

# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 900

#### COMP PLAN; GENERAL PROVISIONS

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#### I. Introductory Provisions

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**900.010 Title**

(A) LCC 900.010 to 919.999 shall be known as the “Linn County *Comprehensive Plan* Code.” LCC 900.010 to 919.999 may also be referred to

and cited as the “*Comprehensive Plan*” or the “*Comp Plan*,” or the “*Plan*.”

(B) The *Comprehensive Plan* consists of text and map(s), entitled the “Linn County *Comprehensive Plan* Map,” or “*Plan* Map.” The *Comprehensive Plan* Map is found in Appendix 1 following this Chapter 919. If a conflict arises between the *Comprehensive Plan* Map and the text of the *Comprehensive Plan*, the text shall govern.

(C) Wherever the term “Linn County *Comprehensive Plan* Code,” “*Comprehensive Plan*” or “*Comp Plan*” is used, the term includes all amendments to the Linn County *Comprehensive Plan*.

[Adopted 99-190 eff 5/19/99]

**900.020 Definitions**

(A) As used in LCC 900.010 to 919.999,

(1) “**Access**” refers to the means of ingress and/or egress to, from or across a public road to or from abutting lands.

(2) “**Agricultural land in Linn County**” is land of predominantly class I, II, III, and IV soils as identified in the Soil Capability Classification System of the United States Natural Resources Conservation Service, and other lands which are suitable for farm use based on existing land use and land tenure patterns. Statewide Planning Goal 3 (Agricultural Lands) contains the definition for agricultural land. The definition is found in the Agricultural Resource Lands section of the plan.

(3) “**Agricultural resource areas**” or “**agricultural resource lands**” see *Comprehensive Plan* designations.

(4) “**Agricultural use**” is synonymous with farm use as defined in ORS 215.203.

(5) “**Buildable lands**” are areas that are suitable, available, and necessary for rural residential use.

(6) **“Carrying capacity”** is the level of use which can be accommodated and continued without irreversible impairment of the productivity of the land and the quality of air, land, and water resources.

(7) **“Citizens”** include any resident or landowner in Linn County and those groups or associations within the planning area including but not limited to corporations, governmental and private agencies, firms, partnerships, and joint stock companies.

(8) **“Commercial agricultural enterprise”** refers to farm uses undertaken for the purpose of obtaining a profit in money. A commercial agricultural enterprise may be part-time or full-time so long as farm uses contribute to the operator's income.

(9) **“Commercial areas”** or **“commercial lands”** see *Comprehensive Plan* designations.

(10) **“Committed land”** is land no longer available for farm or forest use because it is: 1) physically "developed" or built on or 2) irrevocably "committed" to urban or other rural non-farm uses.

(11) **“Comprehensive Plan designations”** are those areas selected through the planning process and shown on the *Comprehensive Plan* map as most appropriate for specific types of land use. The purposes and policies of each designation are set forth in the Land Use Element.

(12) **“Conserve”** to keep in a sound manner that avoids wasteful or destructive use of resources and provides for future availability of such resources.

(13) **“Coordinate”** means to consider and accommodate the needs of all levels of government, semi-public and private agencies and firms, and the citizens of Oregon.

(14) **“Cultural area”** refers to a place characterized by evidence of an ethnic, religious or social group with distinctive, including historically distinctive, traits, belief and social forms.

(15) **“Develop”** means to construct or place a structure, to conduct a mining operation, to make a material change in the use or appearance of a structure or land, dividing land into two

or more parcels, and creating or terminating a right of access.

(16) **“Development”** means the act, process or result of developing land.

(17) **“Diversity”** means to increase the variety, type, scale, or distribution of commerce or industry.

(18) **“Encourage”** means to give help, aid or provide incentives; to foster or stimulate.

(19) **“Environmental impacts”** are the consequences of a course of action upon the environment.

(20) **“Farm/Forest areas”** or **“lands”** see *Comprehensive Plan* designations.

(21) **“Flood hazard areas”** include areas prone to flash flooding and stream flooding, in particular the floodplain which includes the floodway and flood fringe.

(22) **“Forest lands”** means Goal 4 (Forest Lands) in general, and includes lands which are suitable for commercial forest uses and other lands which are necessary to permit forest operations. The full definition is found in the Forest Resource section of the plan.

(23) **“Forest resource areas”** or **“forest resource land”** see *Comprehensive Plan* designations.

(24) **“Ground water”** is water beneath the surface of the earth in a zone of saturation. The upper surface of a zone of saturation is the water table, and the water in a zone of saturation is ground water.

(25) **“Historic areas”** are places including a site, structure, or object that has local, regional, statewide or national historical significance.

(26) **“Household”** refers to one or more persons occupying a single housing unit.

(27) **“Implementation”** refers to those measures, whether ordinances or otherwise, that serve to give practical effect to *Plan* policies.

(28) **“Improve”** the economy means to affect a beneficial change in those activities which generate employment, products, and services consistent with the availability of long-term human and natural resources.

(29) “**Industrial areas**” or “**industrial lands**” see *Comprehensive Plan* designations.

(30) “**Intensify**” means to increase the concentration or density of land uses in an area.

(31) “**Involvement**” means to be engaged as a participant.

(32) “**Land**” means the surface of the earth and all its natural resources including water, both surface and subsurface, and the air. Synonymous with air, land, and water resources.

(33) “**Maintain**” means to keep in an existing state and preserve from failure or decline.

(34) “**Mass movement topography**” is evidence of slope instability. Mass movement topography may be caused by earth flow, slumping, rock slides, rockfall, mud flow, and mud slides. Unless specifically stated steep slope failures shall be considered a form of mass movement.

(35) “**May**” means a permissive condition. No specific requirement is intended.

(36) “**Mitigate**” means to make less harsh or severe.

(37) “**Natural area**” refers to land and water that has substantially retained its natural character and land and water that although altered in character, is important as habitats for plant, animal, or marine life, for the study of its natural, historical, scientific or paleontological features, or for the appreciation of its natural features.

(38) “**Non-resource land**” is neither agricultural land nor forest land and land that is committed to other than resource use.

(39) “**Non-resource-related**” refers to those uses and activities on the land which are either not in conjunction with a resource use or in conjunction with a non-resource use.

(40) “**Non-resource uses**” are all uses that are neither farm and forest uses nor otherwise directly dependent upon the natural resources available at the site.

(41) “**Open space**” consists of lands used for farm or forest uses, and any land area that would, if preserved and continued in its present use:

(a) Conserve and enhance natural or scenic resources;

(b) Protect air or streams or water supply;

(c) Promote conservation of soils, wetlands, beaches or tidal marshes;

(d) Conserve landscaped areas, such as public or private golf courses, which reduce air pollution and enhance the value of abutting or neighboring property;

(e) Enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open space;

(f) Enhance recreation opportunities;

(g) Preserve historic sites;

(h) Promote orderly urban or suburban development; or

(i) Retain in their natural state tracts of land, on such conditions as may be reasonably required by the legislative body granting the open space classification.

(42) “**Opportunity**” means a chance to be heard or involved.

(43) “**Oregon scenic waterways system**” includes rivers or segments of rivers which have been designated as “scenic waterways” in accordance with ORS 390.805 to 390.925 and includes related adjacent land.

(44) “**Overlays**” are specially designated areas established in the Land Development Code in order to address particular concerns within limited and well defined areas in addition to the regularly establishing zoning districts.

(45) “**Policy**” means a written statement establishing principles and courses of action to be followed in the decision making process.

(46) “**Preserve**” means to keep safe from injury, harm, or destruction.

(47) “**Provide**” means to take precautionary measures or make a provision or stipulation about an item of concern.

(48) “**Public facilities and services**” are existing and proposed projects, activities and

facilities which are necessary for the public health, safety, order, and welfare.

(49) “**Public transit**” refers to any form of passenger transportation which carries members of the public on a regular and continuing basis.

(50) “**Recreational facilities**” includes but is not limited to, parks, playgrounds, campgrounds, boat ramps, golf courses, ski areas, shooting ranges, swimming areas or pools, trails, playing fields and courts, historic sites, nature preserves and waysides.

(51) “**Resource land**” includes agricultural land and forest land as well as land that may be used for the production of mineral and other natural resources.

(52) “**Resource-related**” refers to those uses and activities on the land which are in conjunction with resource use.

(53) “**Resource use**” include farm use and forest use as well as mining and other uses directly dependent on the natural resources available on a site.

(54) “**Rural Center areas**” or “**Rural Center lands**” see *Comprehensive Plan* designations.

(55) “**Rural fire protection districts**” or “**RFPD**” are special districts authorized and established pursuant to ORS 478.

(56) “**Rural lands**” are those which are outside urban growth boundaries.

(57) “**Rural Residential areas**” or “**Rural Residential lands**” (see *Comprehensive Plan* designations).

(58) “**Scenic easements**” are covenants or conditions running with the land, designed to preserve or maintain all or part of the natural or existing state of recreational, cultural, scenic, historic or other appropriate places.

(59) “**Sensitive fish and wildlife habitat**,” consistent with Statewide Planning Goal 5, is a land or water area where sustaining the natural resource characteristics is important or essential to the production and maintenance of aquatic life or wildlife populations.

(60) “**Septic suitability**” refers to the capability of the soil to accommodate a subsurface sewage disposal system.

(61) “**Shall**” means a mandatory condition. Where certain requirements are described with the “shall” stipulation, it is mandatory that these requirements be met.

(62) “**Solid waste management**” means prevention or reduction of solid waste; management of the storage, collection, transportation, treatment, utilization, processing and final disposal of solid waste; or resource recovery from solid waste; and facilities necessary or convenient to such activities.

(63) “**Special districts**” are units of local governments, other than cities or counties, authorized and regulated by statute and includes, but is not limited to: water control districts, irrigation districts, school districts, rural fire protection districts, cemetery districts and hospital districts.

(64) “**Transportation**” refers to the movement of people and commodities.

(65) “**A Timely, Orderly and Efficient Arrangement**” refers to a system or plan that coordinates the type, location and delivery of public facilities and services in a manner that best supports the existing and proposed land uses. The timeliness of providing facilities is essential to remaining within the carrying capacity of air, land, and water resources and is important to the maintenance of suitable levels of service. An orderly arrangement of facilities minimizes the cost of construction expenditures through logical extensions that foster a contiguous and compact service area. An efficient arrangement minimizes the operating costs of providing needed and desired levels of service by reducing gaps, overlaps, and over-extensions of service areas.

(66) “**Urban growth boundaries**” or “**UGB**” are established around cities. The city limits may be the UGB; however, most cities have designated additional areas needed to support future growth. An UGB is to provide sufficient land to accommodate forecasted growth during a planning period of 20 years.”

(67) “**Urban influence area**” means a rural residential exception area that is located in proximity to an urban growth boundary and is identified in any one of the five Rural Residential Exception Areas listed in LCC chapter 905 (Land Use Element Code) Appendix 2 (Exception Areas) and marked therein as UIA– 1, UIA– 2½, or UIA–5.

(68) “**Urbanizable land**” is located within urban growth boundaries and has been identified and determined to be necessary for future urban expansion, suitable for future urban use, and capable of being served by urban facilities and services within the planning period.

(69) “**Urban lands**” are those places within an incorporated city with concentrations of residences or work places and have supporting public facilities and services. May also include land designated urban through a Goal 14 (Urbanization) exception.

(70) “**Will**” means purposive condition. It is reasonably expected that certain things will come to pass.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### **900.050 Introduction**

(A) This document is the revised Linn County *Comprehensive Plan*. The planning area includes all of the lands in Linn County outside of incorporated cities. The planning period is the next 20 years up to the year 2021. A general path for the course of growth and development in Linn County is charted by the map, goals, and policies of this *Comprehensive Plan* in conjunction with the comprehensive plans of the cities in Linn County.

(B) The *Plan* identifies and addresses the issues and problems facing Linn County in the conservation and development of land. The goals and policies in the *Plan* and the land use designations on the *Plan* map seek to save the land base and natural resources upon which the local economy and lifestyle depends and provide for growth over the next two decades. Implementation measures generally describe how *Plan* policies will be carried out. The process established within this

document for amendment, revisions, and updating allows Linn County to maintain the *Comprehensive Plan* as an effective and flexible tool for balancing the diverse needs of the citizenry.

(C) Land use codes to implement the *Plan* are required of cities and counties in Oregon by state law. The revised *Comprehensive Plan* and implementing ordinances were first developed in the late 1970's and 1980 after nearly four years of citizen involvement and thousands of hours of work to produce a document that reflects local concerns and desires as well as complying with the statewide planning goals. In order to maintain the *Plan* as a working document it will be necessary to modify, replace, or update certain goals, policies, and implementation measures in order to keep pace with changes in land utilization and public needs. Numerous specific problems and proposals will have an impact on the planning process as well as the periodic revision and updating of the Linn County *Comprehensive Plan*.

(D) The planning process leading up to the revision of the *Comprehensive Plan* and implementing ordinances involved three phases.

(1) The initial phase involved the participation of citizen advisory committees: the committee for citizen involvement (CCI); five planning advisory committees (PAC); and an ordinance review committee (ORC), the ORC having been deleted in 1995 by CP-8-94/95. Each of the meetings of these committees were open to the public so that citizens who were not committee members could have an opportunity to be involved in the planning process.

(2) The second phase of the process consisted of public hearings before the Linn County Planning Commission to review the proposals of the PAC's and the ORC, and to forward a recommendation to the board of commissioners.

(3) The final phase of the process at the local level was the adoption of a revised *Plan* and ordinances by the board after several more public hearings.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01; amd 02-398 §1 eff 10/8/02]

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## II. PLAN ELEMENTS

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### 900.100 Contents of the *Plan*

(A) The Linn County *Comprehensive Plan* is composed of:

- (1) Four elements or chapters including
  - (a) Citizen Involvement Element,
  - (b) Natural Resources Element,
  - (c) Community Facilities and Development Element,
  - (d) Land Use Element (with a land use map), and
- (2) A chapter on *Plan* implementation is also included.
- (3) Background information, inventories, and other supporting items are contained or referenced in appendices and background reports of the *Comprehensive Plan*.

(B) The Linn County Land Development Code (LDC) implements the *Comprehensive Plan*. Copies of all materials related to the development and implementation of the *Plan* are available at the Linn County Planning and Building Department office and are available on the Internet at <http://www.co.linn.or.us>.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### 900.200 Citizen involvement element

(A) The *Comprehensive Plan* and background documents are based upon forecasted growth during the planning period. Many of the assumptions, facts, and programs affecting planning and land use will change over the years. Therefore, the *Comprehensive Plan* is a general document; the procedures for monitoring and revising the *Plan* at appropriate intervals are included in the Citizen Involvement Element.

(B) The *Plan* revision process to date is discussed in some detail in the citizen involvement background report.

[Adopted 80-335 eff 9/2/80]

### 900.300 Natural resources element

(A) The Natural Resources Element includes short sections on Environmental Quality; Areas Subject to Natural and Geologic Hazards; and

Open Spaces, Scenic and Historic Areas, and Natural Resources.

(B) The goals and policies in this element are directed toward protecting and improving the unique resources of Linn County so that the qualities of land and life may be enhanced for future generations.

[Adopted 80-335 eff 9/2/80]

### 900.400 Community facilities and development element

(A) The Community Facilities and Development Element includes four sections:

- (1) Public and Major Facilities and Transportation;
- (2) Housing;
- (3) Recreational Needs; and
- (4) Energy Conservation.

(B) These items deal with the “infrastructure,” or framework, for rural and urban development.

(C) The goals and policies in this element are intended to provide for the orderly growth and efficient development of land in Linn County.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### 900.500 Land use element

The Land Use Element includes:

- (A) the *Comprehensive Plan* Map;
- (B) sections on the seven *Plan* designations; and
- (C) sections on Aggregate Resources, Willamette River Greenway, and Urbanization.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## III. PLAN GOALS; POLICIES AND IMPLEMENTATION

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### 900.500 *Plan* goals and policies; generally

(A) The goals and policies covering Aggregate Resources provide for the development of land for aggregate resource purposes.

(B) The Willamette River Greenway policies cover local concerns and establish a process for local control of development proposals within the Greenway Management Overlay zone.

(C) The Urbanization section of the Land Use Element declares Linn County's policy on the conversion of land to urban uses. This section also sets forth how urban growth boundary management agreements between Linn County and its incorporated cities will be used to coordinate urban growth.

(D) The major purpose of the Land Use Element is to establish the goals and policies governing each of the designations on the *Comprehensive Plan* Map. There is a set of policies to apply to each *Plan* designation.

(1) Three of the designations –  
(a) Agricultural Resource,  
(b) Forest Resource, and  
(c) Farm/Forest – which apply to 95 percent of the county are primarily for protecting agricultural land and forest land from the encroachment of incompatible uses.

(2) The other four *Plan* designations–  
(a) Rural Residential,  
(b) Rural Center (unincorporated communities with a mixture of residential, commercial, and/or industrial uses),  
(c) Commercial, and  
(d) Industrial – allow for uses not directly dependent on the capability of the land for resource use. Linn County is taking an exception to Statewide Planning Goals #3 (Agricultural Lands) and #4 (Forest Lands) for the land designated in these four categories. The completed exceptions statement is on file at the planning and building department.

(E) The goals and policies in the first three *Plan* elements – Citizen Involvement, Natural Resources, and Community Facilities and Development – shall be construed to apply throughout the county unless there are specific limitations in the goal or policy statement. Each land use designation on the *Plan* map shall be interpreted based on the goals and policies in the appropriate sections of the Land Use Element. The *Plan* map is a graphic result of the goals and policies set forth in the elements of the *Comprehensive Plan*. Every development action taken pursuant to the implementing ordinances adopted by Linn County shall

be guided by the *Comprehensive Plan*'s goals and policies.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### **900.600 Implementation measures; generally**

(A) In addition to the zoning ordinance, the county has also revised its ordinance governing land divisions. Other implementation measures include the citizen and agency involvement programs, the building code, and various administrative actions. The various implementation procedures are discussed in more detail in the section on *Plan* implementation.

(B) The Land Development Code adopted to implement the *Plan* will be reviewed at the time of the next *Plan* update. This review should assess the effectiveness of the implementation measures in achieving the goals of the *Plan*. Close coordination between the *Comprehensive Plan* and its implementation can maintain and improve the health, safety, order, convenience, prosperity, and welfare of the citizens of Linn County.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **900.700 Plan implementation**

(A) The completion of the Linn County *Comprehensive Plan* marks the end of one stage in the planning process and the beginning of another. Writing the policies and ordinances and drawing the *Plan* map comprise the first stage; implementation of the *Plan* through these *Plan* components is the second stage.

(B) The policies are implemented in several ways.

(1) One way is through the Land Development Code, which translates the general language of the policies into specific property development standards and uses that will be allowed. An example of this type of policy is the Farm/Forest Lands policy stating "Linn County shall adopt zoning that will maintain the resource orientation of Farm/Forest Lands." The Land Development Code implements this policy by requiring standards that will carry out the intent of this policy.

(2) A second means of policy implementation is the *Plan* update process. By specifying that something will be done during *Plan*

update, information that is not available at the time of *Plan* adoption can be incorporated into the *Plan*, and the *Plan* can also be updated to account for changing circumstances. An example of this type of policy, from the Farm/Forest Lands policy section, is as follows: “Linn County shall complete cubic foot site class mapping of forest lands as a part of the first *Comprehensive Plan* update following completion of the county soil survey.”

(3) A third method of policy implementation is through the agency involvement program. Some land use actions have an impact on public agencies which provide services to a given area. Through the agency involvement program, these agencies are notified of the proposed land use action and are provided an opportunity for comment. One policy specifying this is “Linn County shall utilize its agency involvement program to request comments on the impact of proposed *Comprehensive Plan* amendments, zone changes and other land use actions on forest resource lands.”

(C) The implementation of the Land Development Code and the *Plan* map occurs through applying the zoning districts to the *Plan* designations and by administering the Land Development Code. Some of the zoning districts apply to more than one *Plan* designation, and some apply to only one. This is demonstrated on the implementation matrix.

(D) The ongoing process of *Plan* implementation is carried out through *Plan* monitoring and update in conjunction with citizen involvement. This allows new information to be incorporated into the *Plan* and for the *Plan* to keep pace with the changing needs of the county.

(E) In addition to these means of implementing the *Comprehensive Plan*, the day-to-day administration of land use actions through the Land Development Code is also a way of *Plan* implementation.

(F) There are also procedures to amend the Land Development Code text or boundaries and the *Comprehensive Plan* map or text. In each case, application must be made through the planning department and final approval is granted by the

board of commissioners. The *Plan* amendment process is outlined in the citizen involvement element while the zone amendment procedure is described in the Land Development Code.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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## IV. *PLAN* MAP

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### 900.900 *Comprehensive Plan* map

(A) The *Comprehensive Plan* Map is not a zoning map, although these two maps shall be closely coordinated with one another.

(B) The zoning map and Land Development Code is the most significant of the tools available to carry out the general, long-range goals of the *Plan*. Within the same *Plan* designation several different zoning districts may be used.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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### Statutory References and Other Authorities:

ORS 203

### Legislative History of Chapter 900:

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

#### Amendments to 80-335

- #1 95-026 §? eff 2/1/95<sup>1</sup>
- #2 95-398 §? eff 8/16/95<sup>2</sup>
- #3 95-449 §? eff 12/13/95<sup>3</sup>
- #4 95-456 §? eff 12/13/95<sup>4</sup>
- #5 99-190 §? eff 5/19/99
- #6 01-627 §1 eff 11/20/01
- #7 02-398 §1 eff 10/8/02

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<sup>1</sup>Articles rewritten and replaced: “Transportation” section of the “Community Facilities and Development Element.”

<sup>2</sup>Articles rewritten and replaced: “Introduction” and “Background and Summary Issues” in “Citizen Involvement” section.

<sup>3</sup>Articles rewritten and replaced: “Transportation” section of the “Community Facilities and Development Element.”

<sup>4</sup>Articles rewritten and replaced: “Urbanization.”



# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 901

#### CITIZEN INVOLVEMENT ELEMENT CODE

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##### Statutory References and Other Authorities

##### Legislative History of Chapter 901

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##### 901.010 Title

This Chapter, LCC 901.010 to 901.999, shall be known and may be cited as the “Linn County Citizen Involvement Element Code” or simply as the “Citizen Involvement Element Code” or the “Citizen Involvement Element.”

[Adopted 99-190 eff 5/19/99]

##### 901.100 Citizen involvement element

(A) The citizen involvement element is composed of two parts.

(1) The first part summarizes the role of citizen involvement in developing the *Comprehensive Plan* over a four year period of time. Goal #1 (Citizen Involvement) of the LCDC guidelines mandates a citizen involvement program that insures the opportunity for citizens to be involved in the planning process. Through the committee for citizen involvement, the five plan-

ning advisory committees, and over 150 public meetings there has been meaningful and extensive citizen involvement in Linn County. The citizen involvement program does not end with the adoption of the *Comprehensive Plan*. Policies contained within the element call for the continuation and involvement of citizen committees in the ongoing planning process.

(2) The second part of the citizen involvement element is about evaluating and updating the *Plan* policies and map. It is important to recognize that the development of a *Plan* is an ongoing process.

(B) Once the *Plan* is adopted, it must be evaluated and then modified, if necessary, to reflect changing trends and community needs.

(C) The *Plan* monitoring section of the element describes the procedures which will be utilized to keep the *Plan* current. The key factors for implementing the monitoring program will be the collection and utilization of good information and the citizen involvement program.

[Adopted 80-335 eff 9/2/80]

##### 901.200 Background and summary of issues

(A) The citizen involvement program (CIP) for Linn County was approved by the Land Conservation and Development Commission on June 18, 1976. The committee for citizen involvement evaluates the implementation of this program on a regular basis, and will continue to do so after compliance.

(B) The functions of the committee for citizen involvement were reassigned to the Linn County Planning Commission by CP-8-94/95. The program provides for five planning advisory committees (PAC's) to review technical information presented by the planning staff concerning *Comprehensive Plan* land use designations and related goals and policies. The PAC's also make

recommendations to the planning commission on current planning cases.

(C) An agency involvement program was adopted as a part of the CIP. Linn County intends to assure an effective working relationship with those local, state, and federal agencies which have an interest in county land use issues, both present and future.

(D) Citizen involvement in Linn County has been growing steadily since 1969. The future success of the CIP is dependent on the public's participation and interest in county land use matters.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### 901.300 Citizen involvement goal

To insure that citizens have the opportunity to be involved in all phases of the planning process.

[Adopted 80-335 eff 9/2/80]

### 901.400 Citizen involvement policies

(A) The policies for citizen involvement are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall continue to follow the approved citizen involvement program during *Plan* implementation and update.

(2) The committee for citizen involvement shall continue to periodically evaluate citizen involvement in Linn County planning processes.

(3) Linn County shall continue to use the approved agency involvement program to notify the appropriate agencies of current planning cases.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### 901.500 Implementation of citizen involvement policies

(A) The policy set forth in LCC 901.400 (B) (1) shall be implemented by the following:

(1) The Linn County Planning and Building Department shall continue to work with the committee for citizen involvement to implement the approved citizen involvement program.

(B) The policy set forth in LCC 901.400 (B) (2) shall be implemented by the following:

(1) The committee for citizen involvement shall evaluate the effectiveness of the Linn County citizen involvement program once every year.

(C) The policy set forth in LCC 901.400 (B) (3) shall be implemented by the following:

(1) The Linn County Planning and Building Department shall implement the approved Linn County agency involvement program by notifying the appropriate federal, state, and local agencies of current planning cases in Linn County.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

[901.501 to 901.999 is reserved for future use]

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## Statutory References and Other Authorities:

ORS 203

## Legislative History of Chapter 901:

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

Amendments to 80-335:

- #1 95-026 §? eff 2/1/95<sup>1</sup>
- #2 95-398 §? eff 8/16/95<sup>2</sup>
- #3 95-449 §? eff 12/13/95<sup>3</sup>
- #4 95-456 §? eff 12/13/95<sup>4</sup>
- #5 99-190 §? eff 5/19/99

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<sup>1</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>2</sup>Articles rewritten and replaced: "Introduction" and "Background and Summary Issues" in "Citizen Involvement" section.

<sup>3</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>4</sup>Articles rewritten and replaced: "Urbanization."

# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 902

#### PLAN MONITORING AND AMENDMENT CODE

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##### Statutory References and Other Authorities

##### Legislative History of Chapter 902

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#### 902.010 Title

This Chapter, LCC 902.010 to 901.999, shall be known and may be cited as the “Linn County *Plan* Monitoring and Amendment Code” or simply as the “*Plan* Monitoring and Amendment Code.”

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

#### 902.020 Background and summary of issues

Even though a comprehensive plan is written and adopted the planning process is still not complete. In order to maintain the relevancy of a plan and implementing ordinances, it is necessary to evaluate the success of the documents in meeting identified short and long-range planning needs. It is by definition, the function of a comprehensive plan to address wide ranging concerns such as the best use of air, land, and water resources as well as the delivery of public services. When public needs and desires change, when

development occurs at a different rate than predicted, and when corrections in a plan are needed, the plan needs to be revised. The Geographic Information System (GIS) has provided the public with access to many useful maps. These maps and accompanying data sets allow the public, staff and decision makers the opportunity to analyze many land use planning variables. Throughout the plan, many policies call for information updates: for example, the completed soil survey will better identify agricultural lands; 2000 Census data will provide accurate counts on housing and population; and an inventory of aggregate resources will identify resource locations. The collection and use of new data will be fundamental to the ongoing plan monitoring process.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

#### 902.200 *Comprehensive Plan* amendments

LCC Chapter 921 (Administration of the Development Code) provides criteria and procedures for amending of the *Comprehensive Plan*. With a completed, revised *Plan* it is necessary to provide an opportunity for the public to petition to amend the *Plan* to account for changing needs and desires prior to the *Plan* update period. The purpose of the amendment process is to allow a property owner or group of owners to apply for a change of designation or policies in order to pursue land development options. The application and hearing procedures are spelled out in the ordinance.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

#### 902.300 *Plan* monitoring and amendment goals

(A) Maintain the relevancy of the *Plan* in meeting short and long-range planning needs.

(B) Maintain the data base with current information.

(C) Provide opportunities for amending the *Comprehensive Plan* and policies.

[Adopted 80-335 eff 9/2/80]

#### **902.400 *Plan* monitoring and amendment policies**

(A) The policies for *Plan* monitoring and amendment are set forth in subsection (B) of this section.

(B) *Policies.*

(1) The *Plan* and implementation measures will be reviewed and updated every three years after adoption and a public statement issued by the board of commissioners on whether any significant revisions will be necessary. If amendments to the *Plan* or Land Development Code are required then the planning commission will hold public hearings and make a recommendation to the board of commissioners as to what revisions may be necessary.

(2) Planning staff will prepare *Plan* update information for the planning commission, and board of commissioners. Items to be considered include the accuracy and completeness of background data, the effectiveness of the *Plan* map and policies in meeting planning concerns and public needs, and the application of implementing measures and other items mandated in policies. In preparation for the *Plan* update, planning staff will prepare a yearly summary of development activity, growth patterns, population trends, and the overall administration of the *Comprehensive Plan*. This summary will be presented to the planning commission, and board of commissioners for their review and evaluation.

(3) The county will continue the *Comprehensive Plan* Amendment provisions to provide a process for the public to amend the *Plan*.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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#### **Statutory References and Other Authorities:** ORS 203

#### **Legislative History of Chapter 902:**

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

#### Amendments to 80-335:

- #1 95-026 §? eff 2/1/95<sup>1</sup>
  - #2 95-398 §? eff 8/16/95<sup>2</sup>
  - #3 95-449 §? eff 12/13/95<sup>3</sup>
  - #4 95-456 §? eff 12/13/95<sup>4</sup>
  - #5 99-190 §? eff 5/19/99
  - #6 01-627 §1 eff 11/20/01
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<sup>1</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>2</sup>Articles rewritten and replaced: "Introduction" and "Background and Summary Issues" in "Citizen Involvement" section.

<sup>3</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>4</sup>Articles rewritten and replaced: "Urbanization."

# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 903

#### NATURAL RESOURCES ELEMENT CODE

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#### Statutory References and Other Authorities

#### Legislative History of Chapter 903

#### APPENDIX 1 — INVENTORY OF MINERAL SITES (“1B”) NOT HAVING SUFFICIENT INFORMATION TO MAKE A DETERMINATION OF SIGNIFICANCE

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## I. GENERAL PROVISIONS

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### 903.010 Chapter title

This Chapter, LCC 903.010 to 903.999, shall be known and may be cited as the “Linn County Natural Resources Element Code” or simply as the “Natural Resources Element Code.”

[Adopted 99-190 eff 5/19/99]

### 903.020 Natural resources element; contents

(A) This portion of the Linn County Comprehensive Plan deals with two concerns:

- (1) the basic limitations imposed on man’s activities by the natural environment and
- (2) the elements of the environment that are related to the region’s quality of life.

(B) It includes materials related to three statewide planning goals.

(1) *Goals #6.* Air, Water, and Land Resource Quality deals with the need to protect the county from pollutants that would contaminate the air, water, or land. Regulation of environmental pollutants is designed to ensure that the presence of such substances does not reduce the region’s ability to support life.

(2) *Goal #7.* Areas Subject to Natural Disasters and Hazards applies to lands in Linn County subject to flooding, ponding, high ground water, mass movement and wildfire. The degree of risk associated with the potential hazard needs to be determined whenever development is proposed in such areas. The purpose is to protect individuals and the public from possible loss of life or property.

(3) *Goal #5.* Open Spaces, Scenic and Historic Areas, and Natural Resources is concerned with the retention of natural and cultural elements in the landscape. These elements comprise the region’s quality of life and make the area desirable to live in. Conflicts with the retention of these elements need to be resolved in ways that also serve to retain the quality of life.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## II. ENVIRONMENTAL QUALITY

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### 903.100 Subchapter title

This Subchapter, LCC 903.100 to 903.199, shall be known and may be cited as the “Linn County Environmental Quality Code” or simply as the “Environmental Quality Code.”

[Adopted 99-190 eff 5/19/99]

### 903.120 Background

(A) Linn County recognizes the importance of maintaining the quality of air, land, and water resources in order to ensure a healthful and livable environment. To that end, research on the existing conditions of the environment has been conducted and documented in the environmental quality background report. The conclusions of that study indicate that while there are specific concerns regarding air and water quality, the overall quality of Linn County’s air, water, and land resources is good.

(B) The maintenance of resource quality in the future is directly related to land use. Impacts to air, land, and water are generated by every land use activity and it is the cumulative effect of these impacts which can create environmental problems. Linn County acts in cooperation with the Oregon Department of Environmental Quality (DEQ) to make sure land use activities are consistent with state and federal environmental regulations. Linn County’s Environmental Health Program is responsible as an agent for DEQ to make sure that subsurface sewage disposal systems are located in areas where the waste can be properly disposed of and not endanger health, water sources, or waterways. Generally, before any building permit can be issued or land use action application accepted (variance, conditional use, or zone amendment), approval for a subsurface sewage disposal system must be obtained.

(C) DEQ administers many air and water quality site and non-site specific programs which affect land use. In order to maintain consistency between DEQ regulations and Linn County land use decisions, DEQ is consulted before local decisions are made. Further, an applicant for a

DEQ air or water discharge permit must first demonstrate that the proposed use is consistent with the local comprehensive plan and zoning ordinance. The effect of this two way communication is to assure that applicable land use and environmental regulations are met before the activity is initiated.

(D) DEQ is also responsible for implementing industrial and commercial noise source control regulations. It is the intent of the county land use plan to separate conflicting uses in order to minimize noise exposure to noise sensitive land uses. However, if noise complaints are received by the county, they are forwarded to DEQ which has the monitoring equipment and personnel to investigate the complaint.

(E) Future land use decisions which may generate environmental impacts will be reviewed by appropriate state and federal agencies. This coordination process will ensure that specific environmental concerns are addressed and that necessary approvals are obtained. Linn County will continue to gather information on environmental conditions as it becomes available. This information will be considered during the plan update process.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### **903.140 Goal for environmental quality**

To maintain and improve the quality of the air, water, and land resources of Linn County.

[Adopted 80-335 eff 9/2/80]

### **903.160 Policies for environmental quality**

(A) Linn County shall cooperate with DEQ in implementing air quality standards.

(B) Linn County shall utilize its agency involvement program to request comments on the impact of land use decisions which may effect air quality.

(C) Linn County shall obtain and utilize information from DEQ and other appropriate agencies on the carrying capacity of the county's airsheds.

(D) Linn County shall cooperate with DEQ and other governmental agencies in developing and implementing water quality management

plans for the control of point and non-point sources of pollution.

(E) Linn County shall cooperate with state and federal agencies to control erosion and sedimentation in connection with land development plans.

(F) Linn County shall cooperate with DEQ in applying state laws and standards in reviewing septic tank applications and identifying health hazard areas.

(G) Linn County shall utilize its agency involvement program to request comments on land use decision which may affect water quality.

(H) Linn County shall cooperate with DEQ in implementing noise control regulations.

(I) Linn County shall utilize its agency involvement program to request comments on the impact of land use decisions which may adversely affect noise control standards.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### **903.180 Policy implementation for environmental quality**

Implementation of the policies set forth in LCC 903.160 will be accomplished through Linn County's agency involvement program.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## **III. AREAS SUBJECT TO NATURAL AND GEOLOGIC HAZARDS**

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### **903.200 Subchapter title**

This Subchapter, LCC 903.200 to 903.299, shall be known and may be cited as the "Linn County Natural and Geologic Hazards Code" or simply as the "Natural and Geologic Hazards Code."

[Adopted 99-190 eff 5/19/99]

### **903.220 Background**

(A) The natural and geologic hazards present in Linn County include flooding, ponding, high ground water, mass movement and fire. Other hazards related either to stream bank erosion or septic tank suitability are inventoried and evalu-

ated in the discussion on water quality and natural hazards background report.

(B) The areas known to be subject to natural hazards in Linn County have been inventoried and mapped. This inventory was completed by using maps and other data from various agencies including the Army Corps of Engineers, the Department of Geology and Mineral Industries, USDA Soil Conservation Service, and the Linn District of the State Forestry Department. This hazard inventory is seldom specific enough to be used as an indicator of potential hazards affecting a specific development site. Linn County needs to obtain more detailed information from the appropriate state and local agencies when considering specific future development proposals in these generalized hazard areas, in order to be better able to evaluate the degree of risk associated with the potential hazard affecting the property. The degree of risk will determine the carrying capacity of the land. In areas of high risk, the density of development must be considerably lower.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **903.230 Flood hazards**

(A) The floodplain has often been an attractive site to locate various activities due to topography, fertile soils, and proximity to a source of water supply and transportation. The majority of the rural and urban centers in Linn County have developed on and near the floodplain. The floodplain is subject to periodic inundation which can result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base; all of which adversely affect the public health, safety, and general welfare. These flood losses are caused by the cumulative effect of obstructions in flood prone areas which increase flood heights and velocities and when inadequately flood proofed, elevated, or otherwise protected from flood damage also contribute to the flood loss.

(B) On January 23, 1974 the Linn County Board of Commissioners voted to become a

participant in the National Flood Insurance Program. Under major provisions of this program Linn County must:

(1) Review building permit applications for construction in the flood hazard area to determine whether the proposed building sites will be reasonably safe from flooding.

(2) Require that proposed new construction or substantial improvement of existing buildings (including mobile homes) be designed and anchored to prevent flotation, collapse, or lateral movement of the structure.

(3) Require the use of construction methods and practices that will minimize flood damage and the use of construction materials and utility equipment that are resistant to flood damage.

(4) Review subdivision proposals and other proposed new developments to make sure they are consistent with the need to minimize flood damage. This includes requiring new public utilities and facilities such as sewer, gas, electrical, and water systems to be located and constructed to minimize or eliminate flood damage and requiring adequate drainage to reduce the exposure of the development of flood hazard.

(5) Require any new or replacement water system or sanitary sewage system to be designed to minimize or eliminate adverse affects during floods.

(6) Require that a new or replacement on-site waste disposal system be located so as to avoid impairment or contamination flooding.

(C) Flash floods are among the more destructive natural hazards affecting eastern Linn County. Future development in identified flash flood hazard areas should be strictly regulated to assure that no development is allowed in the flash flood channels and that bridge abutments and similar structures do not significantly alter stream flow.

[Adopted 80-335 eff 9/2/80]

### **903.240 Mass movement**

Mass movement is another hazard which may limit the density of development in some areas of



Linn County. Man-induced causes of mass movement are the result of improper land use or lack of proper engineering. In a slide prone area, development can cause foundation instability which can eventually lead to mass wasting of the land. Man-induced causes of failure on steep slopes include undercutting steep slopes, placing of excessive fill, indiscriminate blasting, improper handling of runoff, or improper placement of fill. Areas of mass movement topography have been identified by the Department of Geology and Mineral Industries (DOGAMI).

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **903.243 Ponding and high ground water tables**

Much of the western portion of Linn County is subject to ponding and high ground water. Areas of critical ponding are generally unacceptable for dense development. The reduction of infiltration arising from paving and other aspects of urbanization can increase runoff and lead to local flooding.

[Adopted 80-335 eff 9/2/80]

### **903.245 Fire hazards**

(A) Structural developments located in forested areas outside of a rural fire district are without adequate fire protection. Forest fires which start outside a developed area may burn into the area. In nearly all cases a fuel break around the development is a good fire protection measure. Fuel concentrations close to structures are unsafe. The Linn District of the State Forestry Department can aid in the identification of potentially unsafe subdivision by reviewing and commenting on future development proposals.

(B) Linn County must continue to use the best hazard information available when identifying areas of the county that are subject to natural or geologic hazards. This information should be used to update the background reports and policies.

[Adopted 80-335 eff 9/2/80]

### **903.250 Goal for natural and geologic hazards**

To protect lives and properties from geologic and natural hazards.

[Adopted 80-335 eff 9/2/80]

### **903.260 Policies for natural and geologic hazards**

(A) The policies for areas subject to natural and geologic hazards are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall use the best information available to identify areas subject to flooding, mass movement, and severe ponding, and areas outside rural fire district boundaries. The *Federal Emergency Management Agency Flood Insurance Rate Maps for Linn County, Oregon (unincorporated areas)*, effective date; September 29, 1986 and subsequent amendments by that agency shall be the official data source for determining if a property is within a flood hazard area. *Bulletin 84, Environmental Geology of Western Linn County, Oregon* and subsequent amendments shall be the official source for determining if a property is located within a mass movement area. If a property is within the identified hazard area, the Department shall require an applicant to provide a report from a qualified professional that states the property is not subject to mass movement or that the site can be safely developed using specific construction and site preparation methods.

(2) Linn County shall review development in areas known to be subject to natural disasters and geologic hazards. The degree of risk associated with the hazard present shall determine the allowed density of future development.

(3) Subdivision plats submitted to Linn County for approval shall indicate specific areas potentially subject to natural or geologic hazards.

(4) Linn County shall communicate with the Army Corps of Engineers, USDA Natural Resource Conservation Service, the Linn District of the State Forestry Department, and other federal or state agencies in efforts to protect the citizens of Linn County from natural disasters and

geologic hazards in areas potentially subject to development which could intensify adverse conditions in areas subject to geologic or natural hazards.

(5) Open space uses such as agriculture, forestry, and recreation shall be permitted in identified flood hazard areas.

(6) Linn County shall continue to regulate fill and excavation activities in Linn County in order to protect lives and properties from the potential adverse affects of foundation instability.

(7) Linn County shall encourage fire protection service appropriate to the level of development in all areas of the county. Future subdivisions and planned unit developments located outside a rural fire district shall be required to be annexed to a rural fire district or contract for fire protection in order to protect the lives and property of the area.

(8) Linn County shall cooperate and communicate with the Linn District of the State Forestry Department regarding future development within the Linn Fire Patrol District.

(9) Linn County recognizes the potential for forest fire when rural residential areas abut forested areas. Preventive measures should be taken by the rural resident to minimize the fire hazard potential.

(10) If a development is proposed in an area known to have geologic or natural hazards, the county may require the applicant to submit a report which details the extent of the hazard. The county, before approving the proposal, must find that presence of a hazard will not be detrimental to the development .

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### **903.280 Policy implementation for natural and geologic hazards**

(A) The policy set forth in LCC 903.260 (B) (4) shall be implemented by the following:

(1) The Linn County Planning and Building Department shall continue to implement the rules and regulations established for the National Flood Insurance Program by the Federal

Emergency Management Agency , and shall continue to implement the Uniform Building Code Chapter on “Flood Proofing.” All development within the identified flood hazard areas shall also comply with LCC Chapter 870 (Floodplain Management Code).

(B) The policy set forth in LCC 903.260 (B) (5) shall be implemented by the following:

(1) Linn County Development Code shall permit open space uses such as agriculture, forestry, and recreation in identified flood hazard areas.

(C) The policy set forth in LCC 903.260 (B) (6) shall be implemented by the following:

(1) The Linn County Planning and Building Department shall continue to regulate fill and excavation activities in Linn County by implementing the Building Code (LCC Chapters 810 (Specialty Codes), 820 (Dangerous Building Codes), 850 (Fill and Excavation Code) and 870 (Floodplain Management Code)).

(D) The policy set forth in LCC 903.260 (B) (9) shall be implemented by the following:

(1) The Land Development Code (LCC Chapters 920 to 938) shall establish planning regulations which shall require space for adequate fuel breaks within each lot by regulating lot size, location, and setback of structures.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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## **IV. OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES**

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### **903.300 Subchapter title**

This Subchapter, LCC 903.300 to 903.999, shall be known and may be cited as the “Linn County Open Spaces, Scenic and Historic Areas, and Natural Resources Code” or simply as the “Open Spaces, Scenic and Historic Areas, and Natural Resources Code.”

[Adopted 99-190 eff 5/19/99]

### **903.320 Background**

Open spaces, scenic and historic areas, and natural resources are those elements in any landscape that are consciously or unconsciously

regarded by residents and visitors as contributing to the area's quality of life. They are largely public goods; commonly appreciated and needed, but susceptible to individual actions that appropriate them for private desires. The loss of such elements through gradual incremental changes or as sudden alterations causes a perceptible decline in the quality of life and affects the public's welfare. Efforts to retain these resources are measures of the value a community places on its livability.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **903.340 Goal**

Conserve open spaces, protect natural and scenic resources, and resolve conflicts in a manner that retains these resources.

[Adopted 80-335 eff 9/2/80]

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## **A. OPEN SPACE**

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### **903.400 Background**

(A) The open spaces of Linn County provide agricultural and forest resources, mineral and aggregate materials, fish and wildlife habitat, scenic views and sites, recreational opportunities and other natural resources. Threats to this open space character also challenge the viability of the other resources that occur within the open space areas.

(B) The conversion of open space to relatively high density residential uses, the loss of high value open space lands surrounding urban communities and development adjoining public recreation open spaces represent the significant threats to the general open space resource.

[Adopted 80-335 eff 9/2/80]

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## **B. NATURAL AREAS**

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### **903.410 Natural areas**

(A) Natural areas seek to preserve examples of significant natural ecosystems for comparison with those influenced by man, preserve gene pools of typical, rare and endangered plants and animals and provide areas for ecological and environmen-

tal study. Twelve protected natural areas exist in Linn County.

(B) As with fish and wildlife habitat, natural areas are threatened by attempts to bring such areas into agricultural and forest resource production.

[Adopted 80-335 eff 9/2/80]

### **903.415 Policies for natural areas**

(A) The policies for natural areas are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall cooperate with public and private efforts to preserve and protect natural areas. Concerned agencies shall be contacted when land use proposals affecting potential natural areas are received. Further evaluation of the delayed decision natural area sites will occur as specific information becomes available. Conflicting uses, if any, and the environmental, social, economic and energy consequences of such uses will be determined at that time. Linn County will then apply the necessary mechanisms that either protect the resource site, fully allow conflicting uses to occur, or limit conflicting uses.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### **903.417 Policy implementation for natural areas**

(A) The policy set forth in LCC 903.415 (B) (1) shall be implemented by the following:

(1) The Linn County agency involvement program includes federal and state agencies involved in natural area management.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## **C. SCENIC VIEWS AND SITES**

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### **903.420 Background**

The gradual, erosional types of change especially affect scenic views of the landscape. Water areas, outlying buttes and foothills are especially visible and provide a picturesque landscape.

[Adopted 80-335 eff 9/2/80]

### 903.425 Policies for scenic views

(A) The policies for scenic views are set forth in subsection (B) of this section.

#### (B) *Policies.*

(1) Linn County shall cooperate with the U.S. Forest Service and the U.S. Bureau of Land Management in reviewing planning efforts for outstanding scenic views and sites occurring on federal lands.

(2) Linn County shall protect the scenic resources of McDowell Creek Falls Forest Park through continued ownership and management of the site as a county Forest-Park.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### 903.427 Policy implementation for scenic views

(A) The policies set forth in LCC 903.425 (B) shall be implemented by the following:

(1) The Agricultural Resource, Forest Resource, and Farm/Forest plan designations shall be used on the Linn County Comprehensive Plan to conserve open space, protect the scenic resource and sensitive fish and wildlife habitats. Land use proposals subject to Linn County review that have undesirable impacts on these resources shall be reviewed during the plan amendment, zone amendment and conditional use permit process.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## D. HISTORIC AND CULTURAL AREAS

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### 903.430 Background

Historic and prehistoric cultural areas provide an understanding of past land uses, life styles and cultural values. It provides a sense of social continuity and evidence of earlier culture's relationships with their environments. Such resources are not fully inventoried in Linn County. Without adequate knowledge of the remaining areas and their interrelationships, significant historic areas cannot be retained as portions of the cultural landscape.

[Adopted 80-335 eff 9/2/80]

### 903.435 Policies for historic and cultural areas

(A) The policies for historic and cultural areas are set forth in subsection (B) of this section.

#### (B) *Policies.*

(1) Linn County will maintain an updated inventory of historic resources for use as a source of background information for historic preservation planning in the county.

(2) Historic resources in Linn County will be evaluated for significance with a system that is based on National Register of Historic Places criteria.

(3) Linn County will develop and maintain a register of historic resources determined to be significant and worthy of preservation.

(4) The Historic Resource Commission is responsible for historic resource planning in the county.

(5) Linn County will seek to coordinate its historic preservation efforts with historic preservation programs, organizations, and agencies that exist at the local, private, federal, and state levels.

(6) When needed, Linn County will seek available state, federal, and other outside funding for historic resource survey, planning, repair, maintenance, rehabilitation, and restoration.

(7) Approval from the county is required for alteration or demolition structures listed on the National Register of Historic Places and structures voluntarily listed on the Linn County Register of Historic Resources.

(8) In order to encourage continued use, rehabilitation, and preservation of significant historic structures, Linn County will allow limited flexibility in the use of historic structures and the size of lots and number of residences permitted on lots where historic structures are located.

(9) Linn County shall inform citizens about historic preservation, historic resources in Linn County, and how these resources may be affected by the planning process.

(10) Linn County will cooperate with Oregon State University's efforts to conduct a complete inventory of archaeological sites and artifacts in Linn County. When such an inventory is completed, Linn County shall protect the identified sites.

(11) The development of a major facility shall be accomplished in a manner not having a significant adverse impact on a sensitive fish or wildlife habitat or scenic or historic area.

(12) The development of a major facility shall be accomplished in a manner not having a significant adverse impact on a sensitive fish or wildlife habitat or scenic or historic area.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### **903.437 Policy implementation for historic and cultural areas**

(A) The policy set forth in LCC 903.435 (B) (1) shall be implemented by the following:

(1) Linn County shall review and update the Linn County Inventory of Historic Resources as funds permit.

(B) The policies set forth in LCC 903.435 (B) (1) to (8) shall be implemented by the following:

(1) A Linn County Historic Resource Commission shall be established and shall have the following duties:

(2) Maintain the Linn County Inventory of Historic Resources as a depository of information about historic resources in Linn County and as a source of historic resources for inclusion on the Linn County Register of Historic Resources;

(3) Receive and take action on requests to include a potential historic resource on, or remove a listed resource from the Linn County Register of Historic Resources;

(4) Review and act on permit applications for proposed alterations and demolitions of historic resources listed on the Linn County Register of Historic Resources or National Register of Historic Places;

(5) Review and act on Historic Resource district applications;

(6) Review and comment on proposed land use actions and programs that may impact historic resources listed on the Linn County Register of Historic Resources or National Register of Historic Places;

(7) Attempt to obtain up-to-date information on private, federal, and state historic preservation organization and agency activities and seek to maintain county programs that are consistent with these activities;

(8) Recommend to the State Historic Preservation Office, historic resources for nomination to the national Register of Historic Places;

(9) Seek funding for historic resource survey, planning, repair, maintenance, rehabilitation, or restoration;

(10) Receive and act on requests for monetary assistance for repair, maintenance, rehabilitation, and restoration if funds are available for such work; and

(11) Perform other duties relating to historic resources upon request of the Linn County Board of Commissioners.

(C) The policy set forth in LCC 903.435 (B) (7) shall be implemented by the following:

(1) Procedures and criteria for review of proposed alterations and demolitions of structures listed on the Linn County Register of Historic Resources and National Register of Historic Places will be adopted.

(D) The policy set forth in LCC 903.435 (B) (8) shall be implemented by the following:

(1) The Land Development Code includes an Historic Resource Overlay (HRO) which, through zone amendment procedures, may be applied to properties listed on the National Register of Historic Places. Consideration will be given to establishing lower fees for review of HRO proposals than those charged for review of other similar land development proposals. An exception to Statewide Planning Goals #3 and #4 will be taken if the HRO is established in an area where these goals would otherwise apply.

(E) The policy set forth in LCC 903.435 (B) (9) shall be implemented by the following:

(1) Linn County will publish a brochure that will include information about historic preservation in the planning process and will publish a tour map of historic resources in Linn County.

(F) The policy set forth in LCC 903.435 (B) (10) shall be implemented by the following:

(1) An inventory of archaeological sites has been proposed by OSU in the Willamette Valley.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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## **E. WILDERNESS, RECREATION TRAILS, AND SCENIC WATERWAYS**

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### **903.440 Background**

Wilderness, Oregon recreation trails, and scenic waterways are operated by federal or state agencies in response to national and statewide desires. Wilderness impacts are largely the result of recreational use and regulated by USFS management policies. The Pacific Crest Trail extends for over 30 miles in Linn County. As the purposes of wilderness and recreational trails conflict somewhat, the trail poses management problems in the two wildernesses. Scenic waterway status for the North and South Santiam Rivers is still pending and must await adequate study.

[Adopted 80-335 eff 9/2/80]

### **903.445 Policies for wilderness, recreation trails, and scenic waterways**

(A) The policies for wilderness, Oregon recreation trails, and scenic waterways are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall cooperate with and support the Oregon Parks and Recreation branch's efforts to establish a trails system linking the urban areas of Linn County to the national trails system.

(2) The development of a major facility shall be accomplished in a manner not having a significant adverse impact on a sensitive fish or wildlife habitat or scenic or historic area.

(3) Linn County shall cooperate with the Oregon Parks and Recreation branch's efforts

to analyze segments of the North and South Santiam Rivers for possible identification as Oregon scenic waterways. When the studies have been completed, Linn County shall determine whether sufficient local support exists to warrant designation as scenic waterway.

(4) Linn County shall cooperate with federal efforts to preserve and properly manage the wilderness resources of Mt. Jefferson and Mt. Washington Wilderness.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### **903.447 Policy implementation for wilderness, recreation trails, and scenic waterways**

(A) The policy set forth in LCC 903.445 (B) (4) shall be implemented by the following:

(1) The Linn County agency involvement program includes federal and state agencies involved in wilderness management.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## **F. FISH AND WILDLIFE AREAS AND HABITATS**

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### **903.500 Background**

(A) Other components within open space areas are specifically threatened by land use activities.

(B) Fish and wildlife populations in Linn County annually add substantially to the local economy, but the sensitive habitat areas supporting this resource are being lost. The filling and draining of aquatic habitat and wetlands, the clearing of riparian zones, and the removal and burning of roadside vegetation, hedgerows and unused areas remove or reduce the capabilities of sensitive habitat.

(C) High density development in or adjacent to sensitive habitat, the fragmentation of resource lands to small parcels and normal agricultural and forest practices exert a widespread influence on native wild species.

[Adopted 80-335 eff 9/2/80]

### **903.510 Policies for fish and wildlife areas and habitat**

(A) The policies for fish and wildlife areas and habitat are set forth in subsection (B) of this section.

#### **(B) Policies.**

(1) Linn County will cooperate with the Oregon Fish and Wildlife Department, the Linn County cities, the U.S. Agricultural Stabilization and Conservation Service, the Bureau of Reclamation, and the Soil and Water Conservation Districts of the region to identify and recognize areas of sensitive fish and wildlife habitat.

(2) Big game habitats have been jointly identified and mapped by the Oregon Department of Fish and Wildlife (ODFW) and the county. These maps, available in the planning and building department, show which areas of the county are within major, peripheral and impacted habitats. Development in these habitat areas will be closely monitored. Changes in habitat areas will be mapped and evaluated annually to determine if changes in standards are warranted.

(3) The major and peripheral habitats are protected from most conflicting uses through application of the Forest Conservation and Management (FCM), Exclusive Farm Use (EFU), and Farm/Forest (F/F) zones. The FCM, EFU, and F/F zones encourage resource activities and limit potentially conflicting uses. Because of the recreational, economic, aesthetic, and ecological value of fish and wildlife, the potential impact on sensitive habitats will be assessed on planning permit applications for conditional uses, variances, and zone and plan amendments. Siting standards, including the use of setbacks and clustering methods, will be used to lessen impact on habitats.

(4) The major and peripheral habitat map shows dwelling unit density per section (640 acres). Where the combined density of existing and approved, but not constructed dwellings, exceed the ODFW acceptable density standards, the section is considered impacted and is not subject to wildlife habitat management considerations. Various sections which do not exceed

ODFW density recommendations, but which have Rural Residential zoning, are also considered impacted.

(5) The county recognizes that beneficial management of wildlife habitats can be obtained through careful siting of dwellings and structures. Additionally, it is recognized that excessive housing development reduces habitat and sport hunting opportunities, therefore, the county will review proposed development for consistency with ODFW density recommendations.

(6) The county recognizes that within the major habitat the ODFW recommended dwelling unit density per section one unit per 80 acres (8 units per section). When dwellings are sited using clustering techniques, then ODFW finds that one unit per 40 acres (16 units per section) is acceptable for habitat maintenance.

(7) The county recognizes that within the peripheral habitat the ODFW recommended density is one unit per 40 acres (16 units per section). When dwellings are sited using clustering techniques, then the ODFW finds one unit per 20 acres (32 units per section) is acceptable.

(8) The county shall require clustering provisions for new dwellings located in the major and peripheral habitat. Application of clustering techniques will preserve habitat and provide for uniform density standards of 16 units per section in the unimpacted major habitat and 32 units per section in the unimpacted peripheral habitat.

(9) The county will review all development requests in the major wildlife habitat areas for conformity with density standards with the exception of those sections which are identified as being impacted. If the density standard cannot be achieved, then a variance may be initiated. ODFW will be notified and their comments taken into consideration before action is taken on a proposal occurring outside of an impacted area which exceeds the recommended density.

(10) Clustering techniques shall be used to implement the ODFW acceptable density standard in the major and peripheral game ranges.

Clustering means all of the following as applicable to the situation:

- (a) Locating dwellings and structures near each other and existing roads;
- (b) Locating dwellings and structures to avoid habitat conflicts and utilize least valuable habitat areas; and
- (c) Minimize road development to that necessary to support the residential use.

(11) Linn County will continue to support and encourage sport hunting, trapping and angling and cooperate with public agencies to maintain and enhance recreational hunting, trapping, and angling opportunities for the public.

(12) Linn County will rely upon the Oregon Forest Practices Act, the Willamette River Greenway program, a building setback provision and an overlay district to protect identified sensitive riparian habitat and sensitive nesting areas.

