

Staff Report Date:
October 13, 2021

Lead Staff:
Henry O. Hearley, LCOG
Paula Taylor, LCOG
Tere Andrews, Junction City

FINDINGS AND RECOMMENDATION OF THE PLANNING DEPARTMENT:

BOOTH STREET ANNEXATION AND REZONE PROPOSAL (A-21-15 & RZ-21-16)

Application Summary:

An Annexation and Rezone request for four parcels. Parcels include Map and Tax Lot 16-04-20-00-03400 (2.94 ac.), 03500 (2.99 ac.), 03600 (3.14 ac.), and 03700 (3.14 ac.)

Owner(s):

Indar and Heidi Bhan, P.O. BOX 397, Junction City, OR 97448.

Applicant(s):

Bineham Construction, Inc., 4171 West 1st Ave., Eugene, OR 97402.

Applicant(s) Representative:

Brian Bineham, 4171 West 1st Ave., Eugene, OR 97402.

Lead City Staff:

Henry Hearley & Paula Taylor, Lane Council of Governments Planners & Tere Andrews, Junction City Planning Technician.

Subject Property/Zoning/Location:

Map and Tax Lot 16-04-20-00-03400 (2.94 ac.), 03500 (2.99 ac.), 03600 (3.14 ac.), and 03700 (3.14 ac.).

Relevant Dates:

Application submitted on August 27, 2021.

Deemed Complete on September 3, 2021.

Referrals sent on September 2, 2021.

300-foot/public notices mailed on September 24, 2021.

Notice published in the Register Guard Newspaper on September 28, 2021.

Department. of Land Conservation and Development (DLCD) Notice of Proposed Amendment on September 7, 2021.

Present Request:

The applicant is seeking an Annexation and concurrent Rezone Approval for a property located in the Industrial Comprehensive Plan Designation. Approval of this application would annex Tax Lot #s 03400, 03500, 3600 and 03700 into city limits and be rezoned to the appropriate zoning designation of Light Industrial (M-1). The act of annexation and zone change does not authorize any development, appropriate building permits will have to be submitted for and obtained.

Possible Annexation of Rights-of-Way

Dreas Way is in the city limits. The applicant has the ability to access city water and sewer lines from Dreas Way as the lots abut on the west property lines. Currently there is a 21" sewer line and a 24" water line in Dreas Way.

Milliron Road is in city limits up to approximately 400 feet west of Booth Street. Milliron is a County Road and annexation of Milliron does not automatically transfer jurisdiction of the roadway. The portion of Milliron Road from the existing city limits to the east right-of-way of Booth Street could be annexed to ensure there are no gaps in the delivery of city services.

Booth Street is currently identified as a Local Access Road by Lane County. As such, Lane County does not currently maintain Booth Street. If/when Booth Street becomes annexed to the City, it will become a part of the City and maintained consistent with City standards.

From a city planning and transportation perspective, annexation of the two roads that will serve future development within the city limits makes practical sense because it's easier to require urban improvements as part of the development and it reduces the amount of "red tape" associated with a portion of the street being in city limits and a portion outside, as there is only one jurisdiction to deal with. It is highly likely that once development of the subject properties occurs frontage improvements along the adjacent rights-of-way abutting the properties will be required. The only question is what standards those frontage improvements will be constructed to. If the road is in the city limits, it gives the City greater discretion to require frontage improvements consistent with city road standards. However, it is noted that Lane County's policy with respect to frontage improvements for roads within UGBs is that they will often defer to a City's locally adopted standard. The decision to include the proposed rights-of-way in the annexation is purely a City choice. Lane County Transportation highly encourages the rights-of-way be included in the annexation, but ultimately that is a decision the City will have to make. To better understand how the city limits would look with the rights-of-way in question included, see **Attachment B**.

Public Notice and Referrals:

Staff provided notice in accordance with the applicable provisions set forth in JCMC 17.150.080(A-K). Additionally, Section 17.150.080(C) of the Municipal Code states:

For Type IV applications:

- 1. Notice shall be mailed to each owner whose property would be rezoned in order to implement the ordinance (i.e., owners of a property subject to comprehensive plan amendment shall be notified if a zone change would be required to implement the proposed comprehensive plan amendment).**
- 2. If particular properties are to be affected more than, or in a manner significantly different from, other properties of the same general character within the city of Junction City, individual notice shall be prepared and mailed to those affected, including all persons within 300 feet of the affected property.**

3. When a proposal to change the zone of property which includes all or part of a mobile home park is to be considered at a public hearing, notice shall be sent to each existing mailing address for tenants of the mobile home park.

