

## **McMinnville**

### ***Formation of a Downtown Association and EID to Help Revitalize Downtown***

McMinnville's historic downtown revitalization efforts have enabled the city to provide a vibrant assortment of unique, locally owned retail shops mixed with office, residential, and other uses. The revitalization has taken place in large part due to the concerted efforts of the McMinnville Downtown Association (MDA), which is devoted to sustaining and enhancing the historic downtown area as the cultural, retail, and professional heart of the community. The MDA formed in response to high downtown vacancy rates in the mid-1980s. Merchants and property owners formed the MDA by initiating startup funding through an EID assessment on properties. Since that time, downtown McMinnville has reached close to 100 percent occupancy. The MDA's successful program relies on continued renewal of three-year EIDs, and through members' on-going participation in operating committees focused on Organization, Promotion, Design, Traffic and Parking, and Economic Restructuring. Member benefits include assistance with locating funding for renovation and façade improvement, an enhanced listing in the downtown directory and a free on-line listing, and a variety of opportunities to learn about and stay involved in the evolution of McMinnville's downtown.

## **Medford**

### ***Formation of a Urban Renewal Agency and Historic District Improvement Program***

As an outcome of the City Center Revitalization Plan, Medford created the Medford Urban Renewal Agency (MURA). MURA's mission is to eliminate blight and depreciating property values in areas within the agency's jurisdiction and attract aesthetically pleasing, job-producing private investments that will improve and stabilize property values and protect the area's historic places and values. MURA assisted the city in completing a visioning plan called Concept '99, which among other things addressed transportation needs in the Downtown that will both enhance and reinforce Downtown's pedestrian friendly, traditional city center character. MURA oversees the Medford Downtown Historic District Façade Improvement Program that assists property and business owners in rehabilitating their storefronts, revitalizes commercial areas, and encourages the improvement of a safe, comfortable and pleasant pedestrian environment. MURA uses TIF dollars to provide a 50/50 match for historically correct exterior renovations to commercial buildings within the downtown historic district. Medford does not have a business improvement district at this time. Rather, the Heart of Medford Association is an independent business association that develops and promotes business within the downtown Medford area. This organization has informal ties with MURA.

## **IN CONCLUSION, what are some of the key strategies for a successful downtown?**

- Merchant organization and coordination with the city
- Financing through economic improvement districts (EIDs), tax increment financing (TIF), and grants
- Aesthetic improvements and historic preservation
- Code language affecting downtown commercial areas, historic districts, signage, and parking standards