(13) The development of a major facility shall be accomplished in a manner not having a significant adverse impact on a sensitive fish or wildlife habitat or scenic or historic area.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### **903.550 Policy implementation of fish and wildlife areas and habitat**

(A) The policies set forth in LCC 903.510 (B) (2) to (1) shall be implemented by the following:

(1) The Agricultural Resource, Forest Resource, and Farm/Forest plan designations shall be used on the Linn County *Comprehensive Plan* to conserve sensitive fish and wildlife habitats. Land use proposals subject to Linn County review that have undesirable impacts on these resources shall be reviewed during the plan amendment, zone amendment and conditional use permit process.

(B) The policies set forth in LCC 905.420 (B) (1), (2) (10) (11), and (12) shall be implemented by the following:

(1) The Linn County agency involvement program includes federal and state agencies involved in fish and wildlife management.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## **G. WATER RESOURCES**

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### **903.600 Background**

The development potential of water areas and wetlands is especially marketable. These areas, however, supply many vital functions for man; waste carriage and dispersal, flood water retention, and fish and wildlife habitat. These functions and many others, however, are not presently salable. Ground water resources are ample, but currently not fully utilized. Increased agricultural use of ground water is to be anticipated.

[Adopted 80-335 eff 9/2/80]

### **903.620 Policies for water resources**

(A) The policies for water resources are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County will support the establishment of minimum stream flows to ensure the continuance of beneficial in-stream uses.

(2) Linn County shall cooperate with the Oregon Department of Water Resources' efforts to properly manage the use and development of surface and ground water resources.

(3) River basins shall be used to identify and study the natural resources of Linn County.

(4) The National Wetlands Inventory Maps shall be the official data source to determine if a property is affected by wetlands. Linn County shall cooperate with the Oregon Division of State Lands' efforts to limit or mitigate development within inventoried wetland.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

### **903.650 Policy implementation for water resources**

(A) The policies set forth in LCC 903.620 (B) (1), (2), and (3) shall be implemented by the following:

(1) The Linn County agency involvement program includes federal and state agencies involved in fish and wildlife management.

(B) The policy set forth in LCC 903.620 (B) (4) shall be implemented by the following:



(1) Linn County shall use the National Wetlands Inventory (NWI) maps to determine if a property is affected by wetlands. The Linn County Planning Department shall provide notice to the Division of State Lands (DSL) of all land use applications and building permits that propose development with an inventoried wetland as identified on the NWI maps.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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## H. MINERAL RESOURCES

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### 903.700 Background

Minerals are essential to modern man's needs. Significant porphyry deposits of copper, molybdenum and other minerals occur in the Quartzville, Blue River, and Cone Peak mining districts. Mining of these materials may result in housing, transportation and environmental quality impacts. Mining these resources will be reviewed by agencies responsible for administration of public land.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

[903.701 to 903.999 are reserved for future use]

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### Statutory References and Other Authorities: ORS 203

### Legislative History of Chapter 903:

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

#### Amendments to 80-335:

- #1 95-026 §? eff 2/1/95<sup>1</sup>
  - #2 95-398 §? eff 8/16/95<sup>2</sup>
  - #3 95-449 §? eff 12/13/95<sup>3</sup>
  - #4 95-456 §? eff 12/13/95<sup>4</sup>
  - #5 99-190 §? eff 5/19/99
  - #6 01-627 §1 eff 11/20/01
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<sup>1</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>2</sup>Articles rewritten and replaced: "Introduction" and "Background and Summary Issues" in "Citizen Involvement" section.

<sup>3</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>4</sup>Articles rewritten and replaced: "Urbanization."

**APPENDIX 1 — INVENTORY OF MINERAL SITES (“1B”) NOT HAVING SUFFICIENT INFORMATION TO MAKE A DETERMINATION OF SIGNIFICANCE**

**MINERAL SITES:**

<b>Name</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Tax-lot</b>
Prospect Mt./Zeleny	10S	1E		5100
Prospect Mt./Zeleny	11S	1E	06	200
Drummond	12S	2W	26	1600
Moore	12S	2W	35	405

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# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 904

#### COMMUNITY FACILITIES AND DEVELOPMENT ELEMENT CODE

#### Statutory References and Other Authorities

#### Legislative History of Chapter 904

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[Refer to the Linn County Transportation Plan  
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#### 904.010 Title

This Chapter, LCC 904.010 to 904.999, shall be known and may be cited as the "Linn County Community Facilities and Development Element Code" or simply as the "Community Facilities and Development Element Code."

[Adopted 99-190 eff 5/19/99]

#### 904.020 Application

(A) This element of the Linn County Comprehensive Plan includes material related to five of the statewide planning goals:

- (1) Goal #8 Recreational Needs;
- (2) Goal #10 Housing;
- (3) Goal #11 Public Facilities and Services;
- (4) Goal #12 Transportation; and
- (5) Goal #13 Energy Conservation.

(B) Goals #8, 11, and 12 deal with the provision of these facilities and services that constitute the "infrastructure" of the community.

(C) Goal #10 requires the forecasting of population growth and the assessment of future housing needs.

(D) Goal #13 directs us to increase our awareness of the energy impacts of various land uses.

(E) An adequate level of key facilities is essential to the support of future development. In rural areas these key facilities and services include public schools, solid waste management, and the road network. Other facilities and services, such as fire and police protection or parks are important to the public health, safety, and welfare.

(F) The provision of adequate housing is dependent upon a suitable framework for rural and urban development, and the availability of energy supplies. Government policies and actions which regulate or affect the location, type, density, and cost of housing also play an important role in the provision of adequate housing. Housing considerations are therefore, an important part of any comprehensive planning program.

(G) Planning for the location of recreational opportunities, the types of housing available, the arrangement of public facilities and services, and the mix of different modes of transportation has an effect on the possibilities for citizens to conserve energy.

[Adopted 80-335 eff 9/2/80]

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## I. PUBLIC AND MAJOR FACILITIES AND TRANSPORTATION

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### 904.100 Public facilities

(A) Public facilities and services promote the public health, safety, and welfare, and protect air, land, and water quality.

(B) In the area outside the urban growth boundaries of incorporated cities it is important to establish the levels of service appropriate to rural lands. At rural densities, it is necessary for individual households to furnish their own water supply and sewage disposal.

(C) One purpose of land use planning is to help assure that the capacity of man-made and natural systems will not be exceeded. Urban densities put pressures on the environment through wastes that can threaten air, land, and water quality. The key facilities including water systems, sewer systems, storm drains, and solid waste disposal sites are needed to protect the environment and maintain the quality of life of areas at urban densities. Public facilities are furnished through user fees and taxes levied upon the communities served.

(D) The capacities of public facilities and services are important both for what they indicate about the existing level of service and the ability

to accommodate future growth. The need for expensive new facilities for water and sewage treatment should be avoided by controlling residential density on rural lands. Growth without adequately planning for supporting facilities and services adversely affects public health, safety and the environment and can lead to increased government expenditures. . Fiscal and physical planning will be required to balance public needs and limited resources.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### 904.110 Major facilities

(A) Major facilities are large scale improvements designed to provide regional services. The services may include power generation or transmission, transportation networks and destination resorts. Generally, these facilities are located away from populated areas and may be dependent upon renewable resources. Transmission and pipeline facilities often provide interstate as well as regional services.

(B) Energy generating facilities, transmission facilities, pipelines and airports in addition to local review are subject to federal and state regulations. .

(C) Impacts from a major facility can affect land use, wildlife habitats and visual quality. These impacts need to be assessed and compatibility with nearby sensitive land uses demonstrated before land use approval can be given.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### 904.120 Domestic water supply

(A) Water supplies in Linn County come from either surface or underground sources. Most rural residents rely upon ground water through individual wells for domestic water supply. Goal 11 (Public Facilities) allows water systems in rural areas. Establishment or extension of a water system cannot be used as a basis for increasing the residential density within an exception area.

(B) There are important concerns about ground water quality and quantity in Linn County. The reliability of some foothill aquifers is unknown and other aquifers on the valley floor have been found to be vulnerable to contamination.

Steps to assure safe drinking water supplies are needed for documented problem areas.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.130 Sewage disposal**

(A) Expansion and/or improvement of municipal sewage treatment facilities will be needed in order to accommodate growth and water quality regulations. Alternatives to conventional treatment system would be desirable in those communities which lack a sewer system.

(B) Residences in rural Linn County rely on subsurface waste disposal systems for sewage disposal. Permits are usually issued for conventional subsurface systems, but alternative systems may also be permitted. The prudent course of action for Linn County is to control the need for municipal sewage systems outside of incorporated cities in order to keep government and taxpayer costs down. This can be accomplished by limiting allowable densities in rural residential areas. Sewage disposal service is considered an urban public facility under OAR. Sewer service to rural lands is not appropriate unless it is for mitigation of a public health hazard.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.140 Storm drainage and runoff control**

The prompt removal of excessive storm waters has a number of important benefits. Lack of planning for adequate drainage has resulted in problems where planning could have produced benefits. Storm drainage in rural areas is ordinarily controlled through the use and modification of surface drainage ways. Development practices that avoid storm drainage problems are the least expensive alternatives.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.150 Solid waste**

Solid waste disposal activities in Linn County are within the framework established by the Chemeketa Region Solid Waste Management Program, which is recognized by the Department of Environmental Quality. Linn County has assumed responsibility for implementation of

solid waste management within the county. Franchises for solid waste collection and disposal are issued to private firms according to the requirements of the Linn County Solid Waste Administration Code. The majority of Linn County's solid waste goes to Coffin Butte landfill. Located in Benton County, Coffin Butte is a regional landfill currently receiving solid waste from neighboring mid-Willamette counties. The landfill has a capacity under the current cell development plan to last at least 53 years. There are waste transfer stations located in Lebanon and Sweet Home.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.160 Public schools**

(A) The impacts of growth upon schools must be anticipated when considering new development proposals so that system capacity and the quality of educational services can be maintained and improved. The location of schools should be compatible with both educational needs and the community land use pattern.

(B) Population growth from new developments in Linn County will have relatively less impact on schools than upon other types of public facilities and services. The declining birth rates of recent years will reduce the proportion of school age children in the total population. School enrollments are forecast to grow less rapidly than the overall population. Some school districts will be hard pressed to keep up with new development while other districts seem to already have sufficient capacity for the next 20 years.

[Adopted 80-335 eff 9/2/80]

#### **904.170 Utilities**

(A) Energy and public telephone services in Linn County are provided by private utility companies. No significant problems are foreseen in maintaining system capacity or providing utility service in Linn County over the next 20 years. Wireless communication facilities need to be sited in a manner that provides adequate service without overpopulating the skyline with towers.

(B) Utility services, including wireless communication facilities, should be coordinated with other key facilities and services in order to

reduce total development costs. This should include full use of easements and rights-of-way in order to reduce total costs and visual impacts.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.180 Law enforcement**

(A) law enforcement is important to the maintenance of community standards.

(B) The major concern of comprehensive land use planning in this regard is with new developments and the ensuing population growth that increases demand for police protection. The coordination of development with law enforcement providers can minimize the impacts of growth upon police protection.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.190 Fire protection**

(A) Fire prevention and protection activities in Linn County address structural and forest fires. City fire departments and rural fire protection districts (RFPDs) have responsibility for local fire suppression in most of the settled area of the county. The Linn District of the Oregon State Department of Forestry handles suppression of fires on forest land in eastern Linn County in conjunction with the United States Forest Service.

(B) Many places within the county do not have adequate protection for structures. State forestry and RFPDs complement each other in these areas where forest and residential uses are mixed. Continued development in areas outside RFPDs increase the possibility of future losses of life and property.

(C) RFPDs have identified fire protection problems with access due to road layout or steep terrain, high risk due to type of building materials and poor visibility of many rural addresses. Rural fire protection can be improved by limiting development in unprotected areas and review of development proposals in terms of fire prevention and protection.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

#### **904.210 Public facilities policies**

(A) The policies for public facilities are set forth in subsection (B) of this section.

#### **(B) Policies.**

(1) The levels of urban and rural facilities and services shall be primarily related to the scale of facility required by the population density in order to remain within the carrying capacity of air, land, water resources and consistent with administrative rules regarding water and sewer services.

(2) Cities are the preferred providers of urban levels of service, especially sewer and water service.

(3) Rural facilities and services shall be provided by property owners, Linn County or when appropriate, special districts.

(4) Linn County shall seek to prevent reduction of existing levels of public facilities and services brought about by new development.

(5) Linn County shall investigate the need to protect and conserve ground water and whether areas with identified problems warrant the establishment of ground water protection measures.

(6) Linn County will, through provisions in LCC review development proposals in order to reduce drainage impacts to property.

(7) Linn County shall review the work of the Upper Willamette Resource Conservation and Development Project toward an area wide storm drainage assessment.

(8)

(9) Linn County shall consider accessibility of emergency services through the land use review process.

(10) Linn County shall inform homeowners in areas outside rural fire protection districts of the benefits of joining existing districts or forming rural fire departments of their own to protect lives and property in the area.

(11) Linn County shall request that utility lines be placed underground in subdivisions and planned unit developments and coordinated with road development activities where feasible. Wireless communication facilities need to be developed in a manner that maximizes existing facilities and provides co-location opportunities.

(12) A major facility shall be designed to minimize adverse impacts on public facilities. If an adverse impact is identified, a plan to reduce such impacts shall be developed and implemented.

(13) Linn County shall coordinate with utility companies and state and federal agencies in the placement of energy and communication transmission lines and encourage these facilities to be sited so as to:

(a) Limit impacts on land owners by following property lines where feasible;

(b) Jointly utilize or parallel existing rights-of-way in so far as safety and reliability permit;

(c) Maintain productive use of the land in so far as possible; and

(d) Mitigate adverse environmental impacts.

IMPLEMENTATION OF PUBLIC FACILITIES POLICIES	#
(1) Linn County shall review each proposal for a comprehensive plan amendment, conditional use, planned unit development, subdivision, urban growth boundary amendment, or zone amendment for its impact on public facilities and services.	1, 2, 3, 4, 6, 7, 9, 10, 11
(2) Linn County shall review the adequacy of water supply, sewage disposal, and access to public roads, at the site of proposed new construction.	1, 2, 3, 4
(3) Linn County Environmental Health Division shall publicize methods for the proper care and maintenance of domestic water supply and subsurface sewage disposal systems.	1, 3, 5
(4) Linn County Environmental Health Division shall encourage citizens to use the existing garbage collection services especially in areas where illicit dumping is a problem	1, 3, 5
(5) Linn County Road Department shall coordinate roadside ditching with area wide drainage projects or plans.	1, 3, 5
(6) Linn County shall implement the agency involvement program through the following actions:	
(A) Notify the Linn County Environmental Health Division of comprehensive plan amendments, rezones, planned unit developments, subdivisions, urban growth boundary amendments, and conditional use permit applications.	1, 2, 3, 4, 6
(B) Notify the Linn Soil and Water Conservation District of development proposals requiring storm drainage plans.	1, 4, 6, 7
(C) Notify the appropriate school district(s) of comprehensive plan amendments, rezones, planned unit developments, subdivision, and urban growth boundary amendments that could have an impact upon school enrollments and facilities.	1, 4
(D) Notify the sheriff's office of all subdivision, planned unit development and recreation facility proposals.	1, 4, 9
(E) Notify the Linn District of the State Forestry Department of all subdivisions, planned unit developments, or recreational facility proposals in areas under Linn district jurisdiction.	1, 4, 9, 10
(F) Notify the local district fire chief of all subdivision and planned unit development proposals in rural fire protection districts.	1, 4, 10

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

**904.220 Major facilities policies**

(A) The policies for major facilities are set forth in subsection (B) of this section.

(B) *Policies.*

(1) The county is aware of the impact a major facility may have and review the following major facilities through applicable provisions in

Linn County Code, administrative rules and statutes unless the county decision authority is preempted by state or federal law or regulation.

(a) Dams and associated reservoirs and generating facility producing power for public use by sale;



(b) Solid waste disposal sites (excluding disposal sites for septic tank pumping or cesspool cleaning services and transfer stations);

(c) Public use airports.

(d) Roads and highways requiring a new right-of-way in excess of 120 feet in width and over 1,320 feet in length and which are not replacing an existing road or highway;

(e) Power transmission corridors of 69KV capacity or greater;

(f) Pipelines (excluding buried pipelines); and

(g) Destination resorts.

(2) The county shall be involved at the initiation of the planning process for a major facility in order to identify local concerns at an early stage of project development. The county may conduct public hearings on proposed major facilities when the local decision process is pre

empted and it is in the county's interest to be actively involved in project development.

(3) The development of a major facility may be permitted as specified in Linn County Code

(4) The county will coordinate its major facility review with other agencies having an interest in the project.

(5) If review of a major facility has begun at the state or federal level, then the applicant shall provide to the county all materials submitted to other reviewing agencies.

(6) A final development plan for a major facility shall be reviewed by the county through the land use process and conditions may be established to regulate operations and site development. The planning commission or board of commissioners may designate conditions of approval when deemed appropriate.

IMPLEMENTATION	#
Linn County will use procedures established in the comprehensive plan, zoning ordinance and agency involvement program to evaluate major facilities.	1-10

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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## II. TRANSPORTATION

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[Refer to the Linn County Transportation Plan codified in LCC Chapter 907.]

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## III. HOUSING

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### 904.300 Housing; background

(A) The certified 2000 census population of Linn County was 103,069. This represents an increase of 13,574 or 15% over the 1980 census. Most of the growth occurred during the late 1980's and 1990's when the region recovered from an earlier economic downturn. Most of the growth of Linn County in recent decades has occurred within the cities and this "rural-to-urban shift" trend is expected to continue to occur. In 1999, Linn County adopted a coordinated 2020 population for the 13 incorporated communities and the county (see case CP-2-99 for more information). The countywide 2020 population is estimated to be 133,508. This would represent an annual

growth rate of 1.23%. The unincorporated part of the county is expected to add about 6,000 more people (0.65% annual growth rate) by 2020. The 2020 population for the largest five communities in the county is: Albany 46,950; Lebanon 18,019; Sweet Home 9,485; Harrisburg 3,897; and Brownsville 2,136. It is expected, , that most of the growth of the county housing stock will occur within these cities.

(B) In recent years, the most significant issue to be dealt with when planning for housing is its increasing cost. As housing costs continue to go up, it becomes increasingly more difficult for low and moderate income households to obtain adequate housing. Governments can affect the cost of housing in several ways, some of which are: the availability of buildable land, zoning regulations, systems development charges, permit procedures and availability of housing assistance. Therefore, it is important that potential effects on housing costs are considered when government policies are determined and actions carried out.

(C) Another issue that must be considered is the allocation of regional housing need. It is important that each jurisdiction provide for its fair share of the regional housing need in terms of types, costs and assisted housing. .

(D) Finally, housing needs and supplies can be monitored only if adequate and current information is available. A common system of data collection within a region, such as Linn and Benton Counties, can enable monitoring of housing need and supply on regional basis. It is important, therefore, that an updated, regional and consistent data base is maintained so that decisions affecting housing supply can be made on an informed basis.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **904.310 Housing; goal**

To encourage development of a range of housing opportunities by type, cost, tenure, and location, that will fulfill housing needs in Linn County.

[Adopted 80-335 eff 9/2/80]

### **904.320 Housing; policies**

(A) The policies for housing are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County will continue its coordination efforts in the assessment of, and planning for, regional housing needs in order to assure:

(a) Fair share<sup>1</sup> distribution of housing types and price levels;

(b) Fair share distribution of assisted housing; and

(2) Consistent housing policies and coordinated actions.

(3) Linn County will cooperate with local, state, and federal agencies to develop programs and funding sources that provide support for the maintenance and rehabilitation of existing housing and provide assistance to low and moderate income households to obtain housing.

(4) Linn County will maintain and regularly update a data inventory of:

(a) The type and condition of existing housing stock; and

(b) The current supply of buildable residential lands.

(5) Linn County will investigate alternative methods of permit processing and may change permit processing procedures in an effort to streamline the development permit process.

(6) Linn County will permit manufactured homes in the same manner as single-family dwellings are permitted.

(7) Linn County will adopted procedures and standards to permit home occupations where they do not conflict with surrounding land uses.

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<sup>1</sup>The term fair share refers to the regional allocation of assisted and non-assisted housing. This is more fully discussed in the "housing background report."

IMPLEMENTATION	#
(1) The county will take responsibility for facilitating coordination with the cities in the county and with Benton County on topics of regional housing concern.	1,2
(3) Linn County will provide relevant housing data to agencies involved in providing housing assistance and provide information to the public on housing assistance.	3
(4) The county will monitor the number of building permits for new dwellings and manufactured home permits that are issued and the location for which they are issued, and the supply of land suitable for rural residential use within the residential designations. Available data on housing condition will be obtained and regularly updated.	4
(5) The county will investigate alternatives to the current permit processing procedures being used and may alter current procedures to increase permit processing efficiency and decrease processing time.	5
(6) Manufactured homes will be listed as permitted uses in the zoning ordinance wherever single-family dwellings are listed.	6
(7) The Land Development Code will permit home occupations conditionally.	7

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

#### IV. RECREATIONAL NEEDS

##### 904.400 Recreational needs; background

(A) Linn County is rich in existing and potential recreational opportunities. This is due, in part, to the varied landscapes and large public domain. The types of recreational activities occurring most frequently in Linn County are camping, fishing, picnicking, boating, hunting, hiking, skiing and swimming. , The public and private sectors provide recreation sites for these activities.

(B) Linn County adopted a parks plan in 1996 which states that the “county’s primary niche in the provision of park land is largely outside of the larger urban areas and federal resource lands, and away from the intensive agricultural lands in the far west portion of Linn County. It is in the remaining rural areas, and particularly on sites with water orientation, where a diversity of dispersed recreation experiences can be provided and where the county role will be predominant.”

(C) Development of future proposals for recreational facilities should include consideration of the recreational needs of the county as determined through recreation studies and public input.

(D) Linn County should encourage the private sector to contribute to the supply of recreation facilities.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

##### 904.410 Recreational needs; goals

(A) To provide diversified, year-round recreation opportunities which promote the health, safety and general welfare of Linn County residents and visitors.

(B) To provide recreational opportunities which meet the needs of all citizens in Linn County.

[Adopted 80-335 eff 9/2/80]

##### 904.420 Recreation needs; policies

(A) The policies for recreational needs are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall, within its capabilities, protect designated recreation sites from the encroachment of incompatible land uses.

(2) Linn County shall, within its capabilities, maintain and improve its parks system through coordination and cooperation with federal, state and local governmental agencies and private enterprise.

IMPLEMENTATION	#
(1) The Farm/Forest, Exclusive Farm Use, and Forest Conservation and Management zoning districts shall be applied to public recreation sites. These zones shall allow the development of recreational facilities. Overnight facilities shall require a conditional use permit.	1, 4
(2) The Linn County Planning and Building Department in cooperation with the Linn County Parks Department shall review all proposed recreation developments in Linn County, to insure they are in compliance with the Linn County Comprehensive Plan.	2, 3
(3) The Linn County Planning Staff shall implement the Linn County agency involvement program. Through this program, the U.S. Forest Service, Bureau of Land Management, State Parks Department, U.S. Army Corps of Engineers, City Parks Departments, and Linn County Parks Department shall be encouraged to coordinate recreation planning.	2, 3

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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## V. ENERGY CONSERVATION

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### 904.500 Energy conservation; background

(A) The need to conserve energy is becoming increasingly apparent as supplies of non-renewable sources of energy become scarcer and more expensive. Our high level of dependence on these non-renewable resources makes energy conservation and the development of renewable energy sources important planning considerations.

(B) By adopting Goal #13, "Energy Conservation," the Land Conservation and Development Commission recognized the need to increase the state's reliance on renewable sources of energy. Goal #13 mandates 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".

(C) Energy can be conserved through a wide variety of planning and planning related techniques. These include providing for residential development near employment and shopping areas, while discouraging residential development in more distant areas; providing public transportation as an alternative to private automobile use; and designing subdivisions to allow for solar utilization in dwellings.

(D) Several statewide land use goals in addition to Goal #13 also address energy conservation. Some of the goals and policies in the Public and Major Facilities and Transportation section of this element are also intended to promote energy conservation.

[Adopted 80-335 eff 9/2/80]

### 904.510 Energy conservation; goal

To conserve energy.

[Adopted 80-335 eff 9/2/80]

### 904.520 Energy conservation; policies

(A) The Linn County Comprehensive Plan shall include development patterns that allow and encourage the conservation of energy used for transportation.

(B) General information on energy conservation and renewable energy sources shall be made available to the public through the county planning and building department.

(C) Linn County will protect with resource plan designations (Agricultural Resource, Forest Resource or Farm/Forest) those sites and areas identified as having potential for future energy generation.

(D) Linn County shall investigate the feasibility of incorporating solar access protection measures into the implementing ordinances during the first comprehensive plan update.

IMPLEMENTATION	#
(1) An effort has been made to identify lands for rural residential use near employment and shopping areas in order to conserve energy used for transportation	1
(2) There are a number of informational pamphlets published by the Oregon Department of Energy and OSU Extension Service which include energy conservation programs and techniques available to the homeowner. Information on renewable energy sources is also available from these sources.	2
(3) All of the sites and areas identified as having potential for future energy generation are located in areas with resource plan designations. These plan designations, along with the zoning that is applied to them, will protect these sites from development that would preclude their future use for energy generation.	3
(4) During the first comprehensive plan update, the feasibility of incorporating solar access protection measures into the zoning ordinance will be investigated. Several model ordinances of this type are available.	4

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

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**Statutory References and Other Authorities:**  
ORS 203

**Legislative History of Chapter 904:**

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

Amendments to 80-335

- #1 95-026 §? eff 2/1/95<sup>2</sup>
  - #2 95-398 §? eff 8/16/95<sup>3</sup>
  - #3 95-449 §? eff 12/13/95<sup>4</sup>
  - #4 95-456 §? eff 12/13/95<sup>5</sup>
  - # 5 99-190 §? eff 5/19/99
  - #6 01-627 §1 eff 11/20/01
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<sup>2</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>3</sup>Articles rewritten and replaced: "Introduction" and "Background and Summary Issues" in "Citizen Involvement" section.

<sup>4</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>5</sup>Articles rewritten and replaced: "Urbanization."

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# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 905

#### LAND USE ELEMENT CODE

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## I. INTRODUCTORY PROVISIONS

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### 905.010 Title

This Chapter, LCC 905.010 to 905.999, shall be known and may be cited as the “Linn County Land Use Element Code” or simply as the “Land Use Element Code.”

[Adopted 99-190 §6 eff 5/19/99]

### 905.020 Land use element; generally

(A) The Land Use Element is the nucleus of the *Comprehensive Plan*, since it includes the *Plan* map and policies addressing each *Plan* designation. This provides a general framework for the future use of land in Linn County.

(B) Within this framework, zones will be applied to lands according to their *Plan* designation. These zones will specifically prescribe the uses that will be allowed on the land and the property sizes that must be maintained in order to make these uses feasible. In other words, the Land Development Code (LCC Chapters 920 to 939) “implements” the intent of the *Plan* map and the policies by translating them into specific terms.

(C) The Land Use Element Code, in addition to an introductory section, includes 11 sections describing land use elements, eight of which correspond to the *Plan* designations.

(1) The eight *Plan*-designation sections are:

- (a) Agricultural Resource Lands,
- (b) Forest Resource Lands,
- (c) Farm/Forest Lands,
- (d) Rural Residential Lands,
- (e) Rural Centers,
- (f) Non-resource Lands;
- (g) Commercial Lands, and
- (h) Industrial Lands.

(2) The other three sections are:

- (a) the Willamette Greenway,
- (b) Aggregate Resources, and
- (c) Urbanization.

(3) Explanations of these sections are included with each set of policies.

(D) The Land Use Element addresses many of the Statewide Land Use Goals.

(1) The resource lands sections (Agricultural Resource Lands, Forest Resource Lands, and Farm/Forest Lands) address Goals #3, #4, and #5.

(2) The Willamette Greenway section addresses Goal #15.

(3) The other sections of this element represent various types of development rather than resource land preservation. These sections address several of the Goals, including Goals #2, #5, #9, #10, #13, and #14.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 04-041 §1 eff 4/28/04]



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## II. AGRICULTURAL RESOURCE LANDS

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### 905.100 Agricultural resource lands; background

(A) Throughout Linn County history, farming has shaped the County's economy and culture. Located in the heart of the Willamette Valley, the rich soils, mild climate, wealth of waterways, and promise of bountiful farming contributed to the agricultural production in the area and attracted early settlers.

(B) Oregon was originally inhabited by Native Americans, then by settlers throughout the 1800s. In the early 1800s, the abundance of wildlife made Oregon a prime spot for trapping and attracted settlers to the area. In 1850, the Donation Land Claim Act began giving 320 acres of land to each white male citizen over 20 settling in Oregon and an additional 320 acres if they were married for their spouse. Parts of these original land claims still appear today as outlines of farms. This act prompted tens of thousands of people to migrate to Oregon from the east coast during the 1850s and 1860s.

(C) Since the Donation Land Claim Act, crops grown in Linn County have varied from animal-based products to grains and grass. Original settlers used the abundance of grass to feed livestock, then processed livestock as the primary agricultural product. As time passed, farmers increased the amount of grains and grass grown for their own profitability. Currently, grass seed is the County's primary crop. Other crops currently in production include fruits, grains, nursery stock, and various livestock products including wool and dairy. Currently, nearly 25 percent of Linn County lands are designated in the Comprehensive Plan as Agricultural Resource. These lands comprise 72 percent of county lands outside of the Forest Resource areas in the eastern portion of the county. According to the United States Department of Agriculture, National Agriculture Statistics Service, Census of Agriculture for 1997, Over 5,100 people were employed in agricultural services in Linn County in 1997. The market value of

all agricultural products sold in 1997 exceeded \$174,000,000, nearly doubling the value in 1980. Grass seed dominates the agricultural economy of the County, accounting for over \$117,000,000 in 1999 according to the Linn County Agriculture Report published by the Oregon State University Extension Service. This report also estimates the total value of all agriculture production at \$203,000,000 in 1999; livestock products accounted for 19 percent and grass seed products accounted for 58 percent of agriculture sales.

(D) The U. S. Census of Agriculture defines 'farm' as a place which produced and sold, or normally would have produced and sold, \$1,000 or more of agricultural products during the study year. According to the Census of Agriculture, the number of acres in farm production in Linn County has increased since 1974 (the approximate inception date of the Oregon Statewide Planning Goals) from 356,533 acres to 393,393 acres, an increase of ten percent. The number of farms increased 106 percent from 975 farms in 1974 to 2,009 farms in 1997. However, the average farm size decreased from 218 acres in 1974 to 196 acres in 1997. The number of mid-sized farms (50 to 999 acres) decreased by 20 percent, while the number of small farms (up to 50 acres) increased by 93 percent. Additionally, the number of large farms (greater than 1,000 acres) increased 31 percent from 74 to 97 farms.

(E) The definition of a 'farm' by the U. S. Census of Agriculture differs from the State of Oregon definition of 'farm use.' Whereas the U.S. Census of Agriculture defines "farm" as a place that sells or produces more than \$1000 in good in a year, 'farm use' as defined in ORS 215.203 means "...the current employment of land for the primary purpose of obtaining a profit in money by raising, harvesting and selling crops or the feeding, breeding, management and sale of, or the produce of, livestock, poultry, fur-bearing animals or honeybees or for dairying and the sale of dairy products or any other agricultural or horticultural use or animal husbandry or any combination thereof. "Farm use also includes the preparation, storage and disposal by marketing or otherwise of

the products or by-products raised on such land for human or animal use. Stabling or training equines and raising aquatic and bird species are considered farm use.

(F) The State of Oregon, in the Statewide Planning Goals developed in the 1970s, clearly impressed the importance of agriculture lands to the State. Statewide Planning Goal 3 states: "Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy expressed in ORS 215.243 and 215.700". ORS 215.243 states: "Open land used for agricultural use is an efficient means of conserving natural resources that constitute an important physical, social, aesthetic, and economic asset to all of the people of this state, whether living in rural, urban or metropolitan areas of the state."

(G) Linn County's *Comprehensive Plan* supports this statewide goal and provides guidelines for implementation while the Linn County Land Development Code (LCC) provides standards, regulations, and requirements for reviewing proposed development in farm zones. The Linn County *Comprehensive Plan* also seeks to promote flexibility in use while maintaining and enhancing the productive capacity of the land for agricultural use and providing for facilities and services integral to continued commercial agriculture. Together, the Oregon Administrative Rules (OAR), ORS and LCC direct land use planning decisions countywide. Countywide planning was adopted in March 1972 and was updated most recently in 2000.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

#### **905.110 Issues for agricultural resource lands**

(A) Land use planning laws are in effect to regulate how development occurs, and in the context of agriculture lands, protect and preserve resources. Planning helps assure that tracts of land remain large by setting a minimum size standard. Planning also regulates the type of uses that may occur on farmland. By ensuring that farm tracts

stay in large parcels, the County assures that commercial farming operations can occur with fewer restrictions and more efficiently contribute to the local economy. Given the growing population in Oregon and in the mid-Willamette Valley specifically, there is demand to convert agriculture lands to residential use. With land use laws protecting this farmland, conversion to non-resource uses is minimized.

(B) Land use laws also regulate the establishment of dwellings in the Agricultural Resource area. New non-farm dwellings are perceived as a potential conflict to the predominant purposes of the Agricultural Resource district and are only permitted when locational and siting criteria are met. The conditional use review process provides an opportunity for surrounding property owners and effected agencies to comment on the proposed application; responses are considered when making a decision. Farm related dwellings are allowed when shown to meet farm income criteria, or other criteria as specified in Oregon State statutes.

(C) The process of establishing a dwelling in the Agricultural Resource area examines the type of soils on the property, the length of single-ownership, the use of the property and if there is already a dwelling on the property or tract. A proposed dwelling may be reviewed as a primary farmer residence, a residence for someone critical for farming operations or a farmer's relative. If a person has continuously owned a property since before 1985, the property may qualify for a lot-of-record dwelling. Last, if a property is composed of soils considered Class IV or worse, a person may pursue a conditional use permit for a non-farm residence. Approval of this type of dwelling requires that the property be removed from farm tax deferral. For all these potential residences, excluding the farmer relative dwelling, the soils classification plays a pivotal role in determining if a dwelling is permissible and which decision criteria to apply to the review. Soils classifications come from the U. S. Department of Agriculture,

Natural Resources Conservation Service (NRCS), *Soil Survey of Linn County Area, Oregon*.

(D) Linn County designates land as Exclusive Farm Use to maintain land suitable for agricultural production, whether in large or small blocks. “**Agricultural lands**” are defined in the OAR and Statewide Planning Goal 3 as Class I through IV lands in the Willamette Valley; lands in other soil classes that is suitable for farm use as defined in ORS 215.203 (2) (a) taking into consideration soil fertility, suitability for grazing, climatic conditions, existing and future availability of water for farm irrigation purposes, existing land-use patterns, technological and energy inputs required, and accepted farming practices. It also includes land that is necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands. Land in capability classes other than I – IV that is adjacent to or intermingled with lands in capability classes I – IV within a farm unit, shall be inventoried as agricultural lands even though this land may not be cropped or grazed. Agricultural Land does not include land within acknowledged urban growth boundaries or land within acknowledged exception areas for Statewide Planning Goals 3 or 4.

(E) Soils classifications are specified by the NRCS of the U.S. Department of Agriculture. Changing the *Comprehensive Plan* designation of agricultural lands (designated as Agricultural Resource on the *Comprehensive Plan* map) to a development designation requires taking exception to Statewide Planning Goal 3 since these lands are specifically protected by the state.

(F) In addition to the NRCS soils classification system, the County implements a rating of High Value Farm Land (HVFL) Class I and II, and non-HVFL for classifying soils as outlined in ORS 215.710. These soils classifications play a critical role in determining developments in the resource areas of Linn County. Different land uses are permitted on properties depending on the soil quality.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

## **905.120 Policies for agricultural resource lands**

(A) Linn County will protect and maintain the farm orientation of the Agriculture Resource areas. Uses will be permitted according to applicable statutes, administrative rules and local code.

(B) Linn County will use the land use planning process to minimize conflicts between agriculture uses and other non-resource land. Proposed development in the Exclusive Farm Use zone will be assessed and mitigated to minimize potential conflicts.

(C) The public review process assesses proposed land use activities in the farm zone. Notices of pending land use action are sent to surrounding property owners, government agencies and other interested parties for comments for discretionary land use decisions. Responses help the county determine if the decision criteria can be met.

(D) New residences in the EFU zone are permitted in limited circumstances. The ORS, OAR and LCC provide guidelines for these conditional use reviews.

(E) Commercial activities conjunction with farm use are regulated as outlined in the ORS.

(F) Agriculture Resource lands will be kept in large tracts to ensure farming can occur and the land is being used for its intended purposes. The minimum lot size is set by statute to ensure the land base continues to be suitable for resource production. The partition, land division and property line adjustment sections of the LCC establish standards for reducing the size of a parcel and creating new parcels.

(G) Conversion of a tract or parcel that is designated as “Agricultural Resource” on the *Comprehensive Plan* map to a different *Comprehensive Plan* designation requires an exception to Statewide Planning Goal 3 and a *Comprehensive Plan* amendment. These reviews are difficult since they propose to remove land from agriculture production. This public process entails a hearing before the Planning Commission and the Board of Commissioners. This process

provides the opportunity to assess the merits of the proposal and determine potential impacts on nearby resource land.

(H) Linn County recognizes the value of the Agricultural Land Evaluation and Site Assessment (LESA) system as a planning tool. This system aids in rating the agricultural value of land and determining its relative suitability for agricultural use. The LESA system is described in a Western Rural Development Center publication No. 26, dated February 1984, and entitled, *Adapting the Agricultural Land Evaluation and Site Assessment (LESA) System in the Pacific Northwest*. The LESA methodology used is described in an unpublished paper entitled “*The Use of Agricultural Land Evaluation and Site in Linn County, Oregon*” by Pease, et. al. This paper is included as an appendix to the Agricultural Lands Background Report. The county will use the LESA system as a means to analyze agricultural land issues in current and long-range planning cases.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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### III. FOREST RESOURCE LANDS

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#### 905.200 Forest resource lands; background

(A)

(B) Linn County encompasses both the rich agricultural lands of the Willamette Valley and the productive forested mountainsides of the Cascade Range. Much of the area in the eastern portion of Linn County is classified as Forest Resource in the *Comprehensive Plan* with the majority of this in the Cascade mountain range. The topography, sparse population and high precipitation of this region make it a prime location for forestry.

(C) Over 900,000 acres, nearly 65 percent of Linn County, is forested. Much of the forested land is held in large-acre ownership with the Willamette National Forest managed by the U.S. Forest Service as one of the largest holdings. The Bureau of Land Management (BLM) in the U.S. Department of the Interior administers lands under its jurisdiction. These lands include public domain

lands and Oregon and California Railroad lands. Many private corporations such as Weyerhaeuser, Timber Service Company and Willamette Industries own large-tract forested properties and have interest in the health and activities of the forest resource lands. The public and industrial forestlands comprise the majority of the Forest Resource designation on the *Comprehensive Plan* map. Although most forestlands are held in larger tracts, the pattern of ownership is more of a checkerboard pattern with ownership alternating between United States agencies and private landholders on adjacent tracts.

(D) The forested lands play a critical role in the economic, environmental and social vitality of Linn County. Historically, forestry has been one of the primary industries in Oregon and it still plays an important role in county economics. Both the primary industry of forestry and secondary industries, such as wood processing, contribute to the economic diversity of Linn County. According to the State of Oregon Employment Department, 2,920 people were employed in the lumber and wood products industry in Linn County in February 2001.

(E) Uses of forested lands consistent with Statewide Planning Goal 4 include providing wildlife habitat, watershed areas and riparian habitat. Certain wildlife habitats are protected through the Endangered Species Act (ESA) administered through the Fish and Wildlife Service and the 4(d) Rules administered through the National Marine Fisheries Service. The ESA protects and reduces the harm to threatened and endangered species, including salmon and steelhead, by influencing how forestry practices occur. These programs are intended to protect habitat and waterways where protected species live. Additionally, the Oregon Department of Forestry implements the Oregon Forest Practices Act to regulate forest practices in a way that minimizes adverse impacts to wildlife habitat.

(F) Many people in Linn County and throughout Oregon enjoy forestland for recreational purposes. Hunting, hiking, camping and fishing are some of the recreational

opportunities available in the expansive forested lands of Linn County. Green Peter Reservoir, Foster Reservoir and Detroit Reservoir offer opportunities for these activities. These reservoirs also play a key role in managing the Middle, South and North Santiam Rivers.

(G) The State of Oregon in Statewide Planning Goal Four seeks "...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." The Forest Resource *Comprehensive Plan* designation has been applied to the mostly public and corporate held forestlands in Linn County and is implemented by the Forest Conservation and Management zoning regulations in the Linn County Land Development Code (LCC).

(H) Statewide Planning Goal 4 identifies forest uses as:

- (1) uses related to and in support of forest operations;
- (2) uses to conserve soil, water and air quality and to provide for fish and wildlife resources, agriculture and recreational opportunities appropriate in a forest environment;
- (3) locationally dependent uses; and
- (4) dwellings authorized by law.

(I) Statewide Planning Goal 4 defines **forest lands** as "... those lands acknowledged as forest lands as of the date of adoption of this goal amendment. Where a plan is not acknowledged or a plan amendment involving forest lands is proposed, forest land shall include lands which are suitable for commercial forest uses including adjacent or nearby lands which are necessary to permit forest operations or practices and other forested lands that maintain soil, air, water, and fish and wildlife resources."

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

### **905.210 Issues for forest resource lands**

(A) Given the importance of forested lands to Oregon and Linn County, the County seeks to preserve forest resources for forest products, recreational uses and environmental enhancement. The Forest Resource designation recognizes the economic and environmental contributions of these lands. Land uses that may conflict with forest practices are discouraged. Land uses that do not conflict with forested lands include: practicing forestry, recreational activities and farming. The Forest Conservation and Management zone in the LCC implements this designation to ensure the resource orientation of the land.

(B) Conflicting land uses are an issue and hinder forestry from operating as efficiently and economically as possible. Consequently, Linn County does not permit new permanent dwellings and other potentially conflicting land uses locating in the Forest Resource area. The Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) establish the regulatory framework for development in the forest resource area.

(C) The LCC together with the ORS and the OAR regulate the use of land in the Forest Resource area. Maintaining large-acre tracts is important to ensuring the commercial feasibility of forestry and the ORS provide a minimum parcel size for new forest pieces of 80 acres. This helps to ensure that commercial forestry practices remain feasible.

(D) In addition to land use restrictions on forested lands, forestry practices in Oregon must comply with the Oregon's Forest Practices Act, administered by the State Forestry Department and enacted in 1972. The goal of this act is to promote effective and efficient forest management, sustain healthy forests, maintain the continuous growing and harvesting of trees, protect soil productivity, protect wildlife habitat and environmental quality and foster other forestland values and benefits.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **905.220 Policies for forest resource lands**

(A) Linn County uses the Forest Conservation and Management (FCM) zoning

designation in the LCC to maintain the resource orientation and capacity of forestlands. This zoning designation cannot be changed without a *Comprehensive Plan* and map amendment. This also requires taking an exception to Statewide Planning Goal 4. Land divisions will be regulated under the guidelines of the OAR, ORS, and LCC and administered by LCC 924 (Partitioning Code).

(B) Forest Resource lands will be kept in large tracts to ensure forestry can occur and the land is being used for its intended purposes. The minimum lot size is set by statute to ensure the land base continues to be suitable for forestry production. The partition and property line adjustment sections of the LCC establish standards for reducing the size of a parcel and creating new parcels.

(C) Linn County prohibits establishing new permanent dwellings in the Forest Resource area. However, existing dwellings may be replaced and temporary labor camps may be established in conjunction with forest practices on Forest Resource lands.

(D) Linn County shall seek input from relevant agencies when a pending land use action is proposed. A proposed action may conflict with the resource nature of this designation and interagency communication may highlight conflict and inform the decision-making process.

(E) Linn County recognizes the Oregon Forest Practices Act (ORS 527.610 to 527.770) as a guide to the best management practices on Forest Resource lands.

(F) Linn County shall designate contiguous public and forest industry forest lands as Forest Resource on the *Plan* map.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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#### IV. FARM/FOREST LANDS

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##### 905.300 Farm/Forest lands; background

(A) Between the farmlands in the west and the mountainous forests in the east is an area that blends the character of the two major geographic regions of Linn County. In the foothills of the

Cascade Range, spanning from the northern to the southern border of the county are hilly lands with many streams. These lands may be forested, may be cleared for farm production or may be suitable for either type of resource-related land use. These lands have rural residential development that is more dense than in either the EFU or FCM zones of the county. These lands are designated Farm/Forest, a hybrid of the agricultural lands and the forestlands and comprise approximately seven percent of Linn County.

(B) The purpose of the Farm/Forest designation is threefold:

(1) it identifies land suitable for timber production that is generally not held in commercial ownership;

(2) it recognizes areas where either farm or forest uses are suitable given the soil quality and topography; and

(3) it maintains resource uses by placing certain regulations on land uses.

(C) Some typical land uses in the Farm/Forest area include farming, livestock grazing and small-scale timber operations. These lands contribute to the strength of the largest economic bases of Oregon – forestry and farming.

(D) Given that the Farm/Forest designation is a hybrid of agriculture and forestry uses, Statewide Planning Goals 3 and 4 apply to these lands. Farm/Forest lands aim to preserve and maintain agricultural and forest lands and to conserve soil, water, air and wildlife resources. Resource land uses permitted in both the EFU and the FCM zones are allowed in the Farm/Forest zone given the same regulations that exist in the other resource zones. Uses permitted conditionally in either the Agricultural or Forest Resource plan designation are also permitted conditionally in the Farm/Forest zone under similar regulations.

(E) The Farm/Forest lands of Linn County are located primarily in the foothills of Linn County while the EFU and the FCM lands are typically concentrated in the western and eastern areas of the county respectively. Though Farm/Forest lands are a hybrid of the other two resource designations of the *Comprehensive Plan*,

the nature of Farm/Forest lands makes regulation of them different and perhaps more difficult than the other zones. The mixed-use Farm/Forest zone is characterized by smaller parcel sizes and more residential development. Though there is an eighty-acre minimum size for new properties in the Farm/Forest designation, many properties were created at a smaller size under previous zoning laws or prior to the initiation of zoning laws.

(F) Dwellings exist throughout the Farm/Forest zone of Linn County. New dwellings are not allowed outright in this zone but may be pursued through a conditional use permit. The existing development pattern in the forested areas of the Farm/Forest zone may be conducive in allowing more residential development since one of the current criteria for siting new dwellings inquires about the number of residences in the immediate area.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

### **905.320 Issues for farm/forest lands**

(A) Similar to the Agriculture Resource and Forest Resource land designations, the county administers the Farm/Forest (F/F) designation in a manner that enhances natural resources and the productive capacity of the land. The Farm/Forest lands are important to maintaining water and air quality and some of these lands coincide with wildlife habitats. Land use regulations are in place to manage conflicting land uses that may hinder the primary activities on Farm/Forest lands.

(B) The *Comprehensive Plan* encourages the use of Farm/Forest lands for resource purposes. Permitted land uses in the Farm/Forest areas include timber production, agriculture and livestock grazing. Provision of wildlife habitat consistent with Statewide Planning Goals 3 and 4 is another role of the Farm/Forest lands. Habitats may be for threatened and endangered species and may protect pigeon springs, osprey nets, riparian corridors, salmon habitat and big game habitat. The Endangered Species Act and the 4(d) Rules administered by the Fish and Wildlife Service and the National Marine Fisheries Service are intended to protect endangered species and their habitats.

(C) Coordination of land use regulations between the three main governing legislative schemes – the Oregon Revised Statutes (ORS); the Oregon Administrative Rules (OAR); and the Linn County Land Development Code (LCC chapters 920 to 939) – is central to the effective implementation of land use law. A standard established in the ORS must be supported in the LCC. The LCC also provides processes for implementation of the ORS and OAR.

(D) The establishment of dwellings in the Farm/Forest zone is another issue in the administration of the Farm/Forest district. Non-resource dwellings are perceived as a conflict to the resource orientation of the Farm/Forest district. Proposed dwellings are reviewed through a conditional use process with notice sent to surrounding property owners and effected agencies to obtain comments about the development. The land use review process of establishing a dwelling in the forested areas of this zoning district examines the capacity for timber production, then establishes required densities of housing and units of land in the surrounding area in order to qualify for a dwelling. Timber production capacity is based upon the soil productivity data maintained by the NRCS.

(E) The Oregon Forest Practices Act, discussed in the Forest Resource section of the *Comprehensive Plan*, specifically regulates forest practices. Properties approved for a dwelling that are greater than ten acres in size are required to stock the property with trees for future harvests. Several state, federal and private programs provide incentives for farm and forest landowners to maintain or increase timber production on their land. These include the Western Oregon Forest Land and Privilege Tax, forest land classification, federal cost share programs for timber stand improvement, educational programs through the OSU Forestry Extension Service and technical service programs sponsored by the Oregon Department of Forestry and private industries. The farm deferral program for Farm/Forest land in farm use encourages the retention of farmland by

valuing and taxing it at its true cash value for farm use rather than at its market value.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

**905.330 Policies for farm/forest lands; implementation**

(A) Linn County establishes policies, standards and regulations to maintain the resource orientation and capacity of Farm/Forest lands.

(B) The minimum lot size for new parcels is set by statute to insure that the land base continues to be suitable for resource production. The partition and land division ordinance in the LCC implements state standards.

(C) Linn County regulates the establishment of new permanent dwellings in the Farm/Forest area through a conditional use review process. The criteria in this process requires that the proposed development will not force a significant change in or significantly increase the cost of farm or forest practices on nearby lands.

(D) Linn County will seek input from effected agencies when an applicant proposes a *Comprehensive Plan* amendment, zone change or other pending discretionary land use action. This input assists in the evaluation of a proposed land use change.

(E) As part of the future *Comprehensive Plan* review process, land designated Farm/Forest may be considered for Rural Residential designation, such as the Hardscrabble Hill and Hale Butte areas. Factors to be considered for a plan amendment include detailed soils information and need for additional rural residential land at that time.

(F) In the Farm/Forest zoning district, parcels and tracts that are predominantly in farm use shall be reviewed under farm land use criteria. Parcels and tracts that are predominantly forested shall be reviewed under forest land use criteria. If the predominant use of a parcel or tract is unclear, the surrounding properties will be examined to provide guidance in determining the land use pattern.

(G) Conversion of lands designated as Farm/Forest in the *Comprehensive Plan* to a

different plan designation requires a *Comprehensive Plan* amendment and a goal exception. Both Statewide Planning Goals 3 and 4 shall apply unless the applicant submits evidence that the property is clearly not protected by one of the goals. This evidence must be part of any application. If sufficient evidence is submitted to indicate that either Goal 3 or 4 does not apply, the applicant shall still be required to take exception to the other applicable goal in the Farm/Forest zone. This *Plan* amendment process entails a hearing before the Planning Commission and the Board of Commissioners and is open to the public. This process provides the opportunity to assess the merits of the proposal and determine potential impacts on nearby resource land.

(H) Linn County recognizes the value of the Agricultural Land Evaluation and Site Assessment (LESA) system as a planning tool. This system aids in rating the agricultural value of land and determining its relative suitability for agricultural use. The LESA system is described in a Western Rural Development Center publication No. 26, dated February 1984, and entitled, *Adapting the Agricultural Land Evaluation and Site Assessment (LESA) System in the Pacific Northwest*. The LESA methodology used is described in an unpublished paper entitled “*The Use of Agricultural Land Evaluation and Site in Linn County, Oregon*” by Pease, et. al. This paper is included as an appendix to the Agricultural Lands Background Report. The county will use the LESA system as a means to analyze agricultural land issues in current and long-range planning cases.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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**V. RURAL RESIDENTIAL LAND**

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**905.400 Rural residential land; exceptions and background**

(A) The first Linn County settlers came mostly from Tennessee, Virginia, Kentucky and Missouri. They built settlements near Knox Butte, Lebanon, Brownsville, Oakville and Albany and by 1850, census information indicated a population of



173. According to Floyd Mullen in his book the *Land of Linn*, early settlers located their claims either in the foothills or on the banks of some stream. The open, flat land was the last to be settled because of poorly drained soils. The foothills were ready to plow and had plenty of timber for buildings and fences.

(B) In 1850, Congress passed the Donation Land Claim law which granted each white male citizen over 18 years old, 320 acres if single and 640 acres if married. The Donation Land Claim offer brought many people west. These people found fertile land, plenty of water and large forests. These amenities along with hard work produced the necessities for survival and eventual prosperity.

(C) The many towns and settlements in the county supported post offices, stores, flour mills, saw mills and railroad stops. The diversity of the county provided settlers many opportunities to make a living and eventually result in 13 incorporated communities and eight unincorporated communities. The beautiful and bountiful countryside is one of the main reasons over 30,000 people live in the rural areas of Linn County. The demand for rural home sites is greatest in the scenic foothill areas.

(D) It is estimated that more than 10,000 rural residents live in areas which are designated Rural Residential on the *Plan* and zoning maps. There are over 14,000 acres zoned for residential development in five rural planning areas. The following table shows the existing amount of development for each of the planning areas.

Planning Area and Designation Code in Appendix 2	Area Acres	Existing Residences
Albany (A)	2700	1020
Central Linn (C)	1725	230
Lebanon (L)	4722	965
North Santiam (N)	2247	504
Sweet Home (S)	3052	767
<b>Total</b>	<b>14446</b>	<b>3486</b>

(E) The purpose of the Rural Residential *Plan* designation is to direct all non-resource related housing to suitable locations. Four zoning districts have been adopted to implement the Rural

Residential *Plan* designation; they are identified as RR-1, RR-2 ½, RR-5 and RR-10. A ten acre rural residential minimum property size zoning district has been created for application under certain circumstances. The RR-10 zone is intended for exception areas which may consist of one or more larger properties that, when divided, would generate a higher level of development than is appropriate for a rural location. The RR-10 district is also appropriate as a transition buffer between smaller residential properties size development and land which is used for various resource purposes. The larger properties size standard will reduce potential resource/residential conflicts while allowing development to occur on qualifying residential land.

(F) The RR-10 district can be used in residential areas where conditions do not permit denser development patterns. Groundwater limitations, poor septic suitability or access difficulties are the types of conditions which should result in a lower residential density. Other factors which may require larger property development include the lack of fire protection, steep slope conditions or the presence of important natural features.

(G) The RR-5 district has been applied to areas which are located adjacent to an urban growth boundary (UGB) or are considered to be within an urban influence area. An urban influence area is located close to an UGB and may be included in an UGB in the future. The five acre minimum property size standard is applied to these areas in order to maintain a rural development pattern which is convertible to urban densities at some time in the future. The five acre minimum property size standard permits rural development to occur without hindering future urban scale development and provision of public facilities once the land is within an UGB. Urban influence areas may not be rezoned to a higher density without an exception to the Urbanization Goal (Goal 14). Urban influence areas are identified in the exception document.

(H) The RR-5 zone is also applied to exception areas which are located near agricultural

and forest resource areas. There is a need to reduce potential conflicts between residential and resource land uses. Certain exception areas are bordered by large properties zoned Exclusive Farm Use or Farm/Forest. If these exception areas are developed at higher densities it is possible that nearby resource activities may be adversely impacted. Most of the areas designated RR-5 are already developed at or near that density. In many of the RR-5 exception areas, topography and other physical boundaries will limit the number of future residences and reduce the potential conflict with resource uses.

(I) Some urban influence exception areas were zoned RR-1 or RR-2½ in 1980 and have not been amended to a lower residential density as described above. These areas do not have very much vacant land and are already developed at a RR-1 or RR-2½ density. The only development that will occur will be on a lot-of-record. A lot-of-record may be developed in any residential zone if site development standards are met. The re-designation of these exception areas to lower densities would not have a bearing upon the number of future residences.

(J) The other rural residential exception areas have been zoned RR-2½ acre minimum. The RR-2½ minimum provides for a rural level of development and will not result in the need for urban types of services such as public sewer and water systems. Topography, other physical boundaries and the small number of future residences in these exception areas combine to maintain a rural level of development and not adversely impact resource uses. Public sewer and water systems are not permitted outside of an UGB. All new rural development must be supported by on-site sewage disposal systems. Water must be supplied by wells which may be shared by no more than three residences. Other primary rural services include public roads and fire protection. The county road network provides access to most of the exception areas. There are about 1 100 miles of county roads of which 73 per cent are paved. All county roads are maintained by the county road department. It is estimated that 90 per cent of the roads serving

exception areas are paved. The roads which are not paved are mostly public or private roads which are not maintained by the county. These roads consist of rock base and in some instances are maintained by the surrounding property owners. State highways provide access to many of the exception areas.

(K) Future development in the exception areas is not expected to exceed the capacity of the existing road network. The county road system is capable of serving the anticipated development for two reasons. The dispersed location of the exception areas effectively distributes traffic over a wide area. No single road will be receiving a significant amount of additional traffic. Second, there is a fixed amount of additional development that will occur. This amount of development is not going to create traffic problems on the county road system. More than three-fourths of all exception properties are developed. This means that on average, each exception area will be developed with about 25 per cent more residences. Additional traffic generated from this increase will be distributed throughout many areas and will not adversely impact the county road system.

(L) Nearly all of the exception areas are located within a rural fire protection district. The three exception areas which are not within a fire protection district are designated RR-5 to limit the number of additional residences. Areas outside of a rural fire protection district will be required to annex to a district when annexation requirements can be met.

(M) According to groundwater reports published by the water resources department in cooperation with the United States Department of the Interior Geological Survey, the lower Santiam River basin generally provides sufficient quantities of water for domestic use. The lower Santiam River basin includes most of four planning areas (Albany, Lebanon, North Santiam and Sweet Home) and 88 of the 104 exception areas. Groundwater is directly related to the geology of the County. It is primarily the Little Butte Volcanic series and Columbia River Basalt group which underlay the exception areas. Although

these formations do not always produce enough water for irrigation, the amount of groundwater produced is adequate for household purposes. Based upon the best available information, there is adequate groundwater to support the anticipated level of rural residential development in the exception areas.