4. Owners of airports shall be notified of a proposed zone change in accordance with ORS 227.175.

Staff Response: The City mailed notice to surrounding property owners on September 24, 2021, and agency referral notice on September 2, 2021. Notice of the proposal was published in the *Register Guard* on September 28, 2021. DLCD received notice of proposed amendment to the Zoning Map on September 7, 2021. See **Attachment C** for notice materials.

When the application was deemed complete, the City scheduled the application to be reviewed by Planning Commission on October 20, 2021, and City Council on December 14, 2021.

Evaluation:

The following findings demonstrate that the proposal will comply with all applicable approval criteria and related standards as set forth in the Junction City Municipal Code (JCMC) as well the applicable Oregon Statewide Planning Goals. The approval criteria and related standards are listed below in **bold**, with findings addressing each.

JUNCTION CITY MUNICIPAL CODE COMPLIANCE

JCMC 17.145 - AMENDMENTS

17.145.010. Authorization to Initiate Amendments.

An amendment to the text or the zoning map of this ordinance may be initiated by the City Council, by the Planning Commission or by application of a property owner or his authorized agent. The Planning Commission shall, within 40 days after a hearing, recommend to the City Council approval, denial, or modification of the proposed amendment. An amendment to the text or the zoning map may be consolidated with a related amendment to the comprehensive plan text or map.

Staff Response: The applicant and property owner, initiated an amendment to the City of Junction City Zoning Map by way of a Type-IV Application. The applicant has requested to amend the City of Junction City Zoning Map to zone the subject property as follows: Map and Tax Lot 16-04-20-00-03400 (2.94 acres); 03600 (3.14 acres); 03700 (3.14 acres) to M-1, Light Industrial. See **Attachment A**, for the applicant’s initial application materials. As such, the above criterion has been satisfied.

17.145.020. Application and Fee.

An application for amendment by a property owner or the authorized agent shall be filed with the city. The application shall be accompanied by a fee equal to the average cost of such applications as established by the City Council.

Staff Response: The applicant submitted all application materials and payment of the appropriate application fees on August 27, 2021. This criterion is met.

JCMC 17.165 - ANNEXATION, WITHDRAWAL FROM SPECIAL DISTRICTS

Section 17.165.110 Criteria.

An annexation application may be approved only if the city council finds that the proposal conforms to the following criteria:

A. The affected territory proposed to be annexed is within the city's urban growth boundary and is:

1. Contiguous to the city limits; or

2. Separated from the city only by a public right-of-way or a stream, lake or other body of water.

Staff Response: The subject properties (and if modified to include Milliron Road and Booth Street rights-of-way) under consideration for annexation are contiguous to the current city limits located along the eastern right of way of Dreas Way. Criterion met.

B. The proposed annexation is consistent with applicable policies in the city of Junction City comprehensive plan and in any applicable refinement plans.

C. The proposed annexation will result in a boundary in which key services can be provided. [Ord. 1230 § 1 (Exh. A), 2015; Ord. 1182 § 2(7), 20

Staff Response: The annexation request was initiated in accordance with ORS 222.125 by written consent from all property owners and more than 50 percent of electors. The properties are within the Urban Growth Boundary and contiguous to the city limits located on the eastern right of way of Dreas Way. This is consistent with the City's Comprehensive Plan Annexation Policy. Water and sewer lines are available to the property via Dreas Way. Staff provided referral notice to affected governmental agencies. The Junction City Water Control District commented that any future development on the site will require review and possible comment from the Water Control District. Lane Fire Authority commented the developers would need to ensure water flows for Booth Street were sufficient for industrial development. Oregon Department of Transportation (ODOT) responded about the possibility of requiring a Traffic Impact Analysis (TIA) as part of the annexation in order to comply with the Transportation Planning Rule and lastly, Lane County Transportation commented that they strongly suggest the City include the adjacent rights-of-way into the annexation because this advances the Transportation System Plans (TSP) of both the City and County. As staff alluded to earlier in this report, the issue of whether or not to include adjacent rights-of-way into the annexation is up to the City. Additionally, with respect to the comment by ODOT and Lane County Transportation about the need for a TIA, the City and ODOT conducted a rather extensive review of the City's TSP to determine whether or not the modeling included in the TSP had already accounted for future development to occur on the subject property. What ODOT found was that the City's TSP did account for development on the subject properties, therefore a TIA is not required for annexation, but will be required upon actual site development. A further discussion surrounding transportation will occur later in this report as part of showing compliance with Oregon Statewide Planning Goal 12. By-in-large, the referral comments received for the proposed annexation will apply once actual development is proposed to occur

