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BROWNSVILLE
COMPREHENSIVE
PLAN

Adopted by Ordinance No. 494, May 19, 1980

Acknowledged by the Land Conservation and
Development Commission February 4, 1982

CITY OF BROWNSVILLE

Founded 1846 as Kirk's Landing
Platted 1853 as Brownsville
Incorporated October 19, 1876, as Brownsville

Present City Council

Tony Gorsline, Mayor
Fred Smith Leo Haney
Pamela Miller Paul Cahill
Ray Bubak Chenoweth Robertson

Present Planning Commission

David Pond, Chair
George Wepler Anne Stein
Kim O'Brien Jerry Marsh
Tonia McConnell Violet Steinborn

Citizens Who Have Contributed to the Development of the Comprehensive Plan

Tere Wood Robbie Robertson
Richard Robertson Dorinda Nelson
Bill Yeldig Jim Pearce
Ruth Ganta Roy Mason
Joe Clark Harold Sharp
Lee Heckathorn James Claypool (Planner)
Irene Dressel Roy Vroman

City Staff

Ruth Hermach, City Administrator
Cathy Robertson, Administrative Assistant
Corky Wise, City Clerk
Jon Tressler, City Attorney
Bob Wilson, Maintenance Supervisor
Chick Fisher, Assistant Maintenance
Don McGarry, Street Cleaner
John L. Hruska, City Planner

ACKNOWLEDGEMENTS

The financial support for the development of the Brownsville Comprehensive Plan was provided through the State of Oregon, Land Conservation and Development Commission. Technical assistance and resources were provided by the Linn County Planning Department. Maps drawn by Keri Jackson. Other technical assistance by Jackie Lynch. Typing by Nancy Brumbaugh. Members of the Brownsville Planning Commission and City Council have volunteered their time towards the development of this plan.

The City of Brownsville would like to thank those citizens of Brownsville whose testimony and input during the development of this plan was of great value.

The City of Brownsville would also like to thank those state agencies who reviewed and commented on drafts of the plan.

INTRODUCTION

The Brownsville Comprehensive Plan is the result of a four year effort which involved the citizens of Brownsville, the Linn County Planning Department, the State of Oregon Land Conservation and Development Commission and various State and Federal agencies.

The purpose of the Brownsville Comprehensive Plan is to provide a framework for the orderly and economic development and growth of the City of Brownsville. In the past four years, the citizens of Brownsville have shown a genuine interest in the way in which Brownsville grows. This interest will need to be maintained through the years to come. The mechanism for continued local control is the Comprehensive Plan.

In 1973, the Oregon Legislature adopted Senate Bill 100 (Oregon Revised Statutes [ORS] Chapter 197). Under the provisions of ORS 197, all jurisdictions within the State of Oregon are required to develop and adopt Comprehensive Plans in compliance with statewide planning goals. The Land Conservation and Development Commission was established to develop the statewide planning goals, to administer funds for the development of Comprehensive Plans and to review all plans for compliance with the statewide planning goals.

"Comprehensive Plan" means a generalized, coordinated land use map and policy statements of the governing body of a state agency, city, county or special district that inter-relates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational systems, recreational facilities, and natural resources and air and water quality management programs. "Comprehensive" means all-inclusive, both in terms of the geographic area covered and functional and natural activities and systems occurring in the area covered by the plan. "General nature" means a summary to policies and proposals in broad categories and does not necessarily indicate specific locations of any area, activity or use. A plan is "coordinated" when the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible. "Land" includes water, both surface and sub-surface, and the air.

The Brownsville Comprehensive Plan is composed of three (3) major inter-related parts. They are: the background studies; the goals, policies and official plan maps; and the implementation ordinances. The background studies and goals, policies and maps are contained in this text. The implementation ordinances are contained under a separate cover.

USE OF THE BROWNSVILLE COMPREHENSIVE PLAN

The action which the City of Brownsville takes in adopting this Comprehensive Plan is considered to be legislative. Any amendment to this Plan will also be considered as legislative.

Decisions made based on the goals, policies, maps or text of this Plan are considered to be quasi-judicial. Actions to carry out programs called for by the plan are considered to be administrative.

The fundamental difference between a goal and a policy is: 1) a goal is a general directive or accomplishment towards which the city wishes to go in the future; 2) a policy is a more specific action the city feels is necessary to accomplish the goal.

The relationship between the Comprehensive Plan and the Zoning Ordinance can best be explained by two cases heard by the Oregon Supreme Court. In the case of Fasano v. Washington County Commissioners it was determined that: "the plan embodies policy determinations and guiding principles; the zoning ordinances provide the detailed means of giving effect to these principles," and that "it must be proved that the (zone) change is in conformance with the comprehensive plan."

An earlier decision was emphasized to a much greater extent in the 1974 case of Baker v. City of Milwaukie. In that case it was concluded "that a comprehensive plan is the controlling land-use planning instrument for a city. Upon passage of a comprehensive plan, a city (or county) assumes a responsibility to effectuate that plan and resolve conflicting zoning ordinances. We further hold that the zoning decision must be in accord with that plan and a zoning ordinance which allows a more intensive use than that prescribed in the plan must fail."

As development activities increase in Brownsville, the City will be called upon to make decisions. The Plan will provide the direction necessary to make meaningful and consistent decisions. However, if no new development were to occur in Brownsville (which is highly unlikely) the Plan shall still provide the direction necessary in making decisions which will improve the existing systems. Decisions shall also be consistent regardless who is in the position to make the decision.

The end result should be an economic benefit to the community, as duplication and unnecessary programs and projects could be easily identified.

The Brownsville Comprehensive Plan was developed to meet the needs of the City of Brownsville to the year 2000 by the citizens of Brownsville in the late 1970's. As times change, so do the conditions for which many of the goals and policies of this Plan were written. It is therefore important that the Plan be maintained as a workable document sensitive to the people and environment of Brownsville. To maintain the Plan, periodic review and updating will be necessary. This first Brownsville Comprehensive Plan will serve as the basis for all future Comprehensive Plans of the City of Brownsville.

STATEWIDE PLANNING GOALS

IMPLEMENTATION MECHANISMS

POLICIES

STATEWIDE PLANNING GOALS

IMPLEMENTATION MECHANISMS

POLICIES

Policy Number	Zoning	Subdivision	Flood Hazard Ordinance	Planning Commission Ordinance	Capital Improvement Program	Coordination	Commitment to Future Action	System's Development Charge Ordinance	Historic Review Committee Ordinance	Urban Growth Boundary Ordinance	Policy Number	One	Two	Three	Four	Five	Six	Seven	Eight	Nine	Ten	Eleven	Twelve	Thirteen	Fourteen		
P-L 31	X		X							X	P-L 31																
32	X	X									32																
33	X	X									33																
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59	X	X									59																

POLICIES

IMPLEMENTATION MECHANISMS

STATEMENT PLANNING GOALS

POLICIES

IMPLEMENTATION MECHANISMS

STATEMENT PLANNING GOALS

Policy Number	Zoning	Subdivision	Flood Hazard Ordinance	Planning Commission	Capital Improvement Program	Coordination	Commitment to Future Action	System's Development Charge Ordinance	Historic Review Committee Ordinance	Urban Growth Boundary Ordinance	Policy Number	Zoning	Subdivision	Flood Hazard Ordinance	Planning Commission	Capital Improvement Program	Coordination	Commitment to Future Action	System's Development Charge Ordinance	Historic Review Committee Ordinance	Urban Growth Boundary Ordinance	Policy Number	Zoning	Subdivision	Flood Hazard Ordinance	Planning Commission	Capital Improvement Program	Coordination	Commitment to Future Action	System's Development Charge Ordinance	Historic Review Committee Ordinance	Urban Growth Boundary Ordinance									
P-L 60	X										P-P 29																														
61											30																														
1											31	X																													
2											32	X	X																												
3											33	X	X																												
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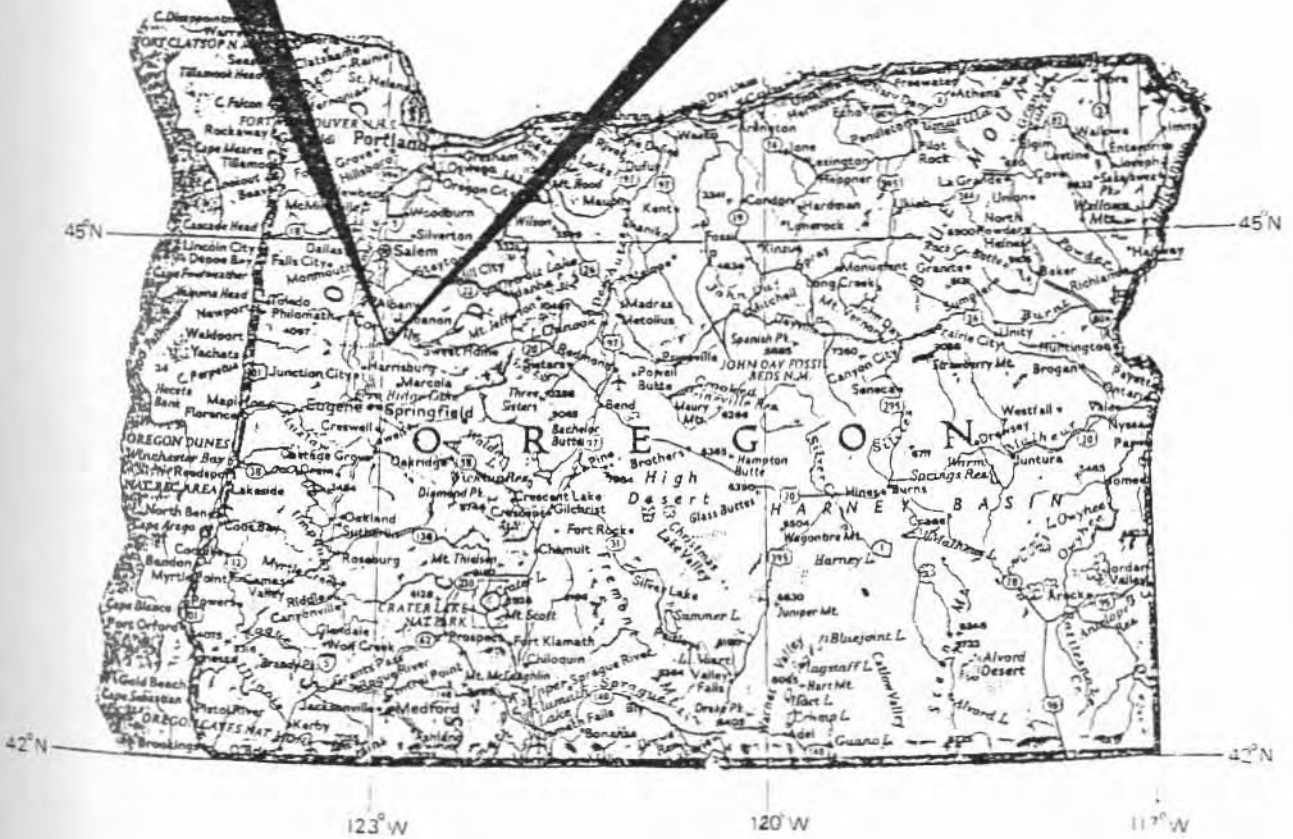
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**BACKGROUND
STUDIES**

Figure 1.0

BROWNSVILLE



BROWNSVILLE
LOCATION MAP



PHYSICAL ENVIRONMENT

Climate

Brownsville enjoys a temperate climate influenced by marine air from the Pacific Ocean. The characteristics of this temperate climate are dry warm summers and mild wet winters. Temperatures range between 20° F and 100° F during a typical year.

Precipitation averages between 40 to 60 inches a year with the majority falling between October and April.¹ While most precipitation falls in the form of rain, it is not unusual to see snow and freezing rain from mid-November through mid-January. Snow which does fall can be expected to dissipate within a few days.

Fog, which can be extremely thick, is a common phenomenon of autumn and winter.

The dominant wind flow patterns are from the northwest during the summer months and from the southwest during the winter months.