(N) The water resources department has been studying the management and protection of groundwater. In some areas of the state, groundwater resources have declined creating water management problems for many users. There is a need to prevent excessive water level declines and to restore aquifer storage in these areas and perhaps in other areas which have not yet been identified. One water management area exists in the county in the Kingston area. While it is expected that groundwater resources are adequate to support rural residential development, it is the intent of this land use *Plan* to be responsive to groundwater problems. The county will work with the water resources department in obtaining groundwater availability information and correlating it to residential areas. If it is determined that there is inadequate groundwater available to support proposed rural residential development in an exception area, then the county will lower the residential density standard. In order to maintain a rural scale of development, public water systems are not permitted. Residential development must be supported by on-site water producing and delivery systems. Wells which are shared by three or fewer residences are not considered public water systems. Existing public water systems may be used to provide water to subdivision lots or to lots which are entitled to service through previously recorded agreements. Additionally, when the governing body determines there is a health hazard, public water systems may be used to alleviate the hazard.

(O) Approval to locate an on-site sewage treatment disposal systems is required before a residential development permit will be issued. Each site is inspected and must qualify under rules established by the Oregon Department of Environmental Quality (DEQ). The DEQ rules

establish standards for setbacks from water sources, wells and property lines. A site that is approved must have an area large enough for two drainfields in the event the initial drainfield must be replaced.

(P) The county environmental health program administers the DEQ subsurface sewage disposal system requirements. Before a new system can be located on rural property, a registered sanitarian will inspect and analyze the soil and determine whether a sewage system can be installed. If the soils are suitable and the necessary setbacks can be met, the sanitarian will map the location of the septic tank, drainfield and repair area (second drainfield) and inspect the installation. This process ensures that rural housing will be supported by a professionally evaluated and inspected disposal system which should not fail if properly maintained. In the event of system failure, there is a repair area which will be improved and then connected to the septic tank.

(Q) There have been problems with failing sewage disposal systems in older housing developments located on small properties. These problems have been hard to solve because there is not enough land area to repair or replace existing systems. Expensive extensions of public water and sewer services have been needed in order to eliminate health hazards. The developments requiring these services were built before there were planning or sewage disposal system requirements. State and local regulations have been developed to prevent health hazard situations in the future.

(R) The RR-1 acre minimum property size which was applied to most of the exception areas has been retained only for exception areas which are already developed at a one acre density. There are undeveloped lots-of-record in the RR-1 sites that would be developed under any minimum property size standard. This is because a lot-of-record in a residential zone is entitled to development permits if property development standards can be met. The RR-1 zone cannot be applied without an exception to the Urbanization Goal (Goal 14).

(S) Two *Plan* designation have been established to identify areas suitable for future rural residential development:

Rural Residential Reserve–Agricultural Resource
Rural Residential Reserve–Farm Forest

The reserve designation may be applied through the *Plan* amendment process when the rural residential locational criteria are met. The criteria generally consider resource potential, property sizes, level of development, surrounding land uses and suitability for development.

(T) When a Rural Residential Reserve *Plan* designation is applied, the underlying zoning shall be Exclusive Farm Use or Farm/Forest. Before a Rural Residential zone can be applied, an exception to the applicable Statewide Goals must be approved or it must be shown that the area is committed to development.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

**905.410 Goals for rural residential lands**

To provide for the orderly development of rural home sites in suitable locations.

[Adopted 80-335 eff 9/2/80]

**905.420 Policies for rural residential lands**

(A) The policies for Rural Residential Lands are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall provide an adequate supply of buildable land for rural residential use in order to accommodate future rural population growth.

(2) Land designated for rural residential use shall, whenever possible, have a minimum of adverse site characteristics such as steep slopes or exposure to flooding.

(3) Linn County shall consider the availability of facilities and services such as roads and fire protection when designating land for residential use.

(4) Linn County shall seek to maintain the rural character of development within rural residential designations.

(5) The Rural Residential *Plan* designation is implemented with four rural

residential zones which are distinguished only by minimum property size standards. The RR–2½ acre minimum property size zone, for reasons established in the text of this section, is considered a rural designation. The RR–2½ designation has been applied to exception sites which are capable of supporting additional development without adversely impacting rural services and urbanization plans of the cities in the county. A Goal 14 exception has been taken for rural residential urban influence areas which are zoned RR–2½.

(6) The RR–10 acre minimum property size zone may be established on larger size properties where development limitations exist. Such limitations may include limited groundwater quantity, poor septic suitability, access difficulties, steep slopes, important natural features or the lack of fire protection.

(7) The RR–10 zone may also be applied to land that will provide a buffer between smaller residential property size development and farm and forest resource uses. The RR–10 zone may be changed to either a RR–2½ or RR–1 with a zone amendment and an exception to Goal 14. A change from RR–10 to RR–5 requires a zone amendment only.

(8) The RR–5 acre minimum property size zone has been applied to areas which are considered to be urban influence areas, subject to development limitations or located near resource activities. Some exception areas have been designated RR–5 based upon the potential number of residences that could be built. It is the intent of the *Plan* not to permit large, rural communities in the exception areas. The RR–5 zone may not be changed to another rural residential designation without a zone amendment and an exception to Goal 14.

(9) A fourth property size designation, the RR–1 acre minimum zone has been applied to exception areas which are already developed at a one acre density. The RR–1 zone is not considered a rural zoning designation and can only be applied through an urban exception and zone amendment.

(10) Public sewer and water systems are not permitted in the county in areas outside of an

urban growth boundary except under the circumstances described in policy 12.

(11) Public water and sewer systems may be established or extended in a rural residential area when the governing body determines that a health hazard exists pursuant to DEQ or Oregon Health Division procedures and criteria. A new or extended public water or sewer system is appropriate in the rural areas only when needed to protect the public's health and safety. Municipal water or waste disposal systems cannot be extended to a rural residential area unless the health hazard area is included within an urban growth boundary.

(12) Existing public water and sewer systems may be used to provide service to properties which are entitled to service through previously recorded agreements.

(13) The county will work with the water resources department in obtaining groundwater availability information and correlating it to residential areas. If it is determined that there is inadequate groundwater available to support proposed rural residential development in an exception area, then the county will lower the residential density standard to that which can be accommodated by the groundwater resource.

(14) Properties existing as of the effective date of this *Plan* provision with more than one residence may be divided into units which are less than the minimum property size for the purpose of putting the residences on separate properties. The residences must have been lawfully sited and considered permanent under Land Development Code (LCC Chapters 920 to 939) provisions. Property development standards and the requirements of the environmental health program must be met. Property boundaries of properties existing as of the effective date of this *Plan* provision may be adjusted when the result is a property less than the minimum property size standard. The property boundary adjustment may be approved when no additional properties parcels are created and other requirements established in

the Land Development Code (LCC Chapters 920 to 939) are met.

(15) Within an urban influence area, the minimum property size standard will generally be five acres. In areas which are predominately developed at greater densities, the minimum property size will be either one or two and one-half acres depending upon the level of development. In order to recognize that the one or two and one-half acre areas are different than the other urban influence exception sites, an urban exception will be taken. An urban influence area may be rezoned to another minimum lot size consistent with provisions in OAR 660-004-0040. Urban influence areas are identified in Appendix 2 following this chapter.

(16) Land partitions for residential use shall not be permitted until it can be shown that there is an acceptable and approved method of sewage disposal for each proposed property which meets the rules and regulations of the state department of environmental quality.

(17) Subdivision approval shall require findings that adequate public facilities such as schools, fire protection and roads exist or will be available.

(18) Infill of existing manufactured home parks, when located in rural residential areas, is desirable for the following reasons:

(a) It is the intent of Linn County to allow in-filling of existing manufactured home parks where they are located in rural residential areas;

(b) By allowing in-filling of existing manufactured home parks, Linn County will not need to approve new mobile home parks unless they comply with planned unit development criteria;

(c) Existing manufactured home parks commit the mobile home park tax-lot to a non-resource land use, and it is unlikely that undeveloped manufactured home park land could ever become productive resource land. In-fill of vacant lands within manufactured home parks is an efficient use of such land;

(d) Expanding existing manufactured home parks will satisfy Linn County's desire to provide for variety in housing types in rural residential areas, while ensuring minimum conflict between resource and non-resource lands; and

(e) Existing manufactured home park facilities can be expanded and provide for more efficient utilization of such facilities.

(19) Existing manufactured home parks shall be allowed to in-fill to their service capacity in accordance with the following criteria:

(a) New spaces added will result in total manufactured home park tax-lot density of not more than four spaces per acre;

(b) Where an existing manufactured home park exceeds four spaces per acre, it shall not be allowed to expand. Such parks will be allowed to retain all existing spaces as a conforming use within Rural Residential districts;

(c) Adequate facilities for water and utilities exist or will be available to serve additional spaces;

(d) New spaces shall be provided with approved sanitation;

(e) Expansion plans shall be approved by the Building Codes Division and applicable provisions of the Land Development Code (LCC Chapters 920 to 939); and

(f) The manufactured home park was licensed by state commerce department, real estate division prior to January 1, 1975.

(20) A *Plan* map designation of Agricultural Resource or Farm/Forest-Rural Residential Reserve has been applied to areas meeting the rural residential housing locational criteria. A *Plan* amendment and Statewide Goal exception to the applicable Goal(s) must be approved before a Rural Residential designation can be applied. Until an amendment and exception are approved, only uses permitted in the Farm/Forest or Exclusive Farm Use zones shall be allowed.

(a) *Rural Residential Reserve Locational Criteria:*

(i) The combination of soil types, property sizes, ownership patterns,

topography and existing development may preclude commercial farm or forest practices.

(ii) Nearby commercial farm, forest, or other resource activities would not appear to be adversely affected by residential development.

(iii) There are minimal development limitations present including flood or geologic hazards.

(iv) Necessary facilities and services are available including:

(I) Roads

(II) Water

(III) Septic tank sites

(IV) Fire protection

(21) Land that is committed or developed with rural residential uses may be designated Rural Residential if the applicable requirements in Oregon Administrative Rules Division 4 can be met. A *Comprehensive Plan* amendment is required before the Rural Residential *Plan* designation can be applied.

(22) A lot-of-of record may be developed in the Rural Residential zone with a permitted use if the applicable property development standards are met.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 01-627 §1 eff 11/20/01]

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## VI. RURAL CENTERS

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### 905.450 Rural centers; background

(A) Rural centers are small towns that have never incorporated. They are similar to small towns in that they have residential areas, businesses, industry, churches, fraternal lodges, schools and post offices. There are eight places which are identified as rural centers in the *Comprehensive Plan*:

(1) Cascadia;

(2) Crabtree;

(3) Crawfordsville;

(4) Holley;

(5) Lacombe;

(6) Peoria;

- (7) Shedd; and
- (8) West Scio.

(B) These eight rural centers were established because they were trading and employment centers. As pointed out by Floyd Mullen in the *Land of Linn*, in the settlement period a store and post office were located about seven miles apart. This was the distance that could be traveled in a day on an ox drawn cart.

(C) The number of businesses declined as roads were improved and rail service began. Access to bigger trading centers reduced the need for numerous country stores. Although many of the trading centers quickly vanished, many have survived into the present. The following summary from the *Land of Linn*, describes the origins of seven of the rural centers.

(D) Cascadia began as a stage stop and Cascade recreation resort. In 1898, a post office and 30 room hotel were built for travelers crossing the mountains or visiting the mineral spring. In 1940, this site was sold to the State of Oregon and developed as Cascadia State Park. Presently, there are about 60 dwellings, three businesses and a church in Cascadia.

(E) Crabtree was established in 1880 and is home to about 200 people. In Crabtree there are several small businesses and a school, fire station, tavern and two churches. According to Mullen, Crabtree was named after either John Crabtree the first recorded land settler in Linn County or Fletcher Crabtree another early settler.

(F) In 1870, Crawfordsville had a flour mill, saw mill, a shoe manufacturer and steel knife maker. The largest sawmill and planing mill in the county was located in Crawfordsville in 1906. There are about 250 people in Crawfordsville as well as a market, a tavern, a school, fire station, a church and a seed plant.

(G) There are no records to tell us when Holley was established. There was a mill in Holley in 1861 and a post office, general store and shingle mill in 1890. There are about 150 residents, several businesses, a school and a church in Holley today.

(H) A post office was established in Lacombe in 1889 after settlement began in the 1860s. Formerly the strawberry growing center in Oregon, Lacombe now has about 180 residents. There is a school, fire station and several businesses in this community.

(I) The town of Peoria was established in 1857 as a steamboat landing site. Before the railroad, wheat was shipped from Peoria and a variety of cargo unloaded. Today, the small community is home to about 90 people. There is also a church and fire station in Peoria.

(J) Shedd was established when the railroad was extended through the area in 1870. According to Floyd Mullen, Captain Frank Shedd donated the land for the new town which became a wheat and cattle shipping point. Located on Highway 99E, Shedd is home to about 150 people, some businesses, a school, fire station a church and two grass seed warehouses.

(K) West Scio was also established when the Oregon Railway Limited was built in 1880. West Scio has about 100 residents, a grocery store, a tavern and several industries. The amount of industrial development is greater in West Scio than in any other rural center.

(L) The future of most of the rural centers will largely be to provide additional housing opportunities. Vacant land may be developed with residences or limited number of small scale commercial uses. Additional rural industrial land uses may be appropriate in Shedd and West Scio. Other uses in the Rural Center (RCT) zone include utility facilities, farm and forest activities, community facilities and recreation facilities. The minimum property size for each rural center is based upon the level of development, land division, groundwater, soil suitability for sewage disposal, the presence of natural hazards and fire protection. The table below sets out the minimum property size standard for each rural center.

RURAL CENTER MINIMUM PROPERTY SIZE STANDARD	
Rural Center	Property Size
Cascadia	5 acres

Crabtree	1 acre
Crawfordsville	2.5 acres
Holley	2.5 acres
Lacomb	2.5 acres
Peoria	1 acre
Shedd	1 acre
West Scio	2.5 acres

Most of the rural centers have commercial and/or industrial land uses. These businesses serve the local community and tourists but are not large enough to be considered regional trade centers. The existing commercial and industrial uses in the RCT zone will be zoned to reflect the existing development. The designations will either be Rural Commercial or Limited Industrial.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

**905.460 Goals for rural centers**

(A) Enhance community identity in rural centers.

(B) Maintain rural character in rural centers.

[Adopted 80-335 eff 9/2/80]

**905.470 Policies for rural centers**

(A) The policies for Rural Centers are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Eight rural centers have been identified on the *Plan* map. Each of these rural centers meet criteria (a) to (c) in this paragraph. The identification of other rural centers shall be based upon the criteria below and also upon findings which demonstrate there is a concentration of residential use; an active school, church, post office, grange hall or community center, and existing commercial and/or industrial use.

(a) Demonstrates residential, commercial and/or industrial character;

(b) Exhibit community identity; and

(c) Provide locally important commercial services and community facilities.

(2) Linn County shall establish maximum densities in rural center areas that are appropriate to the considerations pertaining to the individual areas. Such considerations include

development limitations, availability of services and the nature and extent of existing development.

(3) The Rural Center *Plan* designation is implemented with three rural center zones which are distinguished only by different minimum property size standards. Each rural center designation has been assigned a minimum property size standard based upon the criteria established in policy 2. The three minimum property size standards which have been applied are 1, 2½ and 5 acre.

(4) The Rural Center 1 acre minimum zone has been applied to rural centers which are already developed at a one acre density. The RCT-1 zone is not considered a rural zoning designation and can only be applied through an urban exception and zone amendment.

(5) Public sewer and water systems are not permitted in the county in areas outside of an urban growth boundary.

(6) Public water and sewer systems may be established or extended in a rural center area when the governing body determines that a health hazard exists pursuant to DEQ or Oregon Health Division criteria. A new or extended public water or sewer system is appropriate in the rural areas only when needed to protect the public’s health and safety. Municipal water or waste disposal systems cannot be extended to a rural center unless the health hazard area is included within an urban growth boundary.

(7) Existing public water and sewer systems may be used to provide water to properties which are entitled to service through previously recorded agreements.

(8) The county will work with the state water resources department in obtaining groundwater availability information and correlating it to residential areas. If it is determined that there is inadequate groundwater available to support proposed rural center development, then the county will lower the residential density standard to that which can be accommodated by the groundwater resource.

(9) Parcels existing as of the effective date of this *Plan* provision with more than one



residence may be divided into properties which are less than the minimum property size for the purpose of putting the residences on separate properties . The residences must have been lawfully sited and considered permanent under Land Development Code (LCC Chapters 920 to 939) provisions. Property development standards and the requirements of the environmental health program must be met. Property boundaries of properties existing as of the effective date of this *Plan* provision may be adjusted when the result is a property less than the minimum property size standard. The property boundary adjustment may be approved when no additional properties are created and other requirements established in the Land Development Code (LCC Chapters 920 to 939) are met.

(10) Commercial land use in rural center shall be primarily for the purpose of providing goods and services to residents and businesses in its vicinity.

(11) Individual rural center community plans may be developed where sufficient citizen interest exists.

(12) In rural centers, new commercial and industrial development should be located within or adjacent to the principal area of existing commercial and industrial development. A *Plan* and zoning map amendment and new exception must be approved before a Rural Commercial or Limited Industrial zone may be applied in a rural center.

(13) A lot-of-record may be developed in the RCT zone with a permitted use if the applicable property development standards are met.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

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## VII. COMMERCIAL LANDS

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### 905.500 Commercial land; background

(A) Commerce began to develop in Linn County in the last part of the 1840s and early 1850s. Postal service was established in 1847, the first sawmill was built in 1850 near Crawfordsville, and in 1851 a steamboat docked at Corvallis.

During the California gold rush, about twenty gristmills were established. Existing and historic towns such as Scio, Boston and Jordan became local trading centers after gristmills were established. Sawmills helped create the rural communities of Holley and Larwood.

(B) Many river towns were established and flourished until the railroad was established in 1870. Towns such as Albany, Harrisburg, Peoria, Burlington and Orleans were trade centers which had low wharves on the Willamette. Other towns and trading places were established along the wagon road which crossed the Cascades and was used to drive cattle to Central Oregon pasture in the summer. Cascadia and Upper Soda (home of the Mountain House) were popular stopovers for travelers crossing the Cascades.

(C) When the railroad was extended into Linn County in 1870, the use of the steamboat for trade diminished and so did many of the river towns. Current and historic towns such as Millersburg, Tangent, Shedd, Halsey and Muddy Station (later renamed Alford) developed when the Oregon and California Railroad constructed rail lines in the county. A narrow gauge railroad built between Albany and Lebanon established shipping points and trade centers such as Shelburn, West Scio, Gilkey, Crabtree and Tallman.

(D) Trading centers were established throughout the county as roads were established. After the region was settled, a store and post office were located every seven to eight miles apart. Over the next 100 years, some of the first settlements grew into large communities and cities. However, most of the historic trading centers no longer exist and remain only as a place name on maps.

(E) When the county was being settled in the 1850s through the 1870s, the steamship, wagon road and railroad transportation network provided the opportunity for commerce. Now, it is the network of county, state and federal roads which have created the opportunities for commercial development in Linn County. While there are still several rail lines in the county, many of the rural routes have been abandoned. Most rural residents

now travel by car to the nearest large community for consumer goods. The regional mall, generally located next to or near a freeway, has replaced downtown as the trading center. The rural trading post and post office have been replaced by gas stations and repair facilities, restaurants, mini-markets, and campgrounds. Rural centers such as Lacombe, Crawfordsville, Shedd and Crabtree remain as a link to early Linn County trading centers.

(F) In the future, rural commercial land uses will serve primarily rural residents and highway travelers. Small stores, restaurants and car and truck repair shops are examples of rural commercial uses. It is expected that most of these uses will occur at freeway interchanges to complement existing businesses and because the location will attract the most customers. Existing rural commercial zoning which is located on the primary arterial highways will provide opportunities for commercial services similar to those found at the interchanges.

(G) It is the intent of the *Comprehensive Plan* to support the location of most commercial uses within an urban growth boundary. This is a better location since necessary urban services are available and most customers and employees live nearby. Better use of transportation and other public facilities is possible with properly planned urban commercial development. Urban scale commercial uses should not be located in a rural area in order to prevent conflicts with farming and to decrease the possibility of a sprawl development pattern.

(H) There are two commercial zones and one commercial *Plan* designation in the Linn County land use *Plan*.

(1) The Freeway Interchange Commercial (FIC) zone has been applied to the freeway interchanges identified above and to a service station located at Hoefer Road and the freeway.

(2) The Rural Commercial (RCM) zone has been applied to fourteen sites mostly in the Lebanon, Sweet Home and Cottonwoods areas. Most of the RCM uses are “neighborhood-

oriented”; the customers live in the area or drive by the business on the way to rural homes. Several of the rural commercial sites have locations on major arterials and are able to draw additional business from highway motorists who are not rural residents.

(I) There are eighteen commercial exception areas consisting of about 174 acres and 48 commercial uses.

(1) Most of the commercial development (25 uses) is clustered at the freeway interchanges of:

(a) Highway 34 (Corvallis and Lebanon);

(b) Highway 228 (Halsey and Brownsville); and

(c) Diamond Hill Road (Harrisburg).

(2) The Cottonwoods area located on Highway 20 and Knox Butte Road east of Albany; and

(3) the area south of Lebanon have the most RCM development (ten uses).

(4) The other thirteen rural commercial uses are located throughout the county.

(J) The present amount of commercially zoned land is probably adequate for the near future. There is land available for development or redevelopment at the Highway 34 and Diamond Hill interchanges. These appear to be the most likely sites for future transportation dependent commercial development because of the freeway location and expected increases in tourism and traffic. The FIC zoned area at the Highway 228 interchange (Brownsville, Halsey and Sweet Home access) is almost completely developed, but may be subject to additional development pressure because of location and existing development. Additional rural commercial development is not anticipated on RCM sites except perhaps at the three sites located on Highway 20 between Cottonwoods and Sweet Home.

(K) The RCM and FIC zones have been written in a manner that permits a level of development which is appropriate for rural locations and freeway interchanges. The uses

permitted in the two commercial zones are considered rural because the businesses will be primarily serving rural residents and the traveling public. None of the commercial uses is intended to provide commercial services for an urban population. The commercial uses located on freeway interchanges and arterials will provide service to the motorists already on the road and will not generate additional traffic. Rural commercial uses are small scale, local service businesses generating limited amounts of traffic and creating no demand for public water or public sewage treatment systems. None of the rural commercial or freeway commercial sites is located next to an urban growth boundary.

(L) The most likely types of uses in rural commercial and freeway interchange commercial zones in the future will be restaurants, mini-markets, repair facilities and tourist shops. These types of businesses have been constructed in Linn County since the freeway was constructed and are also located on primary arterials, such as Highway 20. The exception sites where most of these businesses are located are:

EXCEPTION AREA	#
Cottonwoods	C-3
Farmer's Market	C-4
Hwy. 34/I-5	C-8
Shirley's Tavern	C-9
I-5/Hwy. 228	C-18
I-5/Diamond Hill	C-19

(M) The average size of the largest businesses located at these exception sites is 3,835 square feet (eight business in buildings totaling 30,684 square feet; the largest building is 6,522 square feet and the smallest 3,025 square feet). With one exception, these businesses are the most recently constructed of those in the commercial zones.

(N) In order to ensure that the uses permitted in the RCM zone do not exceed the intended scale of operation, a building size limitation has been established. New commercial uses must be located within a building no greater than 3,750 square feet in size. This figure is based on an inventory of existing uses and buildings in

the commercial zones and the needs of future uses. The inventory which is included in the *Plan* background reports shows that there is a wide range of building sizes, but that the most recently developed uses in the two commercial zones have the largest buildings. A 3,750 square foot building will be large enough for commercial activities and still be considered a rural size structure.

(O) Expansion of an existing building may result in a building exceeding the size standard (3,750 square feet). It is not the intent of the *Comprehensive Plan* to create a hardship for existing businesses. Without the opportunity for expansion or replacement of existing structures, a business may not be able to continue. To meet this need, a fifty percent expansion of an existing building is permitted. For those buildings which are less than the permitted building size standard, an expansion to 3,750 square feet or fifty percent of the existing building size is permitted.

(P) In addition to the building size standard, a limit of three separate, freestanding businesses per exception site, or one business per property (as mapped on the effective date of this amendment) has been established for thirteen commercial exception sites. This standard has been imposed to restrict cluster development and prevent the establishment of an urban type "mini-mall" development outside of an UGB. A separate, freestanding business is one that operates in a building by itself. A single building may be used by one or more businesses and still count as a single, freestanding business. An example of a single, freestanding businesses with multiple uses would be a service station that also has a mini-market and video rental business located within a single building no larger than 3,750 square feet. The intent of this standard is that no more than three freestanding, businesses can operate at an exception site (e.g., C-1; Stayton Phone), but that every property in an exception area is entitled to at least one rural commercial development. Therefore, if there are two existing businesses on two properties and there is one undeveloped property left in the exception area, then a separate, freestanding business can be added to the

undeveloped property and no more to the two previously developed parcels.

(Q) The exception areas which have been excluded from this limitation (listed below) are distinguished from the other exception sites. Three of the excluded sites are located on freeway interchanges and each freeway site is developed with three or more businesses. Freeway interchange development in the county historically has been more intensive than other rural commercial development areas. The services at the interchanges are transportation dependent and cannot be classified as either urban or rural in terms of scale or type of use. The remaining undeveloped FIC property will be used to provide services for the traveling public such as service stations, restaurants and repair facilities.

(R) The other two exception sites which are not subject to the number of uses limitation are already developed with more than three commercial uses and in fact, are almost completely developed. Although, there is little area available to build a business, it is appropriate to permit additional rural commercial development at the Cottonwoods and Farmer’s Market sites because they are already committed to a higher level of rural development than the other RCM exception sites. Cottonwoods and Farmer’s Market have provided services to the Albany and Lebanon area for many years. Any additional rural commercial development will be at a scale which is consistent with the rural locations of the sites.

EXCEPTION SITES NOT SUBJECT TO NUMBER OF USES LIMITATION	
C-3	Cottonwoods
C-4	Farmer’s Market
C-8	Highway 34 and I-5
C-18	I-5 and Highway 228
C-19	I-5 and Diamond Hill

(S) The county considers state Highway 34, between the Interstate and the Willamette River, as an area of special concern. This area is characterized by a mixture of agricultural, residential, industrial and commercial uses. Further development along this corridor may be proposed because of the proximity to Corvallis, Albany,

Tangent and the freeway; the presence of a five lane state highway; visibility to a high volume of traffic and the nature of existing development.

(T) It is the intent of this *Plan* to maintain the present supply of RCM zoning and to discourage the conversion of agricultural, residential and industrial land to commercial uses. The *Plan* is discouraging more commercial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional highway commercial development will be inconsistent with the function of the highway because of increased turning movements on and off the highway. Because commercial services are available nearby in Albany, Corvallis and Tangent, there is little need to provide additional rural commercial zoning on Highway 34.

(U) Land which is not now designated for commercial uses may at some time be needed for rural commercial development. There may be an unforeseen need for a rural commercial service which cannot be met elsewhere. Although the need for additional freeway commercial land is not apparent now, future needs are unpredictable. In either case, whether there is a need for additional rural or freeway commercial zoning, the process to designate additional land for commercial use is the same. A *Comprehensive Plan* amendment and an exception to the Statewide Goals may be proposed for review by the planning commission and board of commissioners. This is a rigorous review which requires extensive findings proving that there are no other locations available within an UGB or in the county and that the proposal is consistent with *Plan* policies and all of the applicable Statewide Goals. If a *Comprehensive Plan* amendment is approved, then the property would be rezoned to either the RCM or FIC zoning designation.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

**905.510 Goals for commercial lands**

(A) Provide for rural commercial and freeway related commercial uses which are needed for rural residents, tourists and motorists.

(B) Ensure that commercial development is compatible with farming and forestry practices on nearby land.

(C) Integrate rural commercial development opportunities with rural development strategies such as tourism and resource related industries.

(D) Ensure that commercial development will not create traffic safety concerns or reduce the carrying capacity of state highways and county roads.

[Adopted 80-335 eff 9/2/80]

### **905.520 Policies for commercial lands**

(A) The policies for commercial lands are set forth in subsection (B) of this section.

(B) *Policies.*

(1) The Freeway Interchange Commercial (FIC) zone has been established to provide for tourist and Interstate 5 transportation needs and to a lesser extent, services for surrounding residences. The FIC zone can only be applied at freeway interchanges or adjacent to property which is zoned FIC. Additional FIC zoning will only be permitted when a *Plan* amendment and exception is approved.

(2) The Rural Commercial (RCM) zone is intended to provide for a restricted scale of commercial development for rural residents and highway motorists. The RCM zone has been applied to existing commercial sites and to property already committed to commercial development. New RCM sites may be appropriate to meet a need in an area which does not have commercial zoning. A *Plan* amendment and exception would have to be approved before property could be zoned RCM.

(3) Most commercial development will occur within a UGB because of city services and the surrounding population are necessary to sustain most businesses. The county supports the use and expansion, if necessary, of a UGB for commercial development. The uses permitted in the RCM and FIC zone are intended to meet certain rural needs and those of the traveling public and have been carefully written so that the uses will not conflict with commercial

development in the incorporated communities in the county.

(4) The commercial uses permitted in the RCM and FIC zones are considered rural because the businesses will be serving the rural area and the traveling public. None of the permitted uses is intended to provide commercial services for an urban population. The commercial uses located on freeway interchanges and arterials will provide service to current and anticipated traffic and will not generate additional traffic. The FIC zone is considered a rural zone because only two types of transportation dependent commercial uses are permitted; service stations and repair shops and small markets and restaurants. The RCM zone is considered a rural zone because of the limited number and types of permitted uses, the building size standard and the restriction on the number of uses per exception site.

(5) In order to ensure that the permitted commercial uses do not exceed the intended scale of operation, a building size limitation has been established. New commercial uses must be located within a building no greater than 3,750 square feet in size. The building size standard is based on existing commercial building sizes and the need to ensure that new businesses can operate efficiently by having adequate space for customers and storage. Businesses in existing buildings (as of the date of adoption of this policy) are permitted to expand the building size up to 3,750 square feet or by up to fifty per cent of existing building size, whichever is greater. In no case, may the expansion result in a building which exceeds the greater of 3,750 square feet or a fifty percent expansion of the existing building size.

(6) As stated in the Background and Summary of Issues, a limit of three separate, freestanding commercial uses, or one per property (as mapped on the effective date of this amendment), is established at all exception sites except for C-3; C-4; C-8; C-18 and C-19. The number of uses permitted at each site is limited in order to maintain a scale of development consistent with a rural area. The sites which have been exempted

from the limitation are already developed with three or more commercial uses.

(7) Access points for commercial development shall be minimized to reduce conflicts with thru traffic. The county Roadmaster and if a state highway is involved, the state highway division, will be asked to review and approve access points for proposed commercial development.

(8) It is the intent of the *Plan* to maintain the present supply of RCM zoned land between the Willamette River and the Interstate freeway and to discourage the conversion of agricultural, residential and industrial land to commercial uses. The *Plan* is discouraging more commercial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional highway commercial development will create more turning movements on and off the highway. Because commercial services are available nearby in Corvallis and Albany there is little need to provide additional rural commercial zoning on Highway 34.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

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## VII. INDUSTRIAL LAND

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### 905.550 Industrial land; background

(A) Early manufacturing in the county consisted of saw and grist mills. Flour mills served a large area and the saw mills served a local population because of poor roads and the difficulty of transporting lumber. In 1850, the U.S. Census reported that eighteen people were employed in manufacturing products worth \$189,000. By 1890, there were 69 industries employing about 407 people.

(B) Mining, in addition to agriculture and lumber was a dynamic industry during the early 1860's. At that time, the Quartzville mining district was established in order to mine gold and silver. However, by the end of the decade interest waned when riches were not realized. The mines were

reopened in 1887, but were closed permanently by 1900. Mining in the Calapooia River drainage started in 1890 with the opening of the Lucky Boy mine. By 1912, the Lucky Boy mine closed and so did most of the other mining activity in the area.

(C) As would be expected, many of the early industries were started to produce the necessities of pioneer life. Chairs were made in Syracuse, the first town in Linn County. Plows, wagons and pottery were produced for early settlers in Brownsville and Harrisburg. Most industries were operated out of the settlers' homes and the manufactured goods were traded locally because the roads were not suitable for transporting finished products.

(D) The Lebanon Paper Mill was opened early in 1890 after residents of Lebanon put up \$5,000 to help get the plant started. Straw paper used for wrapping was produced in 1892 and later wood pulp was used to make manila paper. The paper mill was sold in 1906 and merged into the Crown Zellerbach Corporation in 1937. Although paper is no longer manufactured at the site, some buildings remain.

(E) Farm and forest related industries were integral to the growth and development of the county. Sheep raising in the valley led to the construction of four Linn County wool processing plants, the first of which was built in Brownsville in 1862. The Nebergall Packing Plant, built in 1915, became a regional processing plant for cattle and hogs. Each community had a dairy and in 1896 a cheese factory was started in Lebanon. The Albany Creamery Associated was incorporated in 1895, the Bohle Creamery in Lebanon started in 1913 and a condensery was built in Scio in 1921.

(F) The forest industry has provided the backbone of the Linn County economy for over 50 years. The early days of logging with cross-cut saws and skidding logs with oxen or floating logs to streamside mills provided wages and a way of life that continues into the 1990's. Modern logging and milling techniques are based on years of experience and research, but still require the hard work of the labor force.

(G) Starting in the late 1970s changes in the timber industry left mill sites abandoned or operating below capacity. The decline in this industry adversely affected the local economy and communities in Linn and other timber producing counties.

(H) Linn County needs to have a diversified economy and to provide opportunities for new jobs. One way to accomplish this goal is through maximizing the use of land zoned for industrial use. Identifying industrial sites that have fewer land use barriers can enhance development opportunities.

(I) Industrial land sites are referred to as project-ready when they are appropriately zoned, have access to necessary public facilities, and have no environmental or other concerns that would cause undue delay to an industry wanting to develop the site. The lack of available project-ready industrial sites in Linn County makes it difficult to attract new industries and the jobs they bring with them.

(J) Linn County's current industrial base is still dependent upon agriculture and forestry. The value of forest and agricultural products exceeds other products of manufacturing. Numerous resource related industries have located in the county to provide support services such as machine shops, truck and equipment repair and heavy construction. In fact, of the approximately 95 industrial land uses located outside of an urban growth boundary, nearly 40% involve the manufacturing, processing, selling or servicing of products related to agriculture or forestry. A complete inventory of industrial uses and location is included in the exception statement.

(K) In addition to resource related industrial land uses, there are many businesses which provide services for rural and urban areas. Examples of these industries are construction related services and the sale and service of cars, trucks, recreational vehicles and boats. Most of the heavy industrial sites are located in the eastern part of the county with the lighter industrial uses located closer to Albany and Corvallis. The most intensive area of industrial development occurs on Highway 34 between Corvallis and Oakville Road and on

Highway 20 between Lebanon and Sweet Home. These two areas contain about 60% of all the industrial uses outside urban growth boundaries.

(L) The county land use *Plan* is designed to ensure that farm and forest land is used in a manner that enhances the productivity of the land. Farm and forest industries have provided many opportunities to develop agriculture and timber resources into products which are used throughout the region, other parts of the country and in many parts of the world. The inventory of industrial land uses shows the very significant role that farm and forest products have in the Linn County economy. For that reason, land has been zoned for industrial use to permit the expansion of rural based industries whenever possible.

(M) It is expected that most new industrial uses will locate within one of the urban growth boundaries (UGB) in Linn County. Important public facilities, including water and sewer systems are more economically and efficiently provided by the cities. The labor force is also close by. Further, within the context of land use regulations, cities are able to plan for future industrial development by zoning undeveloped land for industrial use. A county cannot zone undeveloped land for industrial use unless that land is already committed to development or "needed" for a specific type of use.

(N) However, it is not always feasible nor desirable to locate industrial uses within an urban growth boundary. A rural setting is more appropriate for land uses which need to be isolated from conflicting uses. Also, proximity to raw materials, other industrial uses, key transportation networks or an energy supply may provide comparative advantages not available elsewhere. The two primary industrial zones in the Land Development Code permit rural limited industrial and heavy industrial uses. The Limited Industrial zone is generally applied to activities which are conducted inside of a building. In the Limited Industrial zone, manufacturing or processing is to occur inside with outdoor activities limited to equipment or material storage. The Heavy Industrial zone is applied to manufacturing

activities which include outside processing or require a more isolated location. Heavy industrial uses are generally more intensive than limited industrial uses. This is because most heavy industrial uses have operational characteristics which are more likely to have a negative impact on other land uses in the area. Examples of heavy industrial land uses include saw mills and the manufacture of paper products..

(O) Some existing industrial uses cannot be classified as rural. Under the context of the Statewide Goals, uses which are not rural must be labeled “urban” and planned for in a different manner. In many cases, urban types of development in areas outside of an urban growth boundary require an exception to Goal 14 (Urbanization). This is what has been done for about 320 acres which are already developed or committed to urban uses. The area which is developed or committed to urban types of development has been established in the exception. In both the LI and HI zones there are several existing urban uses which are specifically identified and permitted as outright uses. The expansion of these uses is permitted on land which is already committed or developed to the listed use.

(P) Requiring goal exceptions to make an abandoned or diminished mill site ready for and attractive to industry can discourage redevelopment of the site. Such sites should be eligible to be quickly approved for redevelopment, or connected to public sewer services. To that end, the 2003 Legislature adopted measures (HB 2614) to allow counties to identify, rezone as necessary, and permit the development of abandoned or diminished mill sites, including connections to public sewer systems, without requiring an exception to existing Statewide Planning Goals, including Goal 3, Goal 4, Goal 11 and Goal 14.

(Q) As used in this *Plan*, “abandoned or diminished mill site” means a mill, plant or other facility engaged in the processing or manufacturing of wood products, including sawmills and facilities for the production of plywood, veneer, hardboard, panel products, pulp and paper, that: (a) is located

outside of urban growth boundaries; (b) was closed after January 1, 1980, or has been operating at less than 25 percent of capacity since January 1, 2003; and (c) contains or contained permanent buildings used in the production or manufacturing of wood products.

(R) To encourage industrial development and job creation, the *Plan* and the Land Development Code allows the industrial development, and rezoning as needed, of abandoned or diminished mill sites consistent with the provisions of HB 2614.

(S) The county does not have adequate information to identify abandoned or diminished mill sites that qualify for rezoning or redevelopment under HB 2614. The county will work with individual property owners to facilitate the identification of qualifying mill sites through the *Plan* amendment, Land Development Code amendment, and specific conditional uses procedures in the Land Development Code.

(T) As previously described, properties adjacent to Highway 34 are developed with numerous industries. Most of this development is located within two clusters; one near Oakville Road and the other near Peoria Road. The diversity of these two areas is recognized by an Urban Development (UD) zoning designation which has been applied only to these two areas. The purpose of the UD zone is to permit the continuation and expansion of existing uses and their replacement with similar uses. The UD zoning district will be restricted to two intensively developed areas on Highway 34. A description of the areas zoned UD is found in the Highway 34 exception.

(U) Other industrially zoned land on Highway 34 will be limited to rural types of industrial development. This is because the county considers state Highway 34, between the Interstate Freeway (I-5) and the Willamette River, as an area of special concern. This area is characterized by a mixture of agricultural, residential, industrial and commercial uses. Further development along this corridor is likely to be proposed because of the proximity to Corvallis, Albany, Tangent and the



freeway; the presence of a five lane state highway; visibility to a high volume of traffic; and the nature of existing development.

(V) It is the intent of the *Comprehensive Plan* to maintain the present supply of land zoned for limited industrial uses between the Willamette River and the Interstate freeway and to discourage the conversion of agricultural, residential and commercially zoned property to industrial uses. The *Plan* is intended to discourage more industrial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional industrial development will create more turning movements on and off the highway. Because industrial land is available nearby in Corvallis, Albany, Tangent and Millersburg, there is little need to provide additional locations for industrial development opportunities on Highway 34.

(W) Several rural industrial sites have been identified on the *Plan* map as Industrial Reserve. The Industrial Reserve *Plan* designation is intended to provide identification of future industrial sites which will be included in an UGB at some time in the future. The Industrial Reserve designation may only be applied with the consent of the affected city and to property which is adjacent to a growth boundary or is in the path of urbanization.

(X) Property designated Industrial Reserve will have locational qualities such as:

- (1) Access to transportation networks.
- (2) Generally flat topography which is well drained.
- (3) Limited, if any, physical limitations such as the presence of natural hazards.
- (4) Adequate size and shape.
- (5) Limited exposure to existing or future conflicting uses.
- (6) Future availability of water, sewer, fire protection and utilities.
- (7) Proximity to a labor market.
- (8) Adjacent to an urban growth boundary or within a path of urbanization.

(Y) Any Industrial Reserve site shall be zoned with an appropriate resource designation (Exclusive Farm Use, Farm/Forest or Forest Conservation and Management) until needed for development. A resource zone will protect the site(s) from potentially conflicting uses and will maintain consistency with agricultural and forest lands Statewide Goals.

(Z) When the site is to be included within an urban growth boundary, a zone amendment and review specified in Goal #14 (Urbanization) will be needed. A *Plan* amendment is required to place land under an Industrial Reserve designation.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 04-055 §1 eff 3/31/04]

### **905.560 Goals for industrial lands**

(A) Provide for the orderly development of land for rural industrial uses.

(B) Recognize identified industrial operations as viable county land uses.

(C) Provide opportunities for diverse rural economic development.

(D) Facilitate the identification and development of qualifying abandoned or diminished mill sites where development permits and rezoning, as needed, may be obtained without taking exceptions to land use planning goals regarding agricultural lands, forestlands, public facilities and urbanization.

[Adopted 80-335 eff 9/2/80; amd 04-055 §1 eff 3/31/04]

### **905.570 Policies for industrial lands**

(A) The policies for industrial lands are set forth in subsection (B) of this section.

(B) *Policies.*

(1) The Urban Development district may be applied to property with an Industrial *Plan* designation when a zone amendment and Goal 14 exception are approved. The two Urban Development district sub-zones are intended for two specific existing exception sites on Highway 34 which are identified in a separate exception document. No other sites have been considered as suitable for the Urban Development designation. Any future application of the UD district will require a Land Development Code text amend-

ment to establish uses appropriate for the site. Additionally, a Goal 14 exception is required prior to application of the UD district.

(2) A zone amendment from one of the two rural industrial zones (LI & HI) to the other may be approved if the zone amendment decision criteria are met as well as the requirements of Planning and Zoning for Exception Areas in OAR 660-004-0018.

(3) Expansion or replacement of an urban industrial use is permitted if an urban exception has been adopted and if applicable property development standards are met. If an existing development is not included as an urban exception, alterations and/or expansions may be permitted only through a nonconforming use review.

(4) The majority of new industrial sites will be located within an urban growth boundary to take advantage of public facilities and utilities. The county supports the efforts of the various cities to plan and prepare land for industrial development.

(5) The Limited Industrial and Heavy Industrial zoning designations will be applied to developed and committed rural industrial sites. The rural industrial zones consist of uses which are dependent upon close proximity to natural resources, raw materials or rural products. Further, they may also be dependent upon an isolated location because of operational characteristics or they may consist of small scale rural dependent land uses.

(6) The expansion of existing industrial uses should occur whenever possible on undeveloped industrially zoned.

(7) The on-site primary processing of forest resources in the Forest Resource *Plan* designation shall be considered compatible with other permitted uses. Temporary on-site processing of forest resources may be permitted in Agricultural Resource, Farm/Forest, Rural Residential, and Urban Growth Management designations through a conditional use process. Other temporary industrial activities involving primary processing of natural resources in

conjunction with farm and forest uses may be permitted in Agricultural Resource, Farm/Forest, and Forest Resource *Plan* designations.

(8) The expansion of existing industry is encouraged. Expansion onto resource land may be permitted through the *Plan* amendment and exception process.

(9) Industrial activities and associated waste discharges shall comply with the environmental quality standards of the Department of Environmental Quality.

(10) Expansion of the James River/Pope and Talbot paper plant shall be encouraged. An additional 280 acres has been rezoned to Heavy Industrial in anticipation of the plant expansion.

(11) An Industrial Reserve *Plan* designation may be applied, after an approved *Plan* amendment, to land which is desirable and suitable for future industrial development. Property designated for Industrial Reserve will have locational qualities such as:

(a) Access to transportation networks.

(b) Generally flat topography which is well drained.

(c) Limited, if any, physical limitations such as the presence of natural hazards.

(d) Adequate size and shape.

(e) Limited exposure to existing or future conflicting uses.

(f) Future availability of water, sewer, fire protection, and utilities.

(g) Proximity to a labor market.

(h) Adjacent to an urban growth boundary or within a path of urbanization.

(12) Land designated Industrial Reserve shall be zoned Exclusive Farm Use, Farm/Forest or Forest Conservation and Management. An industrial reserve site shall be included in an urban growth boundary before development may occur.

(13) Land divisions for property designated Industrial Reserve will only be approved when it is shown that future industrial development of the property will not be made more difficult.

(14) An Exclusive Farm Use-80 acre minimum property size zone designation may be applied to future industrial sites located within a city planning area or urban growth boundary. The intent of the designation is to retain properties for industrial uses requiring a large land area until the property can be incorporated.

(15) Development of a major facility shall be compatible with surrounding land uses and shall not have a significant negative impact on the overall land use pattern in the area.

(16) A Planned Unit Development (PUD) sub-district will overlay the entire 63 acres of the industrial portion of T11S, R4W, Section 34, Tax-lot 300. The boundaries are the northern line of the Oregon Electric Railroad easement extend southerly to the highway. Land divisions and uses in the PUD are as follows:

(a) While a partitioning may occur in the industrially designated portion of the site, minimum property size shall be 30 acres.

(b) If the industrially designated portion of the site is divided, final properties must be provided with rail and road access.

(c) Use of any and all properties will be limited to agricultural and forestry based activities which support local, rural resource industries. Development proposals will be reviewed through the provisions of the Land Development Code.

(d) No permanent non-resource related dwellings may be constructed on any portion of the total 98 acre site.

(e) Highway access shall be limited to the points previously approved by the state highway division. When any partitions are proposed, highway access shall be reserved and assured through review for appropriateness and location. Review shall be carried out by the division engineer or designated agent of the state highway division.

(f) Availability of potable water, water for wastewater treatment and on-site subsurface disposal must be proven prior to approval of any partitions or issuance of building permits.

(g) Any potentially adverse impacts on adjacent or nearby agricultural lands as a result of site development must be mitigated to the satisfaction of the planning commission prior to issuance of any approvals or development permits.

(17) It is the intent of the *Plan* to maintain existing LI zoning along Highway 34 between the Willamette River and the Interstate Freeway and to discourage the conversion of agricultural, residential and commercial land to industrial zoning. The intent of the *Plan* is to discourage more industrial zoning because it will create traffic conflicts on the highway and will be inconsistent with planning efforts of Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds. As an "Access Oregon Highway," it is intended to be a limited access, high volume arterial. Additional highway based industrial development will create more turning movements on and off the highway. Because industrial land is available nearby in Corvallis, Tangent and Albany, there is little need to provide for additional industrial zoning designations on Highway 34.

(18) Future consideration should be given to construction of frontage roads along Highway 34 between the Willamette River and Oakville Road in order to reduce traffic conflicts. A specific plan for this policy would be appropriate, but can be accomplished only with financial and technical assistance which is not available as of the date of this policy statement (1991).

(19) The existing Limited Industrial and Heavy Industrial zones have been retained for application within an urban growth boundary. The zones have been retitled to UGB-Limited Industrial and UGB-Heavy Industrial. Neither of these zones may be applied to areas outside of an urban growth boundary.

(20) As used in this *Plan*, "abandoned or diminished mill site" shall mean a mill, plant or other facility engaged in the processing or manufacturing of wood products, including sawmills and facilities for the production of

plywood, veneer, hardboard, panel products, pulp and paper, that:

(a) Is located outside of urban growth boundaries;

(b) Was closed after January 1, 1980, or has been operating at less than 25 percent of capacity since January 1, 2003; and

(c) Contains or contained permanent buildings used in the production or manufacturing of wood products.

(21) Notwithstanding statewide land use planning goals protecting agricultural lands (Goal 3) or forestlands (Goal 4), or administrative rules implementing those goals, an exception to statewide land use planning goals is not required to amend the *Plan* and Land Development Code to allow an abandoned or diminished mill site to be zoned for industrial use.

(22) Notwithstanding a statewide land use planning goal relating to urbanization, or administrative rules implementing that goal, an exception to statewide land use planning goals is not required to amend the *Plan* and Land Development Code to allow an abandoned or diminished mill site to be zoned for any level of industrial use.

(23) Notwithstanding a statewide land use planning goal relating to public facilities and services, or administrative rules implementing that goal, an exception to statewide land use planning goals is not required for the county to approve:

(a) The extension of sewer facilities to lands that on June 10, 2003 were zoned for industrial use and that contain an abandoned or diminished mill site. The sewer facilities may serve only industrial uses authorized for the mill site and contiguous lands zoned for industrial use.

(b) The extension of sewer facilities to an abandoned or diminished mill site that is rezoned for industrial use under this section only as necessary to serve industrial uses authorized for the mill site.

(c) The establishment of on-site sewer facilities to serve an area that on June 10, 2003 was zoned for industrial use and that contains an abandoned or diminished mill site, or

to serve an abandoned or diminished mill site that is rezoned for industrial use under this section. The sewer facilities may serve only industrial uses authorized for the mill site and contiguous lands zoned for industrial use.

(24) The county may not authorize a connection to any portion of a sewer facility located between an urban growth boundary or the boundary of an unincorporated community and the boundary of an abandoned or diminished mill site or the industrial zone containing the mill site, unless a goal exception is approved as provided under a statewide land use planning goal relating to public facilities and services under ORS 197.732.

(25) Sewer facilities approved under Policy 23 of this section shall be limited in size to meet the needs of authorized industrial uses and may not provide service to retail, commercial or residential development, except as provided under a statewide land use planning goal relating to public facilities and services, or under ORS 197.732. The presence of the sewer facilities may not be used to justify an exception to statewide land use planning goals protecting agricultural lands or forestlands or relating to urbanization.

(26) The county shall determine the boundary of an abandoned or diminished mill site. For an abandoned or diminished mill site that is approved for industrial use under this section, land within the boundary of the mill site may include only those areas that were improved for the processing or manufacturing of wood products.

(27) For an abandoned or diminished mill site subject to Policy 21, Policy 22 or Policy 23 of this section, the county may approve a permit only for industrial development and accessory uses subordinate to such development on the mill site. The county may not approve a permit for retail, commercial or residential development on the mill site.

(28) For land that on June 10, 2003 was zoned under statewide land use goals protecting agricultural lands or forestlands and that is rezoned for industrial use under Policy 21 or Policy 22 of this section, the governing body of

the county or its designee may not later rezone the land for retail, commercial or other non-resource use, except as provided under the statewide land use planning goals or under ORS 197.732.

(29) Notwithstanding the limits to the type and scale of industrial activities on rural zoned land in Linn County, a specific conditional use review process shall be established to facilitate the identification and development of abandoned or diminished mill sites that are exempt from statewide planning goal exception requirements associated with Goal 3, Goal 4, Goal 11, and Goal 14.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99; amd 04-055 §1 eff 3/31/04]

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## IX. URBANIZATION

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### 905.600 Urbanization; background

(A) Linn County is a large, predominately rural county characterized by a dispersed settlement pattern and three main population centers—Albany, Lebanon and Sweet Home. The 2000 Census counted 103,069 people living in Linn County. About 67,000 reside within the incorporated boundaries of the thirteen communities in Linn County. There are about 36,000 people living in the unincorporated area of the county. By 2020, it is estimated that about 90,000 people will live in the incorporated areas and 44,000 in the county.

(B) It can be seen that most future growth is projected to occur inside the city limits. The two significant reasons for this trend are urban growth boundaries (UGBs) and the continued growth of cities. First, the establishment of UGBs has defined the path of urbanization and eventual annexation of formerly rural lands. The UGB lands surrounding cities are expected to develop during the planning period and provide most new home sites, and commercial and industrial opportunities. The urban growth area has been identified by the cities primarily on the basis of need and future serviceability. By establishing an outer limit of urbanization and providing for its modification over time, growth can be managed and directed to

suitable, pre-identified areas. The benefits of this process are:

- (1) a logical, cost-effective growth pattern;
- (2) the retention of resource lands for resource uses; and
- (3) long term planning opportunities for public facilities, including transportation systems.

(C) The urbanization process (transition from rural to urban land use) does not mean that all residential, commercial, and industrial activity will occur inside UGBs or city limits. Most intensive land uses requiring public facilities will be located within city limits or UGBs. Residential, commercial, and industrial activities outside of UGBs will be sited on the basis of locational and need criteria. These criteria are directed toward preservation of resource lands for resource uses and maintaining a scale of development consistent with rural land use.

(D) It is important not to create a development pattern within or on the fringe of the UGB which could be detrimental to long-range community planning goals. An inefficient use of land within the UGB has two negative effects. First, a sprawling development pattern results in higher costs when services such as sewer, water and utilities are extended, and followed by underutilization of the same services. Underutilization of services occurs because the random land use and ownership pattern is not easily converted to a denser, and more economical service area. Second, a poorly managed UGB will result in the need for additional land to accommodate community growth. The expansion of an UGB may result in the loss of productive resource lands. Therefore, the wise use of an UGB is critical because of its relationship to resource land, cost of services, and community planning. Urban growth management agreements have been have been adopted by the county and each incorporated community. The agreements establish a process for the cities and the county to review and coordinate development, transportation, annexation and other growth issues. The county and Lebanon recently updated the UGB agreement in order to improve

coordination efforts. As time permits, it would be worthwhile to review UGB agreements with other cities and determine if the agreements should be revised to improve management of the urban growth area.

[Adopted 80-335 eff 9/2/80; amd 01-627 §1 eff 11/20/01]

### **905.610 Policies and policy implementation for urbanization**

(A) As previously discussed throughout the text of the *Plan*, the retention of resource land for resource use is of prime importance. To that end, various policy and implementation measures have been established which will separate and in some cases prohibit conflicting uses from occurring on resource lands. In order to identify, manage, and amend urban growth boundaries, the cities and county have entered into urban growth boundary management agreements (on file at the planning department).

(B) The cities and county have agreed to a formal process for review and action on development proposals and public improvement projects within the urban growth area. The cities will make recommendations to the county on land use decision in the UGB involving: conditional use permits; planned unit developments; partitions; capital improvement programs; public improvements; and recommendations for designation of health hazard areas. On matters to be decided by the city involving the UGB such as annexations, capital improvement programs, transportation facility improvements or public facilities (water supply, sewer, and drainage system), recommendations will be provided by the county. In order to provide for an orderly and efficient urbanization process, the cities will not provide sewage service outside of their UGBs unless a public health hazard exists.

(C) Additionally, the county will hold a public hearing when the city requests an enlarged UGB. The following factors shall be considered when a change of the boundaries is requested:

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

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

(3) Orderly and economic provision for public facilities and services.

(4) Maximum efficiency of land uses within and on the fringe of the existing urban area.

(5) Environmental, energy, economic and social consequences.

(6) Retention of agricultural land as defined, with class I being the highest priority for retention and class VI the lowest priority.

(7) Compatibility of the proposed urban uses with nearby agricultural activities.

(D) Further, several cities have established “planning areas” outside their UGBs which contain lands key to future urbanization. While these lands may not be presently needed inside the UGB, the cities are concerned with their development. The cities’ right to review and comment on county land use decisions within the planning area is secured within the UGB management agreement.

(E) The Urban Growth Management (UGM) district is intended to protect and retain the urban growth area for future urban development.

[Adopted 80-335 eff 9/2/80]

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## **X. WILLAMETTE RIVER GREENWAY**

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### **905.700 Willamette River Greenway; background**

(A) The Willamette River Greenway is the embodiment of the desires of the people of Oregon to protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River. It is not the intention of the greenway program to take land away from private riparian owners or to create a corridor of public land. Indeed, the continued use of greenway land for such purposes as farming is encouraged. However, it is recognized that our ability to protect this heritage for future generations is greater now than it will ever be again. In a valley with high economic growth, the pressures to convert riverside lands to uses which would detract from

the rich and unique river environment will be great.

(B) Much of the land within the greenway is restricted from developmental uses by the nature of the land and by present uses. In Linn County 95 percent of greenway lands are in the Agricultural Resource designation. In addition, over 82 percent of the river bank is within the floodplain and is not suitable for most forms of development.

(C) The Willamette River Greenway is a means for achieving local control of some land use decisions. For a greenway landowner, this means any proposed development, change or intensification of use must be compatible with greenway goals. It does not change the landowner's right to prevent trespass. For greenway users, this program insures continued enjoyment of a precious resource while emphasizing responsibility to the greenway environment and landowners. While the public use of private lands is forbidden, there have been numerous units of greenway land purchased, or identified for purchase, from willing sellers. These will be developed in a variety of ways for public use.

(D) The idea of a greenway was first formalized into state law in 1967. In 1973, the state legislature gave responsibility to the Oregon Department of Transportation for writing a plan. They also gave responsibility to the Land Conservation and Development Commission (LCDC) for evaluation and much of the administration of this plan. In 1975, the LCDC established Goal #15, the Willamette River Greenway Goal. After extensive public hearing, LCDC adopted the greenway boundary in 1977. Maps with the exact boundaries are available in the Linn County Planning and Building Department.

(E) Linn County adopted its "Criteria and Standards for Willamette River Greenway Conditional Use Permits" in 1978. In 1979, a background report was written describing cultural and natural greenway resources. The Central Linn-Harrisburg and Albany Planning Advisory Committees developed greenway policies for Linn County. A county ordinance was then developed

establishing the Willamette River Greenway Management Overlay zone.

[Adopted 80-335 eff 9/2/80]

#### **905.710 Goal for Willamette River Greenway**

Protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River.

[Adopted 80-335 eff 9/2/80]

#### **905.720 Policies for Willamette River Greenway**

(A) The policies for the Willamette River Greenway are set forth in subsection (B) of this section.