# Appendix M

## Glossary

Capital Improvement Plan:	A 5-year plan identifying Capital Improvement expenditures throughout the community. It provides a structure within which to prioritize proposed Capital projects with respect to community wide needs. It is adopted with the City budget annually.
Commercial Zoning Districts:	<p>There are two commercial zoning districts within the Downtown Study Area.</p> <ul style="list-style-type: none"><li>• General Commercial: In the plan it constitutes properties that abut Ivy Street.</li><li>• Central Commercial: In the plan it constitutes properties that are located between Front Street and Ivy Street Alley to the west, and between 4<sup>th</sup> and 8<sup>th</sup> Avenues.</li></ul> <p>The uses allowed within the various zones are established in Zoning Ordinance No. 950.</p>
Comprehensive Plan:	The city's overall land use plan that contains background information, goals, policies and maps that respond to the statewide planning goals.
DLCD: Downtown Advisory Committee:	Department of Land Conservation and Development; a State agency.  Consists of citizens and elected officials, appointed by the Mayor to develop the Junction City Downtown Plan.
Downtown Study Area:	Bound on the north by 8 <sup>th</sup> Avenue, on the south by 4 <sup>th</sup> Avenue, on the east by Front Street, and on the west by Ivy Street alley. (See Map 2, Page 4)
Goal:	Within this document, goal is defined as the purpose toward which an endeavor is directed, the objective.
Off Street Parking:	Parking requirements are established in Zoning Ordinance No. 950. Off street parking requirements do not apply in a portion of the downtown study area bounded by West 5 <sup>th</sup> Avenue to the south; 8 <sup>th</sup> Avenue to the north, Front Street to the east, and the western edge of the Central Commercial zone, which runs along the alley between Holly and Ivy Streets.
Policy:	A plan of action designed to determine decisions and actions.
Transition Zones:	North, South, East and West corridors that lead to and from downtown. Zone 1 – Along Ivy Street from West 8 <sup>th</sup> Avenue to West 18 <sup>th</sup> Avenue Zone 2 – West 6 <sup>th</sup> Avenue from Ivy Street to Maple Street. Zone 3 – East 6 <sup>th</sup> Avenue from Front Street to Deal Street, including parts of the Bi-Mart and Railroad Sites. Zone 4 – Along Ivy Street from W. 4 <sup>th</sup> Avenue to W. 1 <sup>st</sup> Avenue (See Map 2, Page 4)
TSP:	Transportation System Plan; The Junction City Transportation System Plan is the long-range policy document that guides transportation planning within Junction City's urban growth boundary for the next 20 years. The plan is updated when needed.
UGB:	Urban Growth Boundary; a boundary established to define the city's growth for a 20-year period. An urban growth boundary is a requirement of State law.
Vision	The process of thinking about downtown 20 years in the future, generally considering what would really improve the downtown, how can the downtown reflect the community's principal values, and what things in the downtown should be preserved?



# Appendix N

## Public Hearing Adopting Resolution No. 808 and Ordinance 1116

### RESOLUTION NO. 808

#### A RESOLUTION ADOPTING THE JUNCTION CITY DOWNTOWN PLAN.

WHEREAS, the City of Junction City has properly notified the Department of Land Conservation and Development of the final hearing considering adoption of the Junction City Downtown Plan in compliance with ORS 197.610; and

WHEREAS, on June 10, 2003, the Junction City Planning Commission conducted a properly advertised public hearing on the draft Downtown Plan and recommended that the City Council adopt the Junction City Downtown Plan; and

WHEREAS, on June 24, 2003, the Council of the City of Junction City conducted properly an advertised public hearing on the Downtown Plan; and

WHEREAS, based on recommendations of the Downtown Advisory Committee and the testimony at said public hearing, the City Council has made the Findings of Fact listed in Exhibit I; and based on those findings of fact, the Council of the City of Junction City hereby accepts the recommendations within the Downtown Plan to continue its compliance with state law and the statewide planning goals; now, therefore

#### THE CITY OF JUNCTION CITY DOES RESOLVE AS FOLLOWS:

Section 1. The findings as set forth in Exhibit I are hereby adopted as a basis for this resolution.

Section 2. Junction City's Downtown Plan is hereby incorporated into this resolution by Reference and will be used to guide transportation planning in downtown Junction City.

Section 3. Severability. The provisions of this Resolution and incorporated Downtown Plan are severable. If any section, sentence, clause, or phrase of this Resolution is adjudged by any court of competent jurisdiction or by the Land Conservation and Development Commission to be invalid, the declaration shall not affect the validity of the remaining portions of the resolution.

Section 5. This resolution shall become effective immediately upon its passage by the City Council and adoption by the Mayor.

Passed by the City Council this 24<sup>th</sup> of June, 2003.

Approved by the Mayor this 24<sup>th</sup> of June, 2003

APPROVED:

  
Larry Crowley, Acting Mayor

ATTEST:

  
Barbara Scott, City Recorder

RESOLUTION NO. 808 - 1

**EXHIBIT I  
FINDINGS OF FACT AND DECISION**

**Junction City Downtown Plan as Refinement  
to Junction City Transportation System Plan  
Resolution 808**

<b>First Hearing Date:</b>	June 10, 2003
<b>Second Hearing Date:</b>	June 24, 2003
<b>Decision Date:</b>	June 24, 2003
<b>Findings Adopted:</b>	June 24, 2003

**BACKGROUND**

The Junction City Downtown Plan was developed as a refinement to the Junction City Transportation System Plan (TSP), which was adopted as an amendment to the Junction City Comprehensive Plan in 2000. As a refinement to the TSP, the Downtown Plan contains specific strategies for revitalizing Junction City's downtown that are developed at a greater level of project detail than was possible under a citywide TSP.