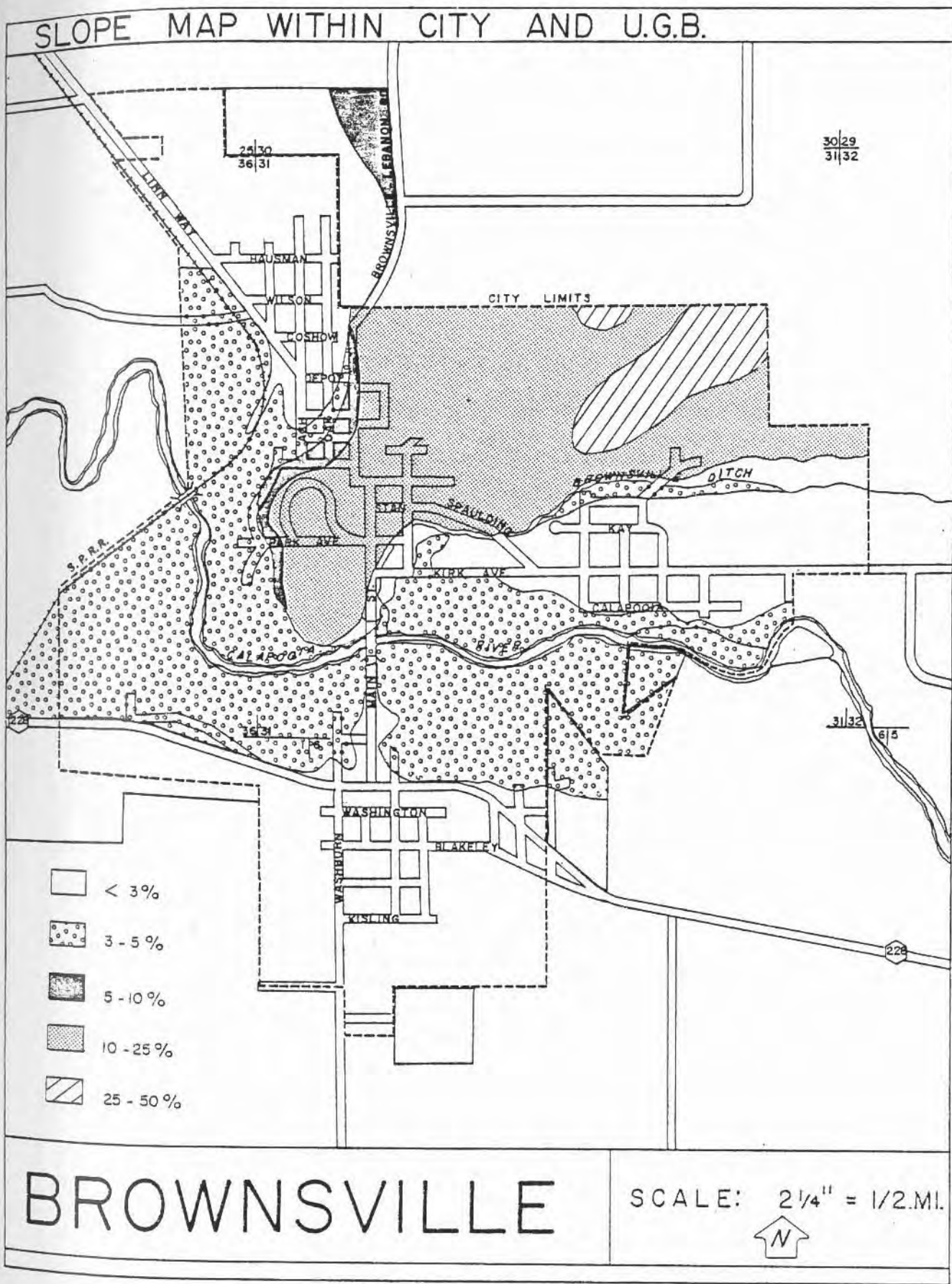
The physical shape and east-west orientation of the Calapooia Valley acts as a trough to pull the wind towards the east.

Topography: Figure 2.0 (Slope Map)

Elevations within the Brownsville Planning Area range from a low of 320 feet near the western boundary of the Planning Area to approximately 1000 feet in the northeast corner of the Planning Area. The lower elevations correspond to the valley floors of the Willamette and Calapooia Valleys. The higher elevations which begin inside the city limits of Brownsville rise quickly with the western edge of the foothills of the Cascade Mountain Range. Within the Brownsville Planning Area south of the Calapooia River the land is generally flat with less than 3% slope, draining in a west northwesterly direction. North of the Calapooia River, the terrain becomes more complex and includes both flat land hills and the valley wall of the Calapooia and Willamette Valleys. Slope north of the Calapooia River ranges between 3% and 50%.

1. Environmental Geology of Western Linn County B-84.

Figure 2.0



The main topographic features in the Brownsville Planning Area are 1) The valley floors of the Calapooia and Willamette Valleys, 2) The Calapooia River, 3) The hill south of City Hall; the hill known as Holloway Heights and the south slope of Middle Ridge which is located inside the city limits north of the Old Town Commercial area. This massive formation is considered the western edge of the foothills which, if followed east, would lead to the Cascade Mountain Range.

Geology: Figure 3.0

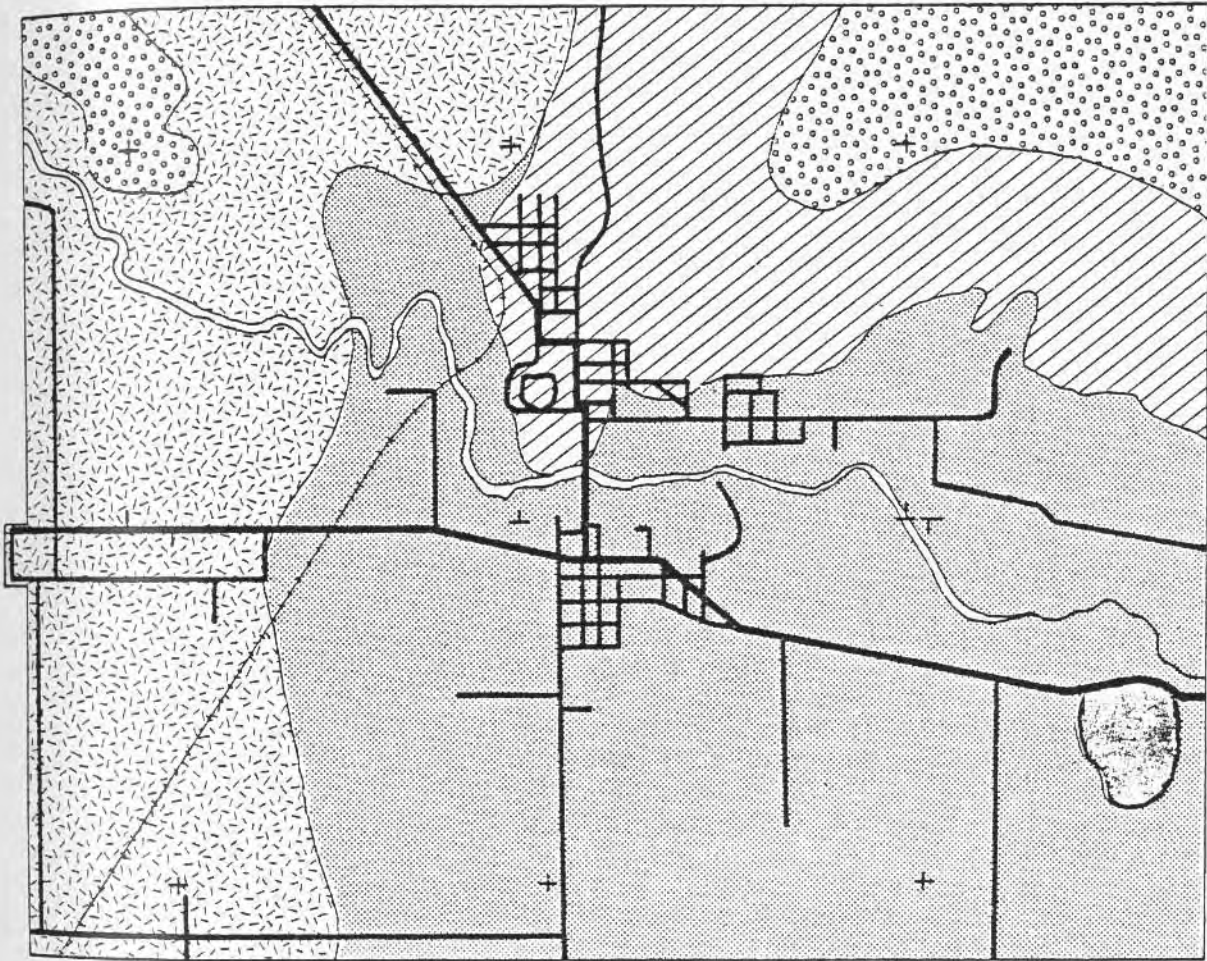
Within the Brownsville Planning Area are five (5) distinct geologic units. The oldest is the Eugene Formation which consists of beds of quartzo-feldspathic marine sand stone. The Eugene Formation forms the lower and middle portions of the foothills as they rise above the valley floor. The age of the Eugene Formation has been determined through the study of fossils to be approximately 30 million years before present; placing it in the Oligocene epoch of the Tertiary Period of geologic time. Sharing the same geologic time period is the Little Butte Formation which represents the higher ridges north and south of Brownsville. The Little Butte Formation while interbedded with the Eugene Formation at lower elevations near the valley floor is composed of volcanic material primarily of an association of Dacitic to Andesitic Pyroclastic rock including coarse greenish to buff breccias and dense dark basaltic flow rock.


A third geologic unit sharing a similar time period within the planning area is Tertiary Intrusive rock (Ti). This unit is located east of Brownsville along the south side of Highway 228. The Ti consists of a basaltic plug believed to be of the Oligocene or early Miocene epoch of the Tertiary Period of geologic time or approximately 30 - 25 million years of age. It is believed that basaltic plugs like this provided the source of the basalt which fed the Little Butte Formation. Only the larger Ti are mapped which indicates that smaller Ti formations do exist; many of which are incorporated into the Little Butte Formation, which is evident by the lumpy topography of what should be an even flow feature.

The next oldest geologic unit is the quaternary lower terrace (Qtl) which covers the floor of the Calapooia Valley. The Qtl consists of low-lying fluvial gravels,


Figure 3.0

GEOLOGY MAP




 EUGENE FORMATION

 QUATERNARY LOWER TERRACE

 LITTLE BUTTE FORMATION

 WILLAMETTE SILTS

 INTRUSIVE ROCK

BROWNSVILLE
PLANNING AREA

SCALE: 1" = 1/2 MI.



moderately to well-rounded granule pebbles and sands carried to their present location by moving water. The age of the Qtl based on relative topographic position, degree of stream dissection, elevation and stratigraphic position beneath the Willamette silts, would indicate the late Pleistocene epoch of the Quaternary Period of geologic time or approximately 30,000 to 100,000 years before present.

The last geologic unit in the Planning Area is the Willamette silts. (Qws). The Qws covers the greater part of the Willamette Valley low land and are composed of parallel-bedded sheets of silt and associated materials. The origin of the Qws is believed to be glacial flood waters during the late Pleistocene Epoch of the Quaternary Period of geologic time or approximately 18,000 to 100,000 years before present.