(B) *Policies.*

(1) The continued private use of greenway land for such purposes as farming is encouraged and consistent with the goals and objectives of the greenway. The majority of these lands shall remain in private ownership. Scenic easements shall be encouraged.

(2) Most public access should be in urban areas and public parks. Only limited public access shall be provided in rural areas.

(3) All public access and recreational facilities shall be located, designed, and operated so as to minimize adverse effects including trespass and vandalism to adjacent property or farm use.

(4) Preservation, restoration, or enhancement of areas of ecological, scientific, historical, or archeological significance shall be considered if affected by development proposals.

(5) Conditional uses in the greenway shall be consistent with the purposes of the greenway.

(6) Any proposed development, change, or intensification of use shall be compatible with the site, the surrounding areas, and the environment. It shall provide for the public safety and protection of property, especially from vandalism and trespass, to the maximum extent practicable.

(7) Recreational facilities shall be provided without substantially affecting the long-term capacity of the land for farm use.

(8) A minimum building setback line of 100 feet from the ordinary high water line of the Willamette River (usually represented by the line of permanent vegetation) shall be established for all structures not water related or water dependent.

(9) Development shall be located away from the river to the greatest possible extent.

(10) Development, change, or intensification of use shall provide the maximum possible landscaped area, aesthetic enhancement, open space, or vegetation between the activity and the river.

(11) Sensitive fish and wildlife habitat, as identified by the Oregon Department of Fish and Wildlife, shall be protected. This shall include, but not be limited to, fish spawning sites, fresh water marshes, great blue heron, osprey, and eagle nest trees and an adjacent zone of trees around these nest trees.

(12) The natural vegetative fringe along the river shall, to the maximum extent practicable, be maintained for the purposes of assuring scenic quality, protecting fish and wildlife, protecting the bank from erosion, and screening uses from the river.

(13) Scenic qualities and viewpoints shall be preserved.

(14) The partial harvest of timber shall be permitted beyond the vegetative fringes in areas not covered by a scenic easement when the harvest is consistent with an approved plan under the Forest Practices Act, or, if not covered by the Forest Practices Act, then with an approved plan under the greenway compatibility review provisions. The plan shall insure that the natural scenic qualities of the greenway shall be maintained to the greatest extent practicable, or restores within a brief period of time.

(15) The quality of air, water, and land resources in or adjacent to the greenway shall be preserved in the development, change, or intensification of use of land within the green way.

(16) Extraction of aggregate deposits shall be conducted in a manner designed to encourage multiple use. Extraction shall minimize adverse effects on water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality, noise, and safety. Necessary reclamation shall be guaranteed.

(17) The development of areas acquired for public use shall be reviewed by the county through public hearings to determine compatibility with other activities along the river.

(18) The county shall designate the site for Bowers Rock State Park as Agricultural Resource on the *Plan* map and Exclusive Farm Use on the zoning map. Development of the park is not supported at this time, it is recognized that Oregon laws and the greenway goal require that county land use designations and ordinances permit the development, use and maintenance of Bowers Rock State Park.

(a) The greenway portion of the Bowers Rock park site may be developed by the state for park use.

(b) The following development considerations shall be reviewed in accordance with the conditional use provision in the zoning ordinance:

(i) Access, including ingress and egress and overall road improvements;

(ii) Parking;

(iii) Regulation of any nuisances to surrounding property;

(iv) Collection and disposal of solid waste; and

(v) Minimizing loss of agricultural land.

(19) Stream bank stabilization as recommended by the U.S. Army Corps of Engineers shall be considered a high priority need for Linn County and shall include the use of riprap, gravel bar removal, and dredging as appropriate means.

(20) The Willamette River Greenway boundaries shall be shown on county zoning maps. The official boundary shall be that boundary as provided by the Oregon Department of



Transportation, of the Land Conservation and Development Commission's order approving the Linn County segment of the Willamette River Greenway.

(21) The greenway boundary in Linn County shall be subject to review and possible revision at the time the county *Comprehensive Plan* is reviewed and updated.

(22) Within an urban area designated on the Willamette Greenway boundary maps, the siting of uses which are neither water dependent or water related within the setback area may be permitted if the exception criteria in OAR 660-04-020 (2) and OAR 660-04-022 (4) are met.

### **905.730 Policy implementation for the Willamette River Greenway**

(A) The policy set forth in LCC 905.720 (B) (1) shall be implemented by the following:

(1) The majority of the greenway is zoned Exclusive Farm Use (EFU)

(B) The policies set forth in LCC 905.720 (B) (2) to (17) shall be implemented by the following:

(1) The greenway management overlay zone contains provisions for review of impacts associated with development proposals

(C) The policy set forth in LCC 905.720 (B) (18) shall be implemented by the following:

(1) Development of a park would require a public hearing.

[Adopted 80-335 eff 9/2/80; amd 99-190 §6 eff 5/19/99]

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## **XI. AGGREGATE RESOURCES**

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### **905.800 Aggregate resources; background**

(A) Sand, gravel, crushed rock and riprap are vital elements in the economy of any region. Road, bridge, and home construction rely on a steady, dependable, low-cost supply of these aggregates. It has been estimated that for every housing unit built in the Linn-Benton region during the 1960-70 period, 176 cubic yards of concrete was needed for the structure and for associated facilities such as streets, sewers, libraries, schools and shopping centers.

(B) Per capita aggregate consumption tends to be higher in rural areas than in cities. Road maintenance, nonresidential construction and farm-related use account for a significant percentage of aggregate consumption. Per capita consumption of aggregate in Oregon in 1993 was 17.5 tons, or approximately 12.28 cubic yards. Total aggregate demand will increase as the population of the region continues to grow.

(C) The weight and bulk of aggregates makes sand, gravel, and crushed rock prices especially sensitive to transportation costs. Shipping costs are directly related both to travel time and distance to market, and normally account for more than one-quarter of the cost of aggregates delivered within 10 miles of the source. At 20 miles from the source, transportation costs typically double the delivery price of the aggregate material.

(D) The quality of aggregate materials affects how and where materials are used, and to what use the materials are best suited. Supplies of high-quality aggregates are limited by geology and competing land uses. Land containing aggregates that can be economically and safely mined and that are located close to where the resource can meet future needs must be set aside for future mining. Numerous extraction sites that provide a range of materials relatively near urban centers are necessary for urban development to occur at a reasonable cost.

(E) Existing and potential aggregate resource sites are being lost and threatened primarily due to the encroachment of urban and rural residential development and a lack of knowledge about the resource base. Conflicts often arise between aggregate operations and area residents as a result of long operating hours, noise and dust, heavy truck traffic, visual unattractiveness and blasting, activities that are necessary if these materials are to be produced. Existing extraction sites and potential resource areas need protection from land uses that result in compatibility problems. Similarly, existing residential areas should be protected from significant impacts that may be associated with aggregate mining.

(F) Aggregate resources are included in Statewide Planning Goal 5 (Open Spaces, Scenic and Historic Areas and Natural Resources). Aggregate resources must be inventoried and significant resource sites must be protected for use by future generations. If there are significant conflicts between a resource extraction and processing site and nearby land uses, the County must determine the level of protection to give the resource site.

(G) In Linn County an Aggregate Resource Overlay (ARO) is established in the Agricultural Resource, Farm/Forest and Forest Resource plan designations when a significant aggregate resource site qualifies for protection from conflicting land uses. This permits mining and processing of these resources to occur and, following mining, the return of these areas to open space uses. The Exclusive Farm Use, Farm/Forest and Forest Conservation and Management zones shall be used to protect potential aggregate resources in these areas.

(H) Not all aggregate extraction areas are sufficiently important or isolated to permit extraction and processing as an outright use. Certain sites having access points or extraction areas too close to existing development, or too visible to the general public, can present a significant level of conflicts. Proposals to mine aggregate resources in such areas must be reviewed on a case-by-case basis to ensure that possible impacts are minimized.

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99]

### 905.810 Goals for aggregate resources

The goals shall be:

(A) Recognize aggregate resources as a non-renewable resource vital to community development.

(B) Promote the wise management and efficient use of aggregate resources to meet the present and future needs of people.

(C) Coordinate the development of mineral and aggregate resources with other uses of land to minimize conflicts.

(D) Minimize the environmental and aesthetic impact of extraction and processing areas.

(E) Develop means that will assure the protection and use of significant mineral and aggregate resource sites.

(F) Seek to make aggregate resources available at reasonable costs for the overall development of Linn County.

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99]

### 905.820 Policies for aggregate resources

(A) The policies for aggregate resources are set forth in subsection (B) of this section.

(B) *Policies.*

(1) Linn County shall consider mineral and aggregate resource extraction and processing as a resource use of the land in Agricultural Resource, Farm/Forest and Forest Resource plan designations.

(2) To identify and protect significant mineral and aggregate resources, Linn County shall follow the procedures and criteria in Statewide Planning Goal 5 and the Goal 5 administrative rule.

(3) Linn County shall maintain an inventory of identified aggregate resource sites. The inventory shall comprise four categories:

(a) *Sites the County has determined are not significant.* These sites are “non-significant” sites. Under the original Goal 5 rule these sites were referred to as “1A sites.” The sites determined to be non-significant are set forth in an inventory in Appendix 4 — entitled “Inventory of Non-significant Sites” (Formerly “1A” Sites) following this Chapter.

(b) *Sites for which insufficient information about the location, quality and quantity of the resource is provided to determine whether the site is significant.* These sites are “possibly significant” sites. Under the original Goal 5 rule these sites were referred to as “1B sites.” The sites determined not to have enough information to make a determination of significance are set forth in an inventory in Appendix 3 — entitled “Inventory of Possibly Significant Sites (Formerly “1B” Sites)” following

this Chapter. The inclusion of a site in this category will serve to notify the owner and all other persons of the need to assess and document the value of the resource before conflicting uses become established in the area. The Director will address each resource site pursuant to this Subchapter when an application is filed by the owner with the Director requesting approval of the site for mining. If the decision maker determines that the site needs reclassified, the site will be so reclassified and the appropriate inventory in LCC Chapter 905 (Land Use Element Code) will be amended to include the site.

(c) *Sites the County has determined are significant resources to be protected by Goal 5 and approved for mining pursuant to an ESEE analysis.* These sites are “significant” sites. Under the original Goal 5 rule these sites were referred to as “2A,” “3A,” and “3C” sites. The sites determined to be significant aggregate sites are set forth at the end of this Chapter in one of the following inventories:

(i) Appendix 5 — entitled “Inventory of Significant Sites Without Conflicting Uses (Formerly “2A” Sites),”

(ii) Appendix 6 — entitled “Inventory of Significant Sites With All Conflicts Minimized,” or

(iii) Appendix 7 — entitled “Inventory of Significant Sites Protected by Goal 5 and Approved for Mining Pursuant to an ESEE Analysis (Formerly “3A” and “3C” Sites).

(d) *Sites the County has determined are significant resources but not to receive Goal 5 protection and not approved for mining pursuant to an ESEE analysis.* These sites are “significant” sites. Under the original Goal 5 rule these sites were referred to as “3B” sites. These sites do not warrant the protections of Goal 5 and are not approved for mining pursuant to an ESEE analysis. A development permit may be issued under LCC 921.562 for a site described in this subparagraph. The sites determined to be significant aggregate sites but not receiving Goal 5 protection are set forth at the end of this Chapter in Appendix 8 — entitled “Inventory of Significant

Sites Not Protected by Goal 5 and Not Approved for Mining Pursuant to an ESEE Analysis (Formerly “3B” Sites).

(4) An aggregate resource site shall be considered significant if the site meets the significance criteria in the Goal 5 administrative rule.

(5) Linn County shall apply an Aggregate Resource Overlay to:

(a) significant aggregate resource sites where no conflicting uses are present; and

(b) significant sites that qualify under the Goal 5 planning process for full or partial protection from conflicting uses.

(6) The application of an aggregate resource overlay shall include the resource site and the surrounding land within an identified impact area.

(7) Where conflicts exist between a significant aggregate resource site and other land uses, and reasonable and practicable measures are identified to minimize the conflicts, Linn County shall adopt provisions to minimize the conflicts and allow mining.

(8) Where identified conflicts between a significant aggregate resource site and other land uses cannot be minimized, and the conflicting land use qualifies under the Goal 5 planning process for full protection from the impacts of developing the aggregate resource, mining and processing of the resource shall not receive Goal 5 protection.

(9) If an aggregate resource site is not significant, mining and processing may be permitted only through the conditional use permit process.

(10) Where a new aggregate extraction site or expansion of an existing site is proposed, a site development plan shall be submitted for review by Linn County. The County shall evaluate such proposals and attach operating conditions when necessary. The proposal shall include the following:

(a) Provision of buffering and visual screening throughout the extraction period, and other means designed to minimize existing or potential conflicts with surrounding land uses;

(b) Development, where necessary, of all-weather access roads. Access roads shall be developed in a location and maintained in a manner that will minimize the impacts on neighboring properties and existing residential structures;

(c) Analysis of the overlying soils capabilities for long-term agricultural or forest resource use;

(d) Mechanisms to minimize the impact on air, surface and ground water quality, fish and wildlife habitat and general environmental quality;

(e) Acceptable proposed final use;

(f) Reclamation plan approved by the Department of Geology and Mineral Industries that results in the final use;

(g) Provisions for public safety; and

(h) Other site development information required by the Land Development Code.

(11) Proposals for extraction and processing of aggregate resources in the Agricultural Resources, Farm/Forest and Forest Resource plan designations shall incorporate as a final use agricultural or forest resource production, recreational sites, wildlife habitat or other similar open space land uses. Linn County shall determine whether the proposed final use is an acceptable use.

(12) Linn County review of proposed aggregate extraction and processing sites and of proposed expansions to existing sites shall be coordinated with state agency review.

(13) Conditional use permits issued for aggregate extraction shall identify an area for extraction and standards for development. A proposed expansion beyond the identified extraction area shall require an evaluation of the operation's performance under the existing permit conditions.

(14) Aggregate and mineral resource sites shall comply with all applicable reclamation standards of federal and state agencies.

(15) Neither new aggregate resource extraction sites nor the expansion of existing extraction sites shall be permitted in areas designated Rural Residential or Rural Center.

(16) There is insufficient location, quantity, and quality information to determine the significance of numerous existing aggregate resource sites. When more complete information becomes available, the county will evaluate these sites for location, quantity, and quality and determine whether there are conflicting uses. Where an aggregate site is determined to be significant and conflicting uses are identified, then further application of the Goal 5 administrative rule will occur.

(17) Most aggregate extraction and processing sites are located in resource areas where potential conflicting land uses may occur. In order to minimize conflicts, additional property development standards, including increased setbacks and screening for residential structures, shall be incorporated into the Land Development Code. These standards shall be applied to new uses that are locating adjacent to identified aggregate resource sites.

(18) Information regarding potential sources of aggregate resources is not available. When potential aggregate sites are identified, the county will evaluate the location, quantity, and quality of the resource. Additional evaluation consistent with Goal 5 and the Goal 5 administrative rule will be performed.

(19) Existing aggregate resource sites that are in the Aggregate Extraction and Processing (AXP) zoning district shall be included in the inventory of significant aggregate resources as sites that qualify for full Goal 5 protection. These sites shall revert to the previous resource zoning designation when mining and reclamation are complete.

(20) Recording a waiver of remonstrance in compliance with LCC 933.150 (B), is evidence that a conflict has been minimized under LCC 939.140, or resolved under LCC 939.150 or 939.190.

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00]

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## XII. NON-RESOURCE LANDS

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### 905.900 Non-resource lands; background

(A) Linn County's diverse landscape includes fertile bottom lands and terraces throughout the valley floor and abundant forests. These productive resource lands established Linn County's early settlement patterns and rural heritage. The farm and forest use of land continues to be of significant cultural and economic importance to the citizens of Linn County. The Agricultural Resource, Forest Resource and Farm/Forest elements of the Comprehensive Plan recognize the importance of farming and forestry to the county's history, culture and economy, and establish a framework to manage productive farm and forest land for future generations.

(B) Productive floodplains, terraces and foothills inspired settlers to build homes and make a life in Linn County. Unincorporated rural centers such as Holly, Lacombe, Jordan, Shedd, Crabtree, Peoria and Crawfordsville grew as farming and forest activity shaped Linn County's economy. As the county grew, rural settlements were established close to Lebanon, Sweet Home and Albany. Economic diversification, aided by the automobile and good roads allowed people to live in the country and work in the city. About 35 percent of the county's population resides in unincorporated areas. The option of living wherever one wanted continued until land use regulations were established in the early 1970's. Since that time, land use regulations adopted by the legislature and the Land Conservation and Development Commission (LCDC) for farm and forestland have limited the number of new homesteads that can be built on resource land.

(C) Long range planning for resource land evolved with the adoption of Statewide Planning Goals 3 (Agricultural Lands) and 4 (Forest Lands). When Linn County adopted a new comprehensive plan on September 2, 1980, about 98% of unincorporated land was designated as Forest Resource, Agricultural Resource or Farm/Forest. The remaining land area was considered

"committed" to residential, commercial or industrial uses or designated as future city growth areas and zoned accordingly.

(D) The planning process leading up to the adoption of the 1980 plan did not include any discussion or evaluation of non-resource land. This was because at the time, land use regulations provided a process to evaluate and review poor or non-productive resource property on a case-by-case land use basis. A home could be built on low quality EFU or F/F zoned land if certain criteria were met. The land use system gave property owners an opportunity to obtain a conditional use permit for a non-resource dwelling so there was no need to determine whether there were non-resource lands in Linn County.

(E) Since the 1980 county land use plan was adopted, the statewide land use rules have changed. The opportunity to partition land or build homes on poor EFU and F/F zoned land has diminished. Maintaining a resource designation on property that is not productive is an unfair burden to the owner. It is appropriate to establish policies and procedures for the identification and possible conversion of some resource zoned land to a non-resource designation.

[Adopted 04-nnn §1 eff mm/dd/04]

### 905.910 Resource lands; description

(A) Resource lands are farm and forestlands that can support agricultural and forest production as defined in Statewide Planning Goals 3 and 4. Goal 3 defines agricultural land as predominantly Class I, II, III and IV soils as identified in the Soil Capability Classification System of the United States Natural Resources Conservation Service. Agricultural land includes other land that is suitable for farm use taking into consideration soil fertility, suitability for grazing, climatic conditions, existing and future availability of water for farm irrigation purposes, existing land-use patterns, technological and energy inputs required, or accepted farming practices.

(B) Agricultural land also includes land that is necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands. Land in capability classes other than Class I

through IV soils that is adjacent to or intermingled with lands in capability Class I through IV soils within a farm unit are agricultural lands even though this land may not be cropped or grazed. Agricultural land does not include land within urban growth boundaries or land within Goal 3 or Goal 4 exception areas.

(C) Land designated in the Agricultural Resource and Farm/Forest plan designations are zoned Exclusive Farm Use (EFU) and Farm/Forest (F/F). Approximately 400,000 acres are zoned for farm and other uses allowed in the EFU and F/F zones. EFU zoned land is located mostly on the valley floor and the F/F land is located more in the foothills.

(D) Linn County has mostly productive farm and forestland. Unproductive lands that are intermingled within a farm or forest unit or are necessary to support farm or forest practices are considered resource lands.

(E) As defined in Goal 4, forest resource lands are lands that are suitable for commercial forest uses including adjacent or nearby lands which are necessary to permit forest operations or practices; and other forested lands that maintain soil, air, water and fish and wildlife resources. Nearly two-thirds of Linn County (approximately 930,000 acres) has a plan map designation of Forest Resource and is zoned Forest Conservation and Management (FCM). The United States government or forest industry corporations own most of the Forest Resource area. The FCM zone is applied almost exclusively to corporate and publicly owned forestland. County zoning regulations do not permit new dwellings on FCM land. A smaller area of privately owned forestland is designated and zoned F/F.

[Adopted 04-nnn §1 eff mm/dd/04]

### 905.920 Non-resource lands; description

(A) "Non-Resource" land in Linn County is land that is not subject to Statewide Planning Goal 3 or Goal 4 (OAR 660-04-005(3)). Non-resource land is not suitable for agricultural or forest use based upon the following criteria which are summarized from the goals and administrative rules:

(1) The land is not predominantly SCS Class I, II, III and IV soils.

(2) The land is not intermingled with or adjacent to SCS Class I-IV land within the same farm unit.

(3) The land is not suitable for farm use taking into consideration:

(a) Soil fertility;

(b) Suitability for grazing;

(c) Climatic conditions;

(d) Existing and future availability of water for farm irrigation purposes;

(e) Existing land use patterns;

(f) Technological and energy inputs required; or

(g) Accepted farming practices.

(4) The land is not necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands.

(5) The land is not suitable for commercial forest uses including adjacent or nearby lands which are necessary to permit forest operations or practices on commercial forest lands or other forested lands that maintain soil, air, water and fish and wildlife resources.

(B) Non-resource land does not include exception areas where the resource land goals (Goal 3 & 4) have already been found not to apply. Exception areas are designated Rural Residential, Rural Center, Commercial, Industrial, or Urbanization in the comprehensive plan. Non-resource land can be designated residential through a plan amendment process if it can be shown that the exception criteria (Goal 2 & administrative rules) are met. However, non-resource land is likely to be undeveloped land that would not qualify through the exception process.

(C) The changing nature of the land use regulatory system was not foreseen when the 1980 comprehensive plan was adopted. It is now appropriate to more carefully determine whether existing EFU or F/F zoned land is accurately designated. Amending the county land use plan by adding a non-resource map designation and policy section is the first step in this process. Non-resource Plan policies are intended to guide the

public and county decision makers through the review and possible identification of non-resource land. It is expected that a substantial amount of information will be needed to demonstrate that property presently designated either EFU or F/F should be rezoned to a non-resource designation. Based upon the number of acres zoned EFU and F/F and the complex resource land definitions, it is unrealistic to proactively study and identify which land may be non-resource. It is more practical for landowners to make application for a plan amendment to a non-resource designation. County planning staff can assist with the application process, but the applicant is responsible for providing adequate information to justify changing the plan map and zoning designations.

(D) An appropriate use for non-resource land is low-density rural residential development when it is shown that residential suitability characteristics are met. Low-density residential development means the opportunity to build homes on new five or ten acre parcels. Building homes on existing parcels is also appropriate on non-resource land. Suitability factors to be considered when designating non-resource land are:

- (1) Compatibility with the land use pattern in the surrounding area;
- (2) Subsurface sewage disposal suitability;
- (3) Domestic water supply availability;
- (4) Adequacy of road access;
- (5) Availability of fire protection service;
- (6) Limited exposure to natural hazards; and
- (7) No significant impact on resource lands in the surrounding area.

(E) The non-resource land amendment review process will consider whether the applicant's property is non-resource and if so whether it is appropriate to permit low-density residential development.

[Adopted 04-nnn §1 eff mm/dd/04]

### **905.930 Location of non-resource lands**

(A) Non-resource land is most likely to be found in areas where there is poor soil or steep slopes. Old river beds, gravelly soils, buttes and basalt outcroppings are likely to be considered non-resource land. These conditions generally are not conducive for farming or forestry. Other areas that may qualify have not historically been in either farm or forest use nor used in conjunction with farming or forestry. Site specific conditions may exist that preclude farming or forestry on these sites.

(B) Other non-resource areas may exist near rural residential exception areas. Existing development may preclude farming or forestry practices. Non-resource lands may also occur in areas designated Agricultural Resource-Rural Residential Reserve or Farm/Forest-Rural Residential Reserve on the plan map. The reserve areas are identified as resource land on the plan map, but may be impacted by residential development or consist of poor, less productive soils. If all of the amendment criteria are met, it is appropriate to allow partitioning and further development on non-resource lands.

(C) It is not expected that many parcels will meet the criteria to be designated non-resource. Ideally, objective criteria would identify the location of non-resource land. Unfortunately, the identification of non-resource land is based largely on subjective criteria. This means the identification of non-resource lands can only be achieved on a case-by-case basis. Geographic information systems (GIS) mapping can identify parcels that do not have productive farm or forest soils. However, the definition of farm and forestland (previously cited) requires more analysis than just soil types. Soils maps can be an initial screening tool used to identify potential non-resource lands, but further study considering all of the resource land definition factors is required as part of an application to change a plan designation.

(D) Non-resource land is not likely to be found and should not be permitted in areas designated Forest Resource in the plan. The Forest Resource designation is for corporate and public

forest use. New residential development in the Forest Resource area is not permitted.

[Adopted 04-nnn §1 eff mm/dd/04]

#### **905.940 Planning of non-resource lands**

(A) The Linn County land use plan recognizes the economic importance of farming and forestry. To meet this goal, the Agricultural Resource, Forest Resource and Farm/Forest elements of the Comprehensive Plan establish plan designations and policies intended to protect resource lands for continued farm and forest use.

(B) A resource land plan designation means that existing or future uses are limited to mostly resource-related types of uses. However, the comprehensive plan also recognizes that within these resource plan designations all land may not be suitable for resource use. Applying the non-resource plan designation would permit a level of residential development that does not exceed the carrying capacity of the land and meets suitability factors.

(C) While the amount of non-resource lands is not expected to be substantial, preserving unproductive non-resource lands for resource use does not promote the economic, social or environmental interests of Linn County's citizens. Allowing for the beneficial use of non-resource lands, the county's land use regulations should provide property owners an opportunity to demonstrate that their land is not suitable for farm or forest use and that the land can support low density rural residential development that is compatible with nearby farming or forestry practices.

[Adopted 04-nnn §1 eff mm/dd/04]

#### **905.950 Goals for non-resource lands**

(A) The purpose of the Non-Resource Plan designation is to permit low-density residential development in suitable locations while minimizing potential conflicts with farming and forestry uses.

(B) The Non-Resource designation is intended to more accurately define the agricultural or forest capability of land presently identified as resource land.

(C) A Non-Resource Comprehensive Plan designation shall only be approved when adequate written evidence has been presented in a public hearing that demonstrates that all applicable criteria have been met.

[Adopted 04-nnn §1 eff mm/dd/04]

#### **905.960 Policies for non-resource lands**

(A) Linn County shall provide for the appropriate and orderly development of Non-Resource lands while minimizing potential conflicts with other land uses.

(B) Land designated Non-Resource should have conditions that permit development with a limited exposure to geological hazards or a 100-year flood.

(C) Land designated Non-Resource should be located or have the capability to be included in a rural fire protection district.

(D) Land designated Non-Resource should have favorable conditions for location of sub surface waste disposal systems and for supplying adequate amounts of potable water.

(E) Land designated Non-Resource should have access to a county road with sufficient capacity to accommodate additional development.

(F) The Non-Resource Plan designation is implemented with two Non-Resource zoning districts that are distinguished only by minimum property size standards. The NR-5 zone has a 5-acre minimum property size for new units of land and the NR-10 zone has a 10-acre minimum property size for new units of land.

(G) The NR-5 (5-acre minimum for new units of land) district is applied to suitable areas in order to maintain a rural development pattern reasonably compatible with nearby resource and non-resource lands. When applied near agricultural and forest resource areas, the 5-acre size standard will maintain an adequate buffer to minimize potential conflicts.

(H) The NR-10 (10-acre minimum for new units of land) district is applied to suitable areas where larger property sizes are necessary to maintain a rural development pattern reasonably compatible with nearby resource and non-resource lands, or where larger property sizes are necessary



to meet residential suitability characteristics such as groundwater availability, septic suitability, or access standards. When applied near agricultural and forest resource areas, the 10-acre size standard will maintain an adequate buffer to minimize potential conflicts.

(I) New public sewer and water systems may not be established within the NR zone unless the County determines that a health hazard exists pursuant to DEQ or Oregon Health Division procedures and criteria. A new or extended public water or sewer system is appropriate in the rural areas only when needed to protect the public's health and safety.

(J) A comprehensive plan and zoning map amendment must be approved before property designated Agricultural Resource or Farm/Forest can be amended to a Non-Resource Plan map designation. In addition to the LCC plan amendment criteria, the following criteria (State wide Planning Goal and Administrative Rule resource land definition) must be met:

(1) The land is not predominantly SCS Class I, II, III and IV soils.

(2) The land is not intermingled with or adjacent to SCS Class I-IV land within the same farm unit.

(3) The land is not suitable for farm use taking into consideration;

- (a) Soil fertility;
- (b) Suitability for grazing;
- (c) Climatic conditions;
- (d) Existing and future availability of water for farm irrigation purposes;
- (e) Existing land use patterns;
- (f) Technological and energy inputs required; or
- (g) Accepted farming practices.

(4) The land is not necessary to permit farm practices to be undertaken on adjacent or nearby agricultural lands.

(5) The land is not suitable for commercial forest uses including adjacent or nearby lands which are necessary to permit forest operations or practices on commercial forest lands

or other forested lands that maintain soil, air, water and fish and wildlife resources.

(K) An exception to Statewide Planning Goals 3 and 4 is not required to support a plan map amendment to a Non-Resource Plan designation when detailed and factual evidence shows that the lands are not farm or forest lands as defined in the Goals.

(L) Notwithstanding the provisions of LCC 905.120(G) and LCC 905.330(G), conversion of lands designated as Agricultural Resource or Farm/Forest in the Comprehensive Plan to a Non-Resource Plan designation does not require an exception to Statewide Planning Goal 3 or Goal 4.

(M) Applying the Non-Resource designation on isolated tracts surrounded by farm or forest lands shall be discouraged if it is shown that a non-resource designation would adversely affect existing farm or forest uses.

(N) Only land designated Agricultural Resource, Farm/Forest, Agricultural Resource-Rural Residential Reserve or Farm/Forest-Rural Residential Reserve are eligible for a map amendment to Non-Resource.

[Adopted 04-nnn §1 eff mm/dd/04]

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### Statutory References and Other Authorities:

ORS 203

### Legislative History of Chapter 905:

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

Amendments to

#1 1995-026 §? eff 2/1/95<sup>1</sup>

#2 1995-398 §? eff 8/16/95<sup>2</sup>

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<sup>1</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>2</sup>Articles rewritten and replaced: "Introduction" and "Background and Summary Issues" in "Citizen Involvement" section.

- #3 1995-449 §? eff 12/13/95<sup>3</sup>
  - #4 1995-456 §? eff 12/13/95<sup>4</sup>
  - #5 1999-190 §6 eff 5/19/99
  - #6 1999-156 §1 eff 6/30/99
  - #7 2000-495 §1 – 6 eff 9/13/00
  - #8 2000-525 §1 eff 9/20/00
  - #9 2001-627 §1 eff 11/20/01
  - #10 2002-048 §§1-2 eff 2/5/02
  - #11 2002-398 §2 eff 10/8/02
  - #12 2004-041 §1 eff 04/28/04
  - #13 2004-042 §1 eff 04/28/04
  - #14 2004-055 §1 eff 3/31/04
  - #15 2005-036 §1 eff 2/2/05
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<sup>3</sup>Articles rewritten and replaced: “Transportation” section of the  
“Community Facilities and Development Element.”

<sup>4</sup>Articles rewritten and replaced: “Urbanization.”

**APPENDIX 1 – IMPLEMENTATION MATRIX**

**Zoning Districts (columns) Allowed Within Each Comprehensive Plan Map Designation (rows)**

	RRZ			RDZ										UGAZ			
	EFU	FCM	F/F	RR <sup>1</sup>	RCT	RCM	FIC	AB	NR	LI	HI	UD-I	UD-II	UGA-LI	UGA-HI	UGA <sup>2,3</sup>	UGM <sup>4</sup>
Agriculture Resource	X		X					X									
Farm/Forest	X		X					X									
Forest Resource		X															
Rural Residential				X													
Rural Residential Reserve	X		X														
Rural Center					X			X		X	X						
Commercial						X	X	X									
Industrial										X	X	X	X	CITY	CITY	CITY	CITY
Industrial Reserve	X	X	X														
Urban Growth Area	X		X	X		X	X	X		X	X			X	X	X	X
Non-resource Lands									X								

**Zoning districts**

- EFU** Exclusive Farm Use
- F/F** Farm/Forest
- FCM** Forest Conservation and Management
- AB** Agribusiness
- RR<sup>5</sup>** Rural Residential (RR-10; RR-5; RR-2½; RR-1)
- RCT** Rural Center (RCT-5; RCT-2½; RCT-1)
- RCM** Rural Commercial
- FIC** Freeway Interchange Commercial
- LI** Limited Industrial
- HI** Heavy Industrial
- NR** Non-resource (NR-5; NR-10)
- UD – I** Urban Development – Eastgate
- UD – II** Urban Development – Highway 34

**UGA<sup>6</sup>**

- UGA-RR<sup>7</sup>** Urban Growth Area – Residential (UGA-RR-5; UGA-RR-2½; UGA-RR-1)
- UGA-LI** Urban Growth Area – Limited Industrial
- UGA-HI** Urban Growth Area – Heavy Industrial
- UGA-EFU-80** Lebanon Urban Growth Area; treat as EFU
- UGA-FF** Lyons Urban Growth Area; treat as FF
- UGA-RCM** Lebanon Urban Growth Area; treat as RCM

**UGA-UGM<sup>8</sup>**

- Urban Growth Management (UGM-20; UGM-10; UGM-5; UGM-2½ – Halsey)
  - Overlays**
  - AO** Airport Overlay
  - ARO** Aggregate Resource Overlay
  - DAO** Delayed Annexation Overlay
  - HRO** Historic Resource Overlay
  - LUO** Limited Use Overlay
  - SBHO** Sensitive Bird Habitat Overlay
  - WRGO** Willamette River Greenway Overlay
- [Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; o4-042 §1 eff 4/28/04]

<sup>6</sup>including those UGA districts not shown on the matrix.

<sup>5</sup>all densities.

<sup>7</sup>all densities.

<sup>8</sup>all densities.

**APPENDIX 2 — EXCEPTION AREAS**

<b>RURAL RESIDENTIAL EXCEPTIONS</b>			
<b>ALBANY PLANNING AREA</b>			
A-1	Carvel Park		8
A-2	East Terra		10
A-3	Peoria Road & Highway 34		12
A-4	Colorado Lake Road		14
A-5	Hardscrabble Hill		16
A-6	Oakvilla (Mobile Home Park)		18
A-7	Riverview Acres		20
A-8	Cottonwoods		22
A-9	Ranchero Acres		24
A-10	Riverside School Area		26
A-11	Raymore Acres		28
A-12	Cline's Addition	UIA-2 ½	30
A-13	Pirtle Tracts		32
A-14	Peoria Road		34
A-15	Clover Ridge Acres		36
A-17	Does not exist		—
A-16	Riverside Drive		38
A-18	White Oak Road		42
A-19	Powell Subdivision		44
A-20	Simco Subdivision		46
A-21	Becker Drive/White Oak Drive		48
A-22	White Oak Drive & Highway 34		50
A-23	Clover Ridge-Hafez Subdivision	UIA-5	52
A-24	Kenworthy Road	UIA-5	54
A-25	McFarland Road	UIA-5	56

<b>RURAL RESIDENTIAL EXCEPTIONS</b>			
<b>CENTRAL LINN PLANNING AREA</b>			
C-1	Washburne Heights Subdivision		56
C-2	Powell Hills		58
C-3	Oakview Heights	UIA-5	60
C-4	Griffith Subdivision		62
C-5	Northernwood Park		64
C-6	Bush Gardens Subdivision		66
C-7	Wildwood Estates		68

<b>RURAL RESIDENTIAL EXCEPTIONS</b>			
<b>LEBANON PLANNING AREA</b>			
L-1	Fish Hatchery Drive and Richardson Gap Road		70
L-2	Providence Church		72
L-3	Crabtree Creek		74
L-4	Baptist Church Drive		76
L-5	Ramsey & Gregory Subdivision	UIA-1	78
L-6	Mt. Hope Drive		80
L-7	Lacomb & Kowitz		82
L-8	Berlin Road & Lebanon Heights	UIA-5	84
L-9	Hidden Valley Estates		86
L-10	Berlin Road	UIA-2 ½	88
L-11	Perkins Drive & River Drive	UIA-2 ½ UIA-5	90
L-12	Butte Creek Estates		92
L-13	Agate Hills		94
L-14	Tyler Heights, Fawn Hills, Ridgeview, Fir Hills Estates and adjacent areas		96
L-15	Middle Ridge Estates		98
L-16	Pioneer Acres Subdivision and adjacent areas	UIA-2 ½	100
L-17	Plagman Drive & River Drive		102
L-18	Pineway Vicinity		104
L-19	Southwest of Waterloo		106
L-20	McDowell Creek Road		108
L-21	Cascade Drive and Highway 20	UIA-1	110
L-22	River Road - Adopted in CP-4-80/81	UIA-2 ½	112
L-23	Rock Hill Road	UIA-5	114
L-24	Does not exist		—
L-25	Blueberry Hill		118
L-26	Does not exist		—
L-27	Harrington Drive		124
L-28	Brewster Road		126

RURAL RESIDENTIAL EXCEPTIONS			
NORTH SANTIAM PLANNING AREA			
N-1	Kingston		128
N-2	Weasel Flat Road		130
N-3	Kingston-Lyons Drive/Huntley Road		132
N-4	Shelburn & Cole School Roads		134
N-5	Sander Drive & Cole School Drive		136
N-6	Shelburn		138
N-7	Stayton-Scio Road & Schiling Drive		140
N-8	Cole School Road		142
N-9	Jordan		144
N-10	Garden Drive	UIA-2 ½	146
N-11	South Scio	UIA-2 ½	148
N-12	Hannah Bridge		150
N-13	Rogers Mountain		152
N-14	Farris Road		154
N-15	East of Lyons		156
N-16	N.E. of Lyons	UIA-2 ½	158
N-17	Fisherman's Bend		160
N-18	N.W. of Mill City	UIA-2 ½	162
N-19	South of Mill City	UIA-5	164
N-20	East of Mill City	UIA-5	166
N-21	Rock Creek Road & Pebble Drive		168
N-22	Gates School		170
N-23	S.E. Gates		172
N-24	Hungry Hill		174

RURAL RESIDENTIAL EXCEPTIONS			
SWEET HOME PLANNING AREA			
S-1	Liberty		177
S-2	Topview Acres		179
S-3	Marks Ridge		181
S-4	River Road	UIA-2 ½ UIA-5	183
S-5	North River Road (West)		185
S-6	North River Road (Central)		187
S-7	Green River Drive	UIA-2 ½	189
S-8	North River Road (East)		191
S-9	Sunnyside		193
S-10	Fern Ridge Road		195
S-11	Rowell Hill		197
S-12	Old Holley Road	UIA-5	199
S-13	Russell Road	UIA-5	201
S-14	Ames Creek		203
S-15	50th Avenue	UIA-5	205
S-16	Riggs Hill	UIA-1 UIA-2 ½	207
S-17	Crawfordsville Drive		209
S-18	Chink-A-Pin		301
S-19	Old Holley Road		3-3
S-20	Turbyne Road	UIA-2 ½	3-5
S-21	Russell Road		307
S-22	Highway 228	UIA-2 ½	309
S-23	Does not exist		—
S-24	Does not exist		—
S-25	Does not exist		—
S-26	Crawfordsville Drive & Highway 228		227

RURAL CENTER EXCEPTIONS		
RC-1	West Scio	231
RC-2	Crabtree	233
RC-3	Lacomb	235
RC-4	Shedd	237
RC-5	Peoria	239
RC-6	Crawfordsville	241
RC-7	Holley	243
RC-8	Cascadia	245

COMMERCIAL EXCEPTIONS		
C-1	Stayton Telephone Company	250
C-2	I-5 Hoefer Road	252
C-3	Cottonwoods	254
C-4	Farmers' and Florist	256
C-5	Bartels' Brewster Store	258
C-6	Eastgate Mini-Market/Cotner	260
C-7	Ogden	262
C-8	Highway 34	268
C-9	Shirley's Tavern	270
C-10	Self Storage	272
C-11	KFIR Radio Station	274
C-12	Sweet Home Nursery	276
C-13	Pleasant Valley Feed	278
C-14	Horels Wayside Market	280
C-15	Santiam Meat Packers	282
C-16	G 2 Electric	284
C-17	Mountain House	286
C-18	I-5 and Highway 228	288
C-19	I-5 and Diamond Hill Road as amended by 00-525 §1 eff 9/20/00	290
C-20	Awful Brothers Gas Station/Pineway Apartments	292
C-21	King/Sunnyside	294
C-22	Mackey	296

INDUSTRIAL EXCEPTIONS		
I-1	North Santiam Paving	300
I-2	Cedar Lumber, Inc	302
I-3	Brown's Slaughterhouse	305
I-4	Albany Salvage	307
I-5	Davcor Business Park/Highway 34	309
I-6	Highway 34/Riverside Drive	311
I-7	Rem Metals Corporation	313
I-8	Willamette Industries/Brewster Road	315
I-9	C & C Cedar Products	317
I-10	Dorsey Bus Company	319
I-11	Eastgate Center	321
I-12	Bunn's Warmer Wood Stoves	323
I-13	Linco Electric	325
I-14	Chemco Fertilizer	327
I-15	Simplot Fertilizer	328
I-16	Nordstrand Cedar Products	331
I-17	Garrison's Wholesale Meats	333
I-18	Willamette Industries/Cascade Auto Body	335
I-19	Willamette Industries	337
I-20	Welch/Alexander.	339
I-21	Echo Lumber Mill/Economy Lumber	341
I-22	MK Forest Products	343
I-23	Boise Cascade Plywood	345
I-24	White's Electronics	347
I-25	American Can Company/Pope & Talbot	349
I-26	Woodex/Plyboard Manufacturing Company	351
I-27	DG Shelter Products/DG Mouldings	353
I-28	Eugene Chemical and Rendering Works, Inc	355
I-29	Hanson Warehouse	357
I-30	Daniel's Field	359
I-31	H & H Cedar Products	361
I-32	Peabody Flomatcher	363
I-33	Morse Brothers	365
I-34	Jim's Auto Wrecking	367
I-35	Highway 99E-Dever Construction, Northrup King-Betaseed	369
I-36	Truck Repair	371

I-37	Relco Nevada Corporation	373
I-38	L & M Welding	375
I-39	Does not exist	—
I-40	Mitchell-Easdale	379
I-41	West Scio	381
I-42	Willamette Industries	383
I-43	Tangent	—
I-44	Linn Fiberglass	—
I-45	Triple T Studs	—
I-46	Cushman Road	309
I-49	Century Drive	—

<b>AGRIBUSINESS EXCEPTIONS</b>		
AB-1	Meeker Fertilizer Company	386
AB-2	Brennan	388
AB-3	Lebanon Bag Company	390
AB-4	Stanton's Slaughterhouse	392
AB-5	Farwest Farmers Co-op	394
AB-6	Valley Auction	396
AB-7	Emmons Meat Company	398
AB-8	McLagan Farms	400
AB-9	Boston Mill	402
AB-10	Parrott Irrigation	404
AB-11	Smith's Warehouse	406
AB-12	Belco Warehouse	408
AB-13	Fisher Implement	410

[Adopted 80-335 eff 9/2/80; amd 00-311 §1 eff 6/28/00; amd 00-525 §1 eff 9/20/00]

**APPENDIX 3 — INVENTORY OF POSSIBLY SIGNIFICANT SITES (FORMERLY “1B” SITES)  
SITES NOT HAVING SUFFICIENT INFORMATION TO MAKE A DETERMINATION OF SIGNIFICANCE)**

**AGGREGATE SITES**

<b>Name</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Tax-lot</b>
Santiam Water Control Dist.	9S	1W	13	
North Santiam Sand & Gravel	9S	1W	14	
North Santiam Sand & Gravel	9S	1W	14	
Sidney Irrigation Company	9S	2W	34	1000
Young & Morgan Timber Company	9S	2E	21	
Timber	9S	2E	27	
Timber	9S	2E	36	
North Santiam Sand & Gravel	9S	3E	34	704, 705, 800
Linn County	10S	1W	05	
Linn County	10S	1W	08	
Downer	10S	1W	10	
OR Dept, of Fish & Wildlife	10S	2W	10	
E. Littau	10S	2W	13	201, 1200, 1201, 1501
Ortiz	10S	2W	27	1800, 1801, 1900
South Santiam W.C.D.	10S	2W	28	
Webb Rock Company	10S	2W	29	
Downer	10S	2W	30	300
Albany Sand & Gravel	10S	3W	10	201
Grand Prairie W.C.D.	10S	3W	33	
Strauss	11S	1W	01	
OR Dept. of Fish & Wildlife	11S	2W	03	
Hub City Sand & Gravel	11S	2W	04	
Hoag	11S	2W	04	200
Hub City Sand & Gravel	11S	2W	10	
Sorensen	11S	2W	24	600
Sullivan	11S	3W	04	
Karsten	11S	4W	11	
SP Rail	11S	4W	14	
Atkeson/Hub City S & G	11S	4W	20	600
Morse Brothers, Inc.	11S	4W	31	
OR Dept. of Fish & Wildlife	11S	1E	08	
OR Dept. of Fish & Wildlife	11S	7E	15	
Lovejoy	12S	1W	06	1700
Gindhart	12S	1W	07	300
Grahm	12S	1W	21	
Oregon Highway Division	12S	1W	30	1800
Gindhart	12S	2W	13	100
Slate	12S	2W	24	
McCallie	12S	2W	36	
Champion International Corp.	12S	3W	06	900
McEwen	12S	3W	33	
Morse Brothers, Inc.	12S	4W	08	700
J. C. Compton Company	13S	1W	06	400
Linn County	13S	1W	11	
Brubaker	13S	1W	26	300, 301
Milburn	13S	1W	26 (A)	400, 405
Smith	13S	2W	30	525,541
Pioneer	13S	2W	31	
Smith	13S	2W	31	
Morse Brothers, Inc.	13S	2W	35	
Deffenbaugh	13S	3W	26	401
Morse Brothers, Inc.	13S	3W	35	



Jensen	13S	1E	06	3000, 3004
Oregon Highway Division	13S	2E	36	
Federal Hwy. Administration	13S	3E	03	
Oregon Highway Division	13S	7E	23	
Wade	14S	1W	08	1200
Northern	14S	2W	02	200, 300
Northern	14S	2W	03	
Curtis	14S	2W	05	100,102
Commons S & G	14S	2W	06	100, 200
Howard	14S	2W	06	
Banta	14S	2W	24	
Smith/Ellefson	14S	3W	13	401, 402, 404
Rosss Brothers	14S	1E	30	
Federal Hwy. Administration	14S	2E	07	
Publishers Paper Company	15S	2W	19	3600
Lemon	15S	4W	08	
Morse Brothers, Inc.	15S	4W	09	400, 500, 600, 800, 900, 1000, 1200, 1202
Willamette Quarries, Inc.	16S	3W	04	316, 317

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**MINERAL SITES:**

**SEMI-PRECIOUS STONE SITES:**

<b>Owner/operator</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Tax-lot</b>
Prospect Mt./Zeleny	10S	1E		5100
Prospect Mt./Zeleny	11S	1E	06	200
Drummond	12S	2W	26	1600
Moore	12S	2W	35	405

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99]

**APPENDIX 4 — INVENTORY OF NON-SIGNIFICANT SITES (FORMERLY “1A” SITES)**

**AGGREGATE SITES**

<b>Name</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Tax-lot</b>
Morse Bros. Inc.	9S	1W	15	2101 & 2301
Horn	9S	1E	19	210, 202, 701, 702
Johnston	9S	2E	19	100
North Santiam Sand & Gravel	9S	2E	19	204
Linn County	9S	2E	19	302
Capitol Crushing Company	9S	2E	20	800
Young & Morgan Timber	9S	2E	21	300
Champion International Corp.	9S	4E	31	1300
Phillips	10S	1W	07	500
Hamilton	10S	1W	24	300
OR & CA Railroad	10S	1W	25	400
Kihs	10S	2W	23	800
Vorderstrasse	10S	2W	25	500
Drushella	10S	2W	25	1100
Riverside Rock, Inc.	10S	2W	30	400
M. Knolt H	10S	3W	03	1700 & 1800
Stadeli	10S	3W	04	1400
Nissen Gravel Company	10S	3W	04	1500
Linn County	10S	3W	06	900
Hess	10S	3W	09	800
Morse Bros. Inc.	10S	3W	14	106
S. Yih	10S	3W	14	2004 & 2024
Oregon State Highway Division	10S	3W	16	100 & 101
Turnidge	10S	3W	16	1100
Parker	10S	3W	17	100
Oregon State Highway Division	10S	3W	33	1200
Holland	10S	1E	24	3400
Willamette Industries, Inc.	10S	1E	26	3700
Willamette Industries, Inc.	10S	1E	28	4200
Publishers Paper Company	10S	2E	10	3800
Champion International Corp.	10S	2E	10	4000
West	10S	2E	13	4700
Holland	10S	2E	16	5500
OR & CA Railroad	10S	2E	17	5800
West	10S	2E	20	6700 (2 sites)
Holland	10S	2E	20	6800 (2 sites)
West	10S	2E	21	7000
West	10S	2E	26	7900
West	10S	2E	27	8100
West	10S	2E	28	8200 (2 sites)
West	10S	2E	29	8300 (2 sites)
Willamette Industries, Inc.	10S	2E	30	8400
West	10S	2E	32	8800
West	10S	2E	33	9100
West	10S	2E	35	9500
West	10S	2E	36	9600 (4 sites)
Champion International Corp.	10S	3E	20	3100
Champion International Corp.	10S	3E	26	3600
Champion International Corp.	10S	3E	27	3700
Champion International Corp.	10S	3E	28	3800
Willamette Industries, Inc.	10S	3E	30	4300 (2 sites)
West	10S	3E	31	4600
Champion International Corp.	10S	3E	32	4700

Champion International Corp.	10S	3E	34	4900 (3 sites)
Champion International Corp.	10S	3E	34	9300
Champion International Corp.	10S	3E	36	5100
Champion International Corp.	10S	5E	13	400
Champion International Corp.	10S	5E	22	1700
Champion International Corp.	10S	5E	24	2100
Truax	11S	2W	10	400
State of Oregon	11S	2W	10	600
Langmack Seed Company	11S	2W	32	800
Linn County	11S	3W	28	300
Karsten	11S	4W	16	100
Oregon State Parks	11S	4W	20	301
Schroeder	11S	4W	23	2600
Derry	11S	4W	28	600
Wildish	11S	4W	31	1902
Willamette Industries, Inc.	11S	1E	04	600
Willamette Industries, Inc.	11S	1E	10	1800
Willamette Industries, Inc.	11S	1E	24	3800
Willamette Industries, Inc.	11S	1E	26	4100
OR & CA Railroad	11S	1E	35	6200
Willamette Industries, Inc.	11S	1E	35	6300
West	11S	2E	01	100
West	11S	2E	02	300
West	11S	2E	03	500
Willamette Industries, Inc.	11S	2E	08	1700
Willamette Industries, Inc.	11S	2E	11	2000 (2 sites)
Willamette Industries, Inc.	11S	2E	15	2500 (3 sites)
Willamette Industries, Inc.	11S	2E	16	2600, 2601 (3 sites)
Willamette Industries, Inc.	11S	2E	17	2700, 2701 (3 sites)
Willamette Industries, Inc.	11S	2E	20	3100
Willamette Industries, Inc.	11S	2E	22	3400 (2 sites)
Willamette Industries, Inc.	11S	2E	23	3600
Willamette Industries, Inc.	11S	2E	26	4000 (3 sites)
Willamette Industries, Inc.	11S	2E	35	6000 (2 sites)
Champion International Corp.	11S	3E	01	100 (2 sites)
Champion International Corp.	11S	3E	03	500
West	11S	3E	05	700 (3 sites)
Champion International Corp.	11S	3E	13	1700
Willamette Industries, Inc.	11S	3E	16	2000
Champion International Corp.	11S	3E	24	2800
Champion International Corp.	11S	4E	07	500 (2 sites)
Champion International Corp.	11S	4E	16	900 (2 sites)
Wilkinson Quarry	12S	1W	6	1200 (30 acre portion)
Brown Brothers Logging	12S	1W	06	1800
Weldon	12S	1W	16	200
Griffith	12S	1W	18	113
McDaniel	12S	1W	20	800
Morse Brothers, Inc.	12S	2W	02	2001, 2002, 2003
Morse Brothers, Inc.	12S	2W	12	1200,1300
Gates	12S	4W	08	300
Morse Brothers, Inc.	12S	4W	31	303
State of Oregon	12S	5W	01	800
Morse Brothers, Inc.	12S	5W	01	900
City of Corvallis	12S	5W	02	1200
Willamette Industries, Inc.	12S	1E	02	401
Timber Service Company	12S	1E	35	10500
Willamette Industries, Inc.	12S	2E	02	200

Willamette Industries, Inc.	12S	2E	08	1600
Willamette Industries, Inc.	12S	2E	10	1800 (2 sites)
Willamette Industries, Inc.	12S	2E	12	2100
Willamette Industries, Inc.	12S	2E	18	2800
Willamette Industries, Inc.	12S	2E	19	2900
Willamette Industries, Inc.	12S	2E	33	5600
Willamette Industries, Inc.	12S	2E	35	5900
Champion International Corp.	12S	3E	07	1000 (2 sites)
Champion International Corp.	12S	3E	08	1100
Weyerhaeuser Company	12S	3E	13	1900 (3 sites)
Weyerhaeuser Company	12S	3E	14	2000
Weyerhaeuser Company	12S	3E	24	4500 (2 sites)
Timber Service Company	12S	3E	31	5100
Timber Service Company	12S	3E	35	8700
Weyerhaeuser Company	12S	4E	03	300
Weyerhaeuser Company	12S	4E	06	600 (2 sites)
Weyerhaeuser Company	12S	4E	08	800
Weyerhaeuser Company	12S	4E	10	1000
Weyerhaeuser Company	12S	4E	12	1200 (3 sites)
Weyerhaeuser Company	12S	4E	13	1300 (5 sites)
Weyerhaeuser Company	12S	4E	14	1400
Weyerhaeuser Company	12S	4E	15	1500 (3 sites)
Weyerhaeuser Company	12S	4E	16	1600 (3 sites)
Weyerhaeuser Company	12S	4E	17	1700 (2 sites)
Weyerhaeuser Company	12S	4E	18	1800 (4 sites)
Weyerhaeuser Company	12S	4E	19	2100
Weyerhaeuser Company	12S	4E	20	2200
Weyerhaeuser Company	12S	4E	21	2300
Weyerhaeuser Company	12S	4E	23	2500
Weyerhaeuser Company	12S	4E	24	2600 (3 sites)
Weyerhaeuser Company	12S	4E	25	2700 (2 sites)
Simpson Timber Company	12S	4E	27	2900
Timber Service Company	12S	4E	29	3101
Timber Service Company	12S	4E	30	3200
Kellenberger	12S	4E	30	3500
Weyerhaeuser Company	12S	4E	32	4200
Weyerhaeuser Company	12S	4E	33	4600
Weyerhaeuser Company	12S	4E	36	4900
Timber Service Company	12S	5E	33	300
Timber Service Company	12S	6E	31	200
Timber Service Company	12S	7E	31	200
Timber Service Company	13S	1W	01	300
Linn County	13S	1W	13	100
Timber Service Company	13S	2W	09	1300
Timber Service Company	13S	2W	16	100 (2 sites)
Timber Service Company	13S	2W	22	100
Kirk	13S	2W	28	200
Manning	13S	2W	30	100
Willamette Quarries	13S	3W	09	100
Oregon State Highway Division	13S	3W	09	200
Glaser	13S	3W	28	300
Oregon Fish & Wildlife	13S	3W	33	400
Oregon State Parks	13S	4W	30	201
Timber Service Company	13S	1E	05	2500
Timber Service Company	13S	1E	16	7600
Stock	13S	1E	28	800
Tack Logging Inc.	13S	1E	29	3501

Timber Service Company	13S	2E	04	800
Timber Service Company	13S	2E	07	2000
Timber Service Company	13S	2E	09	2900
Timber Service Company	13S	2E	11	3400
Timber Service Company	13S	2E	11	3602
Timber Service Company	13S	2E	13	4100
Morse	13S	2E	19	901
Timber Service Company	13S	2E	29	9700
Timber Service Company	13S	2E	35	11400
Timber Service Company	13S	3E	04	1000
Timber Service Company	13S	3E	07	1600
Timber Service Company	13S	3E	16	4800
Timber Service Company	13S	3E	20	6000
Timber Service Company	13S	3E	28	7000
Horner	13S	3E	33	100
Tomco/Compton	13S	3E	33	100
Champion International Corp.	13S	4E	02	400
Timber Service Company	13S	4E	09	1400 (4 sites)
Champion International Corp.	13S	4E	12	1900
Timber Service Company	13S	4E	14	2700
Champion International Corp.	13S	4E	16	2900
Timber Service Company	13S	4E	17	3000 (3 sites)
Timber Service Company	13S	5E	01	100
Timber Service Company	13S	5E	05	500 (4 sites)
Timber Service Company	13S	5E	07	700 (2 sites)
Timber Service Company	13S	5E	09	900
Timber Service Company	13S	5E	13	1300
U.S.A.	13S	5E	14	1400
Timber Service Company	13S	5E	21	2100
Timber Service Company	13S	5E	23	2300
Timber Service Company	13S	5E	25	2600
Timber Service Company	13S	5E	27	2700 (2 sites)
Timber Service Company	13S	6E	05	400
Timber Service Company	13S	6E	07	600 (2 sites)
U.S.A.	13S	6E	18	1400
Timber Service Company	13S	6E	19	1500
Schilling	14S	1W	16	350
Northern	14S	2W	02	200
Curtis	14S	2W	04	100
Wheeler	14S	2W	04	800
Timber Service Company	14S	2W	12	201
Timber Service Company	14S	2W	13	501
Timber Service Company	14S	2W	14	200
Pearl	4S	2W	14	300
Williamson	14S	2W	21	100
Timber Service Company	14S	2W	23	1800
Timber Service Company	14S	2W	24	1900
Timber Service Company	14S	2W	33	7600
Bigelow	14S	3W	13	109
Ellefson	14S	3W	13	404
Norris/Van Lee	14S	3W	24	408
Oregon State Highway Division	14S	3W	28	900
Curtis	14S	4W	36	100, 600
Timber Service Company	14S	1E	01	600
Timber Service Company	14S	1E	21	8800
Timber Service Company	14S	1E	23	9200
Timber Service Company	14S	1E	26	10000