on the subject properties. To see the referral comments received for this application, refer to **Attachment D**.

For a discussion regarding subsection B of Junction City Municipal Code 17.165.110, staff introduces a discussion about consistency with the applicable policies of the City's Comprehensive Plans and any applicable refinement plans.

JUNCTION CITY COMPREHENSIVE PLAN COMPLIANCE

Junction City's Municipal Code does not contain criteria for addressing proposed changes to the zoning map. Therefore, the Rezone criteria to be applied in this case consist of demonstrating compliance with Oregon's Statewide Planning Goals and the Junction City Comprehensive Plan.

Chapter 1: Citizen Involvement Element

Staff Response: This element of the Comprehensive Plan will be met by compliance with the adopted notification and hearing processes under Junction City Municipal Code Sections 17.145.030, 17.150.080 and 17.150.090.

The City is processing the Zone Change a Type IV Legislative Decision per Section 17.150.070 and scheduled a hearing before the Junction City Planning Commission on **October 20, 2021**, and before the City of Council on **December 14, 2021** for final action.

On September 24, 2021, the notice of public hearing was mailed to all property owners within 300-feet of the subject property.

Chapter 2: Environmental Element

Staff Response: According to the Local Wetland Inventory (LWI), the subject property contains an 18-acre regulated farmed wetland (FC-02). The City met its obligation by sending the Department of State Lands (DSL) notice of pending land use within a wetland area (see **Attachment D** for DSL Wetland Notice and Response). The applicant should perform their due diligence and site investigation, upon any development proposal. DSL and the USACE will be involved in any subsequent development proposals and the City will send both regulatory agencies referral notice of pending development. Further, as indicated on Page 13 the LWI, the City has chosen the "no local protection option" with respect to this particular identified wetland. The City instead is relying on the State's fill and removal law. In DSL's response to the city's wetland land use notification, DSL stated future projects may impact wetlands and may require a State permit. Additionally, an on-site inspection by a qualified wetland consultant is recommended prior to site development. These will be informational items for the annexation and rezone request.

Additionally, The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (**#41039C0615F**) covering the subject property indicates that the property is in Flood Zone X, areas determined to be outside a 500-year floodplain, with a portion of Zone A running north to south through the subject properties (see **Attachment E**). The proposed Zone Change will not

affect Natural Disaster or Hazard risk area boundaries. Any future development of the subject site shall be subject to review and comment of DSL and Army Corp of Engineers, through the standard referral comment process. Therefore, Chapter 2 has been properly addressed. Note: the referenced FIRM Map in **Attachment E** is unofficial for floodplain permitting and regulation purposes.

Chapter 3: Land Use Element

Table 3-1 of the Land Use Element specifies that the Industrial Plan designation implements both the Light and Heavy Industrial land use designations of the Junction City Zoning Map. The Light Industrial zoning designation requested zoning by the applicant, is consistent with this table and the Junction City Comprehensive Plan.

Therefore, the proposed Light Industrial zoning for the property is consistent with Chapter 3 of the Junction City Comprehensive Plan.

Chapter 4 – Economic Development Element

Junction City’s economic development strategies include objectives to: (1) provide large industrial sites to meet regional demand for employment land, (2) increase employment in one of the regional industry clusters, and (3) recruit businesses that have higher than average wages. Chapter 4 of Junction City’s Comprehensive Plan addresses these objectives and more. Attracting these firms require opportunity for site choice to allow a firm to find land that meets the firm’s requirements. Junction City will need to provide enough sites for choice in all site sizes. As seen in Table 4.2, The City requires three industrial zoned sites that range from two-to-five acres in size from 2009 to 2029; by the end of 2029, the City will need 15 total sites zoned industrial of varying size. The proposed annexation and rezone meet and exceeds this need.