Soils: Figure 4.0, 4.1

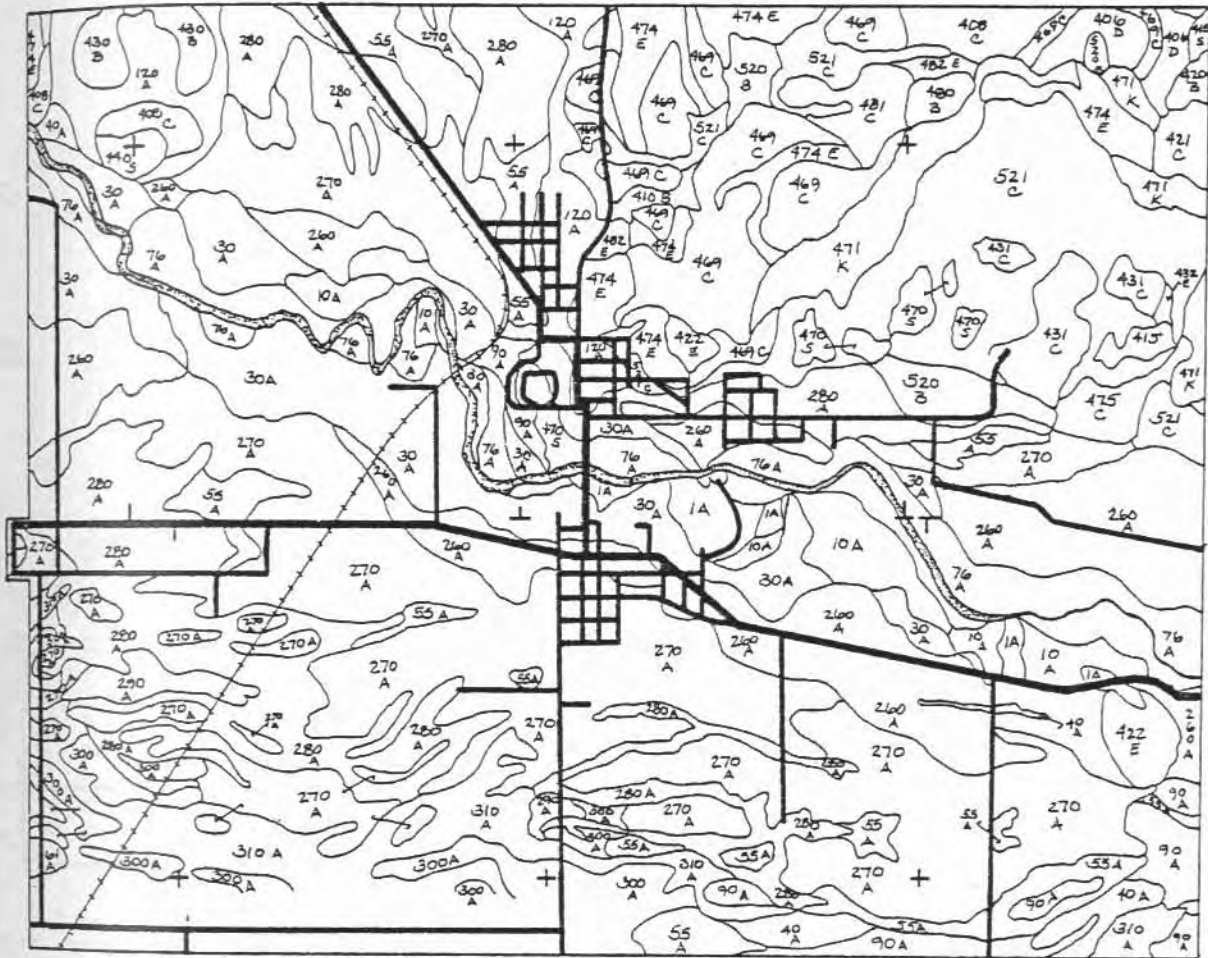
Soil information for the Brownsville Planning Area has been developed and mapped by the U.S. Department of Agriculture Soil Conservation Service. The use of soil information in planning is fundamental. Within the Brownsville Planning Area a total of twenty (20) different soils have been identified and mapped.

Each soil has its own unique qualities and while some soils may be excellent for agriculture they may pose substantial problems with regards to foundation suitability. The restrictive qualities of soils are discussed in the U.S.D.A. Soil Conservation Services documents entitled Oregon-Soils-1 (OR-Soils-1).

As an example, the Hazelair soil series has low bearing strength and tends to slump if the toe of a hill is excavated. Drainage is also a problem, with the soil liquifying quickly when exposed to water. Development on soils of the Hazelair series should consider slide, erosion, and drainage problems in site design review. The P.U.D. concept is a useful method to stimulate development and still minimize the risk and expense of building on Hazelair soils. Development proposals which come before the city should be reviewed with the soil information contained in the OR-Soils-1. While the intent is not to discourage development, the OR-Soils-1 can provide information which will be beneficial with regards to special engineering which might be required.

Figure 4.0

SOILS MAP



FLOODPLAIN SOILS

- 76A Alluvial land
- 1A Camas gravelly sandy loam
- 30A Chehalis silty clay loam
- 40A McBee silty clay loam
- 10A Newberg fine sandy loam

TERRACE SOILS

- 280A Awbrig silty clay loam
- 300A Clackamas gravelly loam
- 270A Coburg silty clay loam
- 55A Conser silty clay loam
- 310A Courtney silty clay loam
- 260A Malabon silty clay loam
- 290A Salem gravelly silt loam

FOOTHILL SOILS

- 480B Bellpine silty clay loam
- 481C Bellpine silty clay loam
- 482E Bellpine silty clay loam
- 406D Dixonville silty clay loam
- 408C Dixonville silty clay loam
- 520B Hazelair silty clay loam
- 521C Hazelair silty clay loam
- 422E Nekia silty clay loam
- 475C Panther silty clay
- 120A Pengra silty clay loam
- 469C Ritner cobbly silty clay loam
- 470S Ritner cobbly silty clay loam
- 471K Ritner cobbly silty clay loam
- 474E Ritner cobbly silty clay loam
- 431C Steiwer silt loam
- 492D Willakenzie clay loam
- 440S Witzel very cobbly loam

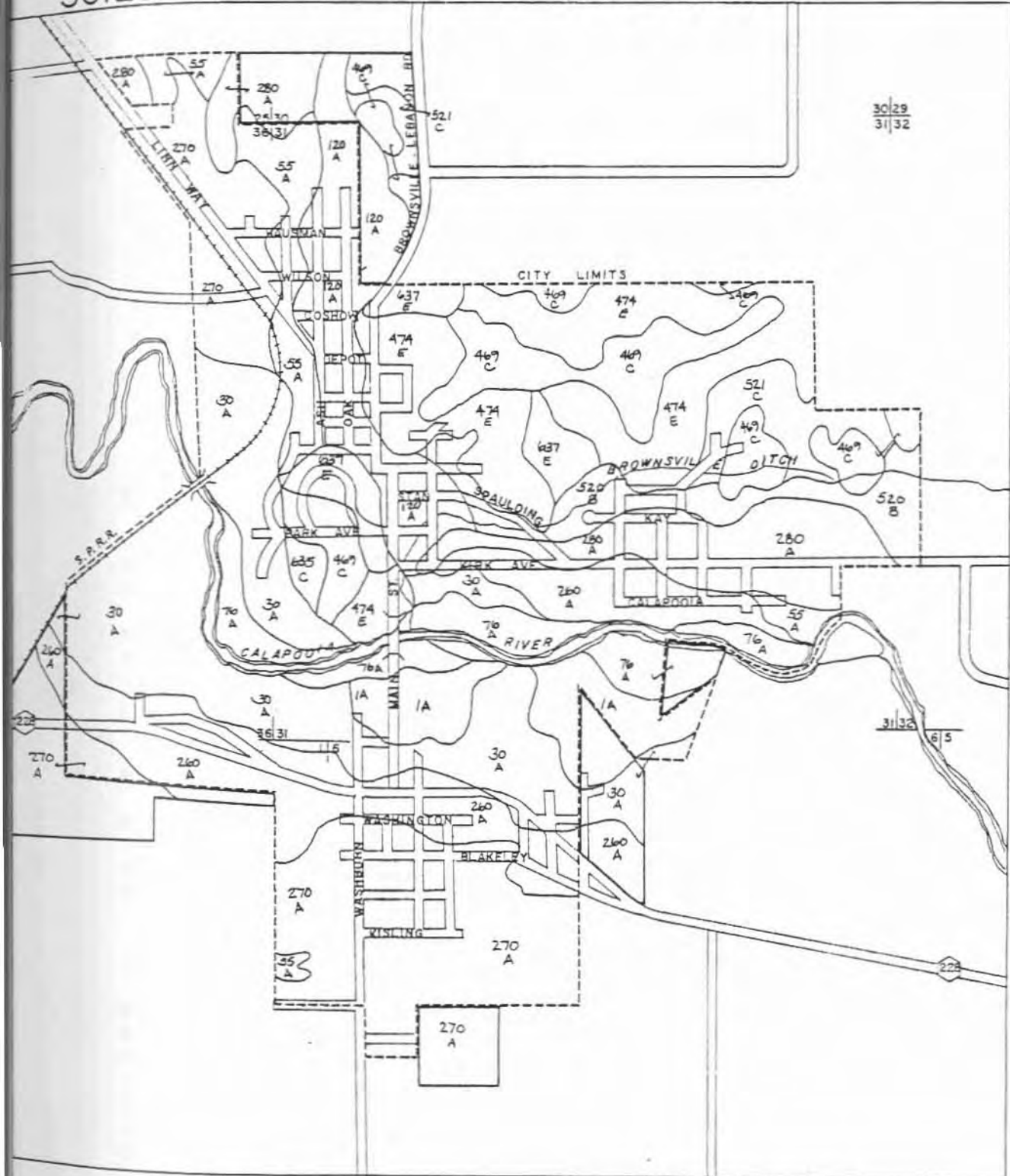
BROWNSVILLE

SCALE: 1" = 1/2 MI.



Figure 4.1

SOILS MAP WITHIN CITY AND U.G.B.



30|29
31|32

31|33
6|5

BROWNSVILLE

SCALE: 2 1/4" = 1/2 MI.



Soil Capability Class: Figure 5.0

All soils have been classified as to their agricultural capabilities. State law requires all soils from Class I to Class IV be retained for agricultural use. While soils within incorporated city limits are exempt from this law, any addition to the city such as identifying land for inclusion to the Urban Growth Boundary will require an exception to the Agricultural Soils Law based on need. A discussion on the soils within the Brownsville Urban Growth Boundary is contained in the Urbanization Element of the background studies.

The following table contains information derived from the OR-Soils-1 on the twenty (20) soils of the Brownsville Planning Area. (Table 1)

Natural Resources

The natural resources of the Brownsville Planning Area are important to the economic base of the community and to the quality of life now enjoyed by the residents.

Natural resources can be divided into four categories; they are: Water including surface and groundwater, Land including terrain and mineral deposits, Vegetation, and Fish and Wildlife.

Water:

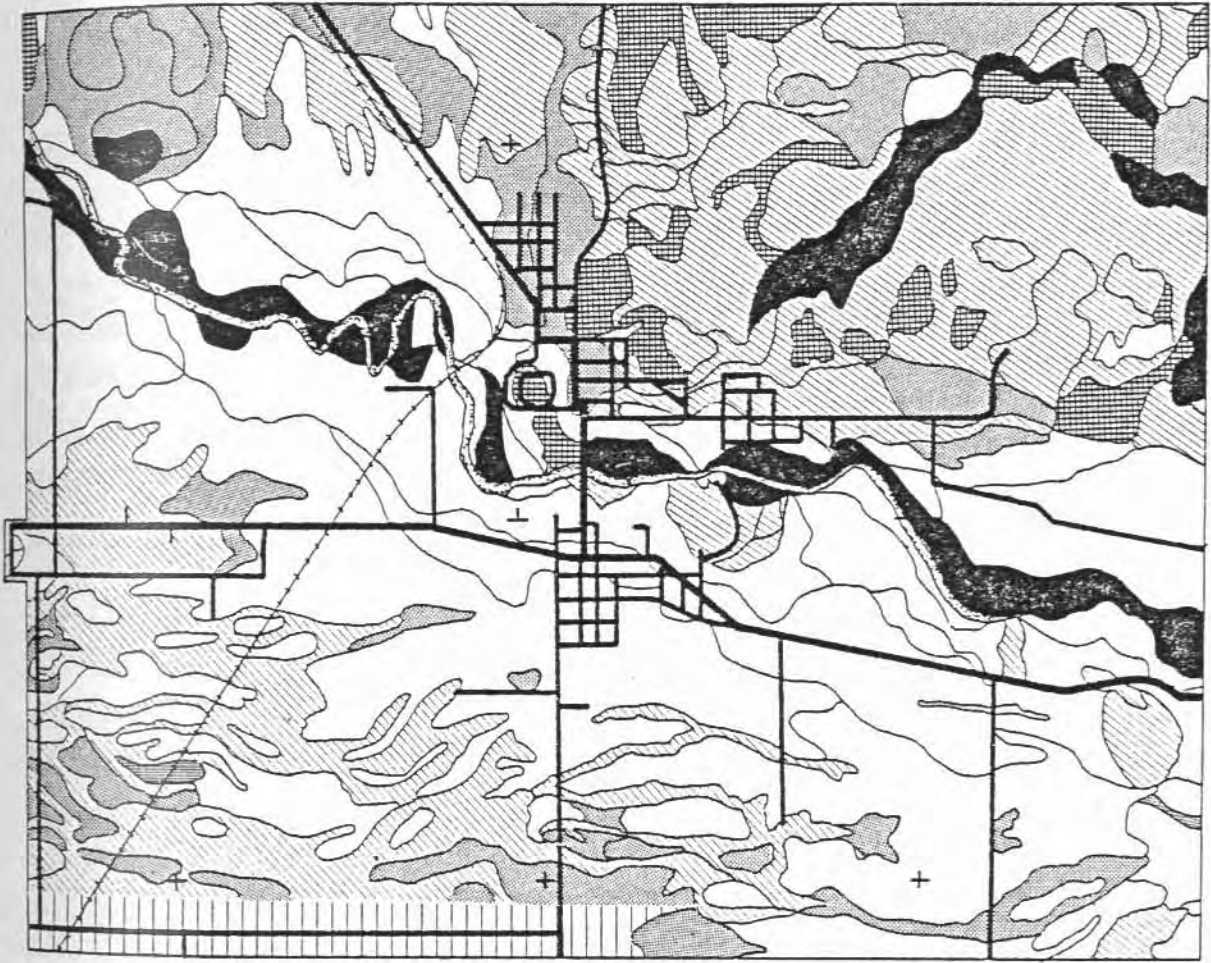
Surface water consists of all rivers and streams. Within the Brownsville Planning Area there is one river, the Calapooia and two creeks, Courtney Creek and a branch of Butte Creek.