Timber Service Company	14S	1E	26	10100
Timber Service Company	14S	2E	07	1800
Timber Service Company	14S	2E	09	2500
Timber Service Company	14S	2E	12	3200
Champion International Corp.	14S	2E	15	3700
Timber Service Company	14S	2E	16	3800
Timber Service Company	14S	2E	17	4000
Weyerhaeuser Company	14S	2E	24	5400
Champion International Corp.	14S	2E	25	5500
Champion International Corp.	14S	2E	27	6700
Champion International Corp.	14S	2E	29	6200
Weyerhaeuser Company	14S	2E	31	6500 (3 sites)
Champion International Corp.	14S	2E	33	6800 (2 sites)
Champion International Corp.	14S	2E	36	7100
Timber Service Company	14S	3E	092700	
Timber Service Company	14S	3E1	131	00
Timber Service Company	14S	3E	13	3900 (2 sites)
Timber Service Company	14S	3E	15	4200
Timber Service Company	14S	3E	16	4300
Timber Service Company	14S	3E	17	4600
Timber Service Company	14S	3E	23	6300
Timber Service Company	14S	3E	24	6500
Timber Service Company	14S	3E	25	6600
Timber Service Company	14S	3E	27	6900 (3 sites)
Weyerhaeuser Company	14S	3E	28	7200
Weyerhaeuser Company	14S	3E	29	7300 (2 sites)
Weyerhaeuser Company	14S	3E	30	7400
Champion International Corp.	14S	3E	31	7500
Weyerhaeuser Company	14S	3E	33	7900 (2 sites)
Champion International Corp.	14S	4E	16	2300 (2 sites)
Timber Service Company	14S	4E	18	2600 (2 sites)
Timber Service Company	14S	4E	20	3500 (2 sites)
Champion International Corp.	14S	4E	24	4800 (2 sites)
Champion International Corp.	14S	4E	29	5700
Timber Service Company	14S	4E	29	5800
Timber Service Company	14S	4E	30	6000
Champion International Corp.	14S	4E	33	6800 (2 sites)
Willamette Industries, Inc,	14S	4E	36	7500
Timber Service Company	14S	5E	05	200
Timber Service Company	14S	5E	19	700
Timber Service Company	14S	5E	21	800
Timber Service Company	14S	5E	29	1200
Willamette Industries, Inc.	15S	2W	32	5100
Lynch	15S	3W	04	200
Kampfer	15S	3W	12	200, 600
Daniels	15S	3W	16	203
Miller	15S	3W	33	200
Weyerhaeuser Company	15S	1E	01	400
Weyerhaeuser Company	15S	1E	11	2200
Weyerhaeuser Company	15S	1E	13	2500
Weyerhaeuser Company	15S	1E	24	2700 (3 sites)
Weyerhaeuser Company	15S	2E	04	700
Weyerhaeuser Company	15S	2E	05	800 (3 sites)
Weyerhaeuser Company	15S	2E	07	1000 (2 sites)
Weyerhaeuser Company	15S	2E	08	1100
Weyerhaeuser Company	15S	2E	09	1200
Weyerhaeuser Company	15S	2E	11	1400 (4 sites)

Weyerhaeuser Company	15S	2E	13	1600
Weyerhaeuser Company	15S	2E	14	1700
Weyerhaeuser Company	15S	2E	15	1800
Weyerhaeuser Company	15S	2E	17	2000 (2 sites)
Weyerhaeuser Company	15S	2E	18	2100
Weyerhaeuser Company	15S	2E	19	2200 (2 sites)
Weyerhaeuser Company	15S	2E	22	2700
Weyerhaeuser Company	15S	2E	25	3000 (2 sites)
Weyerhaeuser Company	15S	2E	26	3100
Weyerhaeuser Company	15S	2E	27	3200
Weyerhaeuser Company	15S	2E	36	3800
Champion International Corp.	15S	3E	03	400 (2 sites)
Weyerhaeuser Company	15S	3E	07	800
Champion International Corp.	15S	3E	11	1200 (2 sites)
Champion International Corp.	15S	3E	14	1500
Champion International Corp.	15S	3E	17	1800
Weyerhaeuser y 15S 3E 18 2000				
Weyerhaeuser Company	15S	3E	19	2200
Weyerhaeuser Company	15S	3E	21	2400
Weyerhaeuser Company	15S	3E	22	2500 (2 sites)
Weyerhaeuser Company	15S	3E	24	2700 (3 sites)
Weyerhaeuser Company	15S	3E	26	2900
Weyerhaeuser Company	15S	3E	27	3100
Weyerhaeuser Company	15S	3E	28	3200 (2 sites)
Weyerhaeuser Company	15S	3E	31	3500
Giustina Brothers	15S	3E	32	3600
Giustina Brothers	15S	3E	34	4200
Weyerhaeuser Company	15S	4E	19	200
Malpass	16S	3W	04	100

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99]

**APPENDIX 5 — INVENTORY OF SIGNIFICANT SITES WITHOUT CONFLICTING USES (FORMERLY “2A” SITES)**

**AGGREGATE SITES — ON FEDERAL AND STATE OWNED LANDS:**

<b>No.</b>	<b>Owner/operator</b>	<b>Site #</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Tax-lot</b>
5001	BLM	38	10S	1E	1	
5002	BLM	39	10S	1E	23	
5003	BLM	42	10S	1E	27	
5004	BIM	44	10S	1E	25	
5005	OSDF	47	10S	2E	12	4500
5006	BLM	56	10S	2E	23	
5007	BLM	64	10S	2E	31	
5008	OSDF	73	10S	3E	10	700
5009	OSDF	74	10S	3E	18	700
5010	OSDF	76	10S	3E	21	700
5011	OSDF	77	10S	3E	21	700
5012	OSDF	78	10S	3E	22	700
5013	OSDF	90	10S	4E	05	900
5014	OSDF	91	10S	4E	18	900
5015	OSDF	92	10S	4E	19	900
5016	USFS	93	10S	4E	21	
5017	OSDF	94	10S	4E	19	900
5018	USFS	95	10S	4E	28	
5019	USFS	96	10S	4E	34	
5020	USFS	97	10S	5E	07	
5021	USFS	100	10S	5E	24	
5022	USFS	102	10S	5E	28	
5023	USFS	103	10S	5E	32	
5024	USFS	104	10S	6E	17	
5025	USFS	105	10S	6E	20	
5026	USFS	106	10S	6E	33	
5027	USFS	107	10S	6E	35	
5028	USFS	108	10S	7E	28	
5029	BLM	137	11S	1E	35	
5030	BLM	140	11S	2E	05	
5031	BLM	141	11S	2E	05	
5032	BLM	145	11S	2E	02	
5033	BLM	146	11S	2E	02	
5034	BLM	148	11S	2E	10	
5035	BLM	160	11S	2E	13	
5036	BLM	170	11S	3E	06	
5037	BLM	174	11S	3E	04	
5038	BLM	175	11S	3E	04	
5039	BLM	179	11S	3E	09	
5040	BLM	180	11S	3E	12	
5041	BLM	181	11S	3E	17	
5042	BLM	183	11S	3E	15	
5043	BLM	184	11S	3E	15	
5044	BLM	185	11S	3E	15	
5045	BLM	186	11S	3E	14	
5046	BLM	187	11S	3E	14	
5047	BLM	188	11S	3E	14	
5048	BLM	190	11S	3E	20	
5049	BLM	191	11S	3E	23	
5050	BLM	193	11S	3E	32	



5051	BLM	194	11S	3E	26
5052	BLM	195	11S	3E	32
5053	BLM	196	11S	3E	33
5054	BLM	197	11S	3E	33
5055	BLM	198	11S	3E	33
5056	BLM	199	11S	3E	34
5057	BLM	200	11S	3E	35
5058	BLM	201	11S	4E	06
5059	BLM	202	11S	4E	04
5060	USFS	203	11S	4E	03
5061	BLM	205	11S	4E	08
5062	BLM	207	11S	4E	08
5063	BLM	208	11S	4E	09
5064	USFS	209	11S	4E	10
5065	USFS	210	11S	4E	10
5066	USFS	211	11S	4E	11
5067	BLM	212	11S	4E	18
5068	USFS	217	11S	4E	13
5069	BLM	218	11S	4E	21
5070	USFS	219	11S	4E	21
5071	USFS	220	11S	4E	22
5072	USFS	221	11S	4E	25
5073	BLM	222	11S	4E	32
5074	USFS	223	11S	5E	06
5075	USFS	224	11S	5E	02
5076	USFS	225	11S	5E	01
5077	USFS	226	11S	5E	17
5078	USFS	227	11S	5E	15
5079	USFS	228	11S	5E	19
5080	USFS	229	11S	5E	19
5081	USFS	230	11S	5E	23
5082	USFS	231	11S	5E	13
5083	USFS	232	11S	5E	21
5084	USFS	233	11S	5E	28
5085	USFS	234	11S	5E	28
5086	USFS	235	11S	5E	28
5087	USFS	236	11S	5E	25
5088	USFS	237	11S	5E	25
5089	USFS	238	11S	5E	34
5090	USFS	239	11S	5E	36
5091	USFS	240	11S	6E	06
5092	USFS	241	11S	6E	04
5093	USFS	242	11S	6E	04
5094	USFS	243	11S	6E	04
5095	USFS	244	11S	6E	03
5096	USFS	245	11S	6E	03
5097	USFS	246	11S	6E	08
5098	USFS	247	11S	6E	08
5099	USFS	248	11S	6E	12
5100	USFS	249	11S	6E	18
5101	USFS	250	11S	6E	17
5102	USFS	251	11S	6E	20
5103	USFS	252	11S	6E	20
5104	USFS	253	11S	6E	22
5105	USFS	254	11S	6E	29
5106	USFS	255	11S	6E	25
5107	USFS	256	11S	6E	31

5108	USFS	257	11S	7E	10
5109	USFS	258	11S	7E	30
5110	USFS	259	11S	7E	29
5111	USFS	260	11S	7E	32
5112	USFS	261	11S	7E	32
5113	BLM	283	12S	1E	03
5114	BLM	290	12S	2E	11
5115	BLM	294	12S	2E	29
5116	BLM	298	12S	3E	04
5117	BLM	299	12S	3E	03
5118	BLM	300	12S	3E	03
5119	BLM	301	12S	3E	01
5120	BLM	302	12S	3E	01
5121	BLM	306	12S	3E	09
5122	BLM	307	12S	3E	09
5123	BLM	308	12S	3E	15
5124	USFS	320	12S	4E	01
5125	USFS	360	12S	5E	28
5126	USFS	361	12S	5E	27
5127	USFS	362	12S	5E	26
5128	USFS	363	12S	5E	25
5129	USFS	364	12S	5E	32
5130	USFS	366	12S	5E	34
5131	USFS	367	12S	5E	36
5132	USFS	368	12S	6E	03
5133	USFS	369	12S	6E	01
5134	USFS	370	12S	6E	01
5135	USFS	371	12S	6E	05
5136	USFS	372	12S	6E	03
5137	USFS	373	12S	6E	14
5138	USFS	374	12S	6E	15
5139	USFS	375	12S	6E	15
5140	USFS	376	12S	6E	20
5141	USFS	377	12S	6E	20
5142	USFS	378	12S	6E	26
5143	USFS	379	12S	6E	26
5144	USFS	381	12S	7E	05
5145	USFS	382	12S	7E	07
5146	USACE		13S	2E	26
5147	USFS	427	13S	3E	23
5148	USFS	429	13S	3E	26
5149	USFS	432	13S	4E	02
5150	USFS	437	13S	4E	10
5151	USFS	438	13S	4E	11
5152	USFS	439	13S	4E	11
5153	USFS	443	13S	4E	17
5154	USFS	447	13S	4E	20
5155	USFS	448	13S	4E	20
5156	USFS	449	13S	4E	30
5157	USFS	450	13S	4E	30
5158	USFS	451	13S	4E	30
5159	USFS	452	13S	4E	32
5160	USFS	457	13S	5E	04
5161	USFS	458	13S	5E	02
5162	USFS	459	13S	5E	02
5163	USFS	463	13S	5E	08
5164	USFS	464	13S	5E	08

8700

5165	USFS	466	13S	5E	12
5166	USFS	469	13S	5E	20
5167	USFS	470	13S	5E	20
5168	USFS	473	13S	5E	24
5169	USFS	474	13S	5E	24
5170	USFS	477	13S	5E	26
5171	USFS	479	13S	5E	32
5172	USFS	480	13S	5E	32
5173	USFS	703	15S	5E	17
5174	USFS	704	15S	5E	16
5175	USFS	705	15S	6E	03
5176	USFS	706	15S	6E	07
5177	USFS	707	15S	6E	10
5178	USFS	708	15S	6E	11
5179	USFS	709	15S	6E	11

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[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00]

**PRIVATELY OWNED AGGREGATE SITES (FORMERLY "2A" SITES):**

<b>No.</b>	<b>Site Name</b>	<b>Location (T / R / S / T-L)</b>	<b>Size (acres)</b>	<b>Analysis &amp; Program to Protect the Resource</b>	<b>Post-Mining Use</b>
5501	North Santiam Sand & Gravel	9S 1W 15 1400			
5502	Haugerud	10S 1W 08 500			
5503	JB Rock Products	10S 3W 02 302-A1			
5504	JB Rock Products	10S 3W 16 800			
5505	Silbernagel	10S 1E 10 100			
5506	Morse Brothers, Inc.	11S 2W 10 402, 1302			
5507	Wildish Corvallis	11S 2W 10 1206, 1403, 1404			
5508	Wildish Corvallis	11S 4W 8, 9,16, 17			
5509	Hub City Sand & Gravel	11S 4W 10 101			
5510	Morse Brothers/Paetsch	12S 1W 07 200			
5511	Morse Brothers, Inc.	12S 2W 01 1000			
5512	Weyerhaeuser Company	12S 3E 24 4500			
5513	Harrington	13S 1W 06 400			
5514	Wildish Corvallis/Webber	13S 1W 13 100			
5515	Willamette Quarries	14S 3W 28 1100			
5516	Timber Service Company	14S 3E 36 8300			
5517	Weyerhaeuser Company	15S 2E 04 1000			
5518	Weyerhaeuser Company	15S 2E 28 3300			
5519	Mid-Valley Gravel	16S 3W 4 300, 312	16.86	00-495; 00-496; Planning file: CP-3-00	Wildlife habitat

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §1 eff 9/13/00]

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905.5519 Mid-Valley Gravel Company

905.5519 Mid-Valley Gravel Company

(A) Goal 5 analysis

(1) *Findings of Fact.* The findings of fact in support of this resource site analysis are contained in Order No. 2000-496. The record supporting this analysis and a copy of the Board Order is included in Planning and Building Department Case File No. CP-3-00.

(2) *Inventory Information*

(a) The location, quality and quantity information for this resource site is contained in the geologist report included in Planning and Building Department Case File No. CP-3-00. The aggregate resource site is a 16.86-acre property located approximately four miles north of Coburg and one mile east of North Coburg Road, approximately one-half mile from the east end of Coleman Road. The property is identified as T16S, R3W, S4, TL300 and TL312 and is in a Farm/Forest (F/F) zone. This is an expansion of an existing three-acre quarry.

(b) The laboratory test results in the geologist report indicate that a representative set of basalt samples from the property meet Oregon Department of Transportation (ODOT) specifications for base rock for air degradation, abrasion, and sodium sulfate soundness. These results are consistent with the requirements of LCC 939.120 (B)(1) for a significant aggregate site.

(c) The quantity calculations in the geologist report conclude there are approximately 2,534,864 tons of in-ground reserves of columnar basalt on the property. This quantity is above the 2,000,000-ton significance threshold in LCC 939.120 (B)(2). The property is comprised of SCS Class VI and VII soil. The significance criteria in LCC 939.120(C) therefore do not apply to this property. The site is a significant aggregate resource pursuant to the criteria in LCC 939.120.

(3) *Impact Area*

(a) To determine existing and potential conflicts from proposed mining and processing activities on the property, an impact area including all land within 1500 feet from the boundaries of the resource site is established. No information has been presented to indicate significant potential conflicts beyond this distance.

(b) Conflicts between the proposed mining and processing activities and existing and potential land uses within the impact area were analyzed pursuant to the criteria and procedures in LCC 939.130 to 939.150 and LCC 939.180 to 939.190.

(4) *Conflicts Due to Noise, Dust or Other Discharges*

(a) Batching and blending of mineral aggregate into asphaltic and cement products has not been proposed or justified in the application materials. Potential conflicts related to the batching and blending of asphalt and cement products have not been reviewed. Notwithstanding the allowed uses in the Aggregate Resource Overlay (ARO), the batching and blending of mineral aggregate into asphaltic and cement products shall not be an outright allowed use on this site. Batching and blending of asphalt and cement may be a permitted use on this site if approved through a conditional use review process pursuant to the decision criteria applicable to the underlying zoning district.

(b) The resource site is approximately one-half mile from the nearest public road and is shielded from all dwellings and other non-mining related land uses in the area by existing topographic features. One existing dwelling is within the impact area. This dwelling is approximately 1200 feet from the quarry and is screened by existing topography and vegetation.

(c) The subject property is in the Farm/Forest (F/F) zone. The property south of the resource site is in Lane County and is zoned Quarry & Mining. All the property in the impact area that is not in the Quarry & Mining zone is in either the F/F or EFU zoning districts and is in timber, is unused, or is used for grazing. The haul road serving the existing three-acre quarry passes three existing homes. No information has been submitted to indicate any conflicts due to noise, dust or other discharges associated with the quarry or truck traffic. No conflicts due to noise, dust or other discharges are identified.

(5) *Potential Conflicts to Local Roads*

(a) Truck traffic to and from this site is on an approximately one-half mile long shared easement west to Coleman Road, then approximately one-half mile west on Coleman Road to North Coburg Road. The access easement is shared by three homes. The quarry operator has graded and rocked the entire easement and installed three cattle guards.

(b) Coleman Road is a dead-end road that serves only adjacent property owners and the quarry. Both North Coburg Road and Coburg Road, to the nearest arterial roads, are designated truck routes that currently support commercial truck traffic.

(c) A traffic impact study is included in Planning and Building Department Case File No. CP-3-00. Under current and projected operating levels the quarry would generate 5 to 15 truck trips per day on average. The traffic impact study indicates and the operator testimony states that 80 percent of those truck trips travel north on North Coburg Road, in Linn County, to Diamond Hill Road. The Linn County Roadmaster concluded quarry traffic would have no detrimental impact on Linn County roads. Traffic on the affected road network is light and is well below design levels. The impact study shows that under the maximum potential traffic levels that could occur from mining this site, loaded trucks would not exceed the weight limits or impact the traffic carrying capacities

on public roads between the quarry and the nearest arterials in Linn and Lane Counties. No conflicts with local roads are identified.

(6) *Safety Conflicts With Existing Public Airports.*

The site will be mined at grade. Because no open water impoundments or other bird attractants would be associated with mining this resource, and because there are no existing public airports within three miles of this site, no conflicts with existing public airports are identified.

(7) *Conflicts With Other Goal 5 Resource Sites.*

No other Goal 5 resources are identified in the *Comprehensive Plan* in the impact area. No conflicts with other Goal 5 resources are identified.

(8) *Conflicts With Agricultural Practices.*

Agricultural practices within the impact area are minimal and are primarily limited to cattle grazing. There is a small area in the northwest portion of the impact area that is EFU and farmed in grass seed. This area is completely shielded by existing topographic features. No conflicts with agricultural practices are identified.

(9) *Potential Future Conflicting Uses*

(a) The land south of the resource site is in Lane County and is zoned Quarry & Mining (Q&M). No potential conflicts with land uses allowed in the Q&M zoning district are identified. The properties within the impact area to the north, east and west of the resource site are in the F/F or EFU zoning districts. Farm and forest uses are protected uses in these districts. The land in the impact area is a mixture of small stands of timber and rocky pasture. The primary farm use in the area is cattle grazing. No information has been submitted identifying potential conflicts between aggregate mining and farm or forestry uses within the impact area.

(b) New industrial uses are not permitted in the EFU and F/F zones. New commercial and residential uses are not allowed in the EFU or F/F zones without conditional use permit approval. If a conditional use permit is proposed within the impact area, potential conflicts with existing land uses, including this resource site, shall be considered in the decision. This precludes new commercial or residential uses in the area from conflicting with mining at this site.

(10) *Measures to Minimize Potential Conflicts*

(a) The Board concludes there is a potential for crushing and truck traffic to impact two existing homes along the haul road if the quarry were to begin operating beyond the current operating hours or if the quarry ownership were to change. These potential conflicts include noise and dust impacts along the access roadway.

(b) In order to minimize potential future conflicts with the mining operation, mining at this site shall be conducted in compliance with the following operating conditions:

(i) Operating hours for crushing shall be limited to Monday through Saturday, 7:00 a.m. to 7:00 p.m. Operating hours for truck traffic entering and leaving the quarry shall be limited to Monday through Saturday, 7:00 a.m. to 5:30 p.m.

(ii) The quarry operator shall be responsible to ensure adequate dust abatement measures are maintained on the access roadway.

(11) *Program to Protect the Resource.* The program to protect the resource is contained in the Plan policies for aggregate resources in LCC 905.820(B), by the application of the Aggregate Resource Overlay (ARO) pursuant to LCC 939.200(B) and LCC 931.700 to 931.755, and the adoption of the provisions set forth in this resource site analysis.

(12) *Post-Mining Use and Reclamation.* Mid-Valley Gravel Co. has filed a reclamation plan with the Department of Geology and Mineral Industries (DOGAMI) identifying wildlife habitat as the final post-mining land use. Wildlife habitat is identified in the *Comprehensive Plan* as an approved final use in the F/F zoning district.

[Adopted 00-495 §§ 2 and 3 eff 9/13/00]

**APPENDIX 6 — INVENTORY OF SIGNIFICANT SITES WITH ALL CONFLICTS MINIMIZED**

**AGGREGATE SITES**

<b>No.</b>	<b>Owner/operator</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Tax-lot</b>	<b>Acreage</b>
6001	Pinnacle Rock	12S	1W	6	1700	30.50
6002	Waggener/Bond Butte	14S	3W	28	1300	55.00

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 § 6 eff 9/13/00; amd 02-048 §1 eff 2/5/02]

# APPENDIX 6A — ANALYSES JUSTIFYING A CLASSIFICATION AS A SIGNIFICANT SITE WITH ALL CONFLICTS MINIMIZED

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### 905.6001 Pinnacle Rock site

(A) *Goal 5 analysis.*

(1) *Inventory Information.*

(a) The aggregate resource site is the southeastern 30.50-acre portion of the 80.98-acre property identified as T12S, R1W, Section 6, Tax-lot 1700, Linn County, Oregon. The property is located approximately one and one-half miles northeast of Lebanon on the south side of Mt. Hope Drive. The site is located near the top of the ridge between Golden Valley Drive and Mount Hope Drive. The property is on the North facing side of the ridge with elevation ranging from 600 to 700 feet. From the ridge the land slopes down to the north with slopes of 30 to 60 percent.

(b) Eight test holes were drilled on the site to determine the quality and quantity of aggregate on the property. Quality tests conducted by the Oregon Department of Transportation (ODOT) Materials Laboratory indicate that a representative set of samples of aggregate material in the deposit on the site exceeds the ODOT specifications for base rock for air degradation, abrasion, and sodium sulfate soundness. The quality test results and analysis are included in Planning Department File No. CP-1 -98.

(c) The quantity calculations are included in Planning Department File No. CP-1-98. The quantity calculations indicate an estimated 1.2 million cubic yards of material. The *Comprehensive Plan* Background Report, page II-5, indicates the Linn County quantity threshold for significance is 400,000 cubic yards of material. Based on the quality and quantity criteria listed in OAR 660-23-180(3), this site is identified as a significant aggregate resource site.

(2) *Impact Area.* In order to determine conflicts from potential mining and processing activities at the site, an impact area including land within 1500 feet from the boundaries of the mining area is established, as set forth in OAR 660-23-180 (4)(a). No factual information has been presented to indicate significant potential conflicts beyond this distance. The impact analysis is limited to those potential conflicts with existing and approved land uses within the impact area that are identified by OAR 660-23-180(4)(b).

(3) *Conflicts Due to Noise, Dust or Other Discharges.*

(a) The impact area contains nine residences and two other operating rock quarries. The other rock quarries are on adjacent parcels to the south and east of the site. The site is in the Farm/Forest (F/F) zone. The land across Mt. Hope Drive to the north is zoned Exclusive Farm Use (EFU). The

land to the east, west and south is zoned F/F. To the West and North are properties ranging in size from 3 to 80 acres. The tax-lots to the east and south are 192 acres and 226 acres, respectively.

(b) Typical conflicts associated with aggregate extraction and processing which may affect established residential uses within the impact area arise from noise, dust, and vibration impacts. These impacts can result from blasting, crushing and hauling operations. Of the nine residences within the impact area, one is on the same property as the resource site, 600 feet north of the resource boundary, and is visible from the site. The next closest residence is approximately 800 feet to the west of the resource boundary and is screened by existing vegetation, trees and topography.

(c) A residence is located approximately 950 feet to the northeast of the site. Testimony indicates this property would be likely to experience visual, noise and vibration impacts from mining operations. Identified measures to minimize these impacts are to install a berm or vegetative screen north of the mine site. Another residence is located 950 feet to the northwest of the site boundary. Testimony indicates identified impacts from mining on this use would occur primarily due to truck noise and dust from the proposed haul road. Identified measures to minimize these impacts are to locate the haul road at least 50 feet east of the property boundary and to install and maintain vegetative screening. The five remaining residences within the impact area are between 1000 and 1500 feet from the site. No significant impacts have been identified which would affect these residential uses. New dwellings are not permitted in the EFU or F/F zone without a conditional use permit. This precludes new residential uses in the area from conflicting with mining at this site.

(4) *Potential Conflicts to Local Roads.*

(a) Aggregate will be hauled from this site in 5 -yard or 10-yard trucks or in personal pickup trucks to Mt. Hope Drive, a paved county road. The City of Lebanon is one and one-half miles to the southwest and would be the primary destination for the truck trips originating from this site. From Mt. Hope Drive, Brewster Road is the main arterial to Lebanon to the south and to Highway 226 to the north. This is the same haul route currently used by trucks serving the Morse Bros. quarry, west of the Pinnacle Rock site on Mount Hope Drive, and the Rock Products quarry, east of the Pinnacle Rock site on Mount Hope Drive. This section of Mount Hope Drive is already constructed to handle the truck traffic in the area and to withstand the weight of the trucks that will be leaving the proposed quarry.

(b) The Linn County Road Department has determined that a safe road approach to access Mt. Hope Drive from the property can be developed approximately 50 feet from the west property line. Several area residents expressed concern that traffic from the proposed quarry operation would impact the local road system. The Road Department did not identify



any negative impacts on the local transportation system from existing or proposed mining in the area. There are two existing quarries on property adjacent to this site. Because aggregate is nearly always obtained from the resource site nearest the point of final consumption, and because there is no evidence that the addition of a third mine site at this location will increase off-site demand for aggregate resources, no net increase in traffic is expected to occur on the County Road system if this site is also mined. The County finds that mining at this site will not impact the safety of the local road system.

(5) *Safety Conflicts With Existing Public Airports.*

The identified resource would be mined at grade. Because no open water impoundments or other bird attractants would be associated with mining this resource, and because there are no existing public airports within three miles of this site, no significant safety conflicts with existing public airports are identified.

(6) *Conflicts With Other Goal 5 Resource Sites.*

(a) There is an existing quarry 50 feet to the south of the site. That quarry includes 40 acres which is currently mined on the parcel to the south, and another 35 acres of leased land which is located on the parcel to the east. Another active quarry is located approximately 1400 feet to the north. A total of 50 acres of the adjacent parcel to the east is identified as aggregate resource for which mining is allowed through an active conditional use permit. No conflicts are identified with these existing resources.

(b) No sensitive riparian, fish or wildlife habitat areas are identified on the property. The *Comprehensive Plan* Wildlife Habitat Inventory indicates the property is within the western boundary of peripheral big game range, which runs along Mt. Hope Drive along the northern parcel boundary. Although mining in this area may disrupt a small amount of game habitat, this disruption would not be permanent. The previous owners of the property harvested all salable timber within the none area in approximately 1989 and did not reforest. After mining is completed the reclamation plan calls for reforestation of the mine site with Douglas Fir or Ponderosa Pine. The reclamation plan for the resource site indicates the property will be restocked as forest land, thereby providing increased wildlife habitat in the future.

(c) There are no wetlands identified on the property in the National Wetlands Inventory (NWI) wetlands map, Onehorse Slough Quadrangle. No significant wildlife habitat conflicts have been identified. No significant open space, scenic or historic resources are identified on the property in the *Comprehensive Plan*.

(7) *Conflicts With Agricultural Practices.*

(a) The properties to the immediate south, north, east and west are zoned EFU and F/F and are mixed agricultural and forest land. Agricultural uses on these properties are mostly cattle grazing and hay crop farming. Testimony shows the agricultural use on the adjacent property to the east includes the breeding and raising of Emu. The properties to the northwest are primarily in forest use. One property to the northwest has periodic sheep grazing. No

conflicts have been identified with this use during the hearing process.

(b) The 50.48-acre portion of tax-lot 1700 which is not part of this proposal is between the mine site and Mt. Hope Drive to the north. The farm use of this property is primarily pasture and hay. No identified conflicts with farming or forestry practices are identified on this property. Tax-lot 100 to the south is 226.26 acres with an existing 40-acre quarry along the southern boundary of the subject property. The remainder of the land is in timber and pasture. No identified conflicts with farming or forestry practices are identified on this property.

(c) Tax-lot 1800 to the east is 191.98 acres and includes an emu farm. The property has two quarry sites: one to the east and another to the northeast of the subject property. A total of 50 acres of tax-lot 1800 is identified as aggregate resource for which mining is allowed through an active conditional use permit. The owners of this property have identified noise, vibration and dust impacts from the existing quarries in the vicinity which conflict with their farming operation and may have a negative impact on the health of their emu stock. Noise, dust, and vibration impacts from mining the subject aggregate resource are identified as potential conflicts with agricultural practices on this property.

(d) Tax-lot 1701 to the west is 29.59 acres and is primarily in timber. Tax-lot 1600 to the west is 4.59 acres and is primarily timbered. No identified conflicts with farming or forestry practices are identified on these properties. Other properties within the impact area are a mixture of timber, hay crops and pasture. No conflicts with farming or forestry practices are identified on other properties within the impact area.

(8) *Measures to Minimize Identified Conflicts.*

(a) This Goal 5 review has identified conflicts with the residential use of tax-lot 1800 to the northwest and tax-lot 1600 to the west. Conflicts have also been identified with an existing agricultural use of tax-lot 1800.

(b) The following identified measures are determined to be reasonable and practical to minimize identified conflicts. These minimized impacts will not force a significant change in or significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.

(c) The mining and processing of aggregate at this site shall be an allowed use when the following mitigating measures are applied. When mining is approved, additional approval requirements, if any, shall be limited to those identified in OAR 660-23-180(4)(e).

(i) In order to minimize noise and other discharge impacts on residential and agricultural uses in the impact area, asphalt and cement batching shall not be permitted uses at the resource site.

(ii) In order to minimize identified visual, noise and dust impacts on the residential and agricultural uses on tax-lot 1800 to the northeast, a berm or vegetation sufficient to visually screen rock crushing equipment shall be established along the northeastern boundary of the

resource site prior to mining the area identified on the site plan as "Mining Site Phase 2".

(iii) In order to minimize identified noise and dust conflicts with the residential use of tax-lot 1600 to the west, the following measures shall be implemented:

(I) The on-site haul road and road access to Mt. Hope Drive shall be located at least 50 feet from the western property boundary and shall be approved by the Linn County Road Department prior to establishing the mining operation.

(II) Prior to initiating mining of this resource, a vegetative screen at least 6 feet in height and 10 feet in width shall be established between the on-site haul road and tax-lot 1600. The Vegetation shall be a species capable of providing a visual screen at least 10 feet in width to a height of at least 10 feet and shall be maintained in a healthy condition.

(III) Either water or another dust palliative conforming to DEQ standards shall be used to mitigate dust on the stockpiles, roads and vehicle circulation areas.

(IV) In order to prevent significant traffic impacts on the local road system, rock from other sites shall not be hauled to this site for sale or processing.

(9) *Post-Mining Use and Reclamation.*

(a) Pinnacle Rock has filed a reclamation plan with the Department of Geology and Mineral Industries (DOGAMI) identifying forestry as the final post-mining land use. The reclamation plan identifies measures which will be taken upon termination of mining at the site to replace overburden and top soil, seed the area with grass to control erosion, and plant Douglas fir or ponderosa pine throughout the mined area. Forest resource production is identified in the *Comprehensive Plan* as an approved final use in the F/F zoning district.

(b) The Soil Conservation Service (SCS) *Soil Survey of Linn County Area, Oregon, July, 1987*, indicates the 30.50-acre aggregate resource site is predominately Ritner soil, identified as soil units 84E and 84G. Soil type 84E is in SCS capability class VI. Soil type 84G is in SCS capability class VII. These soils are not Class I or 11 soils and are not defined as prime or unique farmland in *OAR 660-33-020(8)*. Forestry is therefore an allowed post-mining use under *OAR 660-23-180(4)(0)*.

(c) *Potential Future Conflicting Uses.*

(d) The properties within the impact area are in the EFU and the F/F zoning districts. Farm and forest uses are protected resource uses in these districts. No information has been submitted identifying significant conflicts between aggregate mining and forestry uses. Typical farm uses in the area include sheep and cattle grazing and hay production. No substantive information has been presented identifying significant potential impacts on mining this property due to potential agricultural practices in the area.

(e) New industrial uses are not permitted in the EFU and F/F zones. New commercial and residential uses are not allowed in the EFU or F/F zones without conditional

use permit approval. If a conditional use permit is proposed within the impact area, potential conflicts with existing land uses shall be considered in the decision.

(f) Tax-lot 100, south of the subject property, is the only property within the impact area which is not already developed with a residence. Tax-lot 100 includes a 75-acre aggregate mining and processing operation which would be between the subject resource site and any potential homesite. Such potential homesite would be screened from and would not impact the proposed mine site.

(g) The existing utility operations within or near the impact area consist of the Consumer's Power right of way, which runs along Mount Hope Drive, and the BPA right of way, which runs from North to South along the western boundary of the property. These structures are static industrial uses and will not conflict with the proposed aggregate site.

(h) Because of all the facts identified in this section, the County finds that no significant potential future conflicting uses are identified. The County further concludes that acknowledged policies and land use regulations are sufficient to protect the resource site.

**905.6001 Pinnacle Rock site**

(A) *Goal 5 analysis.*

(1) *Findings of fact.* The findings of fact in support of this resource site analysis are contained in Order No. 2002-047. The record supporting this analysis is located in the office of the Linn County Clerk. Copies of the application, evidence and decision documents are contained in Planning and Building Department case file number BC01-0006.

(2) *Inventory Information.*

(a) The resource site is a 55-acre portion of a 101-acre property identified as T14S, R3W, S28, TL1300, in an Exclusive Farm Use (EFU) zone. The site is located approximately 7.5 miles southwest of Brownsville and seven miles southeast of Halsey, one-quarter mile west of the intersection of Center School Road and Bond Butte Drive and one-quarter mile east of Interstate 5.

(b) A representative set of basalt samples from the 55-acre resource site meets Oregon Department of Transportation (ODOT) specifications for base rock for air degradation, abrasion, and sodium sulfate soundness. The site contains more than 3,000,000 tons of basalt reserves meeting the ODOT specifications.

(c) The 55-acre aggregate resource site is a significant site as set forth in the *Comprehensive Plan* and the Goal 5 rule for aggregate.

(3) *Impact Area.* To determine conflicts associated with the proposed mining of this resource site a base impact area including all land within 1500 feet from the boundaries of the site is established. There is no substantive evidence of significant impacts or conflicts beyond the 1500-foot impact area boundary.

(B) *Conflicts Due to Noise, Dust or Other Discharges.*

(1) The proposed haul road is fully developed from the site to Bond Butte Drive. The haul road is over a reciprocal 30-foot easement crossing the adjacent ODOT property and the

Waggener property. The road approach shall be paved and improved to Road Department standards prior to initiating the development permit to mine the expansion area. There are no conflicts identified with the haul road due to noise, dust or other discharges.

(2) There are two noise or dust sensitive uses identified on nearby properties within the impact area. One is the Bierly residence and the other is the Charity Grange Hall, each approximately 1200 feet north of the northern boundary of the site. Neither property owner identified any conflicts with noise, dust or other discharges under the current operating characteristics.

(3) There is one home located on the subject property, at the base of the identified resource site. Because the home is on the same property and within the proposed resource site, it is not a conflicting use for purposes of this analysis.

(4) The operator will maintain the existing south-facing quarry face to shield the home and grange from noise and dust impacts from mining the property. Blasting notice shall be provided as requested and blasting will be conducted during limited daytime hours to reduce conflicts with surrounding land uses. Water shall be used on the rock crusher to reduce dust pursuant to the DEQ permit.

(5) Grass seed farming is the predominant land use in the area. Grass seed farming is not considered a noise or dust sensitive use under the Goal 5 rule for aggregate. No conflicts with agricultural practices are identified. Mining the site would not force a significant change in or significantly increase the cost of accepted agricultural practices within the impact area.

(C) *Other Conflicts*

(1) No potential conflicts with local roads are identified.

(2) No safety conflicts with existing public airports are identified.

(3) No conflicts with other Goal 5 resource sites are identified.

(4) The subject property and the surrounding land are zoned Exclusive Farm Use (EFU). All surrounding property, except for the adjacent ODOT quarry, is in farm use. No existing or potential conflicts with agricultural practices are identified.

(D) *Measures to Minimize Identified Conflicts*

(1) Potential conflicts are identified with the residential use of tax lot 400 and with the Charity Grange property on tax lot 103, both approximately 1200 feet from the northern boundary of the resource site, if the quarry were to vary significantly from the existing operating characteristics. Order No. 2002-047 contains a list of reasonable and practical measures that will ensure all potential conflicts will be minimized. The development permit to mine the expansion area of this site shall require compliance with all the conditions set forth in Order No. 2002-047.

(E) *Post-mining Use and Reclamation.* Mr. Waggener has filed a reclamation plan with DOGAMI identifying forestry as the final post-mining land use. The soils on the site are not Class I or II soils and are not defined as prime or unique farmland in OAR 660-33-020 (8). Forestry is an allowed post-

mining use on this site.

(F) *Potential Future Conflicting Uses.* All of the surrounding lands are zoned EFU. New noise and dust sensitive uses (i.e. homes, churches, hospitals, schools) are not allowed unless approved by a conditional use review and found not to conflict with existing land uses. New commercial and industrial land uses are not allowed. No conflicts with potential future land uses are identified.

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00 amd 02-048 §2 eff 2/5/02]

**APPENDIX 7 — INVENTORY OF SIGNIFICANT SITES PROTECTED BY GOAL 5 AND APPROVED FOR MINING PURSUANT TO AN ESEE ANALYSIS (FORMERLY “3A” AND “3C” SITES)**

**AGGREGATE SITES**

<b>SITES RECEIVING FULL ‘GOAL 5 PROTECTION (FORMERLY “3A” SITES):</b>			
<b>No.</b>	<b>Site Name</b>	<b>Location (T / R / S / T-L)</b>	<b>Size (acres)</b>
7001	Wilson	9S 2E 26 500	98.8
7002	Morse Brothers, Inc., Inc. #1	11S 3W 10, 11 & 14 406, 1000, 1001, 2401 & 2402	229.3
7003	Wodtli	13S 1W 26 400 & 50	155.1
7004	Morse Brothers	401, 1000, 1001, 2401 & 2402	

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 § 5 eff 9/13/00]

<b>SITES RECEIVING LIMITED GOAL 5 PROTECTION (FORMERLY “3C” SITES”):</b>			
<b>No.</b>	<b>Site Name</b>	<b>Location (T / R / S / T-L)</b>	<b>Size (acres)</b>
7501	Wildish Sand and Gravel	9S 3W 32 100	218.8
7502	Morse Brothers, Inc. #2	11S 3W 10 2400 & 11S 3W 14 301 (portion of)	27

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00]

**APPENDIX 7A — ESEE ANALYSES JUSTIFYING PROTECTION OF A SIGNIFICANT SITE BY GOAL 5 AND APPROVING MINING PURSUANT TO AN ESEE ANALYSIS (FORMERLY “3A” OR “3C” SITES)**

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**905.7502 Morse Brothers, Inc. #2 (Tax-lots 2400 & 301) — 3C site**

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**FORMERLY “3A” SITES**

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**905.7001 Wilson — 3A site**

(A) *Inventory information.* Rodney Wilson operates a gravel extraction site on a 98.8 acre parcel, located in T9S, R2E, Section 26, Tax-lot 500. The site lies north of Mill City-Lyons Drive (County Road #6), two miles west of Mill City. On site visual surveys report an estimated reserve of 200,000 yd<sup>3</sup> of aggregate material. The operator suggests the reserves are much higher. Gravel is the primary mineral to be extracted. The surrounding zoning has Farm/Forest uses to the east and west, Rural Residential (2½ acre lot size) to the south. The North Santiam River to the north forms the boundary of the property. About 30 residences are within a 1 mile radius of the site — but none are within 200 feet from areas of extraction. Of the two homes within 200 feet of the access road, one is a mobile home located on land owned by the applicant. The access road parcels are controlled by the site operator.

(B) *Evaluation.*

(1) Only one suitable site within a ten mile radius is located in an area that can serve the Lyons community. That site has inherent conflicts that limit usage. Other existing aggregate sites either contain insufficient reserves to meet the needs of Lyons-Mill City-Gates market area, are located at the edge of the market area, or are of such low quality that considerable washing and grading are necessary to produce a marketable product.

(2) The forested nature of tax-lot 500 and the retention of a vegetated setback zone will minimize the visual impact of the proposal. The topographic difference between river terraces will separate the existing residential development from the proposed extraction and processing areas. Industrial operations exist within a one mile radius that use machinery and vehicles capable of affecting the quality of the air and water and capable of affecting the level of noise in the region. Impacts of this nature are regulated by the Oregon Department of Environmental Quality; this proposal may not exceed the emissions levels established by that agency. Diversion of the intermittent surface stream will not impact upstream use for

livestock watering.

(3) The site is protected (3A) through the Aggregate Resource Extraction and Processing (AXP) zoning ordinance. This prohibits the use of land zoned AXP for uses incompatible with aggregate resource extraction and processing. Any future conflicting uses will be reviewed through the conditional use process.

**905.7002 Morse Brothers, Inc. #1 (Tax-lots 406, 1000, 1001, 2401 & 2402) — 3A site**

(A) *Inventory information.* Morse Brothers operates a gravel extraction site on a 229.3 acre parcel, located in T11S, R3W, Section 10, 11 and 14, Tax-lots 406, 1000, 1001, 2401 and 2402. The site is located east of Kennel Road (County Road #330), south of State Highway 20, west of Eicher Road (County Road #332), approximately 1.5 miles east of Albany. Geological reports note that well over 3 million yd<sup>3</sup> of good quality sand, gravel and rock (Quaternary middle terrace) exist on this site. Various letters of protest in the conditional use application file are recorded. Zoning in the area includes an area of Urban Growth Management to the northwest, and Exclusive Farm Use in all remaining areas.

(B) *Evaluation.*

(1) With large reserves and close proximity to Albany, this is an important aggregate resource site. Concerns have been raised by residents adjacent to the site, who list problems of increased noise, traffic and well water drawdown in association with site operations (this during the conditional use application process in 1979). The site is zoned Aggregate Extraction and Processing, and limits developments while providing for public review of development proposals.

(2) Operation of the site provides employment and additional tax revenues to the county. No significant environmental problems should occur under normal mining and processing procedures (i.e. noise and dust levels are within accepted state mining standards). The location of another Morse Brothers quarry adjacent to the site does increase noise levels, but they still are within accepted state mining standards. Vegetative screening around the site reduces visual impacts. Energy consumption from site operations probably is not much smaller or larger than the farm uses that would replace it.

(3) The site is protected (3A) through the Aggregate Resource Extraction and Processing (AXP) zoning ordinance. This prohibits the use of land zoned AXP for uses incompatible with aggregate resource extraction and processing. Any future conflicting uses will be reviewed through the conditional use process.

**905.7003 Wodtli — 3A site**

(A) *Aggregate resource site report.*

(1) *Inventory information.* Wodtli - operates an aggregate extraction site on a 155.1 acre parcel, located in

T13S, RIW, Section 26, Tax-lots 400 and 500. The site is just west of Highway 20 and the South Santiam River, with Liberty Road (County Road #748) running through the middle of the property. DOGAMI reports a reserve of over 1 million yd<sup>3</sup> of basalt. Farm/Forest zoning surrounds the site. The site is zoned Aggregate Extraction and Processing.

(B) *Evaluation.*

(1) With large reserves and close proximity to Sweet Home, this is an important aggregate resource site. No conflicting uses have been identified with the operation of this site. The site is zoned AXP and limits development while providing for public review of development proposals.

(2) Operation of the site provides employment and additional tax revenues to the county. No significant environmental problems should occur under normal mining and processing procedures (i.e. noise and dust levels are within accepted state mining standards). Energy consumption from site operations probably is not much smaller or larger than the Farm/Forest uses that would replace it.

(3) The site is protected (3-A) through the Aggregate Resource Extraction and Processing (AXP) zoning ordinance. This prohibits the use of land zoned AXP for uses incompatible with aggregate resource extraction and processing. Any future conflicting uses proposed nearby will be reviewed through the conditional use process.

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FORMERLY "3C" SITES

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**905.7501 Wildish Sand & Gravel — 3C site**

(A) *Inventory information.* Wildish Sand & Gravel operates a gravel extraction site on a 218.8 acre parcel (on the Talbot Slough) located in T9S, R3W, Section 32, Tax-lot 100. The site is south of Talbot Road (Marion County) approximately 3.5 miles northwest of the city limit of Millersburg and 1 mile northeast of Tumbridge Road (County Road #301). A geological survey shows that the site contains good quality sand, gravel and rock, with reserves that will last well past the year 2000 (estimated 3,000,000 yd<sup>3</sup>). The site is located in an area of Exclusive Farm Use, with the Santiam River located just to the south. Many letters of protest/concern were received at the time of the conditional use application process in 1981-82.

(B) *Evaluation.*

(1) With large reserves and close proximity to Jefferson and Millersburg, this is an important aggregate resource site. During the conditional use application process in 1981, several concerns were raised. Citizens said the operation would adversely affect prime farm land, wildlife wetland areas, and the environmental livability of the area. The conditional use application was unanimously approved by the planning commission, though with set operating procedures limiting the number of trucks in/out per day and operating hours.

(2) Operation of the site provides from 5 to 20 full-time jobs for the region, and increases tax revenues to the county. No significant environmental problems should occur under normal mining and processing procedures (i.e. noise and

dust from the site are within accepted state mining standards). No clear energy benefits or problems are associated with the operation: energy consumption from the site operations probably would not be significantly larger or smaller than the farming operations that would replace it.

(3) Development on the site is unlikely as:

(a) the activity is not one which attracts commercial or industrial development,

(b) the site is surrounded by Exclusive Farm Use zones, which limits development and provides for public review of proposals, and

(c) the site is located on the Santiam River Flood Plain. The nearest residence is currently 500' away from the mining operation.

(4) Though, there are many concerns associated with this operation, development pressures are limited. A "3C" recommendation is made — to limit both uses. The resource site is controlled by parameters set in the conditional use application.

(5) Since both uses are important relative to each other, this process affords adequate protection to each. Protection to wetlands and the environment likewise is made possible.

**905.7502 Morse Brothers, Inc. #2 (Tax-lots 2400 & 301) — 3C site**

(A) *Inventory information.* Morse Brothers will expand their gravel extraction activity onto 27 acres that is a portion of T11S, R3W, Section 10, Tax-Lot 2400, and T11S, R3W, Section 14, Tax-lot 301. The site is located about 600 feet east of Kennel Road, about ½ mile south of Highway 20 and about one mile east of the city limits of Albany. Geological information indicates the 27 acres contains between 700,000 and 1.1 million cubic yards of aggregate material. The results of material testing by Carlson Testing demonstrate the 27 acres contains materials of excellent quality which exceed Oregon Department of Transportation (ODOT) test standards. The 27 acres is zoned Exclusive Farm Use (EFU). Zoning in the area includes Aggregate Extraction and Processing (AXP) on property to the north and east that is owned and operated by Morse Brothers and EFU on land to the south and west. Surrounding farm uses include grass seed production. No testimony in opposition to the proposed *Comprehensive Plan* amendment and conditional use permit was received.

(B) *Site location and description.*

(1) The area for expansion adjoins an existing Morse Brothers, Inc. (MBI) Albany sand and gravel operation. The existing MBI aggregate facility is located on Kennel Road off Highway 20 east of Albany. The expansion property is owned by Ropp Seed and Manufacturing Company, is 27 acres and is zoned EFU. The existing MBI operation is zoned AXP.

(2) The expansion area lies south of the existing operation and includes portions of two tax-lots described as the following: an area in the northeastern portion of tax-lot 2400 which lies in Sections 11, 14, and 15, T11S, R3W and the northeast corner of tax-lot 301 in Section 14, T11S, R3W in Linn County, Oregon. A map is included identifying the

expansion area.

(C) *Site characteristics.*

(1) Geologically, the site and expansion area are Holocene-and Pleistocene-age, older alluvium consisting of poorly consolidated clay, silt, sand and gravel deposited adjacent to active streams. Local water well drill logs confirm the sandy gravel deposits and show a thick clay horizon underlying the gravels. Beaulieu, DOGAMI, 1974 maps the area as covered by a Quaternary lower terrace composed of fluvial pebble gravel, sand and clay.

(2) The site is centrally located on the east side of the Willamette Valley physiographic province. Regionally significant geographic features include the Willamette River west of Albany and the Santiam River to the north. Locally, the site lies south of Cox Creek.

(3) Elevation of the expansion property is approximately 240 feet above Mean Sea Level (MSL). Groundwater well construction well logs indicate groundwater is between 18 and 30 feet below (mean sea level) MSL.

(4) Soils on the expansion property consist of three soil types according to the USDA Soil Conservation Service. Waldo silty clay loam (98) and Whiteson silt loam (100) compose the majority of soil cover with Coburg silty clay loam (26) present near the northeast corner of the expansion area. Waldo silty clay loam is a deep, poorly-drained soil in depression areas of high flood plains and low alluvial stream terraces. The soil formed in silty and clayey alluvium derived from mixed sources. Waldo is an SCS Class III soil. Whiteson silt loam (SCS Class IV) is similar, being a deep, somewhat-poorly-drained-soil found on flood plains which formed in medium textured, recent alluvium overlying older alluvium from mixed sources. Coburg silty clay loam (SCS Class II) is also a deep soil, moderately well-drained found in low alluvial stream terraces and formed in silty and clayey alluvium from mixed sources.

(5) Current use for the expansion property is grass seed production. Orchard grass was present on the property in the summer of 1995. Surrounding land is also used to produce grass seed.

(D) *Quantity.*

(1) The gravel resource in the existing MBI mining operation extends to a depth of approximately 30 feet below surface. In addition, well logs for a water well on the MBI Albany site and for a water well on the adjoining Eicher property confirm the depth of the sand and gravel horizon.

(2) Soil horizons on the property consist of a one foot-thick, black-brown clayey loam at the surface underlain by a two foot-thick layer of silty clay. Coarse, sandy gravel is present three feet below the surface to the bottom of a 10-foot deep pit that was evaluated. The gravel was poorly graded and consisted of predominantly 2-3" rounded cobbles and coarse sand with minor silty clay. Overburden in the expansion area has an average thickness of four feet.

(3) Based on a sand and gravel thickness averaging 26 feet covering 27 acres, reserve calculations indicate 1.1 million cubic yards of resource present. The calculation excludes an overburden thickness averaging four feet over the

entire parcel.

(4) The County threshold of significance as cited in the Linn County *Comprehensive Plan*, Background Report for Goal 5 Resources, p. II 5, is an aggregate reserve of 400,000 cubic yards, The County finds that the area proposed for expansion contains a significant quantity of sand and gravel resource material.

(E) *Goal 5 material test.*

(1) The test standards suggested by the Land Conservation and Development Commission for characterizing the quality of aggregate materials are Los Angeles rattler test, sodium sulfate test and the Oregon degradation test. Carlson Testing, Inc. performed the above tests in addition to a Specific Gravity and Absorption test for material sampled from the expansion area. The laboratory report is included in the Linn County file for the expansion proposal; CP-3-95/96.

(2) Using the rattler test, material tested had a percent loss to abrasion at 500 revolutions of 18.91/0. The Oregon State Highway Division (OSHD) AC specification is 30% maximum. The material tested, using the soundness test, had an average loss of 2.69%. The OSHD specification allows a 12% maximum. A No. 20 sieve was used in the degradation test. OSHD AC specifications for passing a No. 20 sieve is 30% and a sediment height of 3.0". For the material tested, 21.7% passed the No. 20 sieve with a sediment height of 1.6".

(3) Linn County finds that the sand and gravel deposit at the expansion site is characterized by quality material which exceeds the aggregate material standards set by ODOT.

(F) *Environmental social, economic and energy (ESEE) analysis.*

(1) *Background.*

(a) This application for expansion of the MBI, Albany Aggregate site by 27 acres is by conditional approval. This application is therefore not seeking the full protection of Goal 5. Because the proposed site exceeds the significance threshold for aggregate sites as determined by Linn County, it is necessary that the County review the Economic, Social, Environmental and Energy (ESEE) considerations of this proposal as they relate to any potential conflicts. If the aggregate is deemed to be important enough in the ESEE process, the County must eventually develop a program to protect the aggregate resource.

(b) The ESEE process is a good forum for identifying potential impacts on surrounding legal, existing land uses from the aggregate site as well as potential future impacts on the significant aggregate site, once permitted. The balancing solutions come from careful analysis of these potential conflicts using verifiable factual information.

(2) *Impact assessment.*

(a) *ESEE History.*

(i) In 1989, Linn County approved Goal 5 protection for existing operations, as well as minable reserves (CP-6-88/89), all totaling 227 acres, in the form of an Aggregate Extraction and Processing (AXP) zone change and *Comp Plan* amendment. The AXP zone allows for processing and batching of aggregates as outfight uses.

(ii) In order for the County to approve

this AXP Goal 5 zone change and *Plan* amendment, surrounding impacts were analyzed in the context of an ESEE balancing review.

(b) *ESEE Situation* The 1989 review included the impacts from crushing, batching, stockpiling, traffic, as well as extraction, on a 227-acre site. The current application will only affect extraction on a 27 acre area as the other uses will not occur on the tax-lots subject to the current review. Crushing, stockpiling and batching will only occur on the current AXIP zoned properties which are outright approved uses. Traffic will not increase as a result of this permitting for additional extraction area. Therefore, only extraction is an issue for determining ESEE consequences.

(c) *Impact Area.*

(i) Typical impacts from aggregate extraction and processing operations are noise, dust and vibration. Vibration is normally associated with blasting. Noise and dust are most commonly issues with the crushing or batching of aggregates. This analysis will look at noise, dust and visual impacts to surrounding existing legal land uses as they relate to extraction and conveyance off of the subject areas as well as impacts back to the aggregate operation.

(ii) The 1989 findings did not address directly a distance at which impacts could reasonably be found. Several Oregon counties have standard impact zones for aggregate operations within which impacts are analyzed for their associated ESEE consequences. These standard impact zones typically are between 500 and 1000 feet. The proposed minimum by the Department of Land Conservation and Development (DLCD) is 750 feet. Because there were no measurable impacts found beyond 500 feet in the 1989 findings and because the 1989 application included the impacts for much noisier operations (crushing and batching), this analysis finds 1000 feet to be a reasonable distance within which to analyze impact.

(d) *Surrounding Area.* The entire area surrounding the application parcels is zoned EFU with the sole exception of the AXP zoned properties owned by the applicant. To the immediate north and east of the proposed extraction area is the AXP zoned MBI operation. Beyond the AXP zoned properties to the north are medium-sized parcels transitioning to smaller size parcels as one proceeds north. These parcels are also zoned EFU until nearly 2000 feet from the proposed permit area, at which point the zoning changes to Urban Growth Management - 5 acre minimum lot size (UGM 5). Some of these smaller parcels contain dwellings. To the immediate south and west are properties owned by Ropp Seed, the landowner of the property involved in the current application. Farther south, west and east are larger, EFU zoned parcels, some of which contain farm-related dwellings.

(e) *Agricultural Uses in the Area.* The area in the immediate vicinity is characterized by generally level land of moderate to good quality for agricultural purposes. There have been a variety of crops grown in this area in the past. The current crops are primarily grass seed, pumpkin/squash and some cattle grazing. None of these current uses are affected by noise, dust or other effects typically associated with aggregate

operations. Jess Ropp, the farmer to the south and west of the subject property, has submitted a letter included with the application stating that there has been no increase in his farming costs nor a change in his farm practices as a result of the current NMI operation. Morse Brothers has not received any complaints from any surrounding firm operations related to impacts from the current aggregate operations.

(f) *Nonagricultural Uses in the Area.*

Although the area around the site is either zoned EFU or AXP, there are other uses on the EFU zoned lands. These uses are limited to non-farm dwellings and farm-related dwellings. There are only two dwellings within the proposed impact distance of 1000 feet of the application area. Increasing the distance to 2000 feet adds another eight or nine dwellings. Most of these dwellings, as stated, are outside the presumed impact area and should not be considered as conflicting uses. Of the dwellings in the 1000 to 2000 foot distance from the subject property, most are closer to the noisier crusher operation than to the proposed extraction site. One of the two dwellings in the 1000 foot impact area is owned by Ropp Seed, the landowner of the parcels under consideration, and the other is on the opposite side of Kennel Road. All properties within the identified 1000 foot impact area were mailed notice of the *Comprehensive Plan* amendment and conditional use permit applications. No comments in opposition to the proposal were received.