Table 4.2. Needed employment sites by site size and employment category, Junction City, 2009 to 2029

Building Type	Site Size (acres)							Total Sites
	Less than 1	1 to 2	2 to 5	5 to 10	10 to 20	20 to 50	Greater than 50	
Need for 2009-2029								
Industrial	3	3	3	2	1	2	1	15
Office	5	3	2	1	0	0	0	11
Retail	30	6	4	1	0	0	0	41
Other Services	4	2	2	0	0	0	0	8
Government	0	0	0	0	0	0	0	0
Total for 2009-2029	42	14	11	4	1	2	1	75

Source: ECONorthwest

Policy 4.1.1 states that the City will “provide an adequate supply of suitable sites as identified in this chapter and the 2009 EOA to meet long-term employment needs.”

Policy 4.1.3 states that the City will “*provide industrial land that has the site characteristics (in terms of size, topography, and proximity) described in the EOA.*”

Policy 4.10.1 states “*provide the services, infrastructure, and land needed to attract businesses within regional industry clusters, to increase connectivity among businesses.*”

Chapter 4 of the Comprehensive Plan lists several objectives, goals and policies with respect to industrial economic development, the three referenced policies above are just an example of some of the policies contained in the Comprehensive Plan. Junction City realizes it has a competitive advantage from other cities in Lane County due to its proximity to a major highway corridor and rail service. The proposed annexation and rezone to Light Industrial is consistent with the objectives, goals and policies of Chapter 4 of the Comprehensive Plan.

Chapter 6: Transportation Element

The subject properties are expected to take the main access from Booth Street via Milliron Road. A portion of Milliron from Booth Street west is not within the city limits. Milliron Road is a County Road and is in the city limits to the west. Booth Street is a Lane County Local Access road. Dreas Way, which runs along the western property lines of the subject properties is within city limits. Dreas Way is expected to carry the water and sewer lines needed for the properties to connect to city services. Fire and other public safety services will be provided via Milliron Road and Booth Street.

Regarding the proposed annexation and zone change, OAR 660-012-0060 (known as the transportation planning rule) applies. To further address the requirements of the TPR, staff worked closely with planning staff at ODOT. TPR requires local governments to demonstrate that amendments to adopted plans and regulations (including zone changes and annexations) will not significantly affect existing or planned transportation facilities. If a significant effect is found, then the local government must identify appropriate mitigation measures, which usually begins with a formal traffic impact analysis (TIA) or significant effects analysis (SEA). However, if a local government’s locally adopted TSP has already taken into consideration future development on a particular property, this satisfies a city’s obligation with respect to meeting the baseline standards of the TPR. As such, the City and ODOT reviewed the City’s adopted TSP to determine if the models used in the TSP had already taken into account future development on the subject property. The review concluded the City’s adopted TSP did take into account future development levels on the subject properties and future impacts to transportation facilities have been accounted for in the modeling conducted as part of the TSP process. To further illustrate compliance with the TPR, staff have provided excerpts from Appendix D of the City’s TSP (seen as highlighted blue text). Appendix D houses the travel forecasting tool development memorandum section of the TSP. Appendix D expanded the transportation analysis zones (TAZ) to include seven zones for future expansion and eight external TAZs at the key gateways into and out of the City. An inventory of existing land uses, and future land use projections identified existing and future land uses for each TAZ in the City’s UGB. The existing and future land use totals incorporated Lane County population

forecast numbers, among other demographic figures. The future 2036 land use allocation estimates the amount of each land use that each TAZ will accommodate based on expected build-out of vacant or underdeveloped lands and assuming Comprehensive Planning. The subject property falls under TAZ 63, and this is the TAZ that was included in the models.

Another road that relates to the subject property is Milliron Road. Milliron Road is in the city limits only to just past its intersection with Dreas Way. The intersection of Milliron and Booth Street is outside of the city limits. Milliron is a recognized Lane County Road. The inclusion of Milliron into the annexation does not automatically transfer jurisdiction to Junction City; a formal jurisdictional transfer would occur, if requested. In the City’s TSP Milliron Road is planned to connect from the west UGB to the East UGB of the City and be constructed to Major Collector Standards including bike lanes and sidewalks. This planned project is listed as “MV21” in the TSP. If the City wants to make strides towards completing this goal, including Milliron in the annexation to bring it into city limits would advance it.