Calapooia River:

The Calapooia River passes through the center of the Brownsville Planning Area and the City of Brownsville. Originating on the western slopes of the Cascade Mountains, the Calapooia River flows in a northwesterly direction. In its mountainous head waters, the Calapooia River Valley is steep and narrow; by the time it reaches Brownsville, approximately 38 miles downstream, the valley widens to about 2 miles. Brownsville sits at the mouth of the Calapooia River Valley.

Figure 5.0

AGRICULTURAL CAPABILITY CLASSES



- II
- ▒ III
- ▨ IV
- ▧ VI
- VII

AGRICULTURAL
CAPABILITY
CLASSES

▨ INFORMATION NOT AVAILABLE

BROWNSVILLE PLANNING AREA

SCALE: 1" = 1/2 MI.



Table 1

BROWNSVILLE PLANNING AREA:
SOIL FACT SHEET

Soil Name and Code	Agricultural Capability Class	% Slope	Foundation Suitability			Shallow Excavations	Restrictive Features
			With Basement	Without Basement	Commercial Building		
<u>FLOODPLAIN SOILS</u>							
1A Canas gravelly sandy loam	IV	0-3%	Severe	Severe	Severe	Severe	Floods.
10A Newberg fine sandy loam	II	0-3%	Severe	Severe	Severe	Severe	Floods.
30A Chenalis silty clay loam	II	0-3%	Slight med.	Slight med.	Slight	Slight	Floods, low strength.
40A McBee silty clay loam	II	0-3%	Severe	Severe	Severe	Severe	Floods.
76A Alluvial land	VII	0-3%	Severe	Severe	Severe	Severe	Floods.
<u>TERRACE SOILS</u>							
55A Conser silty clay loam	III	0-3%	Severe	Severe	Severe	Severe	Wet, shrink-swell.
260A Malabon silty clay loam	II	0-3%	Moderate	Moderate	Moderate	Moderate	Shrink-swell, low strength.
270A Coburg silty clay loam	II	0-3%	Severe	Moderate	Severe	Severe	Wet, low strength.
280A Awbrig silty clay loam	IV	0-3%	Severe*	Severe*	Severe*	N/A	High shrink-swell.
290A Salem gravelly silt loam	II	0-3%	Slight	Slight	Slight	Moderate	----
300A Clackamas gravelly loam	III	0-3%	Severe	Moderate	Moderate	Severe	Wet.
510A Courtney silty clay loam	IV	0-3%	Severe	Severe	Severe	Severe	Wet, low strength, shrink-swell.
<u>FOOTHILL SOILS</u>							
120A Pengra silty clay loam	III	1-4%	Severe	Severe	Severe	Severe	Wet, low strength, shrink-swell.
406D Dixonville silty clay loam	IV	12-30%	Severe	Severe	Severe	Severe	Depth to rock, shrink-swell, low strength.
408C Dixonville silty clay loam	III	3-12%	Severe	Severe	Severe	Severe	Depth to rock, shrink-swell, low strength.
422E Nekia silty clay loam	IV	20-30%	Severe	Severe	Severe	Severe	Slope, depth to rock.
431C Steiwer silt loam	IV	12-20%	Severe	Severe	Severe	Severe	Slope.
440S Witzel very cobbly loam	VII	3-30%	Severe	Severe	Severe	Severe	Depth to rock, slope.
469C Ritner cobbly silty clay loam	IV	2-12%	Severe	Moderate	Moderate	Severe	Depth to bedrock.
470S Ritner cobbly silty clay loam	VI	3-30%	Severe	Severe	Severe	Severe	Depth to rock, slope.
471K Ritner cobbly silty clay loam	VII	30-60%	Severe	Severe	Severe	Severe	Depth to rock, slope.
474E Ritner cobbly silty clay loam	VI	12-30%	Severe	Severe	Severe	Severe	Slope, depth to bedrock.
475C Panther silty clay	VI	2-12%	Severe	Severe	Severe	Severe	Wet, low strength.
480B Bellpine silty clay loam	II	3-12%	Severe	Moderate	Moderate	Moderate	Slope, depth to bedrock, shrink-swell.
481C Bellpine silty clay loam	III	12-20%	Severe	Severe	Severe	Severe	Slope, depth to bedrock, shrink-swell.
482E Bellpine silty clay loam	IV	20-30%	Severe	Severe	Severe	Severe	Slope, depth to bedrock, shrink-swell.
492D Willakenzie clay loam	IV	20-30%	Severe	Severe	Severe	Severe	Slope.
520B Hazelair silty clay loam	II	2-7%	Severe	Severe	Severe	Severe	Wet, depth to rock.
521C Hazelair silty clay loam	IV	7-20%	Severe	Severe	Severe	Severe	Wet, depth to rock.

*classified under: Foundations for Low Buildings.

Minor sources of pollution in the Calapooia River come from upstream gravel removal and stream-bed excavation. This work increases the turbidity of the water, as well as the total dissolved solids level. The City of Brownsville obtains its water supply from five diffusion wells located 200 feet from the river. Total surface water pollution of the Calapooia, at this time, is relatively minor.

Upstream from Brownsville, the Calapooia River drains an area of approximately 150 square miles.² Flooding is a natural hazard associated with the Calapooia River. Five large floods have occurred on the Calapooia River since the U.S. Geological Survey began taking stream gage readings at Holley. The two largest of those floods occurred in December 1945 and December 1964. Both of these floods have a return interval of approximately 20 years. It has been estimated that the base flood (100 year flood) which has a 1% chance of happening in any given year would be two feet higher than the December 1964 flood. A flood such as the base flood (100 year flood) could cause extensive damage if precautions are not taken. The three other major floods which have occurred in Brownsville were in December 1955, February 1961, and January 1972.

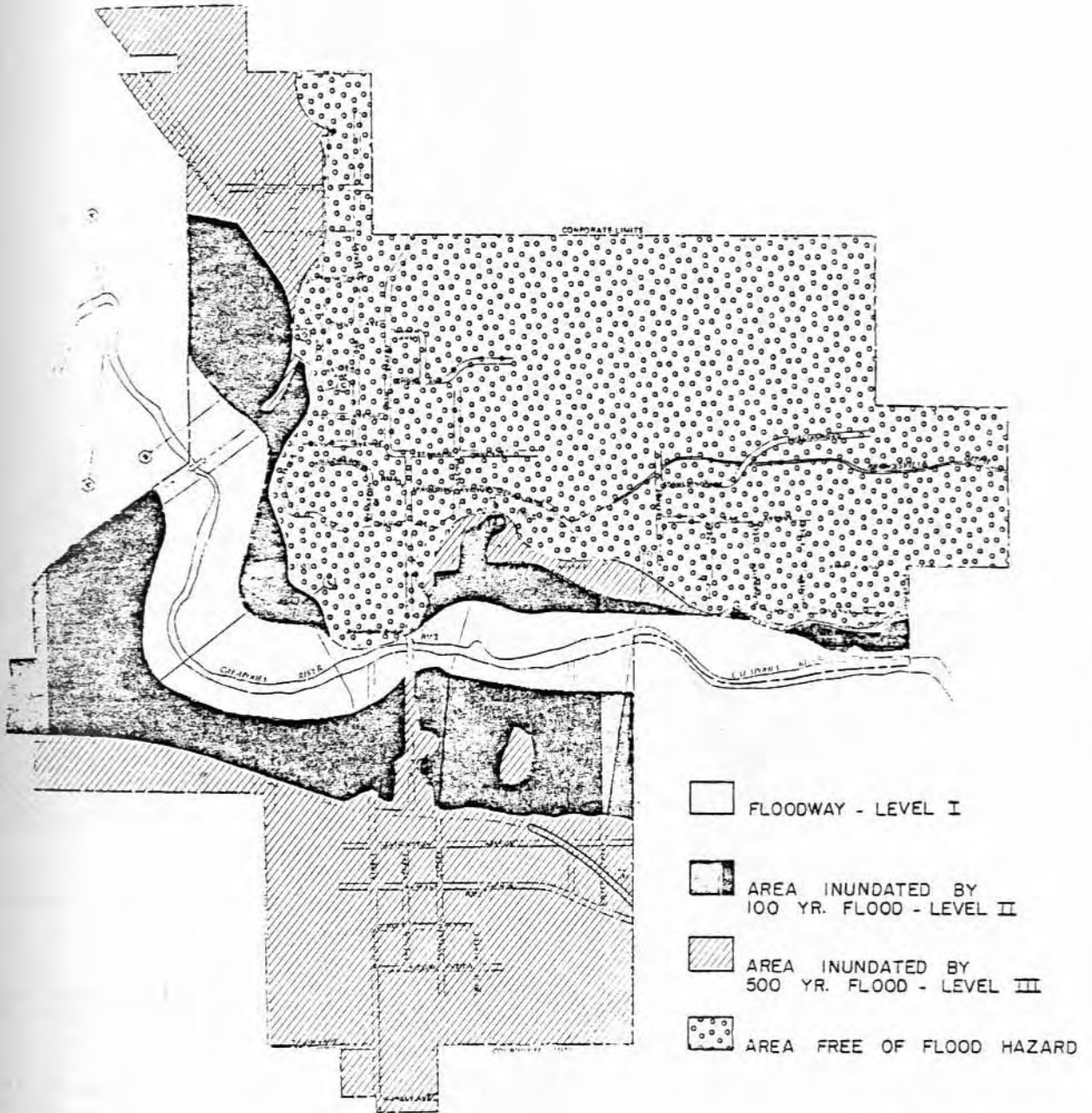
Information on flooding (Figure: 6.0) has been developed by the U.S. Army Corps of Engineers for the U.S. Department of Housing and Urban Development Flood Insurance Administration.

Flood hazard information developed by the Corps is divided into three levels of hazard: Level I identifies areas that would be in the floodway or area of moving water and debris during a flood; the floodway is the most hazardous area. Level II identifies the base flood (100 year flood). Flood waters in Level II areas will cause damage. This area is referred to as the floodplain. The city is responsible under the Flood Disaster Protection Act of 1973 and the National Flood Insurance Act of 1968, to regulate development in areas identified as Level I and II. The area identified as Level III is an expanded floodplain which would only experience major flooding during the worst conditions. This has been referred to as the regional or 500 year flood. The city is not required to take any protective action in Level III areas.