(g) *Future Potential Conflicting Uses.*

(i) *Farm/Forest Use.*

(I) Because of the very restrictive nature of EFU zoned lands, the potential for future conflicting uses within 1000 feet of this proposal are quite limited. Noise impacted uses such as mink farming or dog kennels would be affected more by the current Goal 5 protected AXP zone crushing operations than by the quieter extraction operations proposed in this application. All other farm and forest operations are not sensitive to noise or dust or other effects from aggregate extraction because these effects do not restrict the growth or processing of farm or forest products. The machinery (backhoe and conveyor) to be used in this proposed operation is consistent with or quieter than most equipment used for farm or forest activity.

(II) Future dwellings, while limited on EFU-zoned land, would have the potential to conflict with aggregate operations. All dwellings on land zoned EFU are permitted only through a conditional use permit.

(h) *Other EFU Potential Uses.*

(i) *Churches and Schools.* It is highly unlikely than an application would ever be brought forth in this area for a church or school. Section 6.030(B)(3 and 4) do not allow approval of schools or churches within three miles of an urban growth boundary unless an exception is approved. This site is less than one mile from the Albany Urban Growth Boundary and the approval by exception on EFU lands in this impact area is highly unlikely. These uses require a conditional use permit on land zoned EFU.

(ii) *Outdoor Recreation.* There are no current recreation areas within the impact area nor anywhere in



the vicinity. Private parks, playgrounds, campgrounds and hunting and fishing preserves are not allowed on “high value” soils. Most of the parcels in the vicinity that do not have some high value soils are too small to facilitate recreational development. Golf course development is also limited to non-high value soils and would most likely never be developed in this area. For the above reasons, Linn County finds that recreation areas will not conflict with the aggregate site. This use would require a conditional use permit to operate on EFU zoned land.

(iii) *Utility Facilities.* There are no transmission towers or utility facilities in the impact area or vicinity of the site. These facilities and structures are industrial uses, static in nature and not used for human habitation or oriented toward general public use. As such, these uses are not sensitive to the impacts generated by aggregate sites. These uses also do not directly impact aggregate use in any negative way, nor would they require restrictions on aggregate. For the above reasons, Linn County concludes that utility facilities do not conflict with aggregate use of the site. Utility facilities require a conditional use permit to locate on land zoned EFU.

(iv) *Geothermal Resources, Oil and Gas.* There is no evidence of geothermal, oil or gas operations or reserves in the vicinity of the site. Operations for the exploration of these resources are extractive industrial-type uses, very similar to aggregate operations and would not be adversely affected by an aggregate operation because of the similar nature. Geothermal, oil or gas resources would also not be restricted due to the aggregate operation. Extraction or processing of these resources are not noise sensitive uses. Exploration, extraction and processing of geothermal oil or gas resources does not conflict with aggregate operations. This use would require a conditional use permit.

(v) *Solid Waste Disposal.* There are no solid waste disposal sites in the impact area or vicinity of the site. These uses are industrial in nature and not used for human habitation or oriented for public use and in addition have impacts similar to those of aggregate operations. These uses are not noise sensitive nor sensitive to any other impacts from aggregate operations. These uses would also not directly affect aggregate operations nor would they necessitate restrictions on the aggregate operations. Therefore, solid waste disposal facilities are found not to conflict with aggregate operations at the proposed site. A solid waste disposal site requires a conditional use permit to locate on EFU-zoned land.

(vi) *Public Roads and Highways.* The proposed use will not affect any roads because aggregate extracted at the proposed site will be transported via conveyor to the processing area. Public road and highway uses allowed in the EFU zone, involving construction and modification of public roads and related facilities, are uses which would not be adversely affected by the impacts of an aggregate site because they are intended to be construction sites or travel routes and are not intended for human habitation or recreational use. Construction and road related uses have characteristics similar to those of aggregate operations (e.g., traffic produces noise and can produce dust). These uses do not directly impact aggregate

operations nor do they require restrictions on aggregate extraction at this site to protect the road uses. Because the proposed extraction area is several hundred feet off any existing road, there is no impact on existing right-of-way nor any future potential right-of-way need. For all of these reasons, Linn County finds that public road and highway uses do not conflict with aggregate use of this site. Construction and modification of public roads and highways is a conditional use permit in the EFU zoning district.

(vii) *Personal Use Airports.* The only personal use airport in the impact area or within the vicinity is a temporary strip used occasionally by the landowner co-applicant to this site. The only other personal use airstrip is more than 6000 feet to the north. Small to medium-size instrument rated strips have an FAA cone of impact of 5000 feet. The strip just mentioned is outside of this 5000 foot impact zone and it is not known whether that strip is instrument rated. In addition, this existing airstrip, as well as the landowner’s airstrip, have been used for several years without any impact from the existing 227 acre AXP extraction site and therefore, would feel no impact from an additional 27 acre expansion. Personal use airports are not negatively impacted by the general affects from an aggregate operation. The operation of a personal use airport would not be sensitive to or restricted by the aggregate operation. Personal use airports also do not directly impact aggregate operations nor do they require restrictions on the aggregate use to protect the airport. It is therefore concluded that personal use airports do not conflict with aggregate operations. This use requires a conditional use permit in the EFU zone.

(viii) *Home Occupations.*

(I) There is no current evidence of home occupations in the impact area or vicinity of the site. Home occupations, in and of themselves, do not conflict with the aggregate use of the site because the home occupation use is merely a business use that happens to be located within a dwelling.

(II) Although the dwelling in which the home occupation is established could be a conflicting use, the home occupation itself does not have special sensitivities to the impacts of an aggregate use that create a conflict. It is therefore concluded that home occupation uses do not conflict with aggregate use of the site. If future home occupations are deemed to conflict with the aggregate use of the site, the analysis of residential use is fully applicable to home occupations. Home occupations require a conditional use permit to operate on land zoned EFU.

(ix) *Other Goal 5 Resources.*

(I) *Fish and Wildlife Habitats.* There are no inventoried big game habitats or sensitive habitats of any kind on the proposed site, impact area or in the vicinity of the site. In fact, it has been proven over numerous sites that aggregate extraction from alluvial deposits, with proper reclamation, can create valuable fish and wildlife habitat originally lost to agricultural use. Because there are no existing sensitive habitat areas in the impact zone, and because the site itself will provide a positive increase in fish and wildlife

habitat, Linn County concludes that there is no conflict with fish and wildlife habitat.

(II) *Historic Resources.*

There are no inventoried historic resources in the impact area for the site. For this reason, there can be no conflict between the aggregate use and historic resources.

(III) *Wetlands.*

There are no inventoried or jurisdictional wetlands on the site or in the impact zone. The only wetlands are those which are being intentionally created through the mining process. Federal and State law grant exception for artificial wetlands created from mining, until the entire mining site has been completed. As stated under wildlife habitat, aggregate mining is restoring many of the wetlands lost to agricultural grading and drainage. This net increase in wetland acreage emulates many of the former cutoff-river-meander-lakes and ponds that existed in the past. It is therefore found that aggregate use of the site does not conflict with wetlands and is in fact a net benefit by creation of new wetland area.

(IV) *The Goal 5 resource*

(aggregate) does not impact other Goals nor do other Goals impact the resource site.

(G) *Economic, social, environmental and energy (ESEE) consequences.*

(1) Among the existing potentially conflicting uses listed above, only two dwellings are within the impact area. Of the future possible farm uses, only noise sensitive uses such as rnick farming are found to potentially conflict with the aggregate use of the site. For all other legal uses allowed by permit on EFU lands, the following new uses may conflict with the aggregate site if allowed. These are dwellings, schools/ churches and recreation sites.

(2) The ESEE analysis that follows will examine the consequences of:

- (a) Allowing the new aggregate area to operate without restriction,
  - (b) Not allowing the aggregate site to operate,
- or
- (c) Allowing the aggregate site to operate with certain limitations.

(3) *Economic consequences.*

(a) Consequences of protecting the aggregate resource, not withstanding the impact on existing or potential conflicting uses.

(b) Protection of this aggregate site will allow for continued supply of competitively priced aggregate products into the Albany market. This Albany site provides very low-cost aggregate products due to its location in close proximity to the City. These low-cost products benefit both private and public consumers. The largest consumers-of aggregate-related products are public agencies. These public agencies consume more than 60 percent of aggregate products produced by the applicant.

(c) The most significant factor affecting the cost of aggregate products is haul distance to market. Because aggregate and related products are high density materials, the cost for hauling per ton is also high. It has been estimated in

several studies that the cost to haul rock is about \$.40 to \$.50 per cubic yard for each additional mile hauled. By forcing aggregate extraction another ten miles from the market on sales of 200,000 cubic yards per year, haul costs could increase by one million dollars per year. With public agencies as the largest consumer of these aggregate products, it makes sense to keep the extraction as close to markets as possible.

(d) Protection of this aggregate site will not increase the cost nor force a change in surrounding farm practices. This is attested to by the affidavit signed by Ropp Seed, the only contiguous farming operation to the proposed site. It is also demonstrated over time at the existing 227 acre AXP-zoned site where there have been no farm-related issues raised. Neither were there any farm-related issues raised at the 1989 AXP Goal 5 permitting process hearings on the 227 acre site. -Given this past history in the context of the small size of the site in question (37 acres) as compared to the existing site (227 acres), no significant impact could occur on neighboring farm lands as a result of this aggregate site protection.

(e) The only dwellings within the impact area were existing at the time the current 227 acre zone was approved. The economic consequences were. evaluated at that time relative to these and all other dwellings in the vicinity and the decision was made to protect the aggregate resource. The current operation is for extraction only, with no crushing or additional processing to take place on the subject properties. The noise level from this proposed operation is similar to or quieter than most farm-related equipment. For all dwellings in the vicinity, the extraction process noise will most likely be imperceptible in the background of other ongoing operational noises.

(f) Expanding the resource base at the Albany operation will ensure an ongoing supply of rock to protect for continued employment of family wage jobs.

(g) The long-term economic impact should be an enhanced residential value due to the creation of lakes and wildlife habitat which will remain when the operation is terminated.

(h) Consequences of protecting the potentially conflicting uses, notwithstanding the possible impacts on the Goal 5 aggregate resource.

(i) If the existing or potentially conflicting uses are fully protected, notwithstanding the possible impacts to the aggregate resource, there would eventually be several economic consequences. These consequences would be brought forth by an earlier exhaustion of available resource and would include increased aggregate costs in the local market area and the loss of family-wage jobs at the site. Due to the location of the existing outfit approved operation, the minor nature of the expansion and associated noise, and the fact that all existing potential conflicts were analyzed in the 1989 ESEE review, with results choosing to protect the .resource, there is no reason that the same conclusion of protecting this resource cannot be achieved. This is especially true given similar imposition of conditions to mitigate impacts as were imposed in the 1989 decision.

(4) *Social consequences.*

(a) Consequences of protecting the aggregate resource, notwithstanding the impact on existing or potential conflicting uses.

(i) The typical social impacts from any aggregate operation are noise, dust, traffic and vibration. The proposed site is an alluvial deposit in which the aggregate will be mined and transported wet by use of a hydraulic backhoe and/or loader with a belt conveyor system. Noise will be imperceptible in the context of other outright permitted noises (e.g., crusher, batch plants, truck traffic) on the contiguous AXP-zoned property, as well as other neighborhood noise (farm equipment, road traffic, etc.). Dust is not an issue for two reasons. Existing DEQ permits require fugitive dust to be minimized. In addition, due to the moist nature of the extracted material, dust is not emitted as the material is transported by conveyor to the crushing and screening plant. Traffic is also not an issue as there will be no trucks involved with the expansion area. Vibration is normally related to blasting at quarry sites, which will not occur at this alluvial sand and gravel site.

(ii) Protection of this significant aggregate site will ensure that economically viable reserves are available for future public and private uses. This ensures the greatest efficiencies in limited dollar expenditures for transportation maintenance and other public improvements.

(b) Consequences of protecting the potentially conflicting uses, notwithstanding the possible impacts on the Goal 5 aggregate resource.

(i) If the existing or potentially conflicting uses are fully protected, notwithstanding the possible impacts to the aggregate resource, there would eventually be several social consequences. The increase in aggregate costs would decrease the funding of public projects dependent on aggregate-related products in the Albany vicinity. While there would be no noise increase from the extraction process if it were disallowed, the current ambient noise levels already are greater than any noise which might be created by a backhoe and/or loader.

(ii) Mining will not cease at the existing site and nothing precludes the existing operation from importing aggregate to the site for processing. While visibility is not a decision criteria, none of the dwellings, with the exception of the landowner/co-applicant's dwelling, will be looking into the new expansion area. Should visibility, limited as it is, become an issue, vegetative screening could be added where necessary.

#### (5) *Environmental consequences.*

(a) Consequences of protecting the aggregate resource, notwithstanding the impact on existing or potential conflicting uses.

(i) The expansion does not require any environmental permits other than a DOGAM I reclamation permit. Both DOGAMI and DEQ will be notified of the expansion. DEQ does not require any storm water or control facilities permits where there is no processing. No processing will take place on the subject expansion area and will only take place on the AXP-zoned property where such permits are in place as per information provided by the applicant.

(ii) For the reason elaborated on earlier, dust will not be a problem due to the moist nature of the material as excavated and transported.

(iii) Noise also is not an issue as stated earlier because a single loader will most probably be imperceptible in the context of other existing and permitted ambient noise levels.

(iv) No fuels or petroleum products will be stored on the subject expansion properties.

(v) The net environmental situation will be benefitted in the context of increased wetland area, riparian area and wildlife habitat for both aquatic and upland species.

(b) Consequences of protecting the potentially conflicting uses, notwithstanding the possible impacts on the Goal 5 aggregate resource.

(i) If the existing or potentially conflicting uses are fully protected, notwithstanding the possible impacts to the aggregate resource, there would eventually be several environmental consequences. The first impact would be increased consumption of fossil fuels and the associated pollution emissions from the trucks due to eventual additional transport distance for aggregate products.

(ii) If the Goal 5 aggregate use of the proposed site were not protected, there would be a reduction in the amount of beneficial wetland, riparian and wildlife habitat that could be created; especially if the new aggregate were to come from a quarry site where the ability to reclaim for those attributes is limited.

(iii) While there would be no noise emission in the location of the expansion area if the proposed site were not protected, that noise level is most likely negligible in the context of all other permitted activities at the existing operation and from other surrounding activities.

#### (6) *Energy consequences.*

(a) Consequences of protecting the aggregate resource, notwithstanding the impact on existing or potential conflicting uses.

(i) If the aggregate expansion site is protected, there would be no increase in energy consumption due to the aggregate-related haul remaining the same as is current.

(ii) There should be no energy consumption increases for the existing other area uses as a result of protecting the aggregate resource.

(b) Consequences of protecting the potentially conflicting uses, notwithstanding the possible impacts on the Goal 5 aggregate resource.

(i) If the aggregate site is not protected, there could be an increase in fuel consumed as a result of increased haul.

#### (H) *Program to resolve conflicts.*

(1) Oregon Administrative Rule 660-016-0010 requires that: "Based on the determination of the economic, social, environmental and energy consequences, a jurisdiction must 'develop a program to achieve the Goal (5).' Assuming there is adequate information on the location, quality and quantity of the resource site as well as on the nature of the

conflicting use and ESEE consequences, the jurisdiction is expected to ‘resolve’ conflicts with specific sites.”

(2) The applicant for this expansion area has provided sufficient factual information on location, quality and quantity to meet the standards of County ordinance as well as State administrative rules.

(3) The process normally used by Linn County to protect Goal 5 aggregate sites is the AXP zone. The applicant in this case has not requested such zone change due to the minor nature and extent of the requested resource and also due to the fact that the reclaimed area in this request will remain in ownership of the existing farm parcel and revert to control of same at the termination of the lease. Should this expansion area be unfinished in the extraction of aggregate resource in five years, the applicant agrees to either request a Goal 5 AXP zone change or terminate mining, reclaim as per the DOGAMI authorized plan and return control to the landowner.

(4) There is not sufficient justification to disallow the aggregate full protection under Goal 5 if mitigating conditions are imposed. Of the three avenues offered by the Goal 5 Rule, Linn County concludes that both the aggregate resource and surrounding uses are important and the ESEE consequences are balanced and addressed so as to protect the aggregate resource to some extent and classify it as a “3C” site. [Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00]

**APPENDIX 8 — INVENTORY OF SIGNIFICANT SITES NOT PROTECTED BY GOAL 5 AND NOT APPROVED FOR MINING  
PURSUANT TO AN ESEE ANALYSIS (FORMERLY “3B” SITES)**

**AGGREGATE SITES**

<b>SITES RECEIVING NO GOAL 5 PROTECTION (FORMERLY “3B” SITES):</b>			
<b>No.</b>	<b>Site Name</b>	<b>Location (T / R / S / T-L)</b>	<b>Size (acres)</b>
8001	Forslund Rock Quarry, Inc.	10S 3W 09 1400	
8002	Morse Brothers, Inc.	10S 3W 22 1500	
8003	Hub City	11S 4W 11 501, 601, 602 & 603	
8004	Johnson	13S 1W 13 101	
8005	Slate	13S 3W 27 101 & 200	

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00]

**APPENDIX 8A — ESEE ANALYSES JUSTIFYING NOT PROTECTION OF A SIGNIFICANT SITE BY GOAL 5 AND NOT APPROVING MINING PURSUANT TO AN ESEE ANALYSIS (FORMERLY “3B” SITES)**

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**905.8004 Raymond Johnson (Tax-lot 101) — 3B site**  
**905.8005 Mack Slate, Jr. (Tax-lot 101 & 200) — 3B site**

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**905.8A01 Forslund Rock Quarry, Inc. — 3B site**

(A) *Inventory information.* Forslund Rock Quarry, Inc. operates an aggregate extraction site on a 23.07 acre parcel located in T10S, R3W, Section 9, Tax-lot 1400. The site is just east of Interstate 5, ½ mile north of the Highway 164 turn-off. DOGAMI reports a reserve of 1,000,000 yd<sup>3</sup> of good quality basalt rock (of the Yakima Basalt subgroup). The site is zoned for Farm/Forest use, with a Rural Residential (2½ acre lot size) area to the east, and an Exclusive Farm Use area to the west.

(B) *Evaluation.* With large reserves and close proximity to Millersburg and Jefferson along good roads, this is an important aggregate resource site. Concern has been raised over the visibility of the site (located on the western side of Hale Butte) from the Interstate-5 Highway. A report from DOGAMI indicates the operator has no reclamation plans as yet to reduce the visual impact to highway traffic. Additionally, a Rural Residential (2½ acre lot size) area is adjacent to the site on the east side of Hale Butte. Pressure to develop this site, other than that from the residential area to the east, are limited, as:

(1) the site is located on a flood plain and partly on the steeply sloped butte, and

(2) the area is zoned for Exclusive Farm Use, and thus excludes most incompatible development.

(C) Operation of the site should continue to provide employment and increase tax revenues to the county. Environmental problems associated with the mining operation should pose no problem to the surrounding areas, as long as state mining standards are adhered to. The residential area to the east also is “buffered” due to its location on the opposite side of the butte. Operation of the site involves some energy consumption. Other uses on the site would also need energy.

(D) The conflicting uses identified with this site are of more importance than the aggregate resource site, as the latter suffers no real threat from development or surrounding land uses. The conflicting uses should be allowed fully, a “3B” designation under the Goal 5 process.

**905.8A03 Morse Brothers, Inc. (Tax-lot 1500) — 3B site**

(A) *Inventory information.* Morse Brothers, Inc. operates an aggregate extraction site on a 201.7 acre parcel, located in

T10S, R3W, Section 22, Tax-lot 1500. The site is one mile east of Interstate 5, on the south side of Scrael Hill, 1 ½ miles east of Millersburg. DOGAMI reports a reserve of 400,000 yd<sup>3</sup> of good quality basalt; the owners mining activity report claims mining on the site is restricted to a one acre site, with an estimated annual need of 20,000 yd<sup>3</sup> of aggregate. The area is zoned for Farm/Forest use, with an EFU zone to the south and a Rural Residential (2½ acre lot size) area to the north.

(B) *Evaluation.*

(1) With large reserves and close proximity to Millersburg and Jefferson, this is an important aggregate resource site. Though no concerns have been raised by citizens, a strong potential conflicting use occurs as a result of surrounding land uses. A Rural Residential (2½ acre lot size) area lies adjacent to the north side of the site, and the town of Millersburg is situated just to the west.

(2) Operation of the site provides intermittent employment and some additional tax revenues to the county. No significant environmental problems should occur under normal mining and processing procedures (i.e. noise and dust from the site are within accepted state mining standards). Operation of the site involves far less energy consumption than would encroachment of the rural residential areas to the north and west.

(3) Development on the site is unlikely because of the EFU zoning. The conflicting use identified with this site is of more importance than the aggregate resource site, as the latter suffers no real threat from development or surrounding land uses. The conflicting use should be allowed fully, a “3-B” designation under the Goal 5 process.

**905.8A02 Hub City — 3B site**

(A) *Inventory information.* Hub City operates an aggregate extraction site on an approximately 21 acre parcel, located in T11S, R4W, Section 11, Tax-lots 501, 6019 602 and 603. The site is just west of Bryant Drive (County Road #101), ½ mile southeast of the Little Willamette River, at the southeast corner of Bowers Rock State Park. Zoning in the area consists of Exclusive Farm Use. DOGAMI reports a reserve of 500,000 yd<sup>3</sup> of good quality sand and gravel (Quaternary lower terrace). Air photos indicate some reclamation has occurred.

(B) *Evaluation.*

(1) With large reserves and close proximity to Albany, this is an important aggregate resource site. Nearby residents raised concerns that the operation is detrimental to the well being and safety of the area. A Rural Residential (2½-acre lot size) area lies approximately 350 yards to the south of the site. Pressures to develop this site are limited, as:

(a) the site is located in the Willamette River flood plain;

(b) the area is zoned for Exclusive Farm Use, and thus excludes most development opportunities; and

(c) the site was identified as not having any

viable uses other than aggregate resource use.

(2) Operation of the site should continue to provide part-time employment and increase tax revenues to the county. Environmental problems associated with the mining operation should pose no problem to the surrounding areas, as long as state mining standards are adhered to. Additionally, the site is isolated and has sufficient vegetation and distance to screen it from adjacent land areas, and to minimize dust and noise. Operation of this site involves similar energy consumption as a rural residential development.

(3) The conflicting uses identified with this site are of more importance than the aggregate resource site, as the latter suffers no real threat from development or surrounding land uses. The conflicting uses should be allowed fully, a “3B” designation under the Goal 5 process.

#### **905.8A04 Raymond Johnson — 3B site**

(A) *Inventory information.* Raymond Johnson operates an aggregate extraction site on a 266.4 acre parcel, in T13S, R1W, Section 13, Tax-lot 101. The site is north of Skyline Road (County Road #750A), approximately 3 miles north of the city limits of Sweet Home. DOGAMI reports a 600,000 yd3 reserve of Yakima basalt on the site. Several letters opposing an enlargement of the stockpiling area were received during a conditional use case. The owner possesses a private access road in/out of the site. Surrounding zoning includes Rural Residential (2½ acre lot size) to the south and Exclusive Farm Use areas to the north, east and west.

##### *(B) Evaluation.*

(1) With large reserves and close proximity to Sweet Home, this is an important aggregate resource site. Concern has been raised that the operation lessens the livability of the area by increasing noise, dust and, most importantly, is a visual eyesore to residents in the adjacent Topview Acres Subdivision. The area is zoned for Farm/Forest use and limits development and provides for public review of development proposals.

(2) Operation of the site provides part-time employment and increases tax revenues to the county. Environmental factors (noise, dust, etc.) should not pose a problem to residents as long as state mining standards are adhered to. However, as development increases in the subdivision, problems associated with the unsightliness of the quarry will increase. Vegetative screening may help to alleviate this. Operation of the mining site consumes far less energy than would residential uses.

(3) The conflicting use identified with this site is of more importance than the aggregate resource site. The latter, though not suffering from development pressures, threatens the general livability of the area as a result of its unsightly operations. A “3B” recommendation is made, to allow the conflicting use fully. If at some point in the future adequate screening is provided, the operation should be reevaluated to determine the site’s significance and any new conflicting uses that may be present.

#### **905.8A05 Mack Slate, Jr. — 3B site**

(A) *Inventory information.* Mack Slate, Jr. operates, an aggregate extraction site on a 43.0 acre parcel, located in T13S, R3W, Section 27, Tax-lots 101 and 200. The site is 1/8 mile east of the Sodom channel, adjacent to the Calapooia River. The site is within an area zoned for Exclusive Farm Use. DOGAMI lists reserves of 1,000,000 yd3 of good quality sand and gravel.

##### *(B) Evaluation.*

(1) With large reserves and close proximity to Brownsville and Interstate-5, this is an important aggregate resource site. Though no formal concerns or complaints have been raised, the site is located within 200 yards of a Rural Residential (1 acre lot size) area to the east.

(2) Operation of the site provides full-time employment and increased tax revenues to the county. Environmental factors (noise, dust, etc.) should not pose a problem as long as state mining standards are adhered to. Additionally, the residential area is located to the east on the opposite side of the Powell Hills, and thus is “buffered” from the mining site. Operation of the mining site consumes far less energy than would residential uses.

(3) The area is zoned for Exclusive Farm Use, and limits development, and provides for public review of development proposals. The site is located in the Calapooia River flood plain.

(4) The conflicting use identified with this site is of more importance than the aggregate resource site, as the latter suffers no real threat from development or surrounding land uses. The conflicting use should be allowed fully, a “3-B” designation under the Goal 5 process.

[Adopted 80-335 eff 9/2/80; amd 99-156 §1 eff 6/30/99; amd 00-495 §6 eff 9/13/00]

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# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 906

#### HISTORIC RESOURCE COMMISSION

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*Section Title*

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<b>906.200</b>	<b>Linn County Register of Historic Resources</b>

**Statutory References and Other Authorities**

**Legislative History of Chapter 906**

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**906.010 Title**

This Chapter, LCC 906.010 to 906.nnn, shall be known and may be cited as the "Linn County Historic Resource Commission Code" or simply as the "Historic Resource Commission Code."

[Adopted 99-190 eff 5/19/99]

**906.020 Purpose**

The purpose of the Historic Resource Provisions is to provide procedures for identification and preservation of significant historic resources located in Linn County.

[Adopted 80-335 eff 9/2/80]

**906.100 Historic Resource Commission**

(A) The Linn County Historic Resource Commission is hereby created.

(B) *Composition, appointment, and terms.*

(1) *Membership.* The historic resource commission shall consist of seven voting members as follows:

(a) Position #1: A member representing the Linn County Historical Society.

(b) Positions #2 through #7: Members from the general public who are interested in the preservation of historic resources in Linn County. Preference will be given to a member representing the building trades for one of the public positions.

(2) *Terms of office.* Members shall be appointed by the Linn County Board of Commissioners for three year terms, except the initial appointment shall be for terms as follows:

(a) Positions #1, #4, and #7 for three years;

(b) Positions #2 and #5 for two years; and

(c) Positions #3 and #6 for one year.

(3) Appointments to fill vacancies shall be for the unexpired portion of the term.

(4) *Removal.* A member of the historic resource commission shall serve at the pleasure of the Linn County Board of Commissioners.

(5) *Compensation.* Voting members of the historic resource commission shall receive no compensation, but shall be reimbursed for duly authorized expenses.

(6) *Presiding officers.* At the beginning of each calendar year, the Linn County Board of Commissioners shall select a chairperson for the historic resource commission from among the voting members to serve a one year term with eligibility for re-election. At its first meeting of each calendar year, the historic resource commission shall elect a vice-chairperson from among the voting members to serve a one year term, with eligibility for re-election.

(7) *Staff.* Employees of the Linn County Planning and Building Department shall provide

staff support services as required by the historic resource commission and shall keep an accurate record of commission proceedings.

(C) *Meetings.*

(1) *Quorum.* Four voting members of the historic resource commission shall constitute a quorum.

(2) *By-Laws.* The historic resource commission may recommend rules and regulations to be adopted by the Linn County Board of Commissioners, for its government and procedure which are consistent with this ordinance, other ordinances of Linn County, and the laws of the State of Oregon.

(3) *Meetings.* The meetings of the historic resource commission shall be convened at the call of the chairperson. Meetings shall be called by notice served upon each member at least 72 hours in advance of the time specified for the proposed meeting. Notice of the meeting shall be made available to the news media at least 24 hours prior to the meeting. All meetings shall be open to the public.

(D) *Functions, powers, and duties.* The historic resource commission shall have the following functions, powers, and duties:

(1) Maintain the Linn County Inventory of Historic Resources as a depository of information about historic resources in Linn County and as a source of historic resources for inclusion on the Linn County Register of Historic Resources;

(2) Receive and take action on requests to include a potential historic resource on, or remove a listed resource from the Linn County Register of Historic Resources;(C) Review and act on permit applications for proposed alterations or demolitions of historic resources listed on the Linn County Register of Historic Resources;

(3) Review and act on historic resource district applications;

(4) Review and comment on proposed land use actions and programs that may impact historic resources listed on the Linn County Register of Historic Resources;

(5) Obtain up-to-date information on private, federal, and state historic preservation

organization and agency activities and seek to maintain county programs that are consistent with these activities;

(6) Recommend historic resources for nomination to the National Register of Historic Places to the State Historic Preservation Office;

(7) Seek state, federal, and other outside funding for historic resource survey, planning, repair, maintenance, rehabilitation, or restoration;

(8) Receive and act on requests for monetary assistance for repair, maintenance, rehabilitation, and restoration if funds are available for such work; and

(9) Perform other duties relating to historic resources upon request of the Linn County Board of Commissioners.

[Adopted 80-335 eff 9/2/80; amd 99-190 eff 5/19/99]

## **906.200 Linn County Register of Historic Resources**

(A) The Linn County Register of Historic Resources, hereinafter referred to as the register, is hereby created as the official county list of significant historic resources which warrant protection.

(B) *Designation Procedure.*

(1) A request for inclusion of a historic resource on the register may be made by the owner of the historic resource or his authorized representative, by the Linn County Board of Commissioners, by the Linn County Historic Resource Commission, or by the State Historic Preservation Office.

(2) The historic resource commission shall hold a public hearing to review the request for inclusion of an historic resource on the register.

(3) *Notice.*

(a) Notice of public hearing shall be given not less than 14 days nor more than 21 days prior to the date of the public hearing by one publication in a newspaper of general circulation in the county.

(b) Written notice of the public hearing shall be mailed to the applicant, the owners of the affected property, the State Historic

Preservation Office and, if the structure is in an urban growth boundary, to the affected city. Such notice shall be mailed not less than 14 days nor more than 21 days before the scheduled public hearing.

(c) Failure of any party to receive mailed notice shall not invalidate any scheduled proceeding.

(4) Within 35 days of the conclusion of the hearing, the historic resource commission shall either:

- (a) Approve the request submitted;
- (b) Approve the request with modifications; or
- (c) Deny the request.

(5) A copy of the historic resource commission decision shall be mailed within seven days of the decision to the applicant, the owner of the subject property, and other persons who have requested such notification.

(C) *Designation Criteria.* After public hearing, the historic resource commission may include an historic resource on the register if it finds that the resource possesses integrity of the original or historically evolved design, materials, and workmanship and if one or more of the following criteria apply:

(1) It exemplifies or reflects special elements of the cultural, social, economic, political, aesthetic, engineering, or architectural history of Linn County, the state, or the nation;

(2) It is identified with persons or events significant in local, state, or national history;

(3) It embodies distinctive characteristics of a style, type, period, or method of construction;

(4) It is representative of the notable work of a builder, designer, engineer, or architect;

(5) It is representative of a type or style of construction that was once common and now is among the last examples surviving in the county or state; and

(6) It is listed on the National Register of Historic Places.

(D) *Removal of an Historic Resource from the Register.*

(1) If an historic resource has been demolished or destroyed, the historic resource commission may remove the resource from the register without first holding a hearing.

(2) Requests for removal of an historic resource from the register for any other reason other than demolition or destruction shall be reviewed according to the procedures of Section 3(1). To remove an historic structure from the register, the historic resource commission must determine that the findings(s) made for inclusion on the register as per Section 3(2) of this ordinance, no longer apply.

(E) *Appeals and Board of Commissioner Review.*

(1) A decision made by the historic resource commission to approve or deny a request for inclusion of an historic resource or the register or removal of an historic resource from the register may be appealed to the Linn County Board of Commissioners or may be reviewed by the board of commissioners at its own request.

(2) A notice of appeal or of a board of commissioner decision to review a request must be filed with the planning department within 14 days after the historic resource commission decision.

(3) In the case of an appeal, the notice filed by the appellant shall clearly state the grounds upon which the appeal is filed.

(4) The board of commissioners shall hold a hearing within 42 days of the historic resource commission decision in order to obtain testimony on the appeal or the review.

(5) In the case of board of commissioner review, notwithstanding the provisions of Section 3(4)(d), if the board of commissioners does not wish to obtain further testimony beyond the historic resource commission hearings record, the review shall be scheduled for board of commissioners public meeting within 42 days of the historic resource commission decision.

(6) Notice of the public hearing or meeting shall be published not less than 14 days nor more than 21 days prior to the date of the

public hearing by one publication in a newspaper of general circulation in Linn County. Written notice shall be mailed to the applicants, the owners of the proposed designated historic resource, the State Historic Preservation Office, and other persons who have requested such notice not less than 14 days nor more than 21 days before the scheduled hearing. Failure of any party to receive mailed notice shall not invalidate any schedule proceeding.

(7) The designation criteria contained in Section 3 (2) shall be used by the board of commissioners in making a decision on an appeal. The board of commissioners shall render a final determination in the matter within 35 days of concluding the public hearing or meeting.

(8) A copy of the board of commissioners decision shall be mailed within seven days of the decision to the appellant, the owner of the property involved, and other persons who have requested such notification.

[Adopted 80-335 eff 9/2/80]

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**Statutory References and Other Authorities:**  
ORS 203

**Legislative History of Chapter 906:**

Adopted 80-335 Exhibits A and E 8/27/80 eff 9/2/80

Amendments to

- #1 95-026 §? eff 2/1/95<sup>1</sup>
  - #2 95-398 §? eff 8/16/95<sup>2</sup>
  - #3 95-449 §? eff 12/13/95<sup>3</sup>
  - #4 95-456 §? eff 12/13/95<sup>4</sup>
  - #5 99-190 §? eff 5/19/99
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<sup>1</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>2</sup>Articles rewritten and replaced: "Introduction" and "Background and Summary Issues" in "Citizen Involvement" section.

<sup>3</sup>Articles rewritten and replaced: "Transportation" section of the "Community Facilities and Development Element."

<sup>4</sup>Articles rewritten and replaced: "Urbanization."

# TITLE 9

## COMMUNITY DEVELOPMENT

### CHAPTER 907

#### TRANSPORTATION PLAN CODE

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  - (2) Projects Projected to Be Completed After Ten Years
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## I. GENERAL PROVISIONS

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### 907.010 Title

This Chapter, LCC 907.010 to 907.900, shall be known and may be cited as the “Linn County Transportation Plan Code” or simply as the “Transportation Plan Code.”

[Adopted 99-190 eff 5/19/99]

### 907.020 Amendments to *Comp Plan*

(A) In 1980, Linn County developed a *Comprehensive Plan* for the County which included a transportation planning section.

(1) However, the transportation section of the *Comprehensive Plan* was developed at a time when transportation issues were not as significant as they are today. The population growth that both Linn County and Oregon have been experiencing has given transportation issues and transportation planning a new prominence and importance.

(2) In addition, the State has adopted a new rule, the Transportation Planning Rule, which mandates linking of transportation and land use planning.

(B) In 1993, the Linn County Board of Commissioners directed the Planning and Building Department to begin a comprehensive study of the transportation facilities in Linn County and to prepare a background report and other documents leading to the eventual adoption of a Linn County Transportation Plan as an amendment to the Linn County *Comprehensive Plan*.

(C) The Linn County Planning and Building Department began work on the Transportation Plan in June of 1993. The planning process included:

(1) preparation of the Background Document and preliminary policies;

(2) review of Background Document and preliminary policies by the Board of Commissioners and the Planning Commission;

(3) preparation of a preliminary draft of the Transportation Plan;

(4) public meetings for comment on the draft Plan;

(5) preparation of the draft Plan; and  
(6) official adoption of the Transportation Plan.

(D) The Background Document contains a general description of all the transportation facilities in the County and a discussion of the major issues surrounding those facilities. It includes maps and statistical information necessary to make a preliminary evaluation of issues and help in the development of County transportation policy.

(E) The Transportation Plan contains brief background descriptions of facilities and issues followed by the complete list of adopted County transportation policies. In addition, sections of the Plan list and prioritize proposed transportation projects.

(F) Planning is a public process designed to foster the public good. As such, it is important for the citizens of Linn County to be able to express their concerns and ideas on the direction they would like to see transportation facilities take as we move into the 21st century. Therefore, after preliminary staff work on the Background Document and draft policies was completed, the Linn County Planning Commission sought public input through advertised public hearings. Citizens were asked to comment on the document, raise issues of importance, and suggest policies and goals for the County. Armed with this public input, the Board, the Planning Commission, and Planning staff formulated this final set of policies. During this period cities in the County, neighboring counties and cities, and state agencies including the Oregon Department of Transportation and the Department of Land Conservation and Development were given opportunities to comment on the plan. After public hearings held by the Linn County Board of Commissioners were completed, this plan was adopted as part of the Linn County *Comprehensive Plan*.

(G) *Planning Period*. This plan is a 20 year plan and based on economic growth projections, population projections and anticipated transportation needs for that period.

[Adopted 80-335 eff 9/2/80; and 99-190 eff 5/19/99]

### 907.030 Transportation plan; contents

(A) *What is in the Transportation Plan?* The transportation plan contains:

- (1) transportation facility goals and policies;
- (2) goals, policies and procedures concerning improvement and development of transportation facilities;
- (3) goals, policies and procedures concerning relationships between land use and transportation facilities;
- (4) a list of proposed transportation projects concerning realignment and /or improvement of various curves, intersections and bridges in the County;
- (5) a list of State projects that are part of the State Transportation Improvement Program (TIP) and projects that the County would like to see included in future TIPs;
- (6) feasibility studies the County would like to see accomplished during the planning period;
- (7) new programs the County wishes to institute during the planning period; and
- (8) projects, ideas, improvements and innovations that the County supports.

(B) The plan does not include transportation projects other than road and bridge projects as the County is currently not planning on developing any other types of transportation projects. However, the County is interested in pursuing a number of studies to explore the feasibility of expanded transit service (both bus and rail) and a regional airport.

(C) This plan does not include a bicycle and pedestrian facilities plan. The Linn County Bicycle and Pedestrian Facility Plan is being developed by the Linn County Bicycle Advisory Committee, the Planning and Building Department, and the Road Department and will be adopted at a later date.

[Adopted 80-335 eff 9/2/80]

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## II. PLANNING AND DEVELOPMENT POLICIES

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### 907.100 Transportation planning; elements

(A) *Background.* Linn County currently has a multimodal transportation system. In other words it is a transportation system that includes many different means of travel. The elements of the system include a highway and road network, a rail network, public and private airports, a bus system, pipeline transport and bicycle and pedestrian facilities. All of these various elements serve important functions within the County and service important population groups including residents, businesses, industry, agriculture, forestry, mining, recreational users, freight transporters, out-of-county commuters, schools, police, fire, ambulance and emergency services. Continued support for these diverse user communities and modes of transport is an important and ongoing concern of the County as it considers how best to maintain and enhance the transportation system.

#### (B) *Policy Statements*

(1) Linn County supports a transportation system that:

- (a) furnishes efficient movement for Linn County residents, businesses and other users;
- (b) facilitates the flow of goods and services so as to strengthen the local and regional economy;
- (c) adequately serves the needs of agricultural and forest enterprises; and
- (d) maintains and supports multi-modal transportation opportunities.

(2) It is the policy of Linn County that an integrated transportation system, which accommodates a variety of travel modes and demand management programs, be maintained and promoted. It is the policy of Linn County to:

- (a) consider all modes of transportation including highways and roads, public transit, air, rail, bicycling, walking and telecommunication, where needed and economically feasible, when making transportation decisions;

(b) consider carpooling, van-pooling, telecommuting and staggered work shifts as alternatives for reducing congestion when making transportation decisions;

(c) avoid total reliance on any one mode of transportation and support other modes of travel besides the automobile;

(d) reduce auto reliance through providing a road network that can accommodate public transit, bicycling and walking facilities;

(e) plan land uses that support alternative modes when appropriate; and

(f) support transportation access for all residents through a combination of walking and bicycling facilities, provision of special transportation for the transportation disadvantaged, identification of opportunities for coordinating special transportation, encouragement of use of alternate modes and coordination of multimodal passenger services.

(3) It is the policy of Linn County that conflicts between transportation modes be minimized, especially:

(a) conflicts between movements of automobiles, pedestrians and bicyclists; and

(b) conflicts between roads, rail lines and airports.

(4) It is the policy of Linn County to cooperate with appropriate agencies, organizations and jurisdictions in locating multimodal transfer points, especially public transit and bicycle facilities.

(5) It is the policy of Linn County that the presence of a transportation facility or improvement shall not be a basis for allowing residential, commercial, or industrial development on rural resource lands.

[Adopted 80-335 eff 9/2/80]

## 907.110 Land use issues

### (A) Background

(1) Land use and transportation have always been linked. Land can be put to many uses — agriculture, forestry, residential, commercial and industrial use. No matter what land use is chosen, however, there must always be a way to

transport both people and goods from the intended use to other locations. We need to be able to travel between our houses, our jobs, shopping areas and schools; we need to be able to move our farm goods and forest products from where they are grown to where they are sold or processed; and we need to be able to circulate the many and varied goods and services that sustain our communities.

(2) Land use and transportation are inseparable. We would not think of building a road to nowhere, or a house or business with no way to get to or from it. In the U.S., we have decided to rely primarily on our road network to move people and goods around. Of course, other options are also used, including rail, sea and air transport.

(3) Land use and transportation decisions often influence each other. In the short run, land use can shape the demand for transportation. Many roads have been built because new population or commercial growth produced traffic congestion or because new development required access to previously inaccessible buildable areas. Conversely, road construction can change land values and alter the intensity and type of land use. With the addition of a road, formerly isolated areas can become an easy commute into a city. Whole new areas can be opened for development. Heavily traveled roads will often encourage commercial development, such as gas stations, motels, restaurants and convenience stores to locate along its length.

(4) Although the inseparable nature of land use and transportation is obvious, land use planning and transportation planning have seldom been well coordinated. The State of Oregon and Linn County have recognized the need for a strong linkage between land use and transportation planning. The State has developed a set of guidelines known as the Transportation Planning Rule in addition to its Statewide Planning Goal 12. Linn County has responded to the transportation/land use planning needs of the County with the development of this Transportation Plan. The purpose of this plan, in concert with other elements of the *Comprehensive Plan*, is to help



guide, plan, and coordinate development over the next twenty years in Linn County.

(B) *Policy Statements*

(1) Linn County recognizes the rural nature of the county. Anticipated development in the unincorporated areas of the county will be on a rural scale. Therefore, the County does not foresee significant impacts on the County-owned transportation system from upcoming development projects. Furthermore, the County views the main purpose of the County-owned road network as the efficient movement of people and goods between incorporated areas in the County and not as a means of increasing urban scale development in the unincorporated areas. This especially applies to areas outside of urban growth boundaries.

(2) Linn County supports land use policies and transportation policies that enhance one another. Land use planning and transportation planning shall be coordinated.

(3) It is the goal of Linn County that transportation improvements which occur outside of urban growth boundaries do not create urbanizing pressures in those areas.

(4) It is the policy of Linn County to maintain property development standards, as established in the Linn County Zoning Ordinance, that:

- (a) assure proper location and spacing of access;
- (b) provide adequate off-street parking;
- (c) provide adequate room for vehicle maneuvering and turnaround;
- (d) provide adequate visibility; and adequate frontage.

(5) It is the policy of Linn County to review all land divisions that involve creation of new roads or new access onto existing roads for compatibility with the policies of this plan.

(6) It is the policy of Linn County to review the design and layout of transportation facilities (roads, parking areas, bikeways, footpaths, driveways, transit facilities, rail facilities, pipeline facilities and loading areas) in subdivisions or planned unit developments and industrial

parks for compatibility with the policies of this plan.

(7) It is the policy of Linn County to:

- (a) require assessment of direct and cumulative impacts on the County transportation system for significant new development projects;
- (b) require that the level of transportation facility improvement be commensurate with the scale of new development projects;
- (c) require that new development projects be designed and operated in a such a manner that they will not have significant adverse effects on the County transportation system; and
- (d) encourage bicycle, pedestrian and transit friendly design features in new development projects where appropriate.

(8) It is the policy of Linn County that incompatible land uses<sup>1</sup> will not be allowed on the sites of identified transportation system projects.

(9) In order to streamline development procedures, it is the policy of Linn County to permit outright planned transportation improvements identified in this plan, specifically in LCC 907.200 to 907.250 and 907.370.

(10) It is the policy of Linn County to coordinate the development of transportation facilities with other elements of the *Comprehensive Plan* policies.

[Adopted 80-335 eff 9/2/80]

### **907.120 Safety issues**

(A) *Background.* Traffic accident information is useful for identifying intersections and curves that may be in need of upgrading, realignment, or improvement. Accident information for Linn County was used to help identify future transportation projects in this plan. Linn County 911 emergency services collects and stores accident data for the County on a continuous basis. All accident calls are listed by type and location. In addition, the Road Department receives periodic updates from the State on traffic accidents

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<sup>1</sup> An “**incompatible land use**” is one that would interfere with the implementation of an identified transportation project.

and fatalities. These ongoing monitoring efforts will assist the County in providing a safe transportation network over the next 20 years.

(B) *Policy Statements*

(1) Linn County desires a transportation system that provides for the safe transport of people, goods and services through and around the County.

(2) Linn County will plan for and promote the maintenance of roads, bikeways, transit, air and pedestrian facilities in the County so that they operate in a safe manner.

(3) It is the policy of Linn County to periodically review traffic accident information, identify roadway sections, bridges and intersections with traffic problems and then use this information to help in development of projects necessary to eliminate traffic hazards.

(4) To ensure safe conditions and to facilitate traffic flow, it is the policy of Linn County to examine access management issues on new projects through the access permitting process.

[Adopted 80-335 eff 9/2/80]

**907.130 Environmental, economic and social issues**

(A) *Background.* Environmental, natural resource and economic issues have increased in importance recently in Linn County. Environmental issues include timber harvests, wildlife habitat preservation, and wetlands. In the future, maintaining air quality may also become an important environmental issue in the mid-valley region. Each of these environmental issues have associated economic and social impacts which must be considered when making planning decisions.

(B) *Policy Statements*

(1) It is the goal of Linn County to reduce air pollution, energy consumption and noise pollution through the land use and transportation planning process.

(2) When a transportation or development project requires review, it is the policy of Linn County to:

(a) evaluate environmental impacts and determine whether mitigation is necessary;

(b) consider the impact new road development will have on resource lands and development patterns;

(c) determine what alternatives to the proposed project are available;

(d) evaluate, when necessary, areas subject to special water quality standards, such as areas needing erosion control or water quality mitigation;

(e) reduce wetland destruction and road runoff, whenever possible;

(f) preserve or restore, whenever possible, farmland and natural vegetation disrupted by transportation projects; and

(g) identify and address conflicts between new transportation projects and protection of inventoried Goal 5 resources.

[Adopted 80-335 eff 9/2/80]

**907.140 Funding**

(1) *Background*

(a) Linn County has financed road construction, improvement and maintenance funds that have been provided through the sale of federal forest service timber and state gas taxes. A large amount of Federal forest service land is located in the eastern section of Linn County. All receipts from timber sales on this federal forest service land are split with the County. Linn County receives 25% of proceeds from these sales. This 25% is divided, by the County, between schools and roads. Schools receive 25% and roads receive 75% of the revenue.

(b) Historically, the County's share of timber revenues from federal forest service sales peaked at approximately 6.8 million dollars in fiscal 1989-90. By fiscal 1993-94, revenues dedicated to the road fund had declined to around 6.0 million dollars. Timber revenues are expected to continue to fall over the next few years and possibly over the long term. Under the Clinton timber plan for the Northwest, a revenue "safety net" has been put into place. Revenues will be reduced over the next five year period by a specif-

ic formula. A five-year average revenue level will be determined and revenue received in fiscal 1995 (from fiscal 1994 timber sales) will be set at 85% of the previous five-year average. Over the following four years, revenue will continue to be reduced by 3% increments. This arrangement may be renewed for an additional five year period covering 2000-2004, but there is no certainty of that occurring. If the plan is renewed, by 2004 Linn County would receive revenues worth 58% of the current five-year average.

(c) Based on the County's analysis, its road network will not need significant expansion over the next 20 years. Except for the need for a state-funded Lebanon bypass, a state-funded North Corvallis bypass, state-funded lane additions to Highways 20 and 34, and state-funded improvements to Highway 228, the network that is currently in place will serve the County's projected needs. There are only a few road capacity problems expected over the next twenty years that will occur outside of the incorporated city limits of the four largest cities. The County's financing needs over the next twenty years mainly revolve around ensuring a strong maintenance and repair program and a capital improvement program that is sufficiently funded to make necessary road widenings, realignments and minor improvements. Currently, the County's capital improvement program runs around 4 to 5 million dollars per year.

(d) In addition to federal forest service revenue, the County receives a share of state gasoline taxes on an annual basis. Gas tax shares are calculated by the proportion of the state's registered drivers in Linn County compared to the state as a whole. The gas tax is set by the state and shares are calculated from Department of Motor Vehicles records from the previous year. The other major funding source comes from federal funds through the Intermodal Surface Transportation Efficiency Act (ISTEA).

(e) Therefore, Road Department funds come from a number of sources — federal forest service revenues, gas tax funds, federal ISTEA monies and interest earnings from Road

Department funds. The total Road Department budget stands at approximately 11 million dollars with the bulk of funds coming from forest service revenues and gas taxes. Unless gas taxes rise this budget will fall as timber revenues decline. The percentage of the budget comprised of gas taxes will rise. While forest revenue funds will diminish over time, the Road Department has built up a balance sufficient to fund maintenance and capital improvements for a four or five year period. Assuming continued availability of gas tax funds, this indicates that the County has sufficient funding for implementing this plan over the next ten years. Long term funding after this period is uncertain.

(f) The County is financially responsible for construction, maintenance and improvement of all County-owned roads. In the past, there has been a good working relationship with the Oregon Department of Transportation and the cities in the County to ensure important projects are financed and completed. The maintenance of these good relationships is very important to the County.

#### (2) *Policy Statements*

(a) It is the goal of Linn County to have an adequately funded transportation network and that there be a reasonable expectation that sufficient funds will be available to carry out the plan.

(b) Transportation projects will be prioritized in accordance with the transportation project list in this plan and as updated and amended in accordance with this plan.

[Adopted 80-335 eff 9/2/80]

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### III. COORDINATION AND IMPLEMENTATION OF THE TRANSPORTATION PLAN

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#### 907.200 Background

(A) This Transportation Plan was produced by the Planning and Building Department in cooperation with the Linn County Road Department. The two departments work closely together on transportation issues. The planning department is involved in continuing coordination of regional

transportation planning issues with Cascade West Council of Governments and the Linn-Benton Transportation Committee. The Linn-Benton Transportation Committee includes representatives from Benton County and the cities of Corvallis, Albany and Lebanon. Since transportation facilities do not end at County borders, these meetings provided valuable forums for exchange of ideas and issues on a regional basis. The Linn County Planning and Building Department has, through these efforts, been able to monitor other regional transportation planning efforts. This process, at both the local and regional level, will help insure that planning efforts occurring in the region continue to be coordinated.

(B) The Planning and Building Department also participates in ongoing discussions with staff from the Oregon Department of Transportation, the Department of Land Conservation and Development, and the Oregon Transportation Commission on important issues, such as Highway 34 corridor planning, state highway projects in the County and the future of airport facilities in the County.

(C) Linn County is responsible for coordinating and ensuring the compatibility of all local city plans with State and regional plans. This responsibility is being met by means of regular Linn-Benton Transportation Committee meetings, by the County's ongoing efforts to meet with the cities and resolve and coordinate issues within urban growth boundaries and through distribution of a comprehensive survey that was sent by the Planning and Building Department to all cities in the County. The survey asked cities to respond to any transportation issues, problems, or projects that they felt had either an impact on either their cities or on the County. They were also encouraged to communicate any ideas or visions they had for the future of transportation in Linn County.

(D) The Linn County Board of Commissioners and Linn County Planning Commission are responsible for review of this plan. The Linn County Board of Commissioners is responsible for adoption of this plan. Citizen input was re-

ceived through advertised public hearings held by the Linn County Planning Commission and Board of Commissioners.

[Adopted 80-335 eff 9/2/80]

## **907.210 Coordination, continued planning, and notification**

### **(A) Policy Statements**

(1) It is the goal of Linn County to have a vital, ongoing transportation planning process and a useful, clear and concise transportation plan that meets the real needs of the County and its residents.

(2) It is the policy of Linn County that amendments to land use designations, densities, and design standards, as found in the *Comprehensive Plan* and zoning and subdivision ordinances, be consistent with the functions, capacities and levels of service of facilities identified in this plan.

(3) It is the goal of the Linn County transportation planning process to:

(a) identify local, regional and State transportation needs;

(b) develop a transportation plan that will address these needs;

(c) review and update the plan periodically;

(d) have continuing coordination with relevant agencies and jurisdictions; and

(e) have continuing public input.

(4) It is the policy of Linn County to:

(a) continue public and interagency involvement in the transportation process;

(b) ensure that the transportation plan is consistent with the rest of the Linn County *Comprehensive Plan*;

(c) continue to coordinate transportation planning with local, regional and State plans by reviewing any changes to Linn County city transportation plans, regional county transportation plans, the Oregon Transportation Plan and ODOT's Transportation Improvement Plan; and

(d) continue to coordinate transportation planning with the cities of Linn

County by periodically surveying city transportation projects and needs.

(5) It is the policy of Linn County to notify the State Highway Division of ODOT concerning:

(a) all proposals that would require access to a state or federal highway;

(b) land use applications that affect transportation facilities and require public hearing; and

(c) applications that affect private access to state roads.

(6) It is the policy of Linn County to notify the Linn County Road department of any *Comprehensive Plan* amendments, rezones, planned unit developments, subdivisions, urban growth boundary amendments and conditional use permit applications.

(7) It is the policy of Linn County to notify the Public Utilities Commissioner, the Linn County Engineer, and any affected rail company concerning proposals to create new railroad grade crossings.

(8) It is the policy of Linn County to notify the Aeronautics Division of the Department of Transportation of *Comprehensive Plan* amendments within adopted airport overlay zones and:

(a) all land use applications in adopted airport overlay zones;

(b) all land use applications within identified airport noise corridors;

(c) all proposed new airport sites; and.

(d) all land use applications that involve construction heights which could affect airport operations.

[Adopted 80-335 eff 9/2/80]

### 907.230 Transportation Plan implementation

(A) *Policies*. It is the policy of Linn County to protect approved or proposed transportation project sites through:

(1) access control measures;<sup>2</sup>

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<sup>2</sup> See LCC 907.310.

(2) review of transportation projects that significantly effect the County's transportation system or future development and large development projects that significantly affect the transportation system;<sup>3</sup>

(3) the imposition of conditions on transportation projects and large development projects that significantly affect transportation;<sup>4</sup> airport protection measures for noise and safety; and

(4) interchange area management plans for new or modified state highway interchanges.<sup>5</sup>

(B) *Lead agency*. The lead agency for transportation project review shall be:

(1) Linn County for facilities outside of UGBs;

(2) Linn County in coordination with the affected city for facilities within UGBs;

(3) Linn County in coordination with the affected city for facilities owned by the County but within city limits;

(4) the affected city for city-owned facilities within city limits; or

(5) the State of Oregon, Linn County and affected cities on projects involving state-owned facilities.

(C) *Transportation projects*

(1) *Transportation projects that are permitted outright*. A transportation project may be allowed without further review if it is permitted outright.<sup>6</sup> If a transportation project is permitted outright, the Board of Commissioners may summarily adopt the project onto the Transportation Project List. There is no need for a *Comprehensive Plan* text amendment or a conditional use permit. However, access management review<sup>7</sup> is required for any project where access is an issue including those projects which are approved outright. The following transportation projects are permitted outright:

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<sup>3</sup> See LCC 907.230 (C).

<sup>4</sup> See LCC 907.250.

<sup>5</sup> See LCC Chapter 920 to 938 (Linn County Land Development Code).

<sup>6</sup> Also see LCC 907.370.

<sup>7</sup> LCC 907.310.

(a) operation, maintenance, and repair of existing transportation facilities;

(b) dedication of right-of-way;

(c) surfacing, minor widening or realignment of an existing road;

(d) reconstruction or modification of roads and highways where no removal or displacements of buildings occurs and no new land parcels are created;

(e) construction of climbing and passing lanes within right-of-way existing as of July 1, 1987;

(f) improvement of existing road and highway related facilities, such as maintenance yards, weigh stations, stockpile sites and safety rest areas, within right-of-way existing as of July 1, 1987, and/or on contiguous public-owned property already utilized to support the operation and maintenance of roads and highways;

(g) temporary improvements in association with construction projects, such as temporary roads and detours that will be abandoned and restored to the original condition or use at such times as no longer needed;

(h) construction of turn refuges and pullouts at existing intersections;

(i) transportation system management measures, including medians which limit or prevent turning movements, but not including the creation of additional travel lanes or median turn lanes;

(j) roads and bridges on farm or forest lands for the purpose of managing land for forest or farm uses;

(k) replacement of bridges;

(l) construction of railroad spurs under 1/4 mile in length;

(m) construction of bikeways, footpaths, and recreation trails;

(n) changes in the frequency of transit, rail and airport services;

(o) construction of transit stops within existing right-of-way

(p) construction of pipelines.