MV21	<p>Milliron Road#: West UGB to East UGB: Construct to Major Collector standards including bike lanes and sidewalks.</p> <p>Key Benefits: Pedestrian/Bicycle Connectivity, Livability</p>	\$2,105,000
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To that end, staff finds the City has appropriately addressed Goal 12 and the TPR.

Appendix D of the TSP is included in this report as **Attachment F**.

Chapter 7: Public Facilities Element

The Junction City Comprehensive Plan states: “It is the goal of this plan to provide public facilities in an efficient and timely manner at level in excess of projected demands.” (Chapter 7, p. 1). When development is proposed for the subject property key urban facilities and services will either be immediately available or will be able to be extended in an orderly manner. Any development on the subject sites will be required to demonstrate adequate water supply and sewer treatment and disposal capacity are available. The Public Works Department has indicated water and sewer lines existing in Dreas Way can be extended to serve the subject properties. The Junction City Water Control District has commented that any future development on the site will require review and possible comment from the Junction City Water Control District.

The subject property is within Lane Fire Authority. Lane Fire Authority has issued comment that development on the subject properties would need to ensure water flows for the Booth Street hydrants are sufficient for industrial development. This is something that will be addressed as the property develops. The Comprehensive Plan indicates that all future water mains for industrial areas must be of at least 8-inches in diameter and that all hydrants be equipped with streamer ports (4.5 inches in diameter). These issues will be addressed as the property develops with site specific development plans. Chapter 7 sufficiently addressed.

OREGON STATEWIDE PLANNING GOAL COMPLIANCE

Goal 1 Citizen Involvement

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

Staff Response: This element of the Comprehensive Plan will be met by compliance with the adopted notification and hearing processes under Junction City Municipal Code Sections 17.145.030, 17.150.080 and 17.150.090.

The City is processing the Zone Change a Type IV Legislative Decision per Section 17.150.070 and scheduled a hearing before the Junction City Planning Commission on October 20, 2021, and before the City of Council on December 14, 2021, for final action.

On September 24, 2021, the notice of public hearing was mailed to all property owners within 300-feet of the subject property.

Goal 2 Land Use Planning

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

Staff Response: Goal 2 outlines the basic procedures of Oregon's statewide planning program, stating that land use decisions must be made in accordance with comprehensive plans and that effective implementation ordinances must be adopted. The subject site is designated as Industrial (I) on the adopted 2012 Comprehensive Plan. The proposed zoning of Light Industrial is the implementing zoning for the corresponding Land Use Designation. Therefore, the proposed Annexation and Rezone is consistent with the Comprehensive Plan and Goal 2 as stated above.

Goal 3 Agricultural Lands

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

Goal 4 Forest Lands

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

Staff Response: Goals 3 and 4 requires counties to inventory agricultural lands and to maintain and preserve them through EFU zoning. Because the subject property is designated as Industrial in the acknowledged Comprehensive Plan Map and is within the Urban Growth Boundary (UGB) of Junction City, Goals 3 and 4 are not applicable.

Goal 5 Open Spaces, Scenic and Historic Areas & Natural Resources

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

Goal 5 requires local governments to inventory and protect natural resources. The 2012 DLCD acknowledged Comprehensive Plan update includes a Goal 5 inventory. The inventory identified locally significant wetlands. The subject property contains an inventoried Goal 5 natural resource in the form of FC-02 wetland. Per the City's adopted Local Wetland Inventory map (LWI), DSL regulations allow for limited wetland fill and removal on the 18-acre farmed wetland (FC-02). DSL regulations provide the flexibility necessary to create suitable industrial land in the southern portion of the UGB. Any development on the subject property will be required to adhere to the regulatory requirements of DSL and the Army Corps of Engineers. There are no inventoried significant Goal 5 resources located on the parcel and therefore Goal 5 is not applicable.

Goal 6 Air, Water and Land Resources Quality

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

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations. The proposed Annexation and Rezone have no Goal 6 impact. Environmental impacts will be addressed in any subsequent land use review for future proposed development.