The Junction City TSP was adopted as an amendment to the Junction City Comprehensive Plan in accordance with the Statewide Planning Goals. The TSP goals and policies replace transportation-related goals and policies contained in the Comprehensive Plan. Additional material contained in the TSP was adopted as background information to the Comprehensive Plan. Adopting the Downtown Plan as a refinement to the TSP means that the Downtown Plan is adopted as background information to the Comprehensive Plan.

As a refinement to the TSP, and hence the Comprehensive Plan, the Downtown Plan was developed in accordance with Statewide Planning Goals and TSP goals. Conformance of the Downtown Plan with these goals is discussed in the following section.

**FINDINGS OF FACT**

Regarding accordance with the nineteen (19) Oregon Statewide Planning Goals and the goals of the Junction City Transportation System Plan, the Junction City City Council and Planning Commission find the following:

1. **CITIZEN INVOLVEMENT.** Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

*Finding: The Downtown Plan is consistent with Statewide Planning Goal 1. The downtown planning process was led by a 10-member Downtown Advisory Committee (DAC), appointed by the City Council to represent different interests, and were open to the public. The planning process included two public workshops, advertised in the downtown area and throughout the community, to gather public input at critical decision points. The meetings of the DAC, the two public workshops, and the public hearing on adoption of the Downtown Plan provided numerous and regular opportunities for citizen involvement.*

2. **LAND USE PLANNING.** Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation

**RESOLUTION NO. 808 - 2**

ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

*Finding: The Downtown Plan is consistent with Statewide Planning Goal 2. The Downtown Plan includes suggested amendments to the Comprehensive Plan to ensure that the Downtown Plan remains in accordance with the Junction City Comprehensive Plan. The Downtown Plan has been coordinated with the Oregon Department of Transportation and the City of Junction City.*

3. **AGRICULTURAL LANDS.** Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in OAR, Chapter 660, Division 33.
4. **FOREST LANDS.** This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

*Finding: Statewide Planning Goals 3 and 4 are not affected by the Downtown Plan. No changes to the agricultural and forest land inventories are included in the Downtown Plan.*

5. **OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES.** Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

*Finding: The Downtown Plan is consistent with Statewide Planning Goal 5. The Downtown Plan includes recommendations for open space/park areas in the downtown area and for the preservation and rehabilitation of historic buildings and design features.*

6. **AIR, WATER AND LAND RESOURCES QUALITY.** This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

*Finding: The Downtown Plan is consistent with Statewide Planning Goal 6. The Downtown Plan includes language that requires development to conform to state and federal development regulations.*

7. **AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS.** Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

*Finding: Statewide Planning Goal 7 is not affected by the Downtown Plan. No areas subject to natural disasters and hazards are included in the Downtown Plan.*

8. **RECREATION NEEDS.** This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

RESOLUTION NO. 808 - 3

***Finding:*** The Downtown Plan is consistent with Statewide Planning Goal 8. The Downtown Plan includes recommendations for use and development of park areas and improved pedestrian and bicycle facilities in the downtown area.

9. **ECONOMY OF THE STATE.** Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

***Finding:*** The Downtown Plan is consistent with Statewide Planning Goal 9. The Downtown Plan includes design standards that strive to balance the aesthetic improvements in the downtown area with the economic means of businesses to pay for improvements. These aesthetic improvements were developed to make Junction City downtown area more attractive to residents, businesses, and visitors, and thus to improve the local economy. The Downtown Plan includes opportunities for residential and commercial mixed-use development, which is intended to invigorate the downtown economy during evenings and weekends.