2. U.S. Department of Housing and Urban Development Federal Insurance Administration.

Figure 6.0

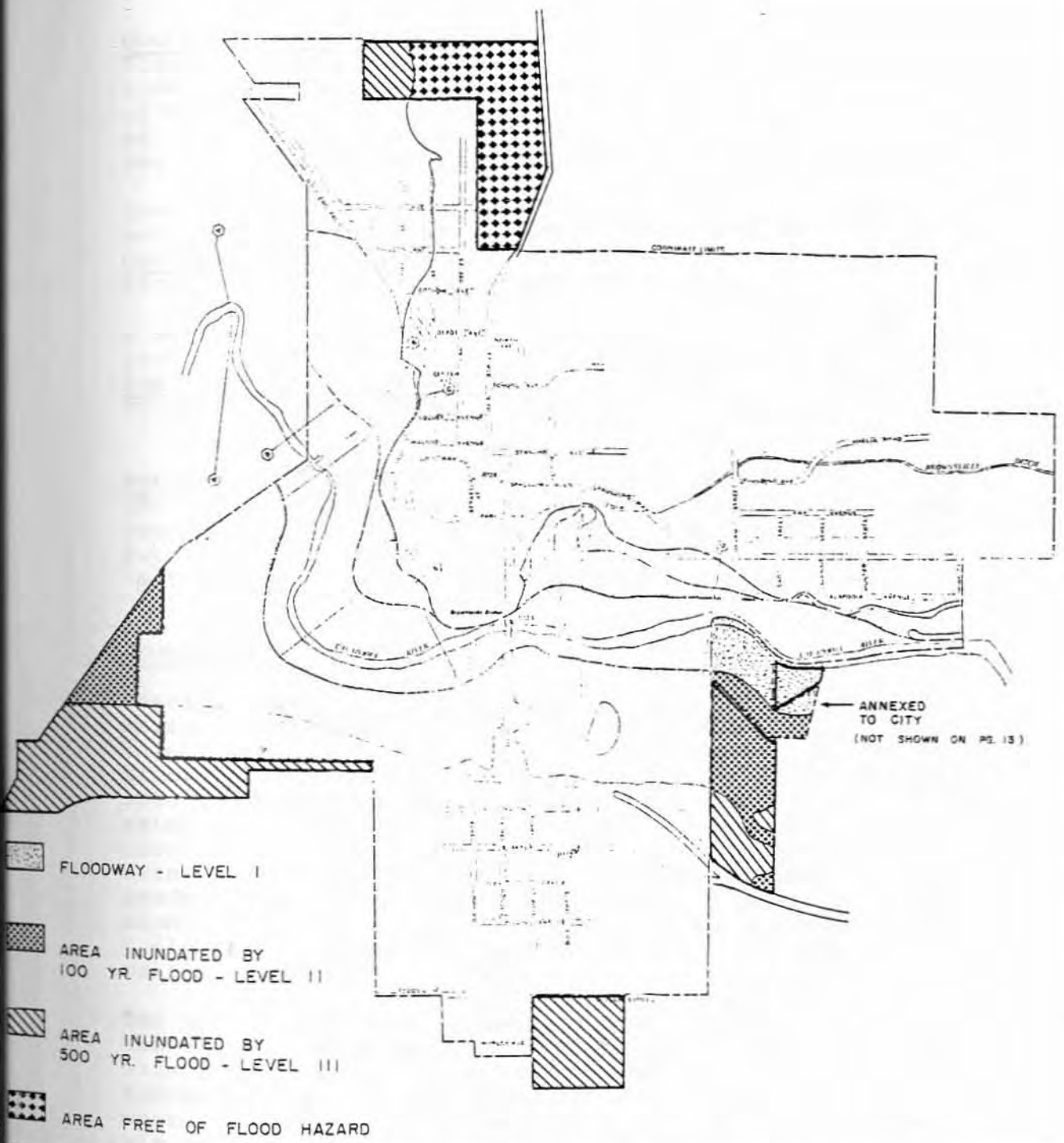
FLOOD HAZARD MAP



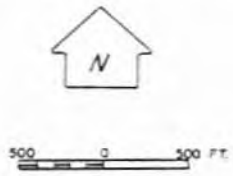
NOTE:
This map is a reduction of the Floodway and Flood Boundary Map,
Community Panel number 410138 0001 C prepared for the U.S. Dept.
of H.U.D. Federal Insurance Administration.
(This is a preliminary)



FLOOD HAZARD MAP WITHIN U.G.B.



Note; This map is a reproduction of the following:
 Flood Plain Information Map
 Calapooia River at Brownsville, Oregon
 Flooded areas and water surface profiles
 U.S. Army Engineer Dist., Portland
 (This is a preliminary map)



July 1978

Courtney Creek crosses the southern portion of the planning Area. Originating in the hills on the south side of the Calapooia Valley, Courtney Creek drains most of the southern Planning Area. The main branch of Courtney Creek carries water year round while lesser branches are easily interrupted during dry weather.

Courtney Creek has been identified as having a flood hazard in Bulletin 84 Environmental Geology of Western Linn County. However, the full extent of flooding or the severity of flooding has not been determined.

A section of Courtney Creek singled out in the Bureau of Land Managements (B.L.M.) Mohawk-Dorena Oil and Gas Leasing Environmental Assessment Record Map 7 identified a trout (cutthroat-rainbow) habitat.

Butte Creek provides drainage to a small portion of the northern Planning Area through one of its lesser branches. The important aspect of this lesser branch of Butte Creek is that a portion of the Planning Area drains north. Little else is known of this lesser branch.

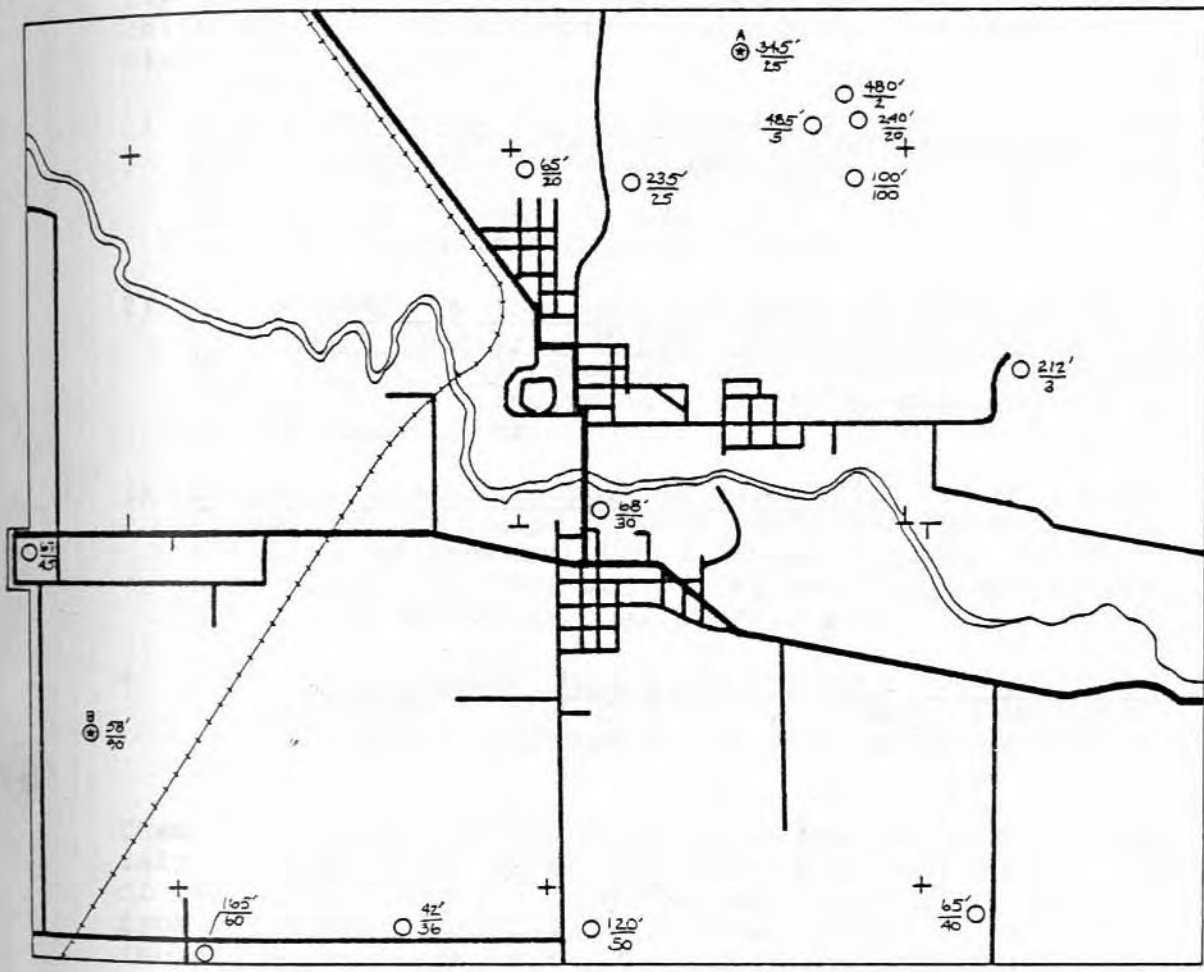
Groundwater: Figure 7.0

Precipitation, falling as rain or snow, is the principal source of groundwater. Part of the precipitation evaporates, part is transpired to the atmosphere by vegetation, some runs off as surface flow, and some infiltrates into the ground to replenish soil moisture. Part of the water that infiltrates percolates to the zone of saturation where it recharges the groundwater system. The water in a saturated zone moves by force of gravity down-grade to points of discharge, such as springs, seeps along stream channels, or wells. Rock materials that yield usable quantities of water to wells and springs are called aquifers.

The upper surface of a zone of saturation is the water table, and the water in a zone of saturation is groundwater. The water table is regionwide, but other water tables of minor extent (perched-water tables) may occur where groundwater collects above poorly permeable materials that are above the main water table. Perched-water bodies generally yield only small quantities of water to

Figure 7.0

GROUND WATER AVAILABILITY



○ APPROXIMATE WELL LOCATION

○ DEPTH OF WELL IN FEET
○ GALLONS PER MINUTE

⊕ CHEMICAL ANALYSIS AVAILABLE

A-B INFORMATION AVAILABLE IN TABLE

SOURCE:
OREGON STATE ENGINEER
GROUND WATER REPORT NO. 22
1975

BROWNSVILLE
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SCALE: 1" = 1/2 MI.



wells because the rate of recharge and volume of water in storage are often small. (Geological Survey Water Supply paper 2040)

Well records are helpful in understanding the availability of groundwater. Several studies have been developed which address the subject of groundwater in the Brownsville Planning Area.

- 1) Groundwater Data in the Harrisburg-Halsey Area, Central Willamette Valley, Oregon Groundwater Report No. 22 is a record of well logs which detail such things as location of well, depth, gallons per minute, subsurface materials and water levels.
- 2) Groundwater in the Harrisburg-Halsey Area Southern Willamette Valley, Oregon Geologic Survey Water-Supply Paper 2040 is an in depth study of groundwater characteristics including a selective chemical analysis of groundwater.
- 3) Brownsville Water Supply System, 1973, Kraus & Dalke Consulting Engineers. This study was developed for the City of Brownsville to assess options for their water supply system; and it includes information from test wells and water quality analysis.
- 4) Brownsville Water Supply Development Environmental Review Record. CH₂M Hill 1977, a water study analysis including information on test wells in Brownsville.

Chemical analysis of groundwater is helpful because certain activities may be sensitive to chemicals or hardness of the water. Table 2 displays all information obtained from a chemical analysis of selected wells in the region including two wells in the Brownsville Planning Area.

Minor groundwater pollution in the Brownsville Area centers around failing septic systems to the west of town. Brownsville municipal water is not threatened by this type of pollution, but private well-users in the area may be exposed to water-borne diseases if the problem is not controlled. Linn County has been tightening its septic controls.

It should be noted that the Brownsville city water supply is periodically tested using a chemical analysis.

TABLE 7 — Chemical analyses of water in the Harrisburg-Halsey area

[Analyses by the U. S. Geological Survey and, in other cases noted]

Location No.	Water-bearing material	Date of collection	Milligrams per liter										pH	Temperature, °C.	Total dissolved solids, mg/l.			
			Calcium (Ca)	Magnesium (Mg)	Sodium + Potassium (Na + K)	Iron (Fe)	Manganese (Mn)	Aluminum (Al)	Fluoride (F)	Nitrate (NO ₃ -N)	Phosphate (PO ₄ -P)	Boron (B)				Arsenic (As)	Dissolved silica, calculated from conductivity	Hardness, as CaCO ₃
183-W 106a	Volcanic rocks	12-3-73	71	0.43	122	0	170	58	170	58	170	58	170	58	170	58	170	58
183-W 106b	Sandstone	12-3-73	32	02	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 106c	Sandstone	12-3-73	35	05	10	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 106d	Volcanic rocks	12-3-73	31	20	37	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 106e	Sandstone	12-4-73	35	25	32	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 106f	Sandstone	12-4-73	36	28	30	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206a	Volcanic rocks	12-4-73	46	55	190	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206b	Sandstone	12-4-73	40	04	008	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206c	Volcanic rocks	12-4-73	54	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206d	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206e	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206f	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206g	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206h	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206i	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206j	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206k	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206l	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206m	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206n	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206o	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206p	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206q	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206r	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206s	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206t	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206u	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206v	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206w	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206x	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206y	Volcanic rocks	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
183-W 206z	Sandstone	12-4-73	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(A) and (B) relate to ground water map. (Fig. 7.0)

Hardness range (mg/l as CaCO₃)

0-60 Soft

61-120 Moderately hard

121-180 Hard

> 180 Very hard

Analyses by Carbon Laboratories, Portland, Ore.

