

TABLE OF CONTENTS

Comprehensive Plan .....	Section B
Introduction .....	1 - 3
Goal #1 Citizen Involvement .....	4 - 11
Goal #2 Land Use Planning .....	12 - 23
Goal #3 Agricultural Lands .....	24 - 26
Goal #4 Forest Lands .....	27 - 28
Goal #5 Open Spaces, Scenic Areas, Natural Resources.	29 - 34
Goal #6 Environmental Quality .....	35 - 39
Goal #7 Natural Disasters and Hazards .....	40 - 56
Goal #8 Recreation .....	57 - 62
Goal #9 Economy .....	63 - 69
Goal #10 Housing .....	70 - 75
Goal #11 Public Facilities .....	76 - 112
Goal #12 Transportation .....	113 - 118
Goal #13 Energy Conservation .....	119 - 120
Goal #14 Urbanization .....	121 - 125
Summary .....	126
Zoning Ordinance .....	Section C
Land Use Plan/Zoning .....	Section D
Subdivision .....	Section E

## TRANSPORTATION

### STATEWIDE GOAL 12:

To provide and encourage a safe, convenient and economic transportation.

### JOHNSON CITY POLICY:

To provide for the best transportation facilities at our disposal.

The city of Johnson City will coordinate with the Oregon Department of Transportation and Clackamas County on provision of transportation facilities, including participation in review of highway projects proposed for inclusion in the Oregon Six-Year Improvement Program. The city will amend its comprehensive plan and implementing ordinances from time to time to include mutually agreed upon highway projects involving Johnson City before they are added to the State's Six-Year Improvement Program.

The city of Johnson City will support state and local efforts to find workable alternatives to bicycle and footpaths serving the area surrounding and adjacent to the city. Portions of such facilities may be located at suitable locations within the city.

The city's zoning ordinance shall recognize in all zoning districts that public roadways are permitted uses.

## TRANSPORTATION

### Inventory:

There are currently nine roads in existence within Johnson City. The city has classified 79th, 81st and 84th as secondary collectors in relation to Clackamas County's Roots Road which they classify as a primary collector. All other roads are classified as location roads. The three secondary collectors are responsible for bringing all traffic into and out of the city by way of Roots Road.

The major type of transportation in Johnson City is by private automobile. The majority of the homes in Johnson City have two cars.

Bicycle and foot traffic make up the rest of the traffic within the city. Sidewalks are provided for the pedestrian traffic, while the bicycles use the roads. The roads are not currently wide enough for bike lanes and there does not seem to be enough bike traffic in the area to warrant the expense of widening the roads at this time. There are no roadways in Johnson City which serve through traffic from the surrounding area. Only city traffic uses city streets. Speed limits are therefore low and traffic is light. It is safe and appropriate to allow bicycles to use the city's streets.

Tri-Met has a route that runs along the northern boundary of the city on Roots Road but does not enter the city.

### Proposed Action:

The city plans to maintain these facilities to the best of its ability. With the current construction there will be one more road added and one will be extended. This will provide adequate transportation for automobile users. No bike lanes are anticipated

due to the small amount of bicycle traffic within the city. No other forms of transportation are being considered at this time.

Alternatives:

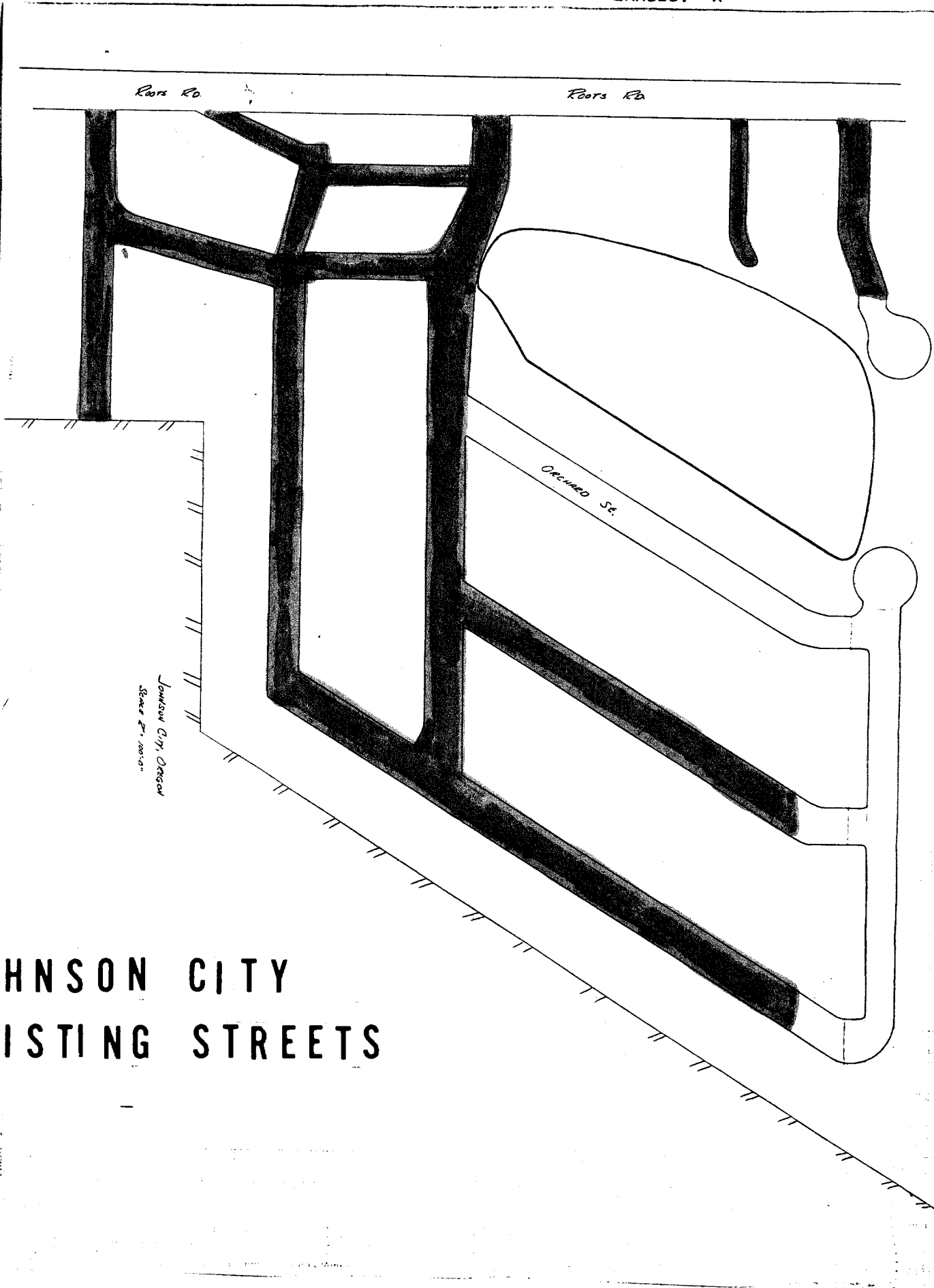
Alternative types of transportation such as air, rail or bus lines have not been considered due to the amount of land required to establish these systems. Air and rail would also cause a very serious impact on the surrounding community by increasing both noise and air pollution to the point that surrounding landowners would object.

Conclusion:

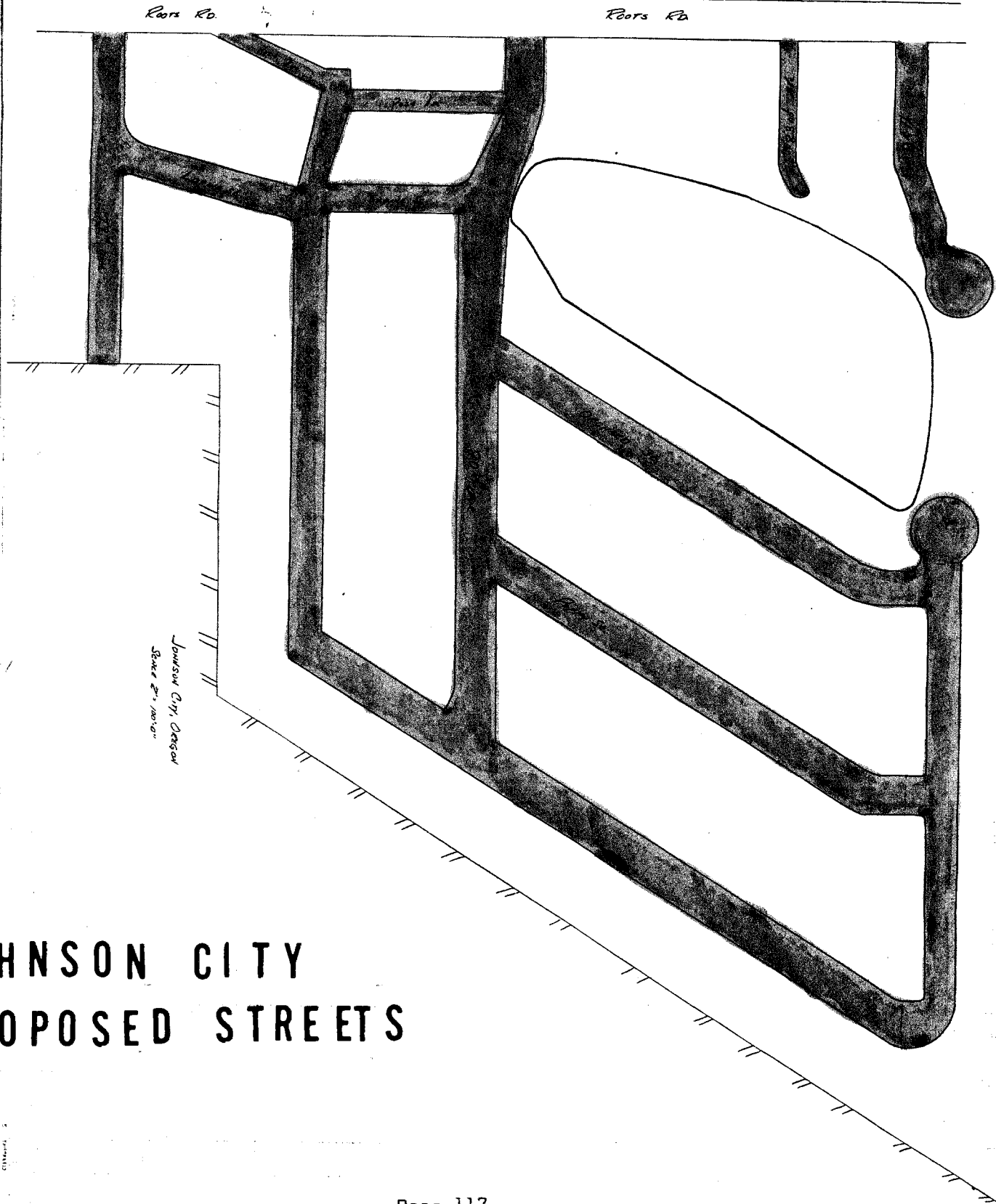
With Johnson City being such a small community, the problems associated with large transportation systems would become overwhelming. By providing good roads with good access to county roads around us we feel that we have made the only contribution to transportation that is within our means. Therefore, we feel that we are in compliance with this goal.

Documentation:

- Exhibit "A" - Current Street Map
- Exhibit "B" - Proposed Street Map
- Exhibit "C" - Letter From Clackamas County



JOHNSON CITY  
EXISTING STREETS



JOHNSON CITY  
PROPOSED STREETS

EXHIBIT "C"

September 7, 1979

Leroy Glahn Sr., Mayor  
City of Johnson City  
8021 S.E. Posey Street  
Johnson City, Oregon 97222

Dear Mayor Glahn:

Southeast Roots Road between Webster Road and I-205 is classified as a collector on the existing County Comprehensive Plan. As you may know, the County is also revising its Comprehensive Plan with a compliance date of July, 1980. To date, the Planning staff has developed a Discussion Draft Comprehensive Plan which proposes on the Arterial Plan (page 101) a similar classification. The collector classification for Roots Road appears to be totally consistent with local and regional objectives.

As I understand, in recent weeks our Planning staff has been communicating with city officials and has agreed that streets within Johnson City should be classified in some hierarchy. As of this date, I understand we have agreed to "secondary collector" and "local" as classifications for interior streets within the city.

If we can be of further assistance regarding this matter, please feel free to contact this office.

Sincerely,

LARRY KATO, Principal Planner  
Planning Division

LK:cp  
707

## III. BACKGROUND INFORMATION

Geography:

Johnson City is a small community in Clackamas County consisting of 42 acres. It has a population of 470 people living in 204 mobile home dwellings. Twenty-two acres are currently occupied by these dwellings. The City was incorporated in 1970 and is under a single ownership.

Governing Body:

Mayor and a four-member city council.

Population:

2000 - 568 (Estimate)  
1979 - 470  
1977 - 450  
1975 - 400  
1974 - 400  
1970 - 378

Plan and Implementing Measures:

Comprehensive Plan: 1976 (Revised 1980)  
Zoning Ordinance: 1972 (Revised 1980)  
Subdivision Ordinance: May 1980

Compliance Status:

Johnson City has been working under a planning extension since December 1976, when the City's first request for acknowledgment was denied by the Commission. Johnson City received a planning assistance grant of \$1,050.00 in 1978-1979.