Goal 7 Areas Subject to Natural Disasters and Hazards

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

Goal 7 requires that jurisdictions apply appropriate safeguards when planning development in areas that are subject to natural hazards such as flood hazards. The only identified natural hazard in Junction City is flooding. Junction City has an acknowledged floodplain protection ordinance. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (#41039C0615F) covering the subject property indicates that the property is in Flood Zone X, areas determined to be outside a 500-year floodplain. The proposed Zone Change will not

affect Natural Disaster or Hazard risk area boundaries. If found applicable, the applicant will have to adhere to any floodplain development regulations. Thus, Goal 7 has been properly addressed. Identification of possible flood hazards and their impacts on future proposed development will be addressed during land use review.

Goal 8 Recreation Needs

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

The proposed Annexation and Zone Change do not affect any lands identified as having high recreation resource value; this Goal is not applicable.

Goal 9 Economy of the State

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

Oregon Statewide Planning Goal 9 directs local governments to inventory areas suitable for increased economic growth and activity. Goal 9 is implemented through Chapter 4 of Junction City's Comprehensive Plan, which was addressed above in this report. The inventory and designation of lands for economic uses is implemented through the Comprehensive Plan Map. As seen in the City's Comprehensive Plan Map, the industrial and economic centers of the City are located adjacent to Highway 99. The City has planned long ago to further expand industrial and economic development in southern portion of it's UGB, nearby the Oregon State Institutional Hospital in an effort to take advantage of immediate economic opportunities. The existing and planned land uses in the vicinity of the subject property are industrial in nature, so there are no incompatible adjacent land uses. To that end, staff find Goal 9 sufficiently addressed.

Goal 10 Housing

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

Goal 10 has no direct bearing on the proposed annexation and rezone. The Comprehensive Plan Map designates the subject property as industrial and that is the zoning to be applied, consistent with the Comprehensive Plan Map. While not directly related, the increased economic opportunities presented as a result of the annexation and rezone in Junction City can spur further housing development and have the ability to attract employees and families to Junction City.

Goal 11 Public Facilities and Services

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

The DLCD acknowledged 2012 Comprehensive Plan found compliance with the Statewide Planning Goals, including Goal 11 (Ordinance 1212, Appendix 1, Page 144). The proposed Annexation and Zone Change poses no impact on provision of public facilities and services. When development is proposed for the subject property key urban facilities and services will either be immediately available or will be able to be extended in an orderly manner. Any development on the subject sites will be required to demonstrate adequate water supply and sewer treatment and disposal capacity are available. Water and sewer services can be provided from Dreas Way adjacent to the annexation area along its western boundary. There exists a 21" sewer line and 24" water line in Dreas Way for the applicant to tap into and extend to the property lines of the subject property.

Goal 12 Transportation

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

Goal 12 encourages the provision of a safe, convenient and economic transportation system. This goal also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in coordination with urban and rural development (OAR 660-012-0000(1)).

As stated in 660-012-0060 "Where an amendment to a functional plan, acknowledged comprehensive plan, or land use regulation would significantly affect an existing or planned transportation facility, the local government shall put onto place measures to assure allowed land uses are consistent with the identified function, capacity, and performance standards of the facility."

As alluded to earlier in this report under Chapter 6 of the City's Comprehensive Plan, the City's adopted TSP had already contemplated future development on the subject property into the transportation models that were used in the City's TSP. Because of this, a significant effect analysis or TIA is not required to meet the TPR requirements for annexation and rezone.

Appendix D houses the travel forecasting tool development memorandum section of the TSP. Appendix D expanded the transportation analysis zones (TAZ) to include seven zones for future expansion and eight external TAZs at the key gateways into and out of the City. An inventory of existing land uses, and future land use projections identified existing and future land uses for each TAZ in the City's UGB. The existing and future land use totals incorporated Lane County population forecast numbers, among other demographic figures. The future 2036 land use allocation estimates the amount of each land use that each TAZ will accommodate based on expected build-out of vacant or underdeveloped lands and assuming Comprehensive

Planning. The subject property falls under TAZ 63, and this is the TAZ that was included in the models. Because of this, a significant effect analysis or TIA is not required to meet the TPR requirements for annexation and rezone.

Booth Street is currently identified as a Local Access Road by Lane County. As such, Lane County does not currently maintain Booth Street. If/when Booth Street becomes annexed to the City, it will become a part of the City and maintained consistent with city standards.