Land:

The Brownsville Planning Area has a diversified landscape. Much of the area to the east, south and west is relatively flat, affording many opportunities for a variety of uses of which agriculture predominates.

The northeast portion of the Planning Area, which includes much of the City of Brownsville, is dominated by foothill type relief. It would appear that the foothills pose some problems to development as this area, particularly within the city limits, is sparsely developed.

Minerals: Figure 8.0

The primary mineral resource in the Brownsville Planning Area is gravel and quarry rock. Gravel mining activity occurs along and in the Calapooia River. Quarry activity occurs in the Little Butte Formation, which forms the hills above Brownsville.

At present, there are two active gravel operations in Brownsville. The largest is located adjacent to the south side of the Calapooia River near the eastern city limits. This operation appears to be contained within two soil types which are identified as 76A Alluvial Land and 1A Camas Gravelly Sand Loam.

The other active gravel operation has been engaged in removing river bars on the west side of the City. Soil information indicates that this area is also identified as 76A Alluvial Lands.

Historically, quarry activity has taken place in several areas in and around the City of Brownsville. Quarry stone used to build the early homes of Brownsville came from the area of the abandoned townsite of Union Point just south of Brownsville.³ A review of the soil map indicates that all quarry activity has taken place in areas identified as soil type 474E, Ritner Cobbly Silty Clay Loam 12-30% slope.

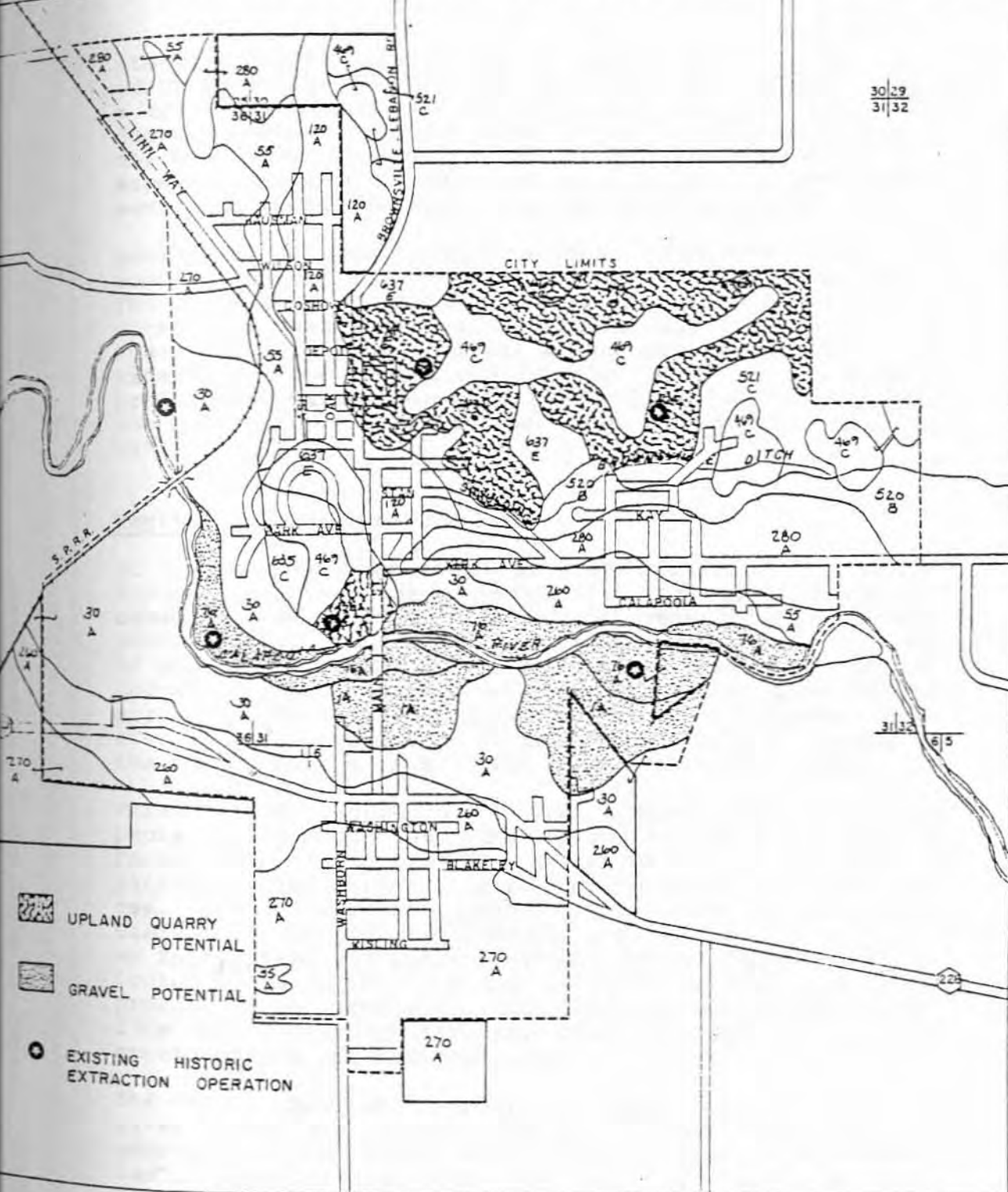
Other Minerals:

In 1979, a test well was drilled south of the Brownsville Planning Area. The purpose of the test well was explor-


3. Land of Linn.

Figure 8.0

MINERALS - RESOURCE OVERLAY



BROWNSVILLE

SCALE: 2 1/4" = 1/2 MI.


atory, in search of oil and/or natural gas. The well was proposed to reach a depth of 14,000 feet. However, only a trace of natural gas was found and the well was abandoned. Another proposed site for oil exploration is just north of the Brownsville Planning Area at Plainview. However, because of negative results at the previously mentioned location, this site may never be explored.

Semi-precious gems, mostly agates, jasper and petrified wood are found along the banks of the Calapooia River. The occurrence of these minerals increases as one moves up-stream. Names such as Calapooia Blue and Holley Blue Agates speak to the regional uniqueness of some of these minerals. The headwaters of the Calapooia River were productively mined for gold in the late 1800's. By 1812 the gold for the most part had been played out. (Mullen, 1971)

Vegetation Cover: Figure 9.0

It is believed that the flat open spaces of the valley floors have never been covered with forest. Grasses and camas were most likely the natural vegetation. In support of this, the Indian name Calapooia refers to "place of plentiful grass." (Mullen, 1971) Fires set by the Indians may also have been responsible for some of the grass covered slopes adjacent to the valley floor. However, in most instances, as the valley floor gives way to the foothills the grass lands give way to the forest.

Forest lands (Figure 10.0), like agricultural lands, are protected by State law. To aid in the identification of forest land, the State Department Revenue Land Classification, is used along with Forest Service Site Class system. Based on these classification schemes, the northeastern portion of the Planning Area has been identified as forest resource land. However, forest lands should be looked on as a resource and utilized to the fullest to produce forest products, urban buffers, windbreaks, wildlife and fisheries habitat, livestock habitat, scenic corridor, and recreational use.

The other important vegetation cover occurs along the river banks and stream channels. The term used to address the vegetation along a water channel is "riparian". Riparian vegetation has many important qualities. Probably its greatest value is in providing habitat for

Figure 9.0

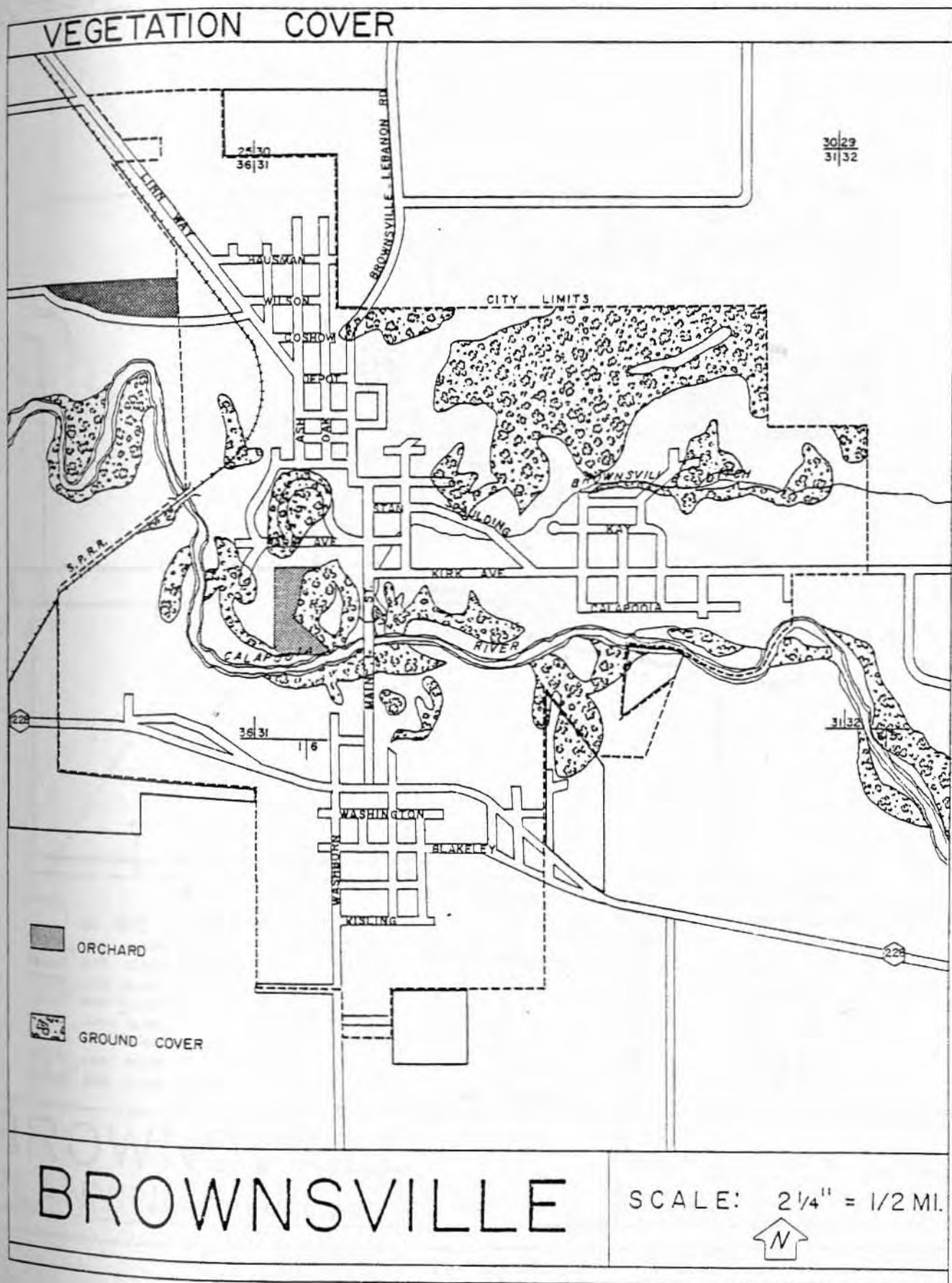
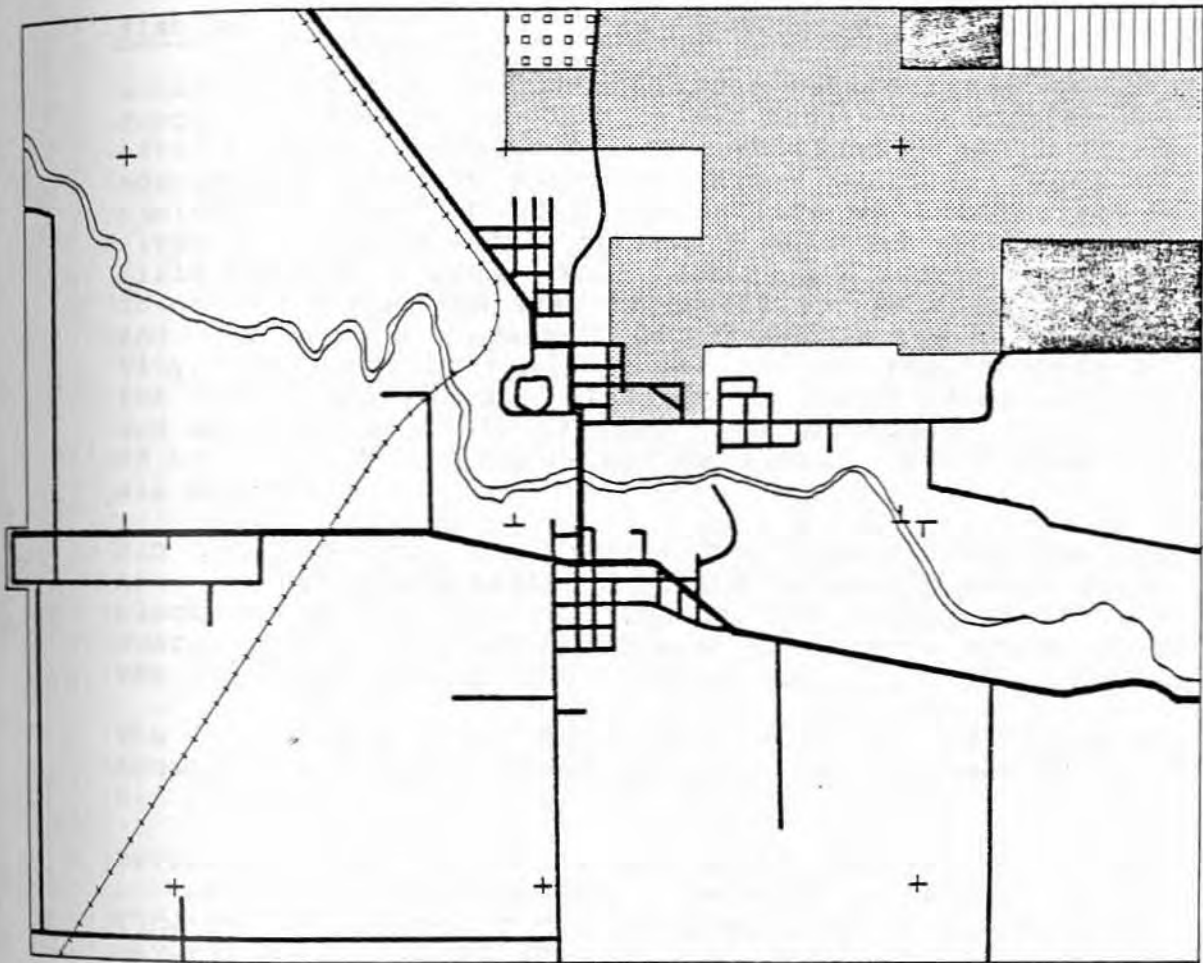