## IV. FINDINGS

General Overview

Johnson City has prepared and adopted a plan and implementing measures which are adequate for goal compliance and consistent with the needs and circumstances of a small community.

Applicable Goals

## GOAL 1: CITIZEN INVOLVEMENT

Johnson City's citizen involvement program was approved by the Commission in April 1976 with the Planning Commission serving as the Committee for Citizen Involvement.



## GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

Johnson City has completed an inventory of Goal 5 resources and found "After a close examination of all lands within our City, the following areas have been found to be non-existent in this City. Historic areas, scenic areas, natural trails, energy sources, fish and wildlife habitats, wilderness areas, cultural areas, ecological and scientific areas" (inventory data between pages 2 and 3).

However, the City has identified Lake Leona as a water area underlain by aggregate resources (p. 30). In addition, eight-tenths of an acre of open space is identified adjacent to the lake. Each area is mapped (Exhibits A, B and C). The plan proposes the following action related to these resources:

"Johnson City intends to recover as much of the mineral aggregate as is feasible without destroying the banks or vegetation that surrounds the lake.

By doing so, the City hopes to raise revenues to pay for the completion of a lakeside park and other recreational facilities. Along with the revenues the recovery would produce, it would also help to clean the water in the lake by removing underwater vegetation that currently makes the lake unsuitable for fish and human recreation.

After the removal of the aggregate, the City then intends to develop recreation facilities and plant game fish in the lake to make it useful to the citizens of the City.

The open space west of 81st Avenue between Posey and Lupine has been developed into a children's playground. A six-foot cyclone fence has been erected around this area to keep the children out of the streets" (p. 30).

#### Implementing Measures

The plan map indicates that Lake Leona is designated as "lake" and that open space adjacent to the lake is "open space". Lake Leona and the open space area are zoned MR-1. This zone allows:

"Public and private parks, playgrounds, recreational and community buildings and grounds, public golf courses, tennis courts and similar recreational uses, all of a noncommercial nature"; and

"Any construction or other commercial operations (including but not limited to dredging) which will result eventually in a recreational facility (including but not limited to parks or lakes)" (Section 4.22 C,G).

NOTE: The zoning map was unclear as to how the lake and open space areas were zoned. However, Chuck Johnson (who prepared the plan) confirmed that both are zoned MR-1. A map is being sent to follow-up verbal confirmation.

DEQ Comment

The Department of Environmental Quality has commented that:

"We have reviewed the materials submitted by the City of Johnson City pursuant to its request for Acknowledgment, and do not oppose the City's request. Should the City wish to refine its approach to Goal 6 and 11 issues before the first update cycle, we would be happy to provide assistance."

Conclusion: Johnson City complies with Goal 6.

The City has identified air, water and land resource quality and indicated its intent to work with and support local, state and regional agencies in charge of controlling environmental quality. The City has identified a water quality problem and proposed a program to solve the problem and improve water quality.

GOAL 7: AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

Not Applicable.

Goal 7 requires "Developments subject to damage or that could result in loss of life shall not be planned or located in known areas of natural disasters or hazards without appropriate safeguards" (emphasis added).

Background information indicates that there are no known areas of natural disasters or hazards which could result in damage or loss of life.

GOAL 8: RECREATIONAL NEEDS

Background information identifies an open space area and Lake Leona as a recreation site. The plan proposes some additional development of the open space area as a picnic and playground site (p. 47). Once Lake Leona is dredged, the City intends to allow non-motorized boating subject to provisions of a proposed ordinance (p. 47 and 49).

Conclusion: Johnson City complies with Goal 8.

GOAL 9: ECONOMY OF THE STATE

The discussion of Johnson City's economy indicates:

"The main business in Johnson City is Johnson Mobile Park, with offices located at 16160 SE 80th Avenue in Johnson City. They currently own all the land within the City with the exception of eight-tenths (.8) of an acre owned by the City itself. Their continuing growth supplies the City with revenue through permits and increases in City services.

Thirty-nine (39) of these homes are families with children under the age of seventeen (17). Approximately fifty (50) of these houses are owned by senior citizens and/or retired people. The rest of the homes, approximately one-hundred-and-fifteen (115), are owned or occupied by couples or individuals between the ages of twenty-five (25) and sixty (60)" (p. 60).

All vacant buildable land for residential purposes has been zoned MR-1 (Multi-family Residential District). The purpose of this district is "...to provide the opportunity for establishment of multi-family dwellings" (Section 4.21). Permitted uses include multi-family dwellings and trailer parks.

Lot size requirements in the MR-1 zone are 2,000 square feet per unit. This amounts to 16 units-per-gross-acre (assuming 25 percent land area in street) or 21 units-per-net-acre.