10. **HOUSING.** This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

***Finding:*** The Downtown Plan is consistent with Statewide Planning Goal 10. The Downtown Plan includes language supporting mixed-use commercial and residential development in downtown buildings, providing opportunities for additional housing in the downtown area while maintaining its primary use as a commercial core.

11. **PUBLIC FACILITIES AND SERVICES.** Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

***Finding:*** The Downtown Plan is consistent with Statewide Planning Goal 11. The plan supports the development of improved alleys and small block lengths, which may assist in emergency access. The plan also provides direction for undergrounding of utilities in conjunction with future development. The plan does not significantly affect the availability of or demand for existing services.

12. **TRANSPORTATION.** The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

***Finding:*** As detailed below, the Downtown Plan is consistent with the seven (7) goals of the Junction City TSP, which at the time of its adoption was found to be consistent with Goal 12 and other Statewide Planning Goals. Therefore the Downtown Plan is consistent with Statewide Planning Goal 12.

**TSP Goal 1.** The TSP will be based on research/data/knowledge and widespread public input and will be coordinated with and include material from the existing transportation element of the city's comprehensive plan.

***Finding:*** The Downtown Plan is consistent with TSP Goal 1. Relevant data such as traffic patterns, crashes, and population projections were utilized in the development of the plan. As described under the finding for Statewide Planning Goal 1, the planning process provided numerous opportunities for public input. Existing material from the Comprehensive Plan was incorporated into several sections of the Downtown Plan.

**TSP Goal 2.** The TSP will include a convenient, efficient and financially feasible network of arterial, collector and local streets.

***Finding:** The Downtown Plan is consistent with TSP Goal 2. The plan supports the current street pattern providing small, interconnected blocks and alley access.*

**TSP Goal 3.** The TSP will protect and enhance the existing transportation facilities within the city as new facilities are built to augment the system. The old and new parts of the system should be effectively and efficiently connected and coordinated with county and state transportation facilities.

***Finding:** The Downtown Plan is consistent with TSP Goal 3. The plan includes recommended alley improvements to help link blocks, limit street accessways, and disperse traffic and parking.*

**TSP Goal 4.** The TSP will stress safety for the users and will protect and enhance the community's quality of life.

***Finding:** The Downtown Plan is consistent with TSP Goal 4. The recommended pedestrian and bicycle amenities and aesthetic improvements were designed to provide a safer, more enjoyable environment in the downtown area.*

**TSP Goal 5.** The TSP will be sensitive to the community's aesthetics and will strive to retain a sense of community, particularly in the downtown area of Junction City, which is seen as critical to the town as a focal center.

***Finding:** The Downtown Plan is consistent with TSP Goal 5. Maintaining a sense of community through historical preservation, aesthetic unity, and a vibrant pedestrian environment is a goal of the Downtown Plan.*

**TSP Goal 6.** The plan will remain flexible to change and will be supportive of reviewing and updating the TSP through the periodic review process or the comprehensive plan amendment process.

***Finding:** The Downtown Plan is consistent with TSP Goal 6. The Downtown Plan will serve as a refinement plan to the TSP and will provide a greater level of detail regarding the Central Commercial district than in the original, city-wide TSP.*

**TSP Goal 7.** The plan will be balanced among the modes of transportation, offering members of the community choices/alternatives to single occupant autos.