Figure 10.0

FOREST CAPABILITY CLASSES



- NO SITE CLASS
- LAND CLASS FC
SITE CLASS II- & III*
- LAND CLASS FD
SITE CLASS III
- LAND CLASS FE
SITE CLASS III- & IV*
- LAND CLASS FF
SITE CLASS IV & IV-

EXPLANATION OF CLASSIFICATION

	DEPT. OF REVENUE LAND CLASS	FOREST SERVICE SITE CLASS
MOST PRODUCTIVE	FA	I
	FB	II & II*
	FC	II- & III*
	FD	III
	FE	III- & IV*
	FF	IV & IV-
LEAST PRODUCTIVE	FG	V

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PLANNING AREA

SCALE: 1" = 1/2 MI.



wildlife. The relationship between riparian vegetation and wildlife is tied so closely to the natural system that removing the riparian vegetation would severely impact the survival of certain fish, birds, and animals.

Fish and Wildlife

Within the total environment, each native bird, mammal, reptile, and amphibian has its own habitat: a complex and often narrowly specific set of conditions to which it is adapted and without which it cannot survive. Loss of habitat need not be total to exclude an animal from a given area; it is enough to remove only one element which fills a critical need. Food, water, and vegetative cover or other natural features necessary for escape, shelter, and reproductive needs must be present in the kind, quantity, and distribution peculiar to the requirements of the individual animal. The key to maintaining diverse and abundant wildlife is simply to provide an abundance of habitats of a diverse nature suited to the needs of all species.

Big game species found within the Brownsville Planning Area include black-tailed deer and Roosevelt elk. While black-tailed deer are very common, the Roosevelt elk are scarce and usually appear during the winter months when the highlands (above 2500') are frozen.

The Calapooia drainage below 2500' has been identified as sensitive big game habitat particularly adjacent to forest lands.

Several species of birds and small animals are found around the Brownsville Area. Included in this group are ring-necked pheasant,* grouse, quail, doves, pigeons, and several varieties of song bird. Small animals include squirrel, raccoon, nutria, opossum, skunk, and many others.

Forest cover and riparian areas provide the habitat necessary for these species.

Fish: The Calapooia River and many of its small tributaries are important habitat for a variety of fish.

* The first China ring-necked pheasant in the United States was released in 1882 at Petersons Butte just north of the Brownsville Planning Area.

Large Chinook and Coho Salmon, Steelhead, and Rainbow and Cutthroat Trout use the waters of the Calapooia to spawn.

The State Department of Fish and Wildlife has identified the Calapooia River and Courtney Creek as having important riparian vegetation for the support of fish and wildlife. The Department of Fish and Wildlife has also identified the Calapooia River, Courtney Creek, Warren Creek, and Cochran Creek as sensitive habitat for fish.

Goal 5 requires an inventory of all applicable open space, scenic and historic areas, and natural resources. There are no potential or existing wilderness areas, or federal or state wild and scenic waterways within the planning area. No potential or approved Oregon recreation trails pass through the area.

CULTURAL RESOURCES

Cultural resources involve the activities of man on the natural environment. Brownsville is an area rich in cultural resources. In this section of the background studies the historic aspects of Brownsville will be reviewed along with information pertaining to: citizen involvement, land use, economics, public and private facilities, housing, transportation and urbanization.

HISTORICAL PROFILE

It is believed that the first people to inhabit the Brownsville area were the mound-builders whose earthen mounds line the Calapooia River from Brownsville to Albany.

When the first settlers arrived in the Brownsville area in the mid-1840's, the Calapooia people roamed the land. The Calapooia survived on the rich natural abundance as a hunting and gathering people.

The Calapooia used the canoe as a main vehicle of transport. By means of the canoe, families and whole communities went to their favorite fishing grounds, hunting terrain, nut and berry patches, or to places of abundant wild roots and plants.²

In 1847 through 1859, three Indian wars broke out. They were the Cayuse War 1847-1850, the Rogue River War 1850-1856, and the Yakima War 1852-1859. Although the Calapooia people were peaceful and most likely they did not participate in any of the wars, the fear of uprising must have contributed to the action which in 1856 displaced some 242 Calapooia to the Grand Ronde Indian Reservation.³

-
1. Linn Benton Community College Archeologist M. Rosenson.
 2. History of Linn, Linn County Pioneer Memorial Association, a W.P.A. Project.
 3. Land of Linn, F. Mullen (out of context).

The Calapooia who were not displaced were gradually absorbed into the new culture. On August 22, 1922, Aunt Eliza, believed to be the last of the Calapooia people, died in Brownsville. She is buried at Pioneer Cemetery. On June 10, 1924, Oregon Indians were given full citizenship and no longer were compelled to live on reservations.⁴

Several mounds have been identified within the Brownsville Planning Area (Figure 10.5). The presence of these mounds would indicate a high level of prehistoric human activity within this area. The mounds which were identified and mapped by E. H. Margason, Lee Rohrbough, Dr. J. L. Hill, J. G. Crawford, Prof. John B. Horner and A. (Foot) Blevins are by no means a complete inventory of prehistoric sites. More information needs to be gathered on the Calapooia and all people who inhabited the area. If a conscious effort is not made to identify, protect and understand the cultural resources of the area many of these resources may be lost forever, as new development moves in, disrupts the land and new cultural resources begin.

The map shows two mounds within the Brownsville UGB. Discussions with city residents and the landowner indicate that the mound south of the Calapooia River has been destroyed by past industrial activities in the area and is not a valuable resource site. The second mound, north of the river, may be valuable as a resource site but the existing inventory is inadequate to accurately identify the location, quality and quantity of the site. Further study is needed to address the value of the second mound. [Paragraph added by Ord. No. 524, § 15, passed September 8, 1981.]

It is believed that in 1812 Donald McKenzie of Astor's Pacific Fur Company was one of the first white men to venture into the region. He was followed by Duncan M. Dougall who, while in search of beavers and other fur bearers, spent some months among the col-lap-poh-yea-ass.⁵

"...It was the immigration of 1845 that made the first settlement in this country, although they did not arrive

-
4. Land of Linn, F. Mullen.
 5. History of Linn County.

Figure 10.5

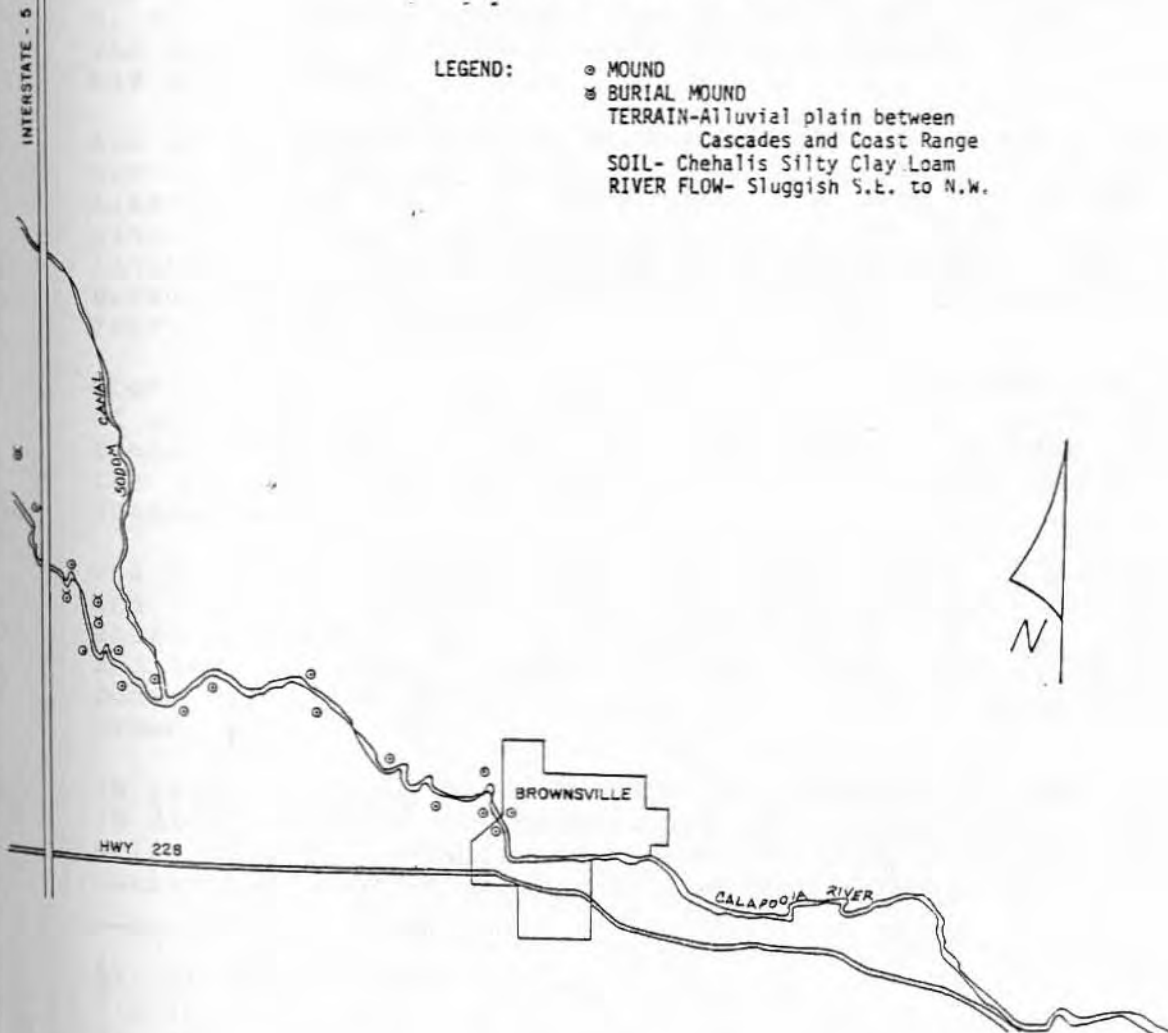
PRE - HISTORIC MOUNDS

THE MOUNDS OF THE CALAPOOIA

Compiled for the Linn County Historical Society by Lee Rohrbough from eclectic sources and the 1928-1964 surveys of E. H. Margason. Dedicated to Dr. J. L. Hill, J. G. Crawford, Prof. John B. Horner, A. ("Foot") Blevins, and E. H. Margason who contemplated the mound people with sympathy and understanding.