#### Comparison with Regional Needs

The City is exceeding the minimum standards and assumptions which Metro is using to judge compliance with regional housing needs. The City would allow 100 percent multi-family build-out on vacant buildable land (Metro standard is 50:50). The densities exceed the minimum standards in the Metro UGB findings and those standards established in the acknowledgment reviews of Multnomah County, Durham and Milwaukie (see adopted findings in these reports for further data).

#### Housing Division Objection

The Housing Division has objected to acknowledgment of the Johnson City plan for two reasons:

"The plan contains no Buildable Lands Inventory"; and

"The plan lacks an analysis of projected housing needs by type, density and price range" (see attached objection for details).

#### Analysis of Objection

Although the plan contains no section entitled "buildable lands", data in the plan are adequate to show that all vacant residential land is buildable at allowed densities. Information in the plan related to suitability includes Water Areas (p. 32), Open Space (p. 33), Mineral and Aggregate (p. 34), Slope (p. 41), Hazards and Soils Data (p. 42-45), Existing Housing (p. 62), Proposed Housing (p. 63), Public Facilities (Goal 11 generally), Existing and Proposed Streets (pp. 100-101), and Undeveloped Land (p. 101).

This area requirement helps insure that land within the City will be available for low and moderate cost housing."

Conclusion: Johnson City complies with Goal 10.

Based on the City's unique role (mobile home park under a single ownership), the analysis of buildable lands and flexible implementing measures, Johnson City has demonstrated that housing needs will be met to the extent possible in the City. The City does not intend to annex land and cannot play a major role in meeting future regional needs. However, the allowable densities and variety of housing types proposed for vacant buildable and existing developed land provides for many low-cost housing opportunities.

#### GOAL 11: PUBLIC FACILITIES AND SERVICES

The plan contains background information on Water, Sewerage, Electricity, Communications, Natural Gas, Solid Waste, Fire Protection, Police Protection, Schools and Storm Drainage (pp. 66-67).

The City provides water from two wells located within the City. In addition, a 100,000 gallon storage tank provides a 3-day back-up supply. Sewerage service is provided by contract with Clackamas County Service District #1. The contract is for a 20-year period and is based on year 2000 population.

Other services are provided by contract with Clackamas County (Police) and Fire District #71.

The City has adopted a policy "To provide and plan for all public facilities and services needed now and in the future" (p. 65).

The City proposes the following continued service provisions:

"The City assures the enforcement of orderly and efficient growth by allowing public facilities to be extended as they are needed.

The Department of Commerce regulates mobile home parks by insisting on all of the basic services be provided or means of their provision be outlined in all plans before the issuance of any permits. Annual inspections by the Department of Commerce insure that everything is properly maintained.

The police protection we receive from Clackamas County Sheriff seems to be more than adequate. Our crime rate we feel is very small, consisting mostly of family disputes or malicious mischief. For this reason Johnson City sees no reason to change the current arrangement.

## GOAL 13: ENERGY CONSERVATION

The City indicates that City buildings and street lighting systems are operated to conserve energy and that private citizens are encouraged to conserve energy in the same manner as well as through car pools and mass transit use (p. 104).

The City has a policy "To promote energy conservation among our citizens" (p. 103). The plan proposes to carry out this policy by using City newsletters to bring conservation ideas into the homes.

Conclusion: Johnson City complies with Goal 13.

## GOAL 14: URBANIZATION

Johnson City is a city limits comprehensive plan wholly within the Urban Growth Boundary established by Metro (Metropolitan Service District) and acknowledged by LCDC. Clackamas County concurs with Johnson City's Planning Area/Urban Service Area (p. 108).

The City is, for the most part, a substantially developed urban area with very little of the land area available for development. Conversion requirements in Goal 14 relate to the conversion of 'urbanizable' land. However, the land in Johnson City's city limits is 'urban' as defined by the goals. Conversion factors are not applicable to Johnson City.

The City does not intend to annex any new areas for future development (p. 106). Therefore, no urban planning area agreement with Clackamas County is needed.

Conclusion: Johnson City complies with Goal 14.

Comments Received

The following have submitted comments and or objections on this acknowledgment request:

<u>Agency or Party</u>	<u>Position</u>
Housing Division	Objection
1000 Friends of Oregon	Comments
Department of Environmental Quality	Comments

Overall Conclusion

Johnson City has a comprehensive plan and implementing measures which comply with all applicable Statewide Planning Goals. The City's effort is consistent with the nature of the problems it faces and its role in the metropolitan region.