***Finding:** The Downtown Plan is consistent with TSP Goal 7. The Downtown Plan promotes improvements that provide enhanced opportunities for pedestrians and bicyclists in the downtown area.*

**13. ENERGY.** Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

***Finding:** The Downtown Plan is consistent with Statewide Planning Goal 13. By promoting a pedestrian-friendly environment and encouraging contiguous development through utilization of existing infrastructure, infill and redevelopment in the downtown area, energy can be conserved.*

**14. URBANIZATION.** This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable

RESOLUTION NO. 808 - 5

land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

*Finding: The Downtown Plan is consistent with Statewide Planning Goal 14. The Downtown Plan encourages commercial infill and redevelopment in the downtown area that will help Junction City meet projected commercial land needs.*

15. **WILLAMETTE GREENWAY.** Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.
16. **ESTUARINE RESOURCES.** This goal requires local governments to classify Oregon's 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those "management units."
17. **COASTAL SHORELANDS.** The goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101 ) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for "water-dependent" or "water related" uses.
18. **BEACHES AND DUNES.** Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.
19. **OCEAN RESOURCES.** Goal 19 aims "to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19's main requirements are for state agencies rather than cities and counties.

*Finding: Statewide Planning Goals 15 through 19 are not affected by the Downtown Plan. None of the aforementioned resources are located within the Junction City downtown area.*

## **SUMMARY AND CONCLUSION**

For all the reasons set forth above, the proposed downtown plan complies with the Statewide Planning Goals and with the goals of the Junction City Transportation System Plan. The proposed downtown plan is therefore consistent with the Junction City Comprehensive Plan.

ORDINANCE NO. 1116

AN ORDINANCE AMENDING THE CITY OF JUNCTION CITY ZONING ORDINANCE NO. 950, SECTIONS 9-14, 15-20, 21-26, 27-33, 34-39, 40-44, 45-50, 78-80; 87; 102, AMENDING APPENDIX A, MANUFACTURED DWELLING PARK STANDARDS; AMENDING SUBDIVISION ORDINANCE NO. 809, SECTION 5; AMENDING TREE PLANTING ORDINANCE NO. 965; AMENDING SIGN ORDINANCE NO. 949; AND DECLARING AN EMERGENCY.

WHEREAS, the Planning Commission initiated this amendment package to address certain issues in the zoning ordinance (Ordinance No. 950) and related ordinances, and

WHEREAS, the proposed amendments to the Ordinances are consistent with the Junction City Comprehensive Plan and Ordinance No. 950, and

WHEREAS, the Citizens' Advisory Committee, the Junction City Planning Commission, and the City Council held a series of work sessions to propose amendments to address certain changes to land use application procedures, and

WHEREAS, notice of two public hearings was sent to property owners and published in the *Tri-County News* on May 29, 2003 for the hearing before the Planning Commission, and June 12, 2003 for the hearing before the City Council, and

WHEREAS, the Planning Commission held a public hearing on the proposed amendments on June 10, 2003, and recommended to the City Council that Sections 9-14, 15-20, 21-26, 27-33, 34-39, 40-44, 45-50, 78-80, 87, 102, and Appendix A of Ordinance No. 950, Sections 5 of Ordinance No. 809, Ordinance No. 965, and Ordinance No. 949 be amended as presented in the attached Exhibits A through M with proposed revisions as shown, and

WHEREAS, the Junction City City Council held a public hearing on June 24, 2003 and took testimony on this matter at that meeting, taking said testimony into consideration in making its decision; now, therefore

THE CITY OF JUNCTION CITY ORDAINS AS FOLLOWS:

Section 1. The City of Junction City Zoning Ordinance No. 950 Sections 9-14, 15-20, 21-26, 27-33, 34-39, 40-44, 45-50, 78-80, 87, 102, Appendix A, the City of Junction City Subdivision Ordinance No. 809, the Junction City Ordinance No. 965, and the Junction City Ordinance No. 949 shall be amended as shown in Exhibits A through M.

Section 2. Emergency Clause. Inasmuch as this ordinance amends the Junction City Zoning Ordinance, which affects the direction of development in Junction City, an emergency is hereby declared to exist and this ordinance shall be in full force and effect upon its passage by the Council and its approval by the Mayor.

Passed by the Council this 24th day of June, 2003.

Approved by the Mayor this 24th day of June, 2003.

APPROVED:

ATTEST:

  
Larry Crowley, Acting Mayor

  
Barbara Scott, City Recorder

ORDINANCE NO. 1116 - 1