(2) *Transportation projects that require a conditional use permit.* If a transportation

project requires a conditional use permit and that permit is approved, the Board of Commissioners may then adopt the project as part of the Transportation Project List. There is no need for a *Comprehensive Plan* text amendment. A transportation project needs a conditional use permit if it involves one of the following:

(a) construction of a new road and extensions of an existing road which does not constitute a major new construction or a major realignment and which either enhances local traffic flow, reduces local access to state highways or reduces local traffic on state highways, and has limited intersections and private accesses onto farm and forest lands so as to be consistent with rural uses and densities;

(b) construction of additional travel lanes and median turning lanes, but not resulting in the creation of new land parcels;

(c) construction of additional passing lanes and climbing lanes, requiring the acquisition of new right-of-way (acquired after July 1, 1987), but not resulting in the creation of new land parcels;

(d) reconstruction or modification of roads and highways involving the removal or displacement of buildings, but not resulting in the creation of new land parcels;

(e) construction or improvement of road and highway related facilities, such as maintenance yards, weigh stations, stockpile sites, park and rides and safety rest areas, where new right-of-way (acquired after July 1, 1987) or additional property is required but not resulting in the creation of new land parcels;

(f) construction of railroad spurs over 1/4 mile in length;

(g) construction of transit stops requiring the acquisition of new right-of-way (acquired after July 1, 1987) but not resulting in the creation of new land parcels;

(h) construction of personal-use airports and helicopter pads as defined in the zoning ordinance;

(i) expansion of existing airports;

and

(j) construction of aids to aviation and navigation.

(3) *Transportation projects that require a plan text amendment.* In cases where a transportation project is not listed or identified as allowed outright or allowed through a conditional use permit, a plan text amendment is necessary. A project which requires a plan text amendment, depending on the zoning district, may either require a conditional use permit and/or a plan map amendment. Procedures for both plan text and plan map amendments are outlined in the Linn County *Comprehensive Plan* Amendment Provision. The projects set forth in paragraphs (1) to (12) of this subsection require a plan text amendment and a conditional use permit when they occur in development zones. When projects are proposed in a resource zone then a plan text amendment and an exception are required. A plan map amendment may also be necessary in resource zones depending on the project.<sup>8</sup>

(a) a road or highway that requires major new construction, i.e. construction that requires a new right-of-way (acquired after July 1, 1987) in excess of 120 feet in width and 1,320 feet in length and which is not replacing an existing road or highway;

(b) a road or highway that requires a major realignment, i.e. replacement of an existing road segment where the center line of the roadway shifts outside of the existing right-of-way for a distance of ½ mile or more;

(c) construction of a new rail line, excluding spurs;

(d) construction of a high speed rail line or conversion of an existing line to high speed rail;

(e) construction of a new public use airport (note: public use airports are not allowed in residential or rural center zoning districts);

(f) construction of a new public transit facility; and

(g) improvements that will change the functional classification of a road (note: only a plan text amendment is required; other zoning requirements will be evaluated depending on the nature of the project).

(4) *Other transportation projects.* Any transportation project that is not listed in LCC 907.230 (C) (1) to (C) (3) will be handled at the discretion of the director in a manner determined to be most appropriate.

(D) *Land development projects.* The Linn County *Comprehensive Plan* and Land Development Code have established specific development limitations in the FCM, EFU, A/F, RR, RCT, UGM, and RCM zoning districts. The uses permitted in these zones are not expected to have a significant impact on the transportation system. The scale and density of the permitted uses will allow only a rural level of development. No urban scale development is expected to occur. Based on the capacity analysis of the road network and population and economic projections for the region,<sup>9</sup> future levels of development in unincorporated areas will not result in adverse impacts to the transportation system. However, to insure adequate site review, access management review is required on a case by case basis for all development in the County. In zones that permit intense development, such as Freeway Interchange Commercial and Urban Development, the combination of already intensely developed parcels, the small amount of available undeveloped parcels, and the size restrictions imposed on all development in these zones will preclude significant transportation impacts from occurring

(E) *Comprehensive Plan or Land Development Code amendments.*

(1) A *Comprehensive Plan* or Land Development Code amendment significantly affects transportation if:

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<sup>8</sup> Note: In resource zones, projects must be consistent with Oregon Revised Statutes, Oregon Administrative Rules, and Statewide Planning Goals 3 and 4.

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<sup>9</sup> See the Linn County Transportation Plan Background Document.

(a) it changes the function of a planned transportation facility;

(b) it changes standards for a functional classification system; or

(c) it would increase or decrease the level of a transportation facility's activity beyond an acceptable level.

(2) Findings shall be made to determine the extent of any impact and suggest ways to mitigate any adverse impacts.

(F) Transportation projects and facilities often create unique development situations and, as a result, it may be appropriate to explore zoning alternatives to transportation project siting. Linn County will evaluate and develop if necessary a special zoning designation for certain types of transportation facilities, such as transit stations, rail lines, and public use airports.

(G) The Transportation Project List shall be reevaluated at least once a year.<sup>10</sup> Amendments to that list shall be made and adopted by the Linn County Board of Commissioners. If a transportation project that would have required a plan text amendment is dropped from the list, findings relating to changed conditions or how the need can be met through alternative projects must be provided.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99; amd 05-138 §1 eff 8/23/05]

#### **907.240 Exceptions for transportation improvements on rural lands**

(A) Transportation facilities and improvements which are not allowed outright<sup>11</sup> or do not require a conditional use permit<sup>12</sup> may require an exception to statewide planning goals to be sited on resource lands (EFU, A/F, and FCM). Exceptions are not needed for projects located in development zones.

(B) An exception adopted as part of the transportation plan shall at a minimum determine need, mode, function and general location for the proposed facility or improvement. The general

location shall be specified as a corridor within which the proposed project is to be located. Specific sites or areas within the corridor may be excluded from the exception to avoid or lessen adverse impacts.

(C) The size, design and capacity of the proposed facility or improvement shall be described generally, but in sufficient detail to allow a general understanding of the likely impacts of the proposed facility or improvement. Measures limiting the size, design or capacity may be specified in the description of the proposed use in order to simplify the analysis of its effects. If an exception to Statewide Planning Goals 3, 4, 11, or 14 is required, the exception shall be taken pursuant to ORS 197.732 (1) (c).

(D) The adopted exception shall include a process and standards to guide selection of the precise design and location within the corridor consistent with the general description of the proposed facility or improvement. The exception shall be approved and adopted as a plan text amendment through the Linn County *Comprehensive Plan* Amendment Provision. Once adopted the project becomes part of the Transportation Project List.

(E) Land use regulations implementing the exception may include specific mitigation measures to assure compatibility with adjacent uses and/or offset unavoidable environmental, economic, social or energy impacts of the proposed project.<sup>13</sup>

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

#### **907.250 Mitigation and conditions on project development**

(A) Transportation or development projects that require a plan text amendment or a conditional use permit may be required to fulfill conditions or implement mitigation measures before approval is granted. Mitigation and conditions may include, but are not restricted to:

- (1) wetland and/or riparian mitigation;
- (2) improvement of surrounding roads;

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<sup>10</sup> See LCC 907.370 B) (2).

<sup>11</sup> LCC 907.230 (C) (1).

<sup>12</sup> LCC 907.230 (C) (2).

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<sup>13</sup> See LCC 907.250.



- (3) limits on level of development;
- (4) revision of development placement;
- (5) addition or redesign of access;
- (6) addition of traffic management devices such as traffic signals, medians or signage; and/or
- (7) improvements that lessen transportation impacts.

[Adopted 80-335 eff 9/2/80]

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#### IV. ROAD NETWORK POLICIES

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##### 907.300 General road network

###### (A) Background

(1) Linn County's road network is the foundation of the County transportation system. No other transportation element approaches the importance of the road network. Over the last 25 years, the County has made a concerted effort to build up and enhance the road network. As a result, the residents of Linn County have a substantial investment in their road infrastructure.

(2) Beginning in the 1960s, a major program was instituted to both stabilize the soil base and then pave many of the dirt roads in the County. For some roads on the valley floor, this was accomplished by adding salt to the road base. While this temporarily stabilized the soil, as the water table rose and fell the stabilizing salt was leached from the soil. As heavy farm equipment used these now unstable roadbeds, deep rutting and cracking quickly appeared.

(3) In the early 1970s, the County developed a commitment to provide a road network that was strong and stable. The County began to implement a full scale program of road construction based on those principles. It became policy that all roads must have a rock base before paving. Nearly all of the old "salt" roads have been replaced. This 25 year program has resulted in Linn County possessing one of the finest road networks in the State. It also represents an incredible investment. This investment needs to be protected. The road network that will serve the County for the next twenty years is basically in

place. However, if both adequate maintenance and a program of sufficient capital improvement is not maintained, Linn County's road network could be placed in jeopardy. Currently, the road department is well-funded. Over the years, forest service timber revenue sharing in Linn County has been dedicated to road construction and maintenance. With the uncertainties surrounding the size of future federal timber harvests, this source of revenue could drop severely. Road maintenance, repair and improvement are activities that must be aggressively pursued, at proper funding levels, for as long as the County depends on the road network for transportation. If an aggressive program of road sealing, maintenance, repair and improvement is not continued, the road system will begin to deteriorate and repair and restoration of the network will be much more expensive than the cost of ongoing maintenance.

(4) Planning for transportation in the unincorporated areas must recognize that all viable alternatives to the automobile also require roads. Often these roads must be better than the roads we currently provide for automobiles. Regular bus service needs a deeper road base that can withstand the greater vehicle weight of busses. Bicycles need smoother road surfaces for safe operation. Pedestrians and bicyclists need wider road shoulders. These types of improvements also benefit automobile and truck traffic by making roads safer and more efficient for vehicle use. Promoting these types of road improvement projects help prepare for the future when multimodal alternatives to the automobile may be more feasible and common.

###### (B) Policy Statements

(1) Linn County has an excellent road network. It is the goal of Linn County to preserve, protect and enhance this valuable County asset.

(2) Since the Linn County road network is vital for both automobile and truck traffic and for most feasible alternatives such as busses, bicycle and pedestrian uses, it is the policy of Linn County that:

(a) the road network be considered the most important and valuable component of the transportation system;

(b) maintenance and repair of the road network be considered vital to the continued health of the Linn County transportation system; and

(c) maintaining a road network that is in good condition and of sufficient capacity to effectively and efficiently link all major areas of the County is a primary objective of transportation decisions.

[Adopted 80-335 eff 9/2/80]

### **907.310 Functional classification and access management**

#### **(A) Background**

(1) *Functional Classification.* Roads often serve different purposes or functions.

(a) Linn County has classified its road network into a system of functional types consisting of:

(i) major and minor arterials;

(ii) major and minor collectors; and

(iii) local roads.

(b) The function or purpose of arterial and collector roads is to provide an adequate level of thoroughfare for vehicular users. In contrast, local roads function to provide access to individual sites and usually do not serve as a means to move traffic from one location to another.

(c) In general, the functional classification system can be viewed as a categorization of roads by diminishing levels of road access.

(i) Local roads provide unlimited access to property.

(ii) Collectors provide some access to property, but access is more limited. Generally, collectors should provide access between local roads and arterials rather than providing access to individual property sites.

(iii) Arterials, especially major arterials, should provide little or no access

to individual properties. Access on to and off of arterials should ideally be limited to major collectors.

(2) Factors that deteriorate the ability of arterials and collectors to function properly as thoroughfares should be minimized. High traffic volumes combined with excessive access points can degrade a roads functional ability. Currently, traffic volumes are small and access points are not excessive on most County roads. However, if arterials and collectors are to function properly in the future, access control must be maintained. New access proposals should be carefully considered before approval.

#### **(3) Access Management**

(a) Roads accommodate two types of travel — local access traffic and through traffic. Both of these functions are necessary, but they can conflict. Arterials are intended for through movement of traffic while local roads are designed to give access to abutting property. Collectors provide an intermediate function.

(b) Access management includes the control of vehicular access to major roadways. A freeway represents complete access control. Access is limited to interchanges and freeway ramp designs usually allow vehicles to enter the traffic stream without stopping. Partial access control, which is often found on major arterials or state highways, is provided by limiting or prohibiting driveway access, left turn movements and cross traffic at intersections. These limits increase the capacity of an arterial to carry through traffic at desired speeds without requiring additional lane construction.

(c) Unmanaged arterials can become overused for short distance trips and local access to property. Businesses may desire to locate on heavily trafficked arterials. Lack of adequate access management and uncontrolled proliferation of driveways and other roads onto arterials, can contribute to accidents and congestion. Insufficient coordination of land use development, property division and access review can contribute to the deterioration of both an arterial and collector road network. Traffic signals, new

road approaches and driveways can decrease speed and capacity and increase both congestion and hazards. Mitigation often requires costly new roads, widening of roads, new right of way acquisition, expanded maintenance fees and other access control purchases. Coordination, planning and proper policies can help avoid these problems and costly solutions.

(d) As of 1993, Linn County access management policy was limited. The Planning and Building Department issued access permits. The Road Department then evaluated those permits based on three criteria:

(i) the access must be adequate to accommodate the vehicular movement that will be associated with it;

(ii) the access must provide adequate ingress and egress and have sufficient line of sight distance; and

(iii) the drainage associated with the access must be adequate.

(e) This current access management policy is insufficient to adequately protect arterial and collector functionality as population continues to increase in the County and traffic movement between the larger cities continues to grow.

#### (B) *Policy Statements*

(1) Linn County supports maintenance of an efficient County road network through the designation of County roads within a functional classification system.

(2) Linn County has established a network of arterials and collector streets.<sup>14</sup> It is the policy of Linn County to designate access and land uses appropriate to the function of a given road. Inappropriate designations will be discouraged.

(3) It is the goal of Linn County to have a system of access management adequate to protect the quality and function of the arterial and collector system.

(4) It is the policy of Linn County that any approved access be adequate for emergency service provision.

(5) It is the policy of Linn County that access points onto collectors and arterials from individual properties, subdivisions, commercial and industrial properties and all other properties shall be kept to one access point where practicable. Wherever possible, onsite traffic movement with limited arterial or collector access is preferred

(6) It is the policy of Linn County that if property access is feasible on a local road, then that local road access will be given preference over access onto a collector or arterial. When access cannot be accommodated on a local road, collector access will be given preference over arterial access.

(7) It is the policy of Linn County that access requests onto county-owned major and minor arterials for new minor or major partitions, subdivisions, and commercial and industrial development be developed with category 4 access control in mind.

“ <b>Category 4 access</b> ” offers limited access: public road access spaced at no less than every one mile; driveways spaced at no less than every 1,200 feet; no traffic signals; and no median control.
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Category 4 is the ideal. If either safety or environmental factors or the unavailability of adequate distance between access points requires placement of access or traffic control at lesser intervals then the best alternative placement will be chosen. On road segments that are already severely impacted by numerous access points or on road segments which abut exception areas, adherence to the above standards may be either unreasonable or counterproductive to exception area infilling. In such cases, these standards may be relaxed to accommodate the aforementioned special conditions.

(8) It is the policy of Linn County that access requests onto county-owned major and minor collectors for new minor or major partitions, subdivisions, and commercial and industrial

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<sup>14</sup> See Appendix A following this Chapter.

development be developed with category 5 access control in mind.

“**Category 5 access**” offers partial access: public road access spaced at no more than every ½ mile; driveways spaced at no less than every 500 feet; traffic signals spaced at no less than every ½ mile; and no median control.

Category 5 is the ideal. If either safety or environmental factors or the unavailability of adequate distance between access points requires placement of access or traffic control at lesser intervals than the best alternative placement will be chosen. On road segments that are already severely impacted by numerous access points or on road segments which abut exception areas, adherence to the above standards may be either unreasonable or counterproductive to exception area infilling. In such cases, these standards may be relaxed to accommodate the aforementioned special conditions.

(9) In many counties, high growth rates and insufficient planning have resulted in road capacity problems. One type of road capacity problem is created when structures are located in potential right-of-way, thereby restricting future road widening or lane addition opportunities. The need for removing or relocating structures to widen roads adds to the expense of road improvements. Another type of problem occurs when there are too many driveways located on a collector or arterial. Excessive access points onto higher-speed roadways can create dangerous turning conditions, thereby necessitating the lowering of traveling speeds and resulting in lowered efficiencies. Consolidating access points that are established in poorly considered locations adds to the expense of future road improvements.

(a) (9a) Within or near major urban growth boundaries, Linn County will implement, in coordination with appropriate jurisdictions and the public, policies and procedures that require building construction setbacks for major county roads such that adequate right-of-way are available for future road expansions.

(b) (9b) Within or near major urban growth boundaries, Linn County will require that proposed accesses demonstrate:

(i) how the access will accommodate future neighboring urban-scale development; or

(ii) how the access will integrate with and connect to the future road network planned for the area; or

(iii) how the access coordinates with community transportation plans.

(C) Linn County recognizes that one of the most appropriate forums for creating these policies is through new urban growth boundary growth management agreements such as the one which is currently being developed by Linn County and the City of Lebanon. This agreement will help coordinate development in urban growth areas and will serve as a model for other communities.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

## **907.320 Pavement management**

### *(A) Background*

(1) There are four types of road ownership in Linn County.

(a) A *state road* is a public roadway owned, maintained and improved by the State of Oregon.

(b) A *county road* is a public roadway which has been accepted by the Board of Commissioners as a county road and for which the County will be responsible for improvements and maintenance.

(c) A *local access road* is a road which has been dedicated to the public. Ownership has been formally accepted by the County, but without responsibility, obligation, or agreement for improvement or maintenance.

(d) *Private access road* (also called a private road) is either a driveway, privately owned access road, easement of road access, or a privately maintained road necessitated by land subdivision created for the specific purpose of providing road access from a parcel to a local access road or county road.

(2) There are approximately 1,120 miles of road in the Linn County road system. These roads are maintained and improved under the

direction of the Linn County Road Department. In addition to these roads, there are approximately 45 miles of local access roads in the County. Local and private access roads are not maintained by the Road Department.

(3) Of the total mileage of County roads, approximately 88%, or 985 miles are surfaced with either an oil mat or hot mix asphalt concrete. The remaining 12%, or 135 miles, (except for approximately 1 mile surfaced with portland cement concrete) are gravel surfaced.

(4) Pavement management is the orderly scheduling of pavement repairs and improvements to meet serviceability goals and provide safe, comfortable and economical transportation while striving to achieve the best possible value from available funds. These goals are accomplished by comparing alternative management approaches, which include design and construction options and maintenance activities, while simultaneously making use of proven, existing road department practices and knowledge.

(5) Routine maintenance activities are carried out on an ongoing basis. Road sections requiring more extensive work are prioritized and then selected for improvements based on an annual subjective visual evaluation of pavement condition involving both the maintenance and engineering functions of the Road Department. The visual evaluation of road conditions occurs in late spring. District maintenance supervisors in conjunction with the roadmaster inspect and prioritize the future maintenance projects.

(6) The Association of Counties (AOC) is developing an integrated road information system (IRIS) which will include, when fully developed, a pavement management system suitable for County Road Department use. It is anticipated that this pavement management system will be implemented by the Road Department. This system will provide a more formal, less subjective, pavement management process than is now being used. Subject to member county approval of a specific pavement management process, along with associated computer software, the current AOC development plan projects that the

system will be available through the IRIS framework before the end of 1994.

(7) The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires the development, establishment and implementation of a pavement management system for federal-aid highways by fiscal year 1996. Adoption of the AOC recommended pavement management system is anticipated to meet all federal requirements for County-owned, federal-aid routes.

(8) A pavement management system ideally monitors at least three crucial elements. First, it maintains an accurate road inventory listing lane and shoulder widths and surface type. Second, it gives accurate and up-to-date traffic counts that also includes information on traffic split between cars and trucks. Third, it gives information on road conditions either through general visual inspection or actual counts of cracks, wear and ruts.

#### (B) *Policy Statements*

(1) Linn County recognizes that pavement management is important to the overall preservation and maintenance of the road network.

(2) It is the goal of Linn County to maintain the County road network pavement in good or fair condition.

(3) It is the policy of Linn County to continue to maintain and preserve the County road network through its program of paving, repairing, reconstruction, drainage clearance and vegetation control.

(4) It is the policy of Linn County to adopt, when fully developed, the Association of Counties' (AOC), integrated road information system (IRIS) which will include a pavement management system suitable for County Road Department use.

(5) It is the policy of Linn County that areas for the storage of materials and equipment for road maintenance and construction shall be allowed where this use is compatible with surrounding land uses.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

### 907.330 Pavement of gravel roads

#### (A) Background

(1) *General.* Prior to 1994, Linn County has decided which County gravel roads are eligible for reconstruction and paving based on criteria that change over time because they have never been set forth in a written policy. The County feels that by consistently applying the same rating criteria to these decisions, County gravel roads can be scheduled for reconstruction and paving, as funding allows, in a more reasonable and considered priority than was the case before 1994.

(2) *EFU, F/F, and FCM Zones.* Some paving of roads that are gravel or partially gravel can enhance the overall road network by providing a more useable link between parts of the network. However, keeping roads unpaved in areas that are not zoned for development, such as Exclusive Farm Use (EFU), Farm/Forest (F/F) or Forest Conservation and Management (FCM) zoning, helps strengthen land use goals of resource preservation. The County has kept an area of Forest Conservation and Management (FCM) zoning unpaved for this reason. Mountain Home Rd., Sodaville-Mountain Home Road, Middle Ridge Dr. and Scott Mountain Dr. are all partially paved. Paving of these roads only extends to the beginning of the resource zoning. This provides a valuable disincentive for non-resource related use of these roads and reinforces the resource nature of the area while still adequately serving the resource transportation needs of the area's residents.

#### (B) Policy Statements

(1) It is the policy of Linn County that County gravel roads will be determined eligible for reconstruction based on three primary criteria and four secondary criteria. Primary criteria will be density, traffic count and road classification. Secondary criteria will be zoning, whether the gravel road is on a school bus route, the estimated cost per mile of reconstruction and paving, and the availability of right-of-way.<sup>15</sup>

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<sup>15</sup> Reference Policy No. 1 Linn County Board of Commissioners Road Department Policy 11/24/93.

(2) Gravel surface roads often provide an appropriate level of service in resource areas. Therefore, it is the policy of Linn County not to pave gravel road segments in certain areas of EFU, F/F and FCM zoning.

[Adopted 80-335 eff 9/2/80]

### 907.340 Level of service

#### (A) Background

(1) The Highway Capacity Manual defines “**level of service**” (LOS) as a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience and operating costs. In practical terms, level of service refers to the amount of congestion and other factors that slow down traffic on a road. Level of service is defined by a range of designations — A to F. Level of service A is completely unimpeded traffic flow while level of service F is heavily congested, slowed traffic, as in a traffic jam. There are currently relatively low traffic volumes on County roads and the County has maintained a high level of design and maintenance on almost all roads.

(2) As a result of these factors, the level of service throughout the County in the unincorporated areas is at level of service A through C even at peak traffic hours. These service levels will in all likelihood be sustained throughout the next twenty year planning period on the vast majority of County roads unless population growth exceeds projections. Assigning arterials and collectors levels of service D or better is a very maintainable goal for the next twenty years.

(3) Level of service D represents high-density, but stable, flow. Speed and freedom to maneuver is severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level. LOS D, on two-lane rural highways, while stable, is approaching unstable traffic flow. Passing becomes extremely difficult with high demand, while passing capacity approaches zero. Platoon sizes of 5 to 10 vehicles are common, although

speeds of 50 mph can still be maintained under ideal conditions. Turning vehicles and/or roadside distractions cause major interruptions in the traffic stream. The percentage of time motorists are delayed approaches 75%. Flow rate is up to 1,800 cars per hour for both directions under ideal conditions.

(B) *Policy Statements*

(1) Linn County has established a goal of maintaining level of service D or better throughout the County-owned arterial and collector system over the next twenty years.

(2) It is the policy of Linn County to establish a system of traffic volume monitoring on all County-owned arterial and collector roads. The County will periodically examine its traffic volume data and State-collected traffic volume data to determine if there is any deterioration in level of service on the arterial and collector network.

[Adopted 80-335 eff 9/2/80]

### **907.350 Capacity**

(A) *Background*

(1) A capacity analysis was performed on the County's road network using current traffic volumes and projected increases due to population growth. Through this analysis, several areas of concern were discovered. While these road sections are unlikely to exceed their capacity, they may have heavy traffic volumes by 2010. These areas of concern include:

- (a) Airport Rd., Oak St. and Denny School Rd. near Lebanon;
- (b) Grand Prairie, Oakville Rd., Riverside Dr. and Columbus St. near Albany;
- (c) Old Salem Rd. in Millersburg;
- (d) State-owned Hwy. 20 between I-5 and Lebanon; and
- (e) State-owned Hwy. 34 between I-5 and Lebanon.

(2) While these are areas of concern, the conclusion of this analysis is that the County's arterial and collector system will be adequate for the next twenty years and that no major expansion or addition to the network of County roads is necessary.

(3) If any area were considered marginal, however, it is the Highway 34-Airport Rd.-Oak St.-Denny School Rd. network of roads west of Lebanon. This area will experience traffic volumes and general congestion by 2010 that could seriously compromise mobility in the area. Safety and traffic management issues will also increase in importance over the next twenty years in this area.

(4) The movement of east-west traffic is of concern to the County. State-owned highways 20 and 34 are the main routes for this type of movement. Highway 20 and 34 feed directly into and connect within Lebanon. There is a significant need for construction of a bypass to route Highway 34 traffic around the city of Lebanon before it merges with Highway 20. The County has identified the network of Highway 34, Airport Road, Oak St., and Denny School Road as an area with high potential for capacity and safety problems.

(5) The movement of north-south traffic within and through the County is of special concern. The principal through route for traffic is Interstate Highway 5 (I-5), to which State highways US-20 and ORE-34 connect. State sponsored evaluations of the freeway titled "The State of the Interstate, Report 2000;" and two I-5 Corridor Refinement Plans entitled, "Albany I-5 Corridor Refinement Plan, Knox Butte and Santiam Interchanges" and "Millersburg I-5 Corridor Refinement Plan, South Jefferson, Viewcrest, Murder Creek, and the Proposed Tank Farm Interchanges" include information about Interstate highway conditions in Linn County. The reports demonstrate that the freeway is operating below standards established in the Oregon Highway Plan for interstate freeways. Traffic volumes measured ½ mile north of the North Albany/Knox Butte Road Interchange exceed 58,000 vehicles per day and are projected to exceed 85,000 vehicles per day by the year 2020. Even if measures are taken to reduce the future traffic volumes on the highway, additional capacity is necessary to allow the freeway to operate within adopted state highway performance guidelines.

(6) The State of the Interstate Report 2000 and the Albany and Millersburg Corridor Refinement Plans establish that additional travel lanes are needed on the freeway between the Santiam River and the ORE-34 interchange south of Albany. They also state that improvements are needed at interchanges in order for them to function with the new highway configuration and, in some cases, to address interchange capacity and safety concerns. The existing I-5 right-of-way may be generally adequate to accommodate six freeway travel lanes, but additional right-of-way may be necessary to add travel lanes, to modify existing interchanges, and to construct a new interchange between the Viewcrest (Exit 237) and Murder Creek (Exit 235) Interchanges. These alterations also may affect the current alignment of frontage roads in some areas.

(B) *Policy Statements*

(1) It is the goal of Linn County to maintain and preserve the current arterial and collector system in the County and prevent degradation of that system.

(2) Linn County recognizes that the current arterial and collector network will be adequate for the foreseeable future. Therefore, no new arterial or collector roads are anticipated in the next twenty years in the unincorporated areas outside of the UGBs with the exception of a Lebanon bypass.

(3) It is the policy of Linn County to monitor arterials and collectors, (traffic volumes, accident reports and pavement condition) to help in the determination of when road improvement projects are necessary.

(4) It is the policy of Linn County to coordinate road expansion within cities and their urban growth areas in a manner consistent with County policies.

(5) It is the policy of Linn County to support adding travel lanes on I-5 to create a freeway with six general purpose travel lanes between the County's northern border and the ORE-34 interchange in order to promote the safe and efficient movement of vehicles and goods. The County supports addressing safety issues and

other functional needs associated with the expansion of I-5, consistent with the Oregon Highway Plan.

(6) Linn County supports the freeway improvement recommendations contained in the Albany I-5 Corridor Refinement Plan and the Millersburg I-5 Corridor Refinement Plan. These documents are adopted as part of the County Transportation System Plan.

[Adopted 80-335 eff 9/2/80; amd 05-138 §1 eff 8/23/05]

**907.360 Bridges**

(A) *Background*

(1) Linn County owns 331 bridges. Inspection of these bridges is provided by the Oregon State Highway Division through a consultant inspection program. All Linn County bridges are inspected at two year intervals, or more frequently if special conditions exist. Of these 331 bridges, 79 are on the Federal Aid System with the remaining 252 bridges being off-system. Bridges less than 20 feet in length are inspected by Linn County personnel at two-year intervals. Bridges that are found to be in critical condition during an inspection are prioritized for immediate replacement. The County bridge inspection program addresses all National Bridge Inspection Standards. Routine repairs to Linn County bridges are made by the County maintenance force. Major repair or reconstruction is accomplished through competitive bid. Continued repair, maintenance and widening efforts will be necessary over the next twenty years. Typically, bridges in Linn County consist of reinforced concrete slabs attached to capped posts. Many older bridges have wooden posts and caps. When it is determined that the wood is no longer structurally sound, the cap is replaced with a steel cap. Posts are replaced with treated wood posts.

(2) Linn County is working closely with the Oregon Department of Transportation to inventory and rank all the County's bridges with respect to earthquake response. It is anticipated that the initial survey and priority ranking will be completed during the 1996 calendar year. Identified deficiencies will be addressed on a priority



basis within the constraints of available funding. Typical candidates for upgrading for earthquake protection are steel girder bridges.

(3) There are three bridges in the County on private access (public) roads and therefore not maintained by the County. Two are very low in height and structurally sound. A bridge over Wiley Creek, however, was determined by federal inspection to be unsound. It is also quite high and traverses a creek that carries a substantial volume of water. The County has applied for and received federal funding for replacement of this bridge. Replacement is scheduled for 1995.

(4) Four bridges in the County are very sound structurally, but due to design standards of the time at which they were constructed, they are now considered too narrow. These bridges are the Gates bridge, the Brownsville bridge, the Scio bridge and the Mill City bridge. The Mill City bridge is co-owned by the State. Two of these bridges may need widening in the next ten to fifteen years. They are the Scio bridge and the Mill City bridge. A new Gates bridge is currently under construction.

(5) There are no land connections between Linn and Benton counties. The two counties are completely cut off from one another by the Willamette River. There are six bridge crossing points linking the counties. Two are on Hwy. 20 in Albany, three are on Hwy. 34 at Corvallis and one is on Hwy. 99E in Harrisburg. As the two counties continue to build economic and commuting ties, the current capacity of the crossing points may prove inadequate for commuting and other purposes. The Van Buren St. bridge linking Linn County with Corvallis on Highway 34 is in need of improvement. ODOT, Linn County, Benton County and the City of Corvallis have been participating in discussions to determine whether the bridge should be replaced and, if so, when. At this point in time there has been no conclusion reached.

**(B) Policy Statements**

(1) It is the goal of Linn County to maintain a safe and efficient network of bridges

through its continuing program of inspection, maintenance, repair and replacement.

(2) It is the policy of Linn County to explore replacement of bridges when necessary. Otherwise, the County will follow standard maintenance and reconstruction procedures.

(3) Linn County supports improvement of bridge capacity and access across the Willamette River between Linn and Benton counties.

(4) Linn County supports the redesign of the Southern Corvallis Bypass. The current interchange does not facilitate turning movement off of Highway 34.

[Adopted 80-335 eff 9/2/80; amd 05-138 §1 eff 8/23/05]

**907.370 Transportation projects; road network**

**(A) Background.** The Planning and Building Department and the Road Department have compiled a list of expected road projects over the next twenty years. The transportation project list was reviewed by the Linn County Board of Commissioners, the Linn County Planning Commission and the public. The list of projects was determined by:

- (1) performing a capacity analysis on the County road network;
- (2) analyzing accident data provided by the state and 911 Emergency Services;
- (3) expert knowledge of the County Road Department; and
- (4) results of the County and State bridge inspection program.

**(B) Policies**

(1) Linn County has identified and prioritized needed improvements to the road network in this plan.

(a) The projects are prioritized as Level I, II, or III projects.

- (i) Level I contains high priority projects,
- (ii) level II contains medium priority projects and
- (iii) level III contains low priority projects.

(b) Projects are also prioritized by

time of expected completion. The projects on the Transportation Project List are projects involving minor realignment of roads or replacement of existing bridges. They will not have significant impacts on the transportation system or land use in the County and are approved outright.<sup>16</sup>

(2) At least once a year, Linn County will review identified transportation projects and, if necessary, add, delete and/or re-prioritize them to accommodate new conditions. Transportation projects will be prioritized in accordance with the policies of the transportation plan. The Board of Commissioners shall adopt any changes. Adopted changes to the Transportation Project List will become part of the transportation plan. Any projects that are allowed outright may be added to the Transportation Project List by the Board of Commissioners without further review. If a project cannot be approved outright, inclusion of the project on the Transportation Project List will require review and approval before adoption.<sup>17</sup>

(3) If population growth, increases in traffic volumes, major development or other unanticipated changes require significant changes to the Transportation Project List, a plan amendment will be necessary. If amendment to the transportation plan is necessary, the procedure for *Comprehensive Plan* amendments outlined in LCC Chapter 902 (*Plan Monitoring and Amendment Code*) shall be followed.

(4) Realignments of curves and intersections are permitted outright by this plan without the need for further review if the realignment is in accordance with provisions of ORS 215 and the Linn County Land Development Code (LCC Chapters 920 to 939).

(5) Linn County recognizes the need for adequate road improvements for the new County Fairgrounds. Construction plans need to address access, capacity and road standards on all roads serving the fairgrounds including Goldfish Farm Road, Knox Butte Road and Highway 20.

(C) *Linn County Transportation Plan Pro-*

<sup>16</sup> See paragraph (5) of this subsection.

<sup>17</sup> See LCC 907.230

*ject List.* Projects on this list have either:

(a) been permitted outright and adopted by the Linn County Board of Commissioners and not subject to further review; or

(b) been reviewed, approved and adopted and are not subject to further review.

CURVES	PRIORITY	TIME-FRAME
Courtney Creek Drive (east end)	III	10
Kingston-Jordan Dr. / Huntley Road (vertical)	III	10
Kingston-Jordan Dr. / Mount Pleasant (vertical)	III	10
Miller Cemetery Road / Ridge Drive (vertical)	III	10
Orleans / Riverside Dr.	III	10
McCully Mountain	III	10
Plainview Dr. / Seven Mile Lane (current project)	III	10
Rogers Mountain Loop	III	10
Rahn Hill	III	10
Stoltz Hill / Blueberry Road	III	10
Brownsville Road / Washburn Heights	III	10

INTERSECTIONS	PRIORITY	TIME-FRAME
Berlin Road / Bellinger Scale Road	III	10
Brownsville Road / Harrison Road	III	10
Brownsville Road / Washburn Heights	III	10
Berlin Road / Waterloo Road	III	10
Crowfoot / Cascade Drive	III	10
Fern Ridge / Highway 228 (State owned)	III	10
Knox Butte / Scrael Hill Road	III	10
Kingston-Jordan / Sandner Road	III	10
McCully Mountain / Substation / Kingston-Lyons / Hwy. 226 (State owned)	III	10
Marks Ridge Drive / Berlin Road	III	10

Meridian Road / Fish Hatchery Drive	III	10
North River Road / Pleasant Valley Road	III	10
Powerline Drive / Diamond hill	III	10
Richardson Gap / Fish Hatchery Drive (needs beacon light)	III	10
Sodaville Road / Buckmaster Road	III	10
Three Lakes / Grand Prairie	III	10
Upper Calapooia / Highway 228 (State owned)	III	10
Spicer Drive / Grand Prairie	III	10
Tangent Drive / Highway 34 (State owned)	III	10

BRIDGES — REPLACEMENT	PRIORITY	TIMEFRAME
Gates Bridge	I	under construction 1994
Scio Bridge	II	15
Mill City Bridge	II	15

BRIDGES — RECONSTRUCTION	PRIORITY	TIMEFRAME
Three Lakes Road	I	(Summer 94)
Plagman Road	II	(within 2 years)
Speasl Road	II	(within 3 years)
Boston Mill Road	I	(Summer 94)
Harrison Road	I	(within 2 years)
Peck Road	I	(within 1 year)

(D) The capacity related projects on the following list may have significant impacts on the transportation system of Linn County. Linn County supports the following capacity related projects subject to review, approval and adoption into the Transportation Project List of specific plans. These projects are placed on the Transportation Project List by being reviewed, approved and adopted through LCC Chapter 902 (*Plan Monitoring and Amendment Code*).

CAPACITY RELATED PROJECTS	PRIORITY	TIME-FRAME
Lebanon Bypass (State Facility)	I	10
Hwy. 34 Corridor — Oakville Road, Riverside Dr. and Columbus St.	I	10
Grand Prairie between Albany and I-5 (possible future City of Albany road)	II	15
Airport Road*	I	5
Oak St.*	II	5
Denny School Road*	II	5
Old Salem Road	II	10

\* In the event of the construction of a Lebanon bypass these projects will be unnecessary as the bypass will route sufficient traffic volumes off of these roads.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

### 907.380 State highways

#### (A) Background

(1) *ODOT Corridor Study of Highway 34 between I-5 and the Willamette River*

(a) The Oregon Department of Transportation (ODOT) and Cascades West Council of Governments (COG) are finalizing discussion on conducting a “corridor study” and system plan for Highway 34 from Lebanon west to Newport and Highway 20 from Lebanon to Sweet Home. The State’s intention is to create a plan to maintain the facility between I-5 and the Willamette River at a level of service B (LOS B) and attainment of access management standard category 2.<sup>18</sup> The planning period extends to 2016.

<sup>18</sup> “Level of service ‘B’” is defined as “reasonably free flow conditions. Design factors allow for average travel speeds of greater than 57 mph. Service flow rate not greater than 1,100 passenger cars per hour per lane.” Category 2 access management is defined as providing for high speed and high volume traffic movements, it should not provide direct land access. It is distinguished by highly controlled connections and medians, traffic signals should be avoided, grade separations should be considered for high volume cross streets. Public access roads should be limited to one every 1 to 5 miles and ideally there should be no private driveway access. Note: Highway 34 between I-5 and the Willamette has numerous public and private access points, far exceeding category 2 status.

The COG will be involved in the management and production of various aspects of the study. The following is a condensation of the preliminary scope of work for the Highway 34 corridor study subject to revision.

(b) *Public Involvement.* General public involvement is to be ongoing throughout the study. At least four advertised public information workshops, as well as other means of disseminating information to the public, will be provided during the study.

(c) *Review Existing Plans, Policies and Standards.* Regulations, plans and policies pertinent to the analysis of alternatives and facility development will be identified and incorporated into the framework of plan development. The impact to transportation facilities from converting land use to commercial and other uses will be evaluated. An existing land use, under-utilized/vacant land analysis will be accomplished.

(d) *Inventory Existing Transportation Systems and Facilities.* This inventory will identify existing public and private facilities, including bicycle and pedestrian facilities, bridges, public transit and intercity bus operations and airport facilities. Inventory activities will also identify any existing conflicts between transportation modes and identify environmental, social, economic and energy constraints on future facility development.

(e) *Determine the Transportation Needs.* The needs to be evaluated include state-wide transportation needs; regional and local needs; needs for intermodal connectivity and facility development; special transportation needs; safety needs; and needs created by existing and proposed development.

(f) *Conduct Systems Planning Within the Study Area.* The study will establish what type of transportation facilities will be needed to serve development. The study will identify and evaluate alternative locations for future interchanges and road connections. The study will identify alternative solutions, evaluate associated benefits and costs and select an alternative

that reduces reliance on the automobile.

(g) *Develop Implementation Mechanisms for the Study.* Implementation techniques include a transportation facility management program and progressive development of a land access road system. The study will identify phased facility improvements based upon five-year increments. If determined necessary to maintain LOS, the Plan will establish limitations on land use conversion. The study will develop an access management plan, including access spacing for streets and driveways. Funding for the chosen transportation alternative will be identified and a financing program will be developed.

(h) *Anticipated Products.* The anticipated products include the approximate location for any future interchange(s), the approximate location of a future frontage road/parallel street system and funding and timing for the street system and interchange(s).

(2) *Highway 34 between I-5 and the Willamette River*

(a) The County considers State Highway 34, between the Interstate Freeway (I-5) and the Willamette River, an area of special concern. This area has existing conflicts between through and local traffic. Highway 34 west of I-5 is characterized by a mixture of agricultural, residential, industrial and commercial uses.

(b) One purpose of the Linn County *Comprehensive Plan* is to restrict conversion of farm and forest lands to other uses. The County has recently rewritten its commercial and industrial zoning ordinances to limit urban-scale development and to generally restrict development to a rural-scale. Further development along the Highway 34 corridor is likely to be proposed because of its proximity to Corvallis, Albany, Tangent and I-5, the nature of existing development and high volumes of traffic along the route. The County wishes to see further development in this area proceed in a controlled and reasonable fashion and in such a way that farm and forest land is protected.

(c) *Commercial.* Most commercial development on Highway 34 is clustered at the

freeway interchange of Highway 34 (Corvallis and Lebanon) and I-5. The present amount of commercially zoned land is probably adequate for the near future. There is land currently available for both development or redevelopment at the interchange. The interchange appears to be the most likely site for future transportation-dependent commercial development because of its freeway location.

(d) *Industrial.* Most of the County's light industrial uses are located close to Albany and Corvallis. One of the most intensive areas of industrial development occurs on Highway 34 between Corvallis and Oakville Road. Properties adjacent to Highway 34 are developed with numerous industries. Most of this development is located within two clusters; one near Oakville Road and the other near Peoria Road. The diversity of these two areas is recognized by an Urban Development (UD) zoning designation which has been applied only to these two areas. The purpose of the UD zone is to permit the continuation and expansion of existing uses and their replacement with similar uses. The UD zoning district is restricted to these two intensively developed areas on Highway 34. Other industrially zoned land on Highway 34 is limited to rural types of industrial development (LI - Limited Industrial).

(3) *Highway 34 between I-5 and Lebanon and Highway 20 east of I-5*

(a) Highway 34 between I-5 and Lebanon and Highway 20 east of I-5 are important east-west corridors for Linn County. Preservation and improvement of these highways is important for the economic development of the County. These highways also provide important links in the State Highway system. Currently, Highway 34 has a number of deficiencies which are in need of correction. The highway is too narrow and has insufficient shoulders. There are a number of curves and intersections that require realignment. There are increasing conflicts on the Highway 34 between industrial traffic and commuter traffic. Commuter traffic on this highway is increasing as more people move to Lebanon for inexpensive housing and commute to Albany, Corvallis and

other points for work. There is economic development activity occurring in Lebanon that will further stress this highway segment. This stretch of highway is zoned EFU (Exclusive Farm Use). Therefore no major development conflicts or access management problems due to industrial, commercial or residential development are likely to occur in the planning period. This stretch of highway will function well as a major arterial for the County and as a valuable improvement to the State system.

(b) A significant problem with Highway 34 is that it terminates in downtown Lebanon and intersects there with Highway 20. Two major arterials for the County, both carrying significant traffic volumes, intersect in a busy downtown district. A significant portion of that traffic on Highways 34 and 20 in Lebanon is through traffic. For detailed discussion of the need for the Lebanon bypass, please refer to the *City of Lebanon Transportation Master Plan and the Oregon Department of Transportation (ODOT) Pacific Highway - Main Street (Lebanon) Reconnaissance Report*.

(c) It is the position of Linn County that Highway 34 traffic needs to be routed around Lebanon to the south of the city. A Lebanon bypass is a high priority for the County along with improvements to Highway 34. The addition of travel lanes east of I-5 and a bypass routing traffic to the south of Lebanon onto the existing five lane stretch of Highway 20 represents an opportunity to enhance the State Highway system, facilitate traffic flow in Lebanon, address possible capacity problems that may arise in the next twenty years and provide a facility that will assist in the economic development of the County.

(d) Highway 20 is also an important east-west link for the County. Many of the problems found on Highway 34 are also found on Highway 20. There is a need for additional travel lanes and turning lanes. Additionally, some intersection realignment is critical on this highway. Of particular note are the intersections of Highway 20 and Highway 226 and the intersection of Highway 20 with Knox Butte Rd. These intersections are

hazardous and should be realigned.

(4) *Highway 226 and Highway 228*

(a) The intersection of Highway 226 and Highway 20, as mentioned above, is an issue of concern. Linn County supports reinstatement of planned Highway 228 improvements previously included in the State Transportation Improvement Plan which included reconstruction and replacement of two bridges.

(5) *ODOT Corridor Study of Interstate 5 between the Santiam River and ORE-34*

(a) The Oregon Department of Transportation (ODOT) prepared a “corridor study” for I-5 titled the “State of the Interstate, Report 2000.” For planning purposes, the Report’s planning period extends to the year 2020. In the area between the Santiam River and ORE-34, the study shows that the traffic volume/highway capacity (v/c) condition exceed adopted highway standards in the Oregon Highway Plan. Widening the freeway to six lanes in this section of the I-5 corridor and modifying most interchanges will be necessary to provide a highway that meets the adopted traffic volume to capacity ratio standards adopted in the 1999 Oregon Highway Plan.<sup>19</sup>

(b) Two ODOT reports present existing conditions and conceptual solutions to improve freeway access between the South Jefferson Interchange (Exit 238) and the ORE-34 interchange. They are: Millersburg I-5 Corridor Refinement Plan; and Albany I-5 Corridor Refinement Plan. Average daily traffic volumes for the study area in 2002 ranged roughly between 50,000 and 60,000 vehicles. These two reports detail the v/c for I-5 mainline segments in this area, showing that current traffic conditions throughout the study area cause the v/c to drop below ODOT operating standards for an interstate. The Refinement Plans also evaluate alternatives and show proposed modifications needed to ensure that interchanges in this area would meet the Oregon Highway

Plan’s adopted v/c standard.

(c) The Dever-Conner Interchange is not addressed by a refinement plan. ODOT is currently acquiring right-of-way near the Dever-Conner interchange in conjunction with a reconstruction project in order to accommodate future interchange improvements when the highway is widened.

(d) As identified in the Millersburg Refinement Plan, there are current safety and interchange spacing issues between the South Jefferson (Exit 238) and Viewcrest (Exit 237) Interchanges and between the Murder Creek (Exit 235) and Knox Butte (Exit 234) interchanges. The Millersburg Refinement Plan recommends closing both the Viewcrest and Murder Creek interchanges and building a new interchange, called the Tank Farm Road interchange, near milepost 236. The new Tank Farm Interchange will improve access to existing and future industrial uses within the Millersburg urban growth boundary, especially for truck traffic. The new interchange also will remedy operational, spacing and safety problems at the Viewcrest and Murder Creek Interchanges.

(e) The Millersburg Refinement Plan’s public involvement process included letters to property owners and businesses in the Viewcrest area, 10 stakeholder meetings, and briefings before the Linn County Board of Commissioners and the Millersburg City Council to present the preliminary findings and get feedback regarding proposed changes to area interchanges. The summary of all the meetings was presented at a public open house in late May, 2002. In that process, the preferred solution to the traffic concerns associated with the Viewcrest Interchange, and the safety and operational issues at Murder Creek Interchange, was to close both interchanges and construct a new interchange at Tank Farm Road.

(f) An exception to statewide Goals 3, 11, and 14 has been adopted for approximately 23 acres of rural properties east of I-5 affected by development of the proposed interchange near Tank Farm Road and Berry Drive and

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<sup>19</sup> “Volume to Capacity Ratio” or “v/c” mean the condition in which the average volume of traffic flowing through the stretch of road in the peak use hour is a percentage of the road capacity limit.

the realignment of Century Drive.

(B) *Policy Statements*

(1) It is the policy of Linn County to maintain the present supply of RCM (Rural Commercial) zoned land along Highway 34 between the Willamette River and I-5 and to discourage the conversion of agricultural, residential and industrial land to commercial uses. The plan discourages more commercial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional highway commercial development would create more turning movements on and off the highway which would compromise safety. Since commercial services are available nearby in Corvallis and Albany there is little need to provide additional rural commercial zoning on Highway 34.

(2) It is the policy of Linn County to maintain the present supply of land zoned for LI (Limited Industrial) uses along Highway 34 between the Willamette River and I-5 and to discourage the conversion of agricultural, residential and commercially zoned property to industrial uses. The plan is intended to discourage more industrial development because it will create traffic conflicts on the highway and will be inconsistent with planning efforts in Albany, Tangent and Corvallis. Highway 34 has been designed to move a high volume of traffic at fast speeds and additional industrial development would create more turning movements on and off the highway which would compromise safety. Since industrial land is available nearby in Corvallis, Albany, Tangent and Millersburg, there is little need to provide additional locations for industrial development opportunities on Highway 34.

(3) Future consideration should be given to construction of frontage roads along Highway 34 between the Willamette River and Oakville Road in order to reduce traffic conflicts. A specific plan for this policy is needed appropriate, and should be accomplished through the ODOT Highway 34 Corridor Study.

(4) Linn County opposes closing of important access roads leading onto Highway 34. Specifically the County opposes any proposed closing of Peoria Road, White Oak Road, Riverside Drive, Oakville Road and Columbus Street. All of these roads have been designated either an arterial or collector in the County's functional classification system (except for Looney Lane) and as such represent important sections of the County's road network.

(5) Linn County recognizes the importance of the east-west corridors in the County, especially Highway 34 and Highway 20 for continued economic, tourist, and community development.

(6) Linn County believes there is a need to route traffic from Highway 34 around Lebanon before connecting with Highway 20. A Lebanon bypass is a State road project that the County strongly supports. The County would like to see the bypass project given a high priority, because practical options for placement of the project will decrease and cost will increase over time. The County realizes the size of this project will require cooperation and coordination with both the State and the City of Lebanon. The County encourages all parties to participate in development of a feasible bypass project and the necessary funding mechanisms to accomplish construction within a reasonable timeframe.

(7) It is the policy of Linn County that the improvement and upgrading of Highway 34 and Highway 20 between I-5 and Lebanon are State road projects that the County strongly supports. Improvements needed include better shoulders, additional travel lanes, continuous turn lanes and curve and intersection realignments. Ideally, both facilities need to be five lane facilities that are linked by a bypass around Lebanon. Highway 34 improvements are higher priority than Highway 20 improvements.

(8) Linn County supports renewed inclusion of improvement plans for Highway 228 in the State Transportation Improvement Program.

(9) Linn County recognizes that there may be a need to construct a North Corvallis

Bypass from Highway 34 northwest across the Willamette River in the next twenty years. However, reevaluation of the need for this project should be undertaken before construction. If, after reevaluation, it is determined that the project is needed its eventual alignment also needs to be reevaluated before construction begins.

(10) Linn County supports the following State transportation projects subject to review, approval and adoption into the Transportation Plan Project List.

STATE-OWNED FACILITIES	
Location	Plan Projects
Highway 34 between I-5 and Lebanon –	widening, additional lanes, shoulders
Highway 20 between I-5 and Lebanon –	widening, intersection realignments
Highway 228 between Halsey and Brownsville	reconstruction, replacement of two bridges
I-5 between Santiam River and ORE-34:	additional lanes, interchange modifications, new Tank Farm/Berry Drive Interchange, related changes to Century Drive frontage road and county roads
I-5 at approximately Mile Post 236:	Tank Farm/Berry Drive interchange, <sup>20</sup> new freeway entrance/exit ramps, bridge across freeway, intersection improvements at Old Salem Road and access road, and realignment of Century Drive

(11) It is the policy of Linn County to support the proposed coordinated closures of the Viewcrest (Exit 237) and Murder Creek (Exit 235) interchanges with the construction of a proposed Tank Farm /Berry Drive Interchange.

(a) The primary function of the planned Tank Farm/Berry Drive Interchange is to provide access between I-5 and the planned industrial and other urban uses within the Millers-

burg and Albany UGBs. The interchange also functions to provide access to the area east of I-5, to the existing uses in the vicinity of the interchange, and to uses consistent with the Comprehensive Plan and zoning regulations. The interchange is intended to support or provide only for land uses that are consistent with the planning efforts in Albany, Millersburg and Linn County and that will not conflict with the development and function of the interchange.

(b) Linn County and ODOT together will manage the Tank Farm/Berry Drive Interchange area so that the location of the future interchange and the function of the constructed interchange are not compromised.

(i) ODOT shall adopt the necessary regulations to prohibit issuance of additional approach road permits to the existing Century Drive between Crooks Creek and Murder Creek Drive. These regulations will become an ODOT facility plan adopted by the Oregon Transportation Commission.

(ii) To protect the function and operation of the Tank Farm/Berry Drive interchange Linn County will administer the county land use regulations in the vicinity of the interchange and will continue to regulate new parcels in the Exclusive Farm Use (EFU) zone as required by state law. State law currently requires new EFU zoned parcels in the vicinity of the interchange to be at least 80 acres in size.

(iii) Linn County will review, and as necessary limit, plan amendments and zone changes within one-half mile of the Tank Farm/Berry Drive Interchange ramps to assure that they are consistent with the planned function of the interchange.

(c) Linn County and ODOT will cooperatively prepare and adopt an interchange area management plan (IAMP) for the Tank Farm/Berry Drive Interchange that implements the adopted goal exception and is consistent with the provisions of Oregon Administrative Rule 734-051. The IAMP will be adopted prior to funding the interchange for construction in the State Transportation Improvement Program. The

<sup>20</sup> Access road from Old Salem to realigned Century Drive frontage road is approximately 0.5 miles. The west side of the proposed interchange is in the City of Millersburg. A new interchange will require improvements on both sides of the freeway, both in Linn County and the City of Millersburg.



IAMP shall be adopted as an amendment to the county comprehensive plan and as an ODOT facility plan, and shall include policies and implementing measures that:

- (i) Prohibit new access within 1320 feet of the interchange ramp terminals; and
- (ii) Assure that the traffic movement capacity of the interchange, including subsequent improvements to the interchange, is reserved for its primary function — to provide for long-term access under acceptable mobility conditions for planned urban industrial uses within the interchange area and general access to all urban uses within the Millersburg and Albany UGBs.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99; amd 05-138 §1 eff 8/23/05]

### **907.390 City/County road policy**

#### *(A) Background*

(1) The County owns roads both within the cities and within the urban growth areas surrounding the cities. Most of these roads outside of city limits but within urban growth areas will eventually be taken over by the cities and become city streets as these areas are annexed into the cities. During the interim, the County will continue to coordinate with the cities to ensure that proper development standards are maintained on these roads and on any new roads developed in urban growth areas.

(2) Proper development standards allow for smooth transitions from county to city ownership. Strengthening relevant portions of the Urban Growth Management agreements with cities is an effective arena from which to pursue tighter coordination on this important issue. The Planning and Building Department has applied for and received a grant from the State to revise and update urban growth management agreements with the City of Lebanon. The revision process will be completed by July of 1995. The revised agreement can be used as a model for similar agreements with other cities in the County.

#### *(B) Policy Statements*

(1) Linn County supports further coordination of city and County road networks so that they operate in an efficient fashion.

(2) Linn County supports the transfer of County roads to city jurisdictions when urban development and annexation occurs.

(3) It is the policy of Linn County to better coordinate city and county road standards through the urban growth management agreement process.

[Adopted 80-335 eff 9/2/80]

### **907.394 Local road improvement**

#### *(A) Background*

(1) A “**local road**” means a road that functions below the level of minor collector. Local roads serve to provide direct access to and from individual parcels or sites. There are three types of roads that can be considered local roads:

(a) “**County road**” means a public roadway which has been accepted by the Board of Commissioners as a county road and for which the County will be responsible for improvements and maintenance.

(b) “**Local access road**” means a road which has been dedicated to the public. Ownership has been formally accepted by the County, but without responsibility, obligation or agreement for improvement or maintenance.

(c) “**Private access road**” (also called a “**private road**”) means either a driveway, privately owned access road, easement of road access, or a privately maintained road necessitated by land partition created for the specific purpose of providing road access from a parcel to a local access road or county road.

(2) The Linn County Road Department is responsible for improvement and maintenance of County roads. Improvement and maintenance of a local access road or private access road is the responsibility of the parties who own land along that road. Local and private road standards need to evolve over time as a given road services more traffic. A dirt road may be sufficient for access to an individual property. However, as other properties begin to use that road for access, a dirt surface may no longer be adequate. At a certain point, the owners of properties utilizing the road for access may participate in the improvement of the road.

(3) These improvements may include widening and realignment, reinforcement of the road bed, graveling, chip sealing and/or asphaltting. These improvements can be quite costly. Given overall economic conditions in the County, especially in rural areas, road improvement can become an overly-burdensome requirement for property owners. At the same time, it is in the County's interest to maintain a high quality road network including local roads. Historically, the County has not had standards for road improvements outside of subdivisions. Recently, the County has developed a tiered standard in its partitioning ordinance that governs road improvement in these cases.

(B) *Policy Statements*

(1) It is the policy of Linn County that improvement and maintenance of local access roads and private access roads is the responsibility of the land owners with property along that road.

(2) It is the policy of Linn County that the cost of required local road improvements be equitably and fairly distributed among land owners with property along that road.

(3) It is the policy of Linn County that all local access roads and private access roads have road width, surface improvements, design standards and levels of emergency vehicle access appropriate to the number of properties and level of traffic being serviced by the road. Improvements to local access roads and private access roads are to follow the road improvement standards as outlined in Linn County Land Development Code.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

**907.396 Trucking of hazardous materials**

(A) *Background*

(1) In 1987, ODOT and the Oregon Public Utilities Commission conducted two 3-day surveys, one in March 1987 and one in August 1987, of hazardous material movement through Oregon. During the three day period 226 total commodities entered Linn County in 165 shipments. 61% of the commodities were flammable, 75% were corrosive, 2 were flammable gas and 2

were carrying multiple hazards. The most common commodities were gasoline (37), sodium hydroxide (29), corrosive liquid (26), fuel oil (26) and methyl alcohol (21).