Milliron is a recognized Lane County Road. The inclusion of Milliron into the annexation does not automatically transfer jurisdiction to Junction City; a formal jurisdictional transfer would occur, if requested. In the City's TSP Milliron Road is planned to connect from the west UGB to the East UGB of the City and be constructed to Major Collector Standards including bike lanes and sidewalks. This planned project is listed as "MV21" in the TSP. If the City wants to make strides towards completing this goal, including Milliron in the annexation to bring it into city limits would advance it.

The applicant's rezone request from county zoning to city zoning allows for future development of the site. The proposed rezoning complies with the Comprehensive Plan Designation map and the City's Transportation System Plan. As discussed above, staff find Goal 12 sufficiently addressed.

Goal 13 Energy

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

Goal 13 requires land and uses developed on the land to be managed and controlled to maximize the conservation of all forms of energy, based upon sound economic principles. The Annexation and Rezone do not change the land use patterns and development already allowed; therefore, the proposal will have no effect on Energy Conservation. The Comprehensive Plan Map anticipates industrial growth and uses in this area. Therefore, Goal 13 has been adequately addressed.

Goal 14 Urbanization

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

The proposed Annexation and Rezone do not involve urbanization of any land not currently within the Junction City UGB. The present request is for Annexation and concurrent Rezone of the Industrially designated parcels that are located within the UGB. The subject site was included within the 2012 Comprehensive Plan acknowledged by the Department of Land Conservation and Development on August 9, 2013. Therefore, the proposed Annexation and Rezone are consistent with Goal 14.

Goal 15 through 19

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

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

Goals 15 through 19 are related to the Willamette Greenway and coastal resources. As such, these goals do not apply to the subject sites and no further analysis is required.

Public Comments:

To date, the City has not received any public comments. If any are received, they will be provided at the scheduled public meetings/hearings.

Agency Referral Comments:

Department of Revenue (DOR) – The City received a letter from the DOR stating they have given preliminary approval of the legal description for the annexation request. The annexation request meets the requirements of ORS 308.225 for use with an Order, Ordinance, or Resolution which must be submitted to the Lane County Assessor and the DOR in final approved form before March 31 of the year in which the change will become effective.

DSL – Development on the subject property may impact wetlands. On-site investigation is recommended prior to any development activities.

Lane County Transportation Planning (LCTP) – LCTP has requested that abutting rights-of-way on Booth Street be annexed; Milliron is also requested to be annexed but is a County Road.

ODOT – Assisted City in figuring out Goal 12 TPR compliance. Reviewed City's TSP and Appendix D. Found no TIA required as a result of the annexation and rezone request.

Junction City Water Control District – Any future development on the subject site will require review and possible comment from the Junction City Water Control District.

Lane Fire Authority – Applicant will need to ensure water flows for the Booth Street hydrants are sufficient for development in an industrial zone.

All Agency Referral Comments can be found in **Attachment D**.

Staff Recommendation:

Based upon the available information and findings set forth above, it is concluded that the proposed Annexation and Rezone will comply with the applicable approval criteria and related standards set forth within the JCMC, Comprehensive Plan, and Oregon Statewide Planning Goals. Staff recommends a City zoning designation of Light Industrial be applied to the subject properties following inclusion into the city limits. Therefore, Staff recommends Planning Commission issue a recommendation of approval onto City Council for final action.

Planning Commission recommends to City Council that the area of Milliron Road as seen in Attachment B be included in the annexation. Yes, we recommend or No, no we don't recommend.

Planning Commission recommends to City Council that the area of Booth Street as seen in Attachment B be included in the annexation. Yes, we recommend or No, no we don't recommend.

Informational Items:

(1) The subject property contains wetlands. The applicant is advised to work with DSL through the City on the future development of any of the lots on the subject property. The applicant is advised further actions may be required by DSL with respect to wetland regulation and compliance.

(2) The subject property is located within the Zone A floodplain designation. Development on the subject property may be subject to floodplain development regulation and permitting.

(3) A formal Traffic Impact Study or Analysis completed by a qualified traffic engineer in the State of Oregon, will be required upon each site-specific development that incorporates the specific use(s) to be sited on the subject property.

Attachments:

Attachment A – Applicant's materials

Attachment B – Rights-of-Way Annexation Map

Attachment C – Notice Materials

Attachment D – Agency Referral Comments

Attachment E – Floodplain Map

Attachment F – Appendix D of TSP