(2) All the hazardous materials were recorded on I-5. The movement of these hazardous materials off the freeway needs to be addressed through creation of hazardous trucking routes. Creation of such routes would require a deeper understanding of the movement of these shipments than is currently available.

(B) *Policy Statements*

(1) It is the goal of Linn County to provide for the safe and efficient movement of hazardous substances through and within the County.

(2) It is the policy of Linn County that hazardous materials are to be transported through the County in the following manner:

(a) agricultural and forest related hazardous materials are restricted to the County arterial and collector network until a reasonable point of delivery requires use of local roads;

(b) non-agricultural and non-forest related hazardous materials are restricted to State highways, Old Salem Road and American Drive; and

(c) large volume fuel deliveries (i.e. tanker trucks) are restricted to State highways and Old Salem Road.

(3) These policies shall be coordinated with relevant Oregon Department of Transportation, Oregon Public Utilities Commission and federal agency policies.

[Adopted 80-335 eff 9/2/80]

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**V. RAIL NETWORK POLICIES**

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**907.400 High speed rail**

(A) *Background*

(1) The states of Oregon and Washington applied for and received high speed rail corridor status in 1992 — one of five high speed rail corridors designated nationwide. A Statewide Transportation Plan and a Rail Passenger Plan

calls for development over the next few years of High Speed Rail services from Eugene to Vancouver, B.C. The longest single section of track for any county in Oregon will pass through Linn County. The probable location for a rail terminal will be somewhere between Albany and Highway 34. Other terminals will be located in Portland, Salem and Eugene. Consensus is that the Eugene-Vancouver Corridor is the leader among the five corridors nationwide as far as having a realistic near term program with state funds committed. In December, the Cascades West Council of Governments (COG) will be conducting a study, funded by the Oregon Department of Transportation, to determine the site of a multimodal station to service the high speed rail, busses and other transportation modes. The study will also determine who should operate the station. The study is slated for completion by March 1995.

(2) A steering committee, the High Speed Rail Task Force, has been organized to lead the project. This group's work will be supported by Oregon Department of Transportation staff and coordinated with the Willamette Valley Transportation Strategy Policy and Technical Committees. Funding, including \$500,000 in State Video Lottery dollars, has been appropriated for master planning, project development and market analysis work. \$5 million in State Video Lottery dollars have been appropriated for construction and match with federal high speed rail funds and/or interim rail and bus services. Another \$5 million will be available if Video Lottery receipts exceed estimates by more than 15 percent in any one quarter. It is likely that all or a substantial amount of the additional funds will be available during the biennium unless video lottery receipts drop considerably. ODOT is currently involved in project development, including a market analysis, rail capacity analysis and rail system engineering work.

(3) Linn County will be a nexus for high speed rail travel. The high speed rail plan calls for aggressive development of transit facilities. In Linn County that would be feeder busses (the Portland area will receive a light rail system

as well as feeder busses). These busses would link Corvallis, Albany, Lebanon and Sweet Home along Hwy. 20.

(4) The route of the high speed rail line has not been determined. Originally, the line was to follow the Southern Pacific rail line through Albany, Tangent, Halsey and Harrisburg. This route would necessitate a number of rail crossing closings, especially in Halsey and Harrisburg where the rail line splits the towns in two. Rail closings would be detrimental to transportation and community development planning in these towns. Noise and dust would be a problem. Fire and police service may be compromised with fewer crossings open. The high speed rail would create a hazardous situation as it travels through the towns at high speeds. The rail line currently goes near elementary schools in Harrisburg, Halsey and Tangent. There is discussion however of bypassing Halsey and Harrisburg. This option would solve a number of problems.

(5) The high speed rail line will certainly impact Linn County. The County is the recipient of the longest section of track in the state and a rail depot will be located in Linn County. Siting analysis of the high speed rail depot needs to consider traffic movement, multimodal connection opportunities and the location of current airports as well as possible future regional airports.

(6) Possible benefits of the high speed rail on Linn County may include:

- (a) a reduction in vehicle miles traveled and increased support of bus service;
- (b) increased commuting between Lebanon, Sweet Home and Albany;
- (c) increased commuting opportunities between Albany, Eugene and Portland;
- (d) increased economic and employment activity; and
- (e) an increased housing market.

(7) Negative impacts may include:

- (a) increased response time for fire, ambulance and police service as well as general interruption of traffic flow due to rail crossing closings;

(b) increased noise and dust and increased safety hazards — especially where rail lines pass near schools.

(8) Positive impacts assume a full multimodal approach, i.e. creating a system of busses and rail to link the system together. What is not clear is the nature of the high speed rail. Is it a long distance travel alternative or a commuting line? This issue has not been resolved yet by State planners. One scenario, under which impacts on Linn County would be minimal, views high speed rail as a competitor for short distance air trips. A second scenario sees the line serving local commuter traffic; County land use could be seriously affected by an influx of new residents who work in Portland or Eugene but could feasibly commute from Albany or Lebanon.

(B) *Policy Statements*

(1) While Linn County generally supports State plans to locate a high speed rail passenger rail line through Linn County, issues of access need to be resolved before implementation, specifically issues of:

(a) adequate access for public safety, fire, ambulance, and police;

(b) adequate public access to school and work; and

(c) community development impacts.

(2) Linn County supports exploration of alternatives to high speed rail crossing closures that minimize economic and access hardships to Linn County communities. Linn County opposes excessive closings, as such closings will reduce the quality of fire, police and ambulance service delivery and will generally impede efficient traffic flow.

(C) Linn County supports State efforts to implement increased bus service to serve the high speed rail.

(D) Linn County supports, when needed, the further mechanization of railroad crossings by the Oregon Public Utilities Commission.

[Adopted 80-335 eff 9/2/80]

## **907.410 Intermodal connections**

(A) *Background*

(1) Intermodal connections are facilities that allow the transfer of persons and/or goods from one mode of transport, such as an automobile, to another mode of transport, such as a railroad. Two locations in the County will have significant intermodal connections. A siting study for an intermodal connection in Albany which will include the high speed rail depot will begin in December of 1994. The old train station in Lebanon will be refurbished as an intermodal facility in the near future. Intermodal facilities should include park-and-ride facilities, parking lots, bike path connections and bike storage facilities and, when appropriate, linkage to Albany Transit and Linn Benton Loop bus systems. In Lebanon, the old Southern Pacific rail depot is being refurbished, using ISTEA (Intermodal Surface Transportation Enhancement Act) money, into a multimodal hub. This facility, which will be called the Santiam Travel Station, will include facilities for automobiles, trains, bicycles, ridesharing and pedestrian connections.

(2) A transit opportunity that needs to be explored is institution of passenger service on the Burlington Northern and Southern Pacific lines between Sweet Home, Lebanon, Albany and Corvallis. This existing line may have transit possibilities and would provide an obvious alternative link between these cities. Passenger rail could provide an important part of a multimodal solution to Linn County commuter traffic increases.

(B) *Policy Statements*

(1) It is the goal of Linn County to enhance intermodal connectivity throughout the transportation system.

(2) Linn County supports efforts to develop an intermodal connection with the high speed rail that includes automobile, air, bicycling and pedestrian access.

(3) Linn County supports Lebanon's efforts to develop an intermodal connection, with eventual connection to the high speed rail, that includes automobile, air, bicycling and pedestrian

access.

(4) Linn County supports institution of passenger rail service between Albany, Lebanon and Sweet Home.

[Adopted 80-335 eff 9/2/80]

### **907.420 Rail abandonment**

#### *(A) Background*

(1) Rail service is an important component of the Linn County transportation system. Rail is still the most efficient method for transporting large scale natural resources through the County. Rail's importance to forest and timber companies, industrial activities, and the agricultural sector makes it a valuable transportation mode that needs to be preserved within the County. The County does not want to see any further diminishment of rail service and encourages expansion of existing service and establishment of new services. The availability of rail service not only adds flexibility to industrial land, but in most cases, adds value. Access to rail service will often assist in the development of industrially zoned property.

(2) However, when rail lines are abandoned, opportunities for public use are created. When a rail line is abandoned, a stretch of land becomes available which can be used for a number of purposes, such as roads, utility corridors, bike/pedestrian trails and/or reversion to private property use. Often, abandoned rail lines connect two areas of interest or population. They provide a clear unobstructed and graded path that can be linked to other trails, bikepaths, utilities and rights of way to enhance a county's or city's recreational, transportation, and utility facilities.

(3) Recently, creation of pedestrian trails, walkways, bikepaths and equestrian trails within these rights of way has proven popular with citizens. Federal "Rails to Trails" legislation provides a mechanism to achieve this type of conversion. "Rails to Trails" allows cities and counties to obtain those parts of abandoned rail lines that have reversionary clauses associated with them. Sections of the line that are owned outright must be purchased from the rail company.

The Interstate Commerce Commission handles abandonment proceedings and must be notified during abandonment proceedings of any interest in trail conversion.

#### *(B) Policy Statements*

(1) Linn County does not support further rail abandonments or diminishment of service. The County supports rail service at present or expanded levels and expansion of rail facilities in the County.

(2) It is the goal of Linn County to protect industrial lands abutting freight lines and the connections between industrial lands and freight lines.

(3) It is the policy of Linn County to actively pursue, whenever feasible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.

(4) Since Linn County supports institution of passenger rail service between Albany, Lebanon and Sweet Home, the County therefore opposes abandonment of Southern Pacific or Burlington Northern rail lines that currently link these cities.

[Adopted 80-335 eff 9/2/80]

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## **VI. DEMAND MANAGEMENT POLICIES**

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### **907.500 General demand management**

#### *(A) Background*

(1) There are two basic ways of dealing with transportation inadequacies.

(a) The first method is to increase the supply of transportation facilities. For example, if roads are congested, a transportation "supply" solution would entail building more roads or adding more lanes to existing roads thereby increasing the "supply" of roads.

(b) An alternative method is to manage the demand for transportation — i.e. demand management. For example, if there is not enough road space due to traffic congestion, rather than adding more roads, an attempt is made to

shift the demand to other options — public transit, bicycling, walking, and carpooling or to reduce the need for trips altogether through means such as telecommuting.

(2) Linn County does not meet many of the favorable conditions for demand management implementation. Rural areas and communities, such as those found in Linn County, are characterized by limited or no traffic congestion, widely spaced commercial and employment centers and widely distributed residential units. What little congestion may exist is experienced for a very short duration, denoting a “peak 5 minutes” as opposed to the “peak hours” in an urban setting. Modes of travel other than personal vehicles are generally not available or economical.

(3) Feasible demand management options in the County include ridesharing, telecommuting, flextime and compressed work week programs. In a county atmosphere, all of these options share some features. They are carried out by individual citizens or individual employers. There are no mandates or penalties. The role of government is to educate, help advertise and possibly help coordinate individual efforts.

(4) Cascades West Council of governments (COG) currently runs a ridesharing program that Linn County participates in. This ridesharing program was established and funded through ODOT and federal funds. There are opportunities for expanded ridesharing in the County. For example, as of June 1993, Hewlett Packard employed 3,921 people. Of those employees, 31% live in Linn County. This represents over 1,200 Linn County residents commuting to this one location in Corvallis. This commute pattern represents a viable opportunity for a significant volume of ridesharing between the counties. Although exact figures are not currently available, similar opportunities may be available with Oregon State University, Linn Benton Community College, Good Samaritan Hospital and some of the large employers in Linn County such as Tele-dyne Wah Chang and Albany General Hospital.

(5) Currently, at the Highway 34/Interstate 5 overpass, an informal area serves as a park

and ride for ridesharing commuters. There is also an informal park and ride on Hwy. 226 and Brewster Road. These areas and possibly some other areas in Linn County may benefit from being identified, designated and built into official ridesharing park and ride locations. Park and rides may also be established at business locations, such as shopping centers, super markets and gas stations, that allow a portion of their parking facilities to be used as a park and ride. The advantage to the owner of the facility is that every workday a number of potential customers are accommodated on their premises. Commercial parking facilities are usually well paved and have adequate access. Informal lots may have poor access, be unpaved and not meet the requirements of the Americans with Disabilities Act.

(6) There is no way of knowing the extent to which telecommuting is being used in Linn County. Facilities, such as phone lines, which are ready and capable of carrying telecommunication traffic, are already in place in the County. As of now, there is no mechanism available to monitor the volume of telecommuting. Assuredly, some segment of the population is using this method of work in some form and the volume is growing and will continue to grow. Current facilities in Linn County are adequate to meet the needs of the telecommuting public. Major infrastructure improvements such as placement of fiber optic cable are not required to accommodate demand in the near term. Only if demand is sufficiently stimulated will major investments prove to be necessary.

(7) Congestion relief and increased employment opportunities are two reasons to promote flextime and compressed work weeks. Although not yet a major problem, continued County growth could eventually lead to road congestion during peak rush hour periods, especially within the cities. An additional benefit of flextime/compressed work week schemes is that they can offer people who cannot work usual “9 to 5” hours additional opportunities to find work. This can allow underemployed workers in depressed industries, such as timber, to have access

to more employment opportunities. Currently, the County Road Department is instituting a compressed work week plan.

(B) *Policy Statements*

(1) It is the policy of Linn County to encourage implementation of demand management measures to reduce the number of single occupant vehicle trips. Promotion of carpooling, vanpooling, telecommuting, expanded transit use, provision of park and ride lots and encouragement of staggered work shifts for large employers will be explored where appropriate.

(2) It is the policy of Linn County to:

(a) support Cascade West Council of Governments' efforts to promote ridesharing in Linn County and surrounding counties and to participate in those efforts when feasible;

(b) promote ridesharing through the creation and advertising of Park-and-Ride facilities; and

(c) coordinate efforts with businesses that have excess capacity in their parking facilities to provide Park-and-Ride space to County residents.

(3) Linn County recognizes that telecommuting will play an increasing role in work habits and supports continued provision of telecommunication facilities in the County.

(4) Linn County supports efforts of companies and businesses who institute flextime and compressed work week programs as such efforts aid in the reduction of automobile congestion on the County road network.

[Adopted 80-335 eff 9/2/80]

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## VII. PUBLIC TRANSPORTATION POLICIES

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### 907.600 Transportation disadvantaged

(A) *Background*

(1) While public transit is available and useful to the public at large, there is one segment of the population that vitally requires a functioning public transit system — the transportation disadvantaged. A number of different, diverse and sometimes overlapping groups are included

among the transportation disadvantaged. The four main groups are the disabled/handicapped population, the elderly, children under driving age, and the poor. All four groups may be either ineligible to drive a vehicle or physically unable to drive. This leaves the individual dependent on family, friends, or public transit. For the poor, availability of public transit can often determine whether or not they are able to work, take advantage of training and schooling and have access to health care and social services.

(2) Over the next twenty years, three of these transportation disadvantaged groups will increase. The general population is aging and the total percentage of elderly Linn County residents will continue to increase. Unless there is a dramatic reversal, the number of children living in poverty will continue to rise leaving these children with diminished opportunities for family transportation assistance. With the diminishment of institutional care and the increasing trend towards home care, the number of people with disabilities who must meet their own transportation needs will also increase. Poverty will exacerbate the difficulties facing all of the above groups.

(B) *Policy Statements*

(1) It is the policy of Linn County to identify the needs of the transportation disadvantaged and attempt to fill those needs through a combination of public and paratransit<sup>21</sup> services.

(2) It is the policy of Linn County to support the expansion and maintenance of the transit and paratransit systems in the County.

(3) Linn County supports expanded coordination and cooperation between service providers to the transportation disadvantaged. Linn County supports the concept of Cascades West Council of Governments taking a lead in the coordination of paratransit providers.

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<sup>21</sup> “Paratransit” refers to public or private transit providers that usually serve elderly or handicapped populations on a more flexible basis. Routes and schedules may not be fixed. Service may be provided on-call. Paratransit is often provided by churches or charitable organizations. Public paratransit in Linn County includes Albany Call-A-Ride and Lebanon Dial-A-Bus.

### 907.610 Bus service

(A) *Background.* The current transit system in Linn County consists of a number of connecting elements.

(1) Foremost in the network is the Linn Shuttle. The Shuttle began operation in May 1987. By August 1994, it had a ridership of 5,194 passengers, making it the largest provider of public transit in the County. Of the 5,194 riders, 4,721 were disabled with the majority being shuttled to sheltered work programs. The rest of the ridership consisted of the elderly and the general public. The shuttle runs from 7 a.m. to 4:30 p.m. and has two busses. It serves a flexible, fixed route between Sweet Home, Lebanon and Albany. It is coordinated with the schedules of the other two major public transit providers, the Albany Transit Service and the Linn-Benton Loop and with the Lebanon Dial-A-Bus. The shuttle also makes two runs to Brownsville daily. The Linn Shuttle is funded by state-provided Special Transportation Funds, approximately \$6,000 from the County's general fund, ridership fees, currently \$2.15 per trip for non-disabled and non-seniors, revenue from advertising and shuttling library books.

(2) The Albany Transit System (ATS) has two double loop routes which serve the City of Albany. Inter-county travel is served by the Linn-Benton Loop System. This route provides service between Albany, LBCC, Corvallis, OSU and Hewlett Packard. There are three park and ride locations servicing the Loop. The Linn Benton Loop makes connections with Corvallis Transit, Albany Transit, the Linn County Shuttle, Greyhound busses and Amtrak.

(3) Another component of the transit system consists of intercity busses running on I-5 and Hwy. 20. The Valley Retriever has one bus daily that runs from Newport to Bend and back on Hwy. 20. Greyhound has four northbound and five southbound busses daily from Albany that run along I-5. They service Salem, Portland, Eugene and points beyond. Greyhound busses also run daily to Corvallis from Albany. Connections can

be made from Portland and Eugene to Greyhound's nationwide network.

(4) One issue concerning the Linn-Benton Loop is increasing the frequency of the bus schedule. The current limited schedule, especially in the heavy commute mornings and evenings, may not be sufficient to fully capture the number of commuters who would use the system if it ran more frequently. Since there is a good operating system in place, efforts should be made to utilize it to its greatest extent.

(5) Another approach to the rural transit problem is to examine some of the transit alternatives that have been used successfully elsewhere. Portland examined what is called the "Smart-Bus system" which has been used in Germany. Adapted for smaller city/rural situation, the smart-bus consists of a number of stops with call-boxes. The busses do not have fixed routes or schedules but respond to calls made from the various stops. Rather than use large, expensive diesel busses, this system utilizes smaller mini-busses. The key to this system is a computerized central controller that sends the busses on the fastest most, efficient route possible. Thus, the bus can "ignore" empty segments of its route and provide faster service to its customers. The increased flexibility and tailored service attracts a larger ridership while keeping costs down via smaller, more fuel efficient vehicles and efficient routing. A system of smart-busses and coordinated paratransit could possibly provide a viable public transit system for a large segment of Linn County's population. The German system was developed in a combined rural/city environment with a city about the size of Albany.

#### (B) *Policy Statements*

(1) Linn County recognizes the valuable service the Linn Shuttle provides communities in the County and endorses continued support of that service.

(2) Linn County supports expanded transit service in the County but acknowledges that adequate funding mechanisms need to be developed that will equitably distribute the costs of the system.



(3) Linn County supports a feasibility study on creation of a smart-bus system<sup>22</sup> to serve the public transportation needs of the unincorporated areas of the County.

[Adopted 80-335 eff 9/2/80]

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## VIII. AIR TRANSPORTATION POLICIES

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### 907.700 General air transportation

#### (A) Background

(1) There are 25 airports and airfields and 2 helipads in Linn County. Of the 25 airport and airfield facilities, 3 have asphalt runways, 19 have turf runways, one has a graveled runway and one has a combination gravel and turf runway. Two airports stand out as significant air facilities in the county — Albany Municipal and Lebanon State. The other facilities either do not serve the public (19 of the 25 facilities) or are of very limited public use (3 of the 25). These smaller facilities are used for either commercial agricultural spraying operations or private recreational use. There is also a State facility at Santiam Junction which is mainly used for medical emergencies and forest service operations.

(2) The Land Development Code provides for an Airport Overlay (AO). The AO was established to prevent air space obstructions near public use airports and to ensure compatibility between the airport use and surrounding land uses. Currently, the AO applies to areas, outside of city limits, surrounding the Albany, Lebanon, Davis and Daniels Field Airports. This zoning overlay will also apply to all future public use airports.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

### 907.710 Lebanon Airport

(A) The Lebanon State Airport had a draft Master Plan prepared by the State Aeronautics Division in 1993. The airport is currently owned

and operated by the Aeronautics Division of the Oregon Department of Transportation (ODOT). In 1990, there were forty-two (42) airplanes based at the Lebanon Airport. The Master Plan projects that the number of airplanes based at the facility will increase from 42 to 50 by the year 2010. There is no commercial air carrier activity, because facilities are inadequate for such service. The principal use of the airport is and will be for private use. Projected use for the year 2010 will use only 9.3% of capacity.

(B) Six alternatives were developed by the Master Plan. There are two main problems with the current design. Airport Road is an “obstruction” to the airport. Air space clearance of the road should be at 15 feet, but is now only at 5 feet. The airport also requires a ten degree turn be made by planes for the purpose of noise abatement before making a landing. Ideally, planes should be able to make a straight approach to the runway. Additionally, by leaving the runway at the current length, B-II type planes (over ten seats) cannot be accommodated. Currently, one plane larger than 10 seats uses the facility and is based in Salem.

(C) The Master Plan recommends construction of a new 4,170 foot long runway located to the southwest of the existing runway. The new runway would be rotated by 10 degrees. This alternative would change the airport’s classification to a B-II type air facility. Noise would be reduced for residents north of the airport due to the rotation of the runway. The estimated cost is approximately 1.5 million dollars.

(D) The proposed expansion would extend perpendicularly past the current location of Airport Road. The extension of the runway would necessitate putting four 90 degree turns into Airport Road. Existing traffic on Airport Road is quite heavy. To extend the runway in the manner proposed would cause major disruptions to traffic on Airport Road. Given the importance of Airport Road and the nature of the disruption, a major rerouting or new road would need to be constructed.

[Adopted 80-335 eff 9/2/80]

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<sup>22</sup> A smart-bus system utilizes mini-busses that do not run on fixed schedules or routes. Call boxes, in conjunction with a computerized routing system, allows for a flexible and efficient transit system.

### **907.720 Regional Airport**

(A) Two events may occur in the next few years that would alter the future of air transport in Linn County:

- (1) the maintenance of the Lebanon Airport as a B-I facility; and
- (2) the closure of the Albany Airport.

(B) The City of Albany is in the process of studying the economic feasibility of continuing to operate the Albany airport and is also studying the best economic use for the current airport site. Since the Albany Airport has extremely limited expansion potential and the site has a number of potential economic uses if airport operations cease, there is a strong possibility of closure. The above developments, if they come to pass, would leave the County without a major airport. While there are other strong regional airports in the Willamette Valley (specifically Salem, Eugene and Corvallis), there may still be sufficient economic potential for the construction of another airport in Linn County.

(C) While such an airport may not serve commercial carriers, it would accommodate a wide range of recreational, business and resource-related planes. The needs of local business community, recreational users and resource-oriented business users would need to be determined and suitable alternative locations discussed. The location of a regional airport facility near industrially zoned land and/or near major road facilities, such as Highway 34 and I-5, could provide economic benefits to the County and serve as an industrial development hub for the mid-Willamette Valley region.

(D) Currently, the State Aeronautics Department, with Federal Aviation Commission funding, has approved a regional airport study for Linn County. The study has been funded to \$100,000 and includes feasibility and siting components. Albany, Lebanon and Linn County will all participate in the preparation of the study. The study is slated for completion by fall of 1995.

[Adopted 80-335 eff 9/2/80]

### **907.730 Policy statements**

(A) Linn County is committed to air transportation as an ongoing and vital component of the Linn County transportation system.

(B) It is the policy of Linn County that any proposal to develop a public use airport shall include a master plan which describes service levels, support facilities, future uses and noise impact areas.

(C) Linn County is concerned that expansion plans for the Lebanon State Airport currently proposed by the State will seriously disrupt traffic on a County minor arterial, Airport Road. Impacts of airport expansion on the County road network must be addressed in any airport expansion plans.

(D) Linn County supports a study to determine the feasibility for construction and operation of a regional airport. The study would be done in cooperation with the State Aeronautics Division and the Federal Aviation Administration. Any study must evaluate the impact that the airport would have on the County road network.

(E) Linn County opposes expansion of the Lebanon Airport until a regional air facility study has been completed and a determination of airport needs have been made.

[Adopted 80-335 eff 9/2/80]

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## **IX. BICYCLING**

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### **907.800 Subchapter title**

This Subchapter, LCC 907.800 to 907.890, shall be known and may be cited as the "Linn County Bicycling Plan" or simply as the "Bicycling Plan."

[Adopted 99-190 §? eff 5/19/99]

### **907.805 Background viewpoint**

(A) Bicycling has long been a reasonable and efficient means of transportation and recreation in the United States. Its use and popularity preceded the development of the motorized vehicle. After World War II, bicycle use as transportation declined while automobile use increased. This was due in large measure to a massive increase in road building and subsequent suburbani-

zation that occurred after the war--both of which favored auto use. However, bicycle use has increased dramatically in the last 15 years. This renewed popularity has occurred as many citizens turned to the bicycle to promote a healthier lifestyle, a cleaner environment, cost savings and as an enjoyable form of transport. More and more people are choosing bicycles for recreation, utility or commuting as an alternative to the automobile. Surely, auto use will continue to grow; but as more people become concerned about energy consumption, pollution and increased congestion many will turn to bicycling as an intelligent, healthful and fun alternative.

(B) A basic viewpoint of the Bicycling Plan is that the road network must accommodate all types of traffic--motorized, bicycle and pedestrian; over time the compatibility of the road network with these three modes of transport needs to be increased.

(C) The Bicycling Plan was produced by the Linn County Bicycle Advisory Committee, a citizen committee. All Background Documentation including surveys and project lists that were used to develop this plan are available on request from the Planning and Building Department.

[Adopted 80-335 eff 9/2/80]

### **907.810 Purposes of the Bicycling Plan**

(A) The overall purpose of the Bicycling Plan is to promote bicycling and walking in Linn County.

(B) The first purpose of the Bicycling Plan is to guide development and maintenance of our county road system so that the needs of bicyclists are met. This stems from a recognition of the importance of bicycling as means of transportation. The second purpose is to focus public attention on the importance to our future of planning for bicycling. The Bicycling Plan also discusses parking and other support facilities for bicycling.

(C) The Bicycle Advisory Committee sought to produce a plan that:

- (1) is easy to read and reference;
- (2) addresses current and future needs of bicyclists and pedestrians; and

(3) sets forth guidelines for coordination of the development and maintenance of the bicycle and pedestrian network with the development and maintenance of the county road network.

[Adopted 80-335 eff 9/2/80]

### **907.815 Assumptions**

(A) *Legal vehicles.* The road network generally provides the most efficient and safest routes for transportation. By law, bicycles are recognized as legal means of transportation on the entire roadway system of Oregon (with only a few exclusions on interstate highways in the Portland area). Therefore, the entire public road network in Linn County is also the bikeway network.

(B) *Alternative transportation.* For bicycling and walking to grow as alternatives to the auto, careful planning, coordination and vigilance must be followed. The bicycle must be recognized as an important means of transportation in our future. We must preserve existing facilities and build new ones to facilitate both bicycling and walking.

[Adopted 80-335 eff 9/2/80]

### **907.820 Oregon's Transportation Planning Rule**

This Bicycling Plan fulfills the county's requirements for bicycle planning found in Oregon's Transportation Planning Rule.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

### **907.830 Preparation of the Bicycling Plan**

(A) *Bicycle Advisory Committee.* In 1993 the Board of Commissioners appointed ten volunteers from the various communities in the county to the Linn County Bicycle Advisory Committee (BAC). The BAC was charged with the responsibility to prepare a master plan focusing on bicycling to become a part of the county *Comprehensive Plan*. The BAC obtained a small grant from the Oregon Department of Transportation, which along with county support, provided funding for the completion of the Bicycling Plan. The BAC hired a coordinator to facilitate the planning process and conducted a major public survey of bicycling attitudes and usage patterns.

(B) *Public Input.* Public input was solicited

through a county-wide bicycling survey, public hearings held by the Planning Commission and public hearings held by the Board of Commissioners.

(C) *Bicycling Survey.* The Linn County Bicycle Advisory Committee organized and conducted a comprehensive survey of citizen attitudes toward bicycling and patterns of bicycle usage in Linn County. A two-page survey form was created and distributed throughout the county in October and November of 1994. Distribution was two-fold: First, the survey was printed in all newspapers published in Linn County as well as the major paper in adjoining Benton County. Second, surveys were distributed to most of the county city halls and to the Albany Public Library. These locations also served as collection points for the survey. Citizens also had the option of mailing their completed surveys to the Linn County Courthouse. Over 500 people responded to the survey producing results that helped the BAC determine a bicycling network and set priorities for improvements.

(D) *Primary Bikeway Network.* The BAC identified a network of county and state roads that constitute a primary network of roads used by and favorable to bicycling as transportation.

(E) *Bikeway Project Priority List.* The BAC compiled a specific priority list of projects designed to accomplish the most important needed improvements to implement the Primary Bikeway Network. (Appendix B)

(F) *Bikeway Project Priority Map.* A map display of the Bikeway Project Priority List.

(G) *Bicycling Plan.* The committee also developed a series of policies relating to bicycling facilities. The Bicycling Plan is a compilation of the policies, network of roads as bikeways, and priorities for improvements.

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

### **907.840 Inventory of facilities**

(A) *Road Ownership.* Linn County contains approximately 3,150 miles of roads of various types and under various ownership. Eighty-four miles are in primitive or unimproved condition;

1,357 miles are graded or graveled; and 1,708 miles are paved. Linn County owns 1,120 miles of the roads in the county. Cities own 341 miles. The State owns 250 miles and various other agencies own 1,438 miles of primarily forest management roads.

(B) *Types of Roads.* There are four types of road ownership in Linn County.

(1) A state highway is a public roadway owned, maintained and improved by the State of Oregon.

(2) A county road is a public roadway which has been accepted by the Board of Commissioners as a county road and for which the county takes responsibility for improvements and maintenance.

(3) A local access road is a road which has been dedicated to the public. Ownership has been formally accepted by the county, but without responsibility, obligation, or agreement for improvement or maintenance.

(4) A private access road is either a driveway, privately-owned access road, easement of road access, or a privately maintained road necessitated by land subdivision created for the specific purpose of providing road access from a parcel to a local access road or county road.

#### **(C) Surface Types**

(1) There are a number of road surface types in Linn County. These include:

(a) primitive and unimproved surfaces,

(b) graded surfaces,

(c) gravel surfaces,

(d) oil mat surfaces,

(e) asphalt concrete hot mix (AC) surfaces,

(f) AC with rubberized asphalt surfaces, and

(g) concrete surfaces.

(2) There are approximately 10.5 miles of primitive or unimproved and graded roads in the county that are owned by the cities. The county does not own any roads in these two classes. The county owns 135 miles of gravel roads, 562 miles of oil mat roads, 396 miles of

asphalt concrete roads, and a little over a mile of concrete roads. The Road Department pursues an aggressive program of road surface maintenance. The Road Department estimates that the vast majority of Linn County road surfaces are in good condition.

(D) *Functional Classification Systems.* Roads in Linn County are classified, according to function, as either arterial, collector or local roads.

(1) *Arterials* (major and minor) are roads that carry traffic through and between major urban, suburban, and rural activity centers. Arterials generally provide the shortest routes for through traffic and the greatest mobility at the highest speeds. Arterials are of two types: major and minor.

(2) *Collectors* (major and minor) are roads which function as connectors between local roads and arterials. Collectors provide movement for through traffic and provide direct access to properties. In general, collectors carry residential, commercial, and/or industrial traffic to arterials.

(3) *Local roads* provide direct access to individual properties and are not meant for through traffic. Their purpose is to carry local residential, agricultural, resource-related, and/or business traffic from individual properties to collector roads.

(E) *Lane and Shoulder Width.* Roads in the county's arterial and collector system are two-lane roads with the exception of Interstate 5 and Hwy. 34 (between I-5 and Corvallis and between Lebanon and Sweet Home). Currently, county roads are generally being built to a 22 foot standard. The majority of existing county roads are 20 or 22 feet wide with an additional two to four foot shoulders, however, lane width can (for collectors and arterials) vary from 10 feet to 16 feet. Eighty-eight percent (88%) of the road lanes on the collector and arterial system are 10, 11 or 12 feet wide. Shoulders vary from 1 foot to 9 feet. Seventy percent (70%) of shoulders are 2+-foot, 14.7% are 3+-foot, and 10.3% are 4+-foot--representing 95% of the total network.

(F) *Bikeways.* The county considers all roads in the county to be a general bikeway network.

(1) Bikeway roads can be categorized into four different types:

(a) *Shared Roadway*--motorists and cyclists occupy the same traffic lane.

(b) *Shoulder Bikeways*--cyclists are accommodated on paved roadway shoulders.

(c) *Bicycle Lanes*--a section of the road is designated for exclusive use by cyclists.

(d) *Multi-Use Paths*--paths which are completely separated from the roadway.

(2) All county bikeways in the unincorporated areas are either shared roadways or shoulder bikeways.

(G) *Financing*

(1) There are three main funding sources for implementing the policies and goals of the Bicycling Plan:

(a) Linn County General Road Fund;

(b) Linn County Bicycle Fund (1% of Oregon State Gasoline Tax); and

(c) Special grants from ODOT (state) and ISTEA (federal).

(2) The first source for financing improvements and/or maintenance of the bikeway network is the Linn County general road fund which is administered by the Linn County Road Department. The Road Department attempts to include bikeway projects within its own road reconstruction, resurfacing, and expansion program. Bikeway maintenance (i.e. sweeping and vegetation cutting) is also provided through general road funds. The Road Department will endeavor to continue to fund these improvements within the limits of its budget. However, general road funds will be facing declines over the next ten years and maintenance and bikeway improvements may need to be funded from other sources in the future.

(3) The second source for financing improvements and/or maintenance of the bikeway network in Linn County is the Linn County Bicycle Fund which is maintained from with funds from the Oregon State Gasoline Tax. The Oregon legislature has mandated that a minimum of 1% of gasoline tax funds received by the county must be

used for bicycle and pedestrian improvements. The law sets the minimum percentage but allows for a higher percentage, up to any “reasonable amount necessary.”

(4) The county is receiving approximately \$4.75 million dollars a year in State gasoline taxes and is dedicating the minimum 1% (i.e. \$47,500) to bikeway improvements. This funding fluctuates yearly depending on tax collection and the proportion of the state’s registered vehicles located in Linn County. In general, however, gasoline tax funds are a steady source of income and they will provide stable financing base for the improvements proposed in the *Bicycling Plan* over the next twenty years.

(5) The third source of funding comes from the Oregon Department of Transportation (ODOT) and from the federal government under the Intermodal Surface Transportation Efficiency Act (ISTEA) program which is administered by ODOT. These grants are available for special projects. Since these funds are obtained by grants, are competitive, and are generally restrictive in their use — they cannot be considered a long term funding source.

(6) All State highways in Linn County are designated in the *Bicycling Plan* as State Bicycle Routes and the *Bicycling Plan* requires the State to fund improvements to those roads following guidelines as outlined in the *Oregon Bicycle and Pedestrian Plan*.

[Adopted 80-335 eff 9/2/80]

### 907.850 General policies

(A) It is the policy of Linn County to provide and/or encourage facilities that serve the diverse needs of citizens traveling by bicycle. Currently those needs include:

- (1) commuting to work and school;
- (2) utilitarian transportation to shopping, public facilities, and for personal business;
- (3) intermodal connections to transit stops and park-n-rides; and
- (4) recreation and touring.

(B) It is the policy of Linn County that bicycles be accorded the same importance as

motor vehicles.

(C) It is the policy of Linn County to consider convenience and efficiency for the bikeway network as equally important as for the motorized network.

(D) It is the policy of Linn County to develop and maintain an integrated system of shoulder bikeways and suitable shared roadways.

(E) It is the policy of Linn County to encourage employer efforts to provide employees with amenities which increase the convenience and attractiveness of commuter bicycling.

(F) It is the policy of Linn County to facilitate bicycling as transportation. The *Bicycling Plan* seeks to increase the modal share of bicycle trips while reducing the modal share of motor vehicle trips within the county transportation system.

(G) It is the policy of Linn County to provide a clear, public, bicycle route map that clearly designates major, minor, and alternate bicycling routes.

(H) It is the policy of Linn County to coordinate bicycle planning and construction projects with the cities.

[Adopted 80-335 eff 9/2/80]

### 907.860 Bikeway designation guidelines

(A) By law, bicycles are allowed to use all roadways in the State of Oregon. Therefore the road network, including county, state and Federal roads, of Linn County is also the bikeway network.

(B) The *Bicycling Plan* identifies which sections of the roads/bikeway network are primary bicycle routes. A primary bicycle route is a section of a road/bikeway that has been designated as important for bicycling use. Primary bicycle routes are identified for funding decision-making. They do not identify where bicycling is allowed as all roads are open to bicycling (see 8.2.1 and 8.1.2). There are four designations for Bicycle Routes in Linn County:

- (1) *State Bicycle Routes* (All state highways are included in this category. Funding for maintenance and improvements are the re-

sponsibility of the State of Oregon.)

(2) *Major Bicycle Routes* (These roads meet most of the criteria found in the Bicycling Plan. They are to be the primary focus for expenditure of funding.)

(3) *Minor Bicycle Routes* (These roads meet many of the criteria found in the Bicycling Plan. They are to be a secondary focus for expenditure of funding.)

(4) *Undesignated Routes* (These roads meet few of the criteria found in the Bicycling Plan. They are not to be a focus for expenditure of funding.)

[Adopted 80-335 eff 9/2/80]

### **907.865 Bikeway prioritization guidelines**

(A) The BAC decided on the following list of criteria (listed in descending order of importance) is to be used in the identification of the roads in the county which will constitute Linn County Bicycle Routes:

(1) Safety of the road for bicycling as it is and as it would be if improved.

(2) The utility of the roads for transportation so that the bicycling network provides access to:

- (a) cities & communities
- (b) other transportation modes
- (c) city bicycle paths
- (d) neighboring county bikeway

systems

- (e) bicycle routes
- (f) recreational routes and sites

(3) Existing usage for bicycling (How much and for what reasons is the road being used for bicycling?)

(4) Current levels of motorized use such as traffic volume & type

(5) Existing road conditions such as shoulder width and pavement quality

(6) Road grade

(7) Costs involved in accomplishing improvements

(8) Scenic qualities and features

(B) *Bikeway Construction Standards, Maintenance and Improvements*. When the policies in

the Bicycling Plan apply to the Road Department, they are contingent upon availability of funding. The BAC, Road Department, and Board of Commissioners may allow flexibility in these standards if project costs become prohibitive. In general, it is the policy of Linn County that the best possible bikeway project (i.e., a project which comes closest to meeting the plan's standards) be done. However, if funding is not sufficient, minimal improvements may still be beneficial.

(1) It is the policy of Linn County that when expansion or reconstruction of the arterial and collector road network occurs, roads will be designed to meet the policies, goals and standards set forth in the Bicycling Plan.

(2) It is the policy of Linn County that when new or expanded facilities for bus and rail routes, terminals, passenger stops, and public transit facilities are developed, they will be designed to meet the policies, goals and standards set forth in the Bicycling Plan.

(3) It is the policy of Linn County that all new, reconstructed, or widened shoulder bikeways, will conform to AASHTO standards whenever possible.

(4) It is the policy of Linn County that on roads designated as major or minor bicycle routes, shoulder bikeways shall, ideally, be at least four-feet wide and shall be provided for in each direction of travel allowed on the road.

(a) Two- and three-foot shoulders are acceptable when terrain, right-of-way, or environmental conditions do not permit four-foot shoulders.

(b) Local roads, with low traffic volumes, do not need shoulders and should be considered shared bikeway facilities.

(5) It is the policy of Linn County that when a road designated as a major or minor bicycle route is resurfaced, bikeways shall be resurfaced, as a minimum, to the same width as the existing pavement and, where possible shall be widened to a four-foot standard.

(a) Where practical, driveway approaches shall be paved back to the edge of the road rights-of-way or a minimum of ten feet from

the pavement to prevent gravel from being carried onto the bikeway.

(b) To improve safety, “feathering” of new asphalt onto existing pavement is preferred.

(6) It is the policy of Linn County that shoulder bikeways shall be paint striped conforming to State of Oregon standards with a 4 in. stripe per the county maintenance schedule.

(7) It is the policy of Linn County that when new drainage grates are installed, those grates will be designed, oriented, and installed so as to pose no (or minimal) additional hazard to bicyclists.

(8) It is the policy of Linn County that unless required in the specific situation, curbs will not be installed along the edge of shoulder bikeways.

(9) It is the policy of Linn County that when resurfacing a road, paving and gutters will be the same height with no hazardous crevice between.

(10) It is the policy of Linn County that bikeway pavement surfaces shall be swept clean per the county maintenance schedule, on at least an annual basis.

(11) It is the policy of Linn County that trees and shrubs shall be cut back so that no vegetation protrudes into the bicycle lane below a height of ten feet. Vegetation and other obstructions will be kept back at least two feet from the edge of the bikeway. Consideration shall be given to maintaining and improving sight distance on horizontal and vertical curves to keep bicycles visible to motorists.

(12) It is the policy of Linn County that when a shoulder bikeway must be reduced or eliminated (e.g. on older bridges or at intersections), bicyclists and motorists will be warned with signage in adequate time to traverse the distance involved.

(13) It is the policy of Linn County that there be clear and consistent educational signage, consistent with state and national standards, on all major and minor bikeway routes. The purpose of the signage is to alert motorists that bicycles have

the same rights on the road as motorized vehicles.

[Adopted 80-335 eff 9/2/80]

### **907.870 Bicycle parking**

(A) It is the policy of Linn County to encourage the provision of bicycle parking for all retail, school and industrial development. Ideally, the minimum number of bicycle parking spaces should equal or exceed 10% of the number of motor vehicle parking spaces.

(B) It is the policy of Linn County that any bicycle parking facilities that are provided should be surfaced in the same manner as motor vehicle parking as addressed in the Linn County Building Code.

(1) Bicycle parking spaces should be at least six feet long and two feet wide, and overhead clearance in covered spaces should be at least seven feet.

(2) A five foot aisle for bicycle maneuvering should be provided between each row of bicycle parking.

(3) Ideally, at least 50% of bicycle parking should be covered.

(4) Bicycle parking should provide secure stationary racks (anchored to the surface), which accommodate bicycle locks, securing the frame and both wheels.

### **907.875 Bicycling safety**

Linn County seeks to provide a safe environment for both the bicyclist and the motorist.

(A) It is the policy of Linn County that shoulder bikeways be provided wherever feasible and suitable to provide for greater safety for both bicyclists and motorists.

(B) It is the policy of Linn County to promote adequate bicyclist and motorist education so that both shared roadways and roadways with bikeway shoulders are used in a safe manner.

(C) It is the policy of Linn County to encourage and support education and safety programs for all ages, that improve riding skills, encourage observance of traffic laws, and increase awareness of bicyclist and pedestrian rights.

(D) It is the policy of Linn County to include



the Oregon Motor Vehicle Code as a necessary component of bicycle safety and education (since bicycles are considered vehicles under the Oregon Motor Vehicle Code; are subject to the same penalties; and bicyclists must obey the same rules of the road).

(E) It is the policy of Linn County that the rights and responsibilities of pedestrians need to be included in educational and safety efforts.

(F) It is the policy of Linn County that the BAC will help coordinate and promote educational programs and activities within the county, especially at schools. Any funding will be provided through state and federal grants.

[Adopted 80-335 eff 9/2/80]

### **907.880 Prioritization of funding**

(A) If the general road fund is unable to finance maintenance of existing bikeways, the 1% gas tax funds shall be expended first on the maintenance and repair of existing major and minor bicycle routes. Other projects, if they cannot be financed through the general road fund, shall be prioritized as in 8.7.3 and paid for with remaining funds.

(B) The Bikeway Project Priority List, the Bikeway Project Priority Map and the Primary Bikeway Network Map are used to prioritize improvements for funding. They guide decision-making by listing and displaying the roads which have been identified as facilitating bicycling as transportation in the County. A copy of the Bikeway Project Priority List is included in Appendix 4. A copy of the Bikeway Project Priority Map and a copy of the Primary Bikeway Network Map is included with this plan.

(C) It is the policy of Linn County to implement the improvements on the Bikeway Project Priority List and to fund, when possible, general improvements to the major and minor bike routes found on the Primary Bikeway Network Map.

(1) Once a year, proposed county road projects involving bikeways and the Bikeway Project Priority List will be reviewed by the BAC and the Road Department.

(2) A bikeway projects recommenda-

tion, which will include funding sources, will be given to the Board of Commissioners. Also, any recommended amendments to the Bicycle Project Priority List will be made at that time.

(3) In-so-far-as it's practical, the bike-way projects recommendation will follow the relative priorities reflected in the Bikeway Project Priority List and the Primary Bikeway Network map. However, implementation is not restricted absolutely to any hierarchy. Exceptions might include: projects that fulfill an unanticipated need, projects that would result in substantial savings if timed properly, or projects that would allow for more extensive improvements than would normally be the case if coordinated with other road department projects.

(4) The purpose of this strategy is to yield, in the long run, the most value from the limited funds available for bicycling improvements.

(5) In the event that the BAC is not available, the Linn County Roadmaster will be responsible for making the bikeway projects recommendation.

[Adopted 80-335 eff 9/2/80]

### **907.890 Plan review**

It is the policy of Linn County that the Bicycling Plan be evaluated every three years by the Bicycle Advisory Committee to determine how well the goals are being fulfilled.

[Adopted 80-335 eff 9/2/80]

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## **X. OTHER TRANSPORTATION ISSUES**

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### **907.900 Issues to be addressed**

(A) Three transportation issues are addressed in this section. They are:

- (1) pipeline facilities,
- (2) waterways, and
- (3) pedestrian facilities.

(B) There are no new pipelines planned for Linn County and no planned expansion of present facilities. There are no current or future capacity problems anticipated that would require coordinated planning efforts with petroleum companies.

(C) There are extensive waterways in Linn County. They provide numerous recreational opportunities for residents and tourists but they do not serve any transportation functions.

(D) The volume of pedestrian traffic in the unincorporated parts of the County is very low. The County considers its bikeway network, which consists of shoulder bikeways, to be sufficient to serve the needs of the walking public in the unincorporated areas. Therefore, any improvements outlined in the Bicycling Plan are considered to be improvements for pedestrians. No special facilities are needed.

[Adopted 80-335 eff 9/2/80]

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**Statutory References and Other Authorities:**  
ORS 203

**Legislative History of Chapter 907:**

Adopted 80-335 9/2/80

Amendments to 80-335:

- #1 95-026 §? eff 2/1/95<sup>23</sup>
  - #2 95-398 §? eff 8/16/95<sup>24</sup>
  - #3 95-449 §? eff 12/13/95<sup>25</sup>
  - #4 95-456 §? eff 12/13/95<sup>26</sup>
  - #5 99-190 §? eff 5/19/99
  - #6 05-138 §1 eff 8/23/05
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<sup>23</sup> Articles rewritten and replaced: “Transportation” section of the “Community Facilities and Development Element.”

<sup>24</sup> Articles rewritten and replaced: “Introduction” and “Background and Summary Issues” in “Citizen Involvement” section.

<sup>25</sup> Articles rewritten and replaced: “Transportation” section of the “Community Facilities and Development Element.”

<sup>26</sup> Articles rewritten and replaced: “Urbanization.”

**APPENDIX A — FUNCTIONAL CLASSIFICATION OF LINN COUNTY ROADS**

*[Table goes here]*

[Adopted 80-335 eff 9/2/80]

## APPENDIX B — BIKEWAY PROJECT PRIORITY LIST

The purpose of this list is to identify and prioritize projects for bikeway improvements. This list was developed through information gathered from a citizen survey, the BAC, the Road Department, and the Planning and Building Department. While the list is arranged in a hierarchy, its implementation will not necessarily follow that hierarchy. As stated in the Bicycling Plan policy section other factors may determine the order in which projects are done. Bicycle traffic volumes are very low in the unincorporated areas of the County, therefore there are no pressing needs or serious problem areas (i.e. insufficient infrastructure coupled with high bicycle traffic volumes). Projects can therefore be done in a flexible manner without jeopardizing the integrity of the network. The goal is to improve as much of the bikeway network as possible over time. Therefore linking with Road Department projects as a way to stretch dollars and enhance projects is more important than the hierarchy of the list.

The list is broken into two further sections — projects projected for completion within ten years Appendix B (1) and those projected to be completed beyond a ten year timeframe Appendix B (2). Those projects anticipated to be completed within ten years contain road information, improvements needed and estimated costs. The other projects just list needed improvements.

PRIORITY #	BIKEWAY PROJECT
1	Riverside Drive
2	Peoria Road
3	Jefferson-Scio Drive
4a	Old Salem
4b	Gore/Red Bridge/Goltra/Midway/Swank/Three Lakes
4c	Grand Prairie
4d	Spicer
5a	Ellingson
5b	South Main
5c	Seven Mile Lane
6	Tangent
7	Richardson Gap
8	Brownsville
9	Rockhill
10	Bryant
11a	Stayton-Scio
11b	Lacomb
11c	Crawfordsville
11d	North River
12	Coberg
13a	Fish Hatchery
13b	Liberty/Fairview/Waterloo/River
14	Diamond Hill
15	Brewster
16	Tennessee School/Honey Sign

[Adopted 80-335 eff 9/2/80; amd 99-190 §? eff 5/19/99]

**(1) PROJECTS PROJECTED TO BE COMPLETED WITHIN 10 YEARS**

(Signage costs --approximately \$75/sign. Signs will be placed as needed on a project specific basis.)

**PRIORITY 1**

**RIVERSIDE DRIVE**

Location	entire length
Length	5.5 miles
Condition	fair to good
Current width	22 feet with 2-foot gravel shoulders
Improvements	widen, pave and stripe shoulder to 4 feet and signage
Costs	Paving — 58,080 linear feet @ \$5.00/linear foot . . . . . \$290,250
Comments	Suggest blocking Riverside to car traffic just west of Orleans Rd.--allow bicycles continued passage. Some road segments may need repaving. Needs sweeping.

**PRIORITY 2**

**PEORIA ROAD**

Location	entire length
Length	43.18 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	restripe, blackout, widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	. . . . . \$168,805
Comments	Some road segments may need repaving

**PRIORITY 3**

**JEFFERSON-SCIO DRIVE**

Location	Robinson Drive to Marion County line
Length	2.54 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 26,822 linear feet @ \$5/linear foot . . . . . \$134,112
Comments	Needs sweeping. Need to coordinate with Marion County.

**ROBINSON DRIVE**

Location	Jefferson-Scio Drive to Scio
Length	
Condition	
Current width	
Improvements	signage
Costs	
Comments	

**PRIORITY 4A**

**OLD SALEM**

Location	I-5 to Murder Creek Road
Length	2.64 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 27,878 linear feet @ \$15/linear foot ..... \$418,176
Comments	Needs sweeping. Some road segments may need repaving.

**PRIORITY 4B**

**GORE ROAD**

Location	Highway 20 to Red Bridge
Length	3.71 miles
Condition	fair to good
Current width	22 feet with 3-foot gravel shoulders
Improvements	signage
Costs	
Comments	

**RED BRIDGE ROAD**

Location	Gore to Swank
Length	0.13 miles
Condition	fair to good
Current width	widen, pave and stripe shoulder as needed to 4 feet and signage
Improvements	
Costs	
Comments	

**GOLTRA ROAD**

Location	Midway to Swank
Length	1.09 miles
Condition	fair to good
Current width	22 feet with 2-foot gravel shoulders
Improvements	signage
Costs	
Comments	

**MIDWAY ROAD**

Location	Goltra to Three Lakes
Length	2.74 miles
Condition	fair to good
Current width	20 feet with 3-foot gravel shoulders

Improvements	signage
Costs	
Comments	

**SWANK ROAD**

Location	Red Bridge to Goltra
Length	1 mile
Condition	poor
Current width	18 feet gravel
Improvements	pave and signage
Costs	Paving — 10,560 linear feet @ \$6/linear foot . . . . . \$63,360
Comments	

**THREE LAKES ROAD**

Location	Grand Prairie to Spicer Road
Length	2.23 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	signage
Costs	
Comments	

**PRIORITY 4C**

**GRAND PRAIRIE ROAD**

Location	Spicer Road to Albany city limits
Length	2.23 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 23,547 linear feet @ \$6.50/linear foot . . . . . \$153,069
Comments	

**PRIORITY 4D**

**SPICER ROAD**

Location	Highway 20 (Albany) to Highway 20 (Lebanon)
Length	7.9 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 83,424 linear feet @ \$6.50/linear foot . . . . . \$542,259
Comments	

**PRIORITY 5A**

**ELLINGSON ROAD**

Location	Columbus Street to Albany city limits
Length	1.05 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 47,481 linear feet @ \$6.50/linear foot ..... \$308,627
Comments	

**PRIORITY 5B**

**SOUTH MAIN**

Location	Vaughn Lane to Rock Hill
Length	1.18 miles
Condition	fair to good
Current width	24 feet with 2-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 12,461 linear feet @ \$9/linear foot ..... \$112,149 Bridge widening ..... \$30,000
Comments	Needs sweeping.

**PRIORITY 5C**

**SEVEN MILE LANE**

Location	Columbus Street to Brownsville
Length	19.44 miles
Condition	fair to good
Current width	22 feet with 3-foot gravel shoulders (Columbus to Highway 34) 24 feet with 3-foot gravel shoulders (Highway 34 to Brownsville city limits)
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 171,178 linear feet @ \$6.50/linear foot ..... \$1,112,657
Comments	

**PRIORITY 6**

**TANGENT DRIVE**

Location	Peoria to Hwy 34
Length	10.34 miles
Condition	poor
Current width	20 to 22 feet with 2 to 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage



Costs	Paving (Peoria to Oakville)-- 10,560 linear feet @ \$7.50/linear foot . . . . .	\$ 79,200
	Paving (Oakville to McClagen)-- 14,362 linear feet @ \$7.50/linear foot . . . . .	\$107,715
	Paving (McClagen to Hinck)-- 5,280 linear feet @ \$7.50/linear foot . . . . .	\$ 39,600
	Paving (Hinck to McFarland)-- 12,672 linear feet @ \$9.00/linear foot . . . . .	\$114,048
	Paving (McFarland to 99E)-- 3,591 linear feet @ \$12.50/linear foot . . . . .	\$ 44,888
	Paving (99E to city limits)-- 8,554 linear feet @ \$9.00/linear foot . . . . .	\$ 76,986
	Paving (city limits to Tangent Loop)-- 11,088 linear feet @ \$6.50/linear ft . . . . .	\$ 72,072
	Paving (Tangent Loop to I-5)-- 6,336 linear feet @ \$5.00/linear foot . . . . .	\$ 31,680
	Paving (I-5 to Seven Mile Lane)-- 6,864 linear feet @ \$5.00/linear foot . . . . .	\$ 34,320
	Paving (Seven Mile to Milepost 1.84)--10,560 linear feet @ \$9.00/linear ft . . . . .	\$ 95,040
	Paving (Milepost 1.84 to bridge)-- 16,685 linear feet @ \$5.00/linear foot . . . . .	\$ 85,425
	Paving (bridge to Hwy 34)-- 2,746 linear feet @ \$6.50/linear foot . . . . .	\$ 17,849
	Bridge widening . . . . .	\$100,000
	Total . . . . .	\$898,823
Comments		

**PRIORITY 7**

**RICHARDSON GAP ROAD**

Location	Highway 226 to Fish Hatchery
Length	4.67 miles
Condition	fair to good
Current width	22 feet with 4-foot gravel shoulders
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	Paving — 49,315 linear feet @ \$6.50/linear foot . . . . . \$320,548
Comments	

**RICHARDSON GAP ROAD**

Location	Fish Hatchery to Kowitz
Length	3.28 miles
Condition	fair to good
Current width	22 feet with 3-foot gravel shoulders
Improvements	signage
Costs	
Comments	

**(2) PROJECTS PROJECTED TO BE COMPLETED AFTER TEN YEARS**

**PRIORITY 8**

**BROWNSVILLE ROAD**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 9**

**ROCKHILL ROAD (SOUTH MAIN TO SAND RIDGE)**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 10**

**BRYANT DRIVE (TO RIVERSIDE)**

Location	
Length	
Condition	
Current width	
Improvements	restripe with no widening (to keep traffic speeds low)
Costs	
Comments	

**PRIORITY 11A**

**STAYTON-SCIO ROAD**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 11B**

**LACOMB DRIVE**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 11C**

**CRAWFORDSVILLE DRIVE (HOLLY SCHOOL TO HIGHWAY 228)**

Location	
Length	
Condition	
Current width	
Improvements	repair pavement and signage
Costs	
Comments	

**PRIORITY 11D**

**NORTH RIVER DRIVE AT FOSTER LAKE**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	Try to link with Foster Lake bike projects

**PRIORITY 12**

**COBERG ROAD (HARRISBURG TO LANE COUNTY LINE)**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 13A**

**FISH HATCHERY ROAD (HIGHWAY 226 TO RICHARDSONS GAP)**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	mailboxes impede bicycle traffic

**PRIORITY 13B**

**LIBERTY, FAIRVIEW, WATERLOO AND RIVER ROADS**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 14**

**DIAMOND HILL ROAD (HARRISBURG TO HARRIS DRIVE)**

Location	
Length	
Condition	
Current width	
Improvements	widen, pave and stripe shoulder as needed to 4 feet and signage
Costs	
Comments	

**PRIORITY 15**

**BREWSTER ROAD**

Location	
Length	
Condition	
Current width	
Improvements	signage
Costs	
Comments	

**PRIORITY 16**

**TENNESSEE SCHOOL AND HONEY SIGN ROADS**

Location	
Length	
Condition	
Current width	
Improvements	signage
Costs	
Comments	

[Adopted 80-335 eff 9/2/80]

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