ORIGIN - LINN COUNTY ROAD MAP

- LEGEND:
- MOUND
 - ⊗ BURIAL MOUND
 - TERRAIN-Alluvial plain between Cascades and Coast Range
 - SOIL- Chehalis Silty Clay Loam
 - RIVER FLOW- Sluggish S.E. to N.W.



BROWNSVILLE PLANNING AREA

here until the spring of 1846. Up until that time, there was only one settler east of the Willamette River and south of the North Santiam.⁵

The Willamette Valley was settled from the north to the south, the main route of immigration being along the valley edge. As the settlers moved south the trend was to move ahead of the crowd. It was this trend and the urge to see what was over the next hill that in 1845 or 1846 brought James Courtney, Isiah Hutchins, Josiah Osborne, William Finley, Elias Walters, and Austin Walters into the Brownsville area. These men were at the forefront of a wave of humanity that would continue moving south into the frontier. In the fall of 1846, James Blakely, Hugh L. Brown, Jonathan Keeney, and R. C. Finley arrived in the area. The following year, 1847, Alexander Kirk and his son Riley arrived.⁶

All water bodies posed a problem to the immigrants who wanted to reach the other side and beyond. In 1847, Alexander Kirk built a ferry which was used during the winter to cross the Calapooia River. The north ferry landing was in the vicinity of present day Pioneer Park. Because of the ferry, Brownsville was first called Kirk's Ferry or Kirk's Landing.⁷

When gold was discovered in California in 1848-1849, many of the first settlers headed for the riches of the gold fields. Brownsville witnessed this sudden increase in the human parade as the main overland route passed through Brownsville.

The 1850's were prosperous; a post office was established and named Calapooia. James Blakely and Hugh Brown started a store. In 1853 Blakely had Luther White survey and lay out a town site on the south side of the Calapooia River and named it after his uncle, Hugh Leeper Brown.

In 1856, a bridge was built over the Calapooia River and in 1858, a ditch was constructed to supply power.⁸ A grist mill was established. Also in 1858, the City of Amelia was laid out in what is now East Brownsville.⁹

5. History of Linn County.

6. Ibid.

7. Ibid.

8. Ibid.

9. Ibid.

Industrial activity moved into full swing with the construction in 1861 of a woolen mill.¹⁰ The woolen mill was Brownsville's sustaining industry. Although it experienced the peaks and valleys of economic reality, it managed to continue far into the mid-1900's.

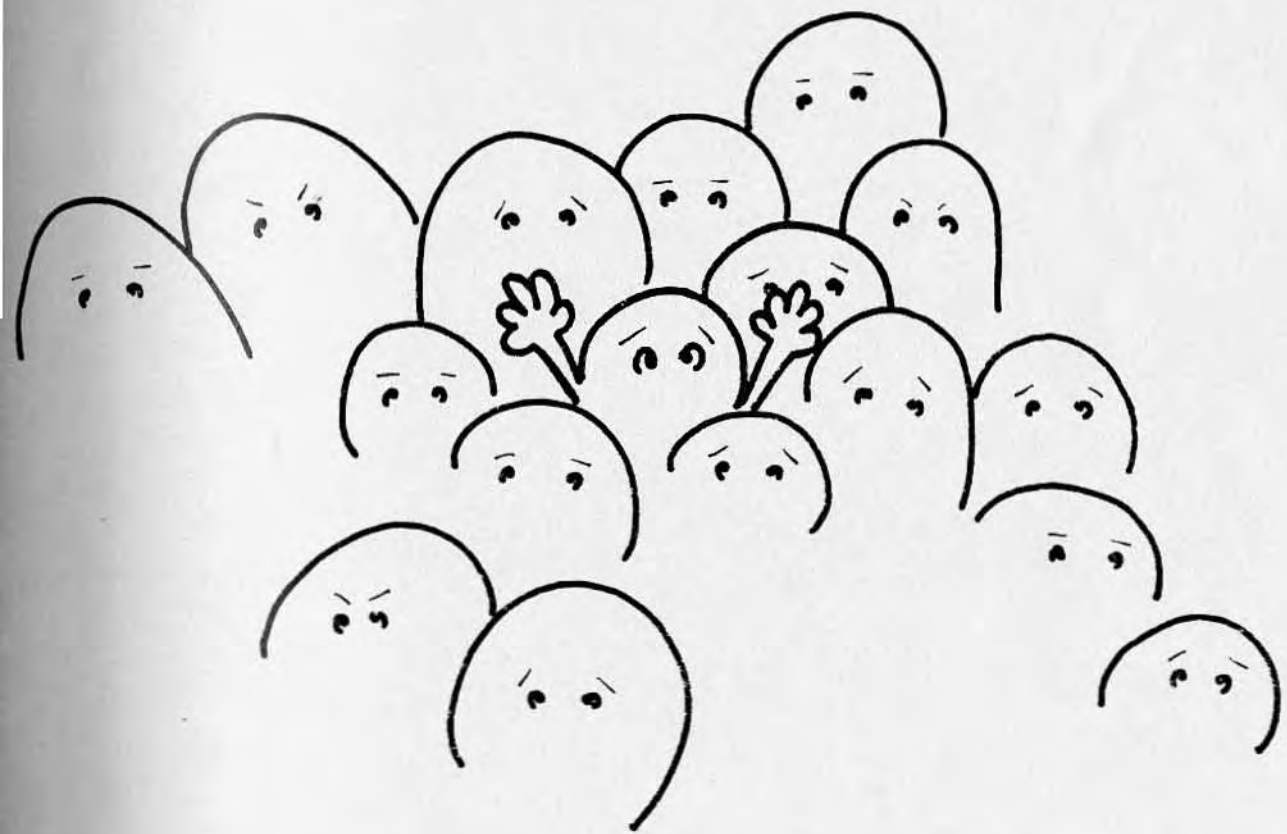
North Brownsville was laid out in 1863 creating a third city; all three were as close to each other as one city, and in 1895 the three cities were incorporated as the City of Brownsville.¹¹ Much has been written about Brownsville. As such, the preceding was only an effort to explain the beginnings of the community of Brownsville. Throughout the background studies, reference will be made to pertinent historical aspects of Brownsville. For those who are interested in further historical information on Brownsville, the following references should be explored.

1. Older residents or former residents of Brownsville.
2. History of Linn County: W.P.A. Writers Program.
3. The Land of Linn, by Floyd C. L Mullen.
4. Brownsville, Margaret Standish Carey and Patricia Hoy Hainline.
5. The Brownsville Times, files (Local Newspaper).

10. History of Linn County.

11. Ibid.

CITIZEN INVOLVEMENT BACKGROUND STUDIES



CITIZEN INVOLVEMENT

Goal No. 1 of the Statewide Land Use Planning Goals provides for citizen participation and involvement in all phases of the planning process. Citizen involvement is not new to Brownsville. When Linn County's government was first organized, "all of the county officers with the exception of John McCoy, resided in the immediate locality of Union Point and Brownsville. Irregularly scheduled meetings from the date of organization to the spring of 1851 were held at the Spalding schoolhouse or at the residence of Alexander Kirk." (Mullen, 1971)

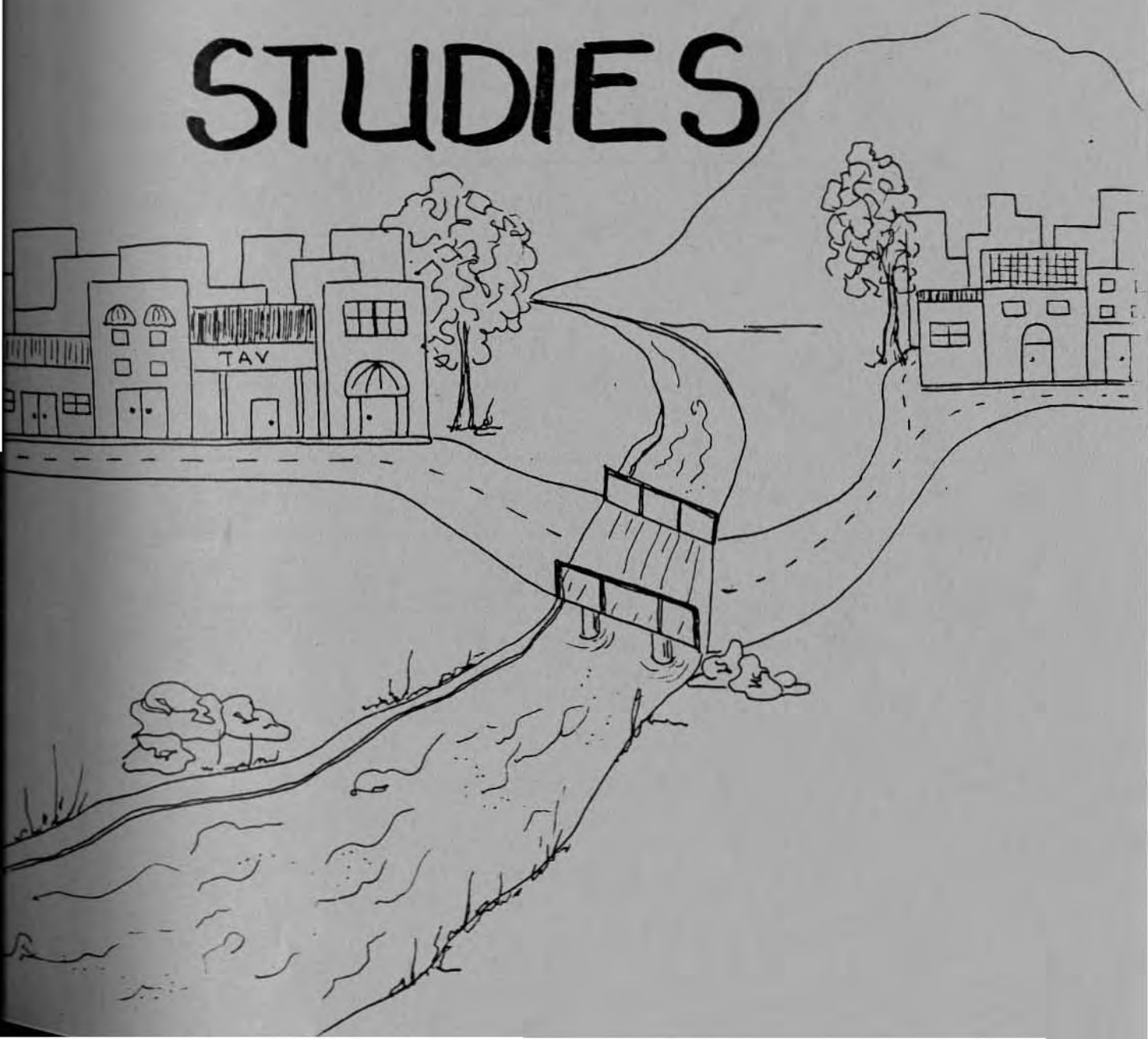
Today the citizens of Brownsville are actively engaged in the planning process through the planning commission and are afforded the opportunity to voice opinions and concerns at planning commission meetings, council meetings, and at City Hall.

While direct communication between the citizens and local officials has always been available, the level of understanding and the ability for the city to fully assess community attitudes has been difficult. As in many communities, citizens do not always become involved until the bulldozers start rolling down their street.

One of the intents of this document is to provide citizens with an understanding of the direction the city is moving. With this understanding, and continued efforts by the city to improve communications, the citizens and the city should be more able and prepared to focus on the aspects of Brownsville which are good, those that need improvement, and those other aspects which will be necessary to meet the challenge of the future.

Handwritten: ~~Handwritten mark~~ what's plan?

LAND USE BACKGROUND STUDIES



LAND USE BACKGROUND STUDIES

Current Land Use: Figure 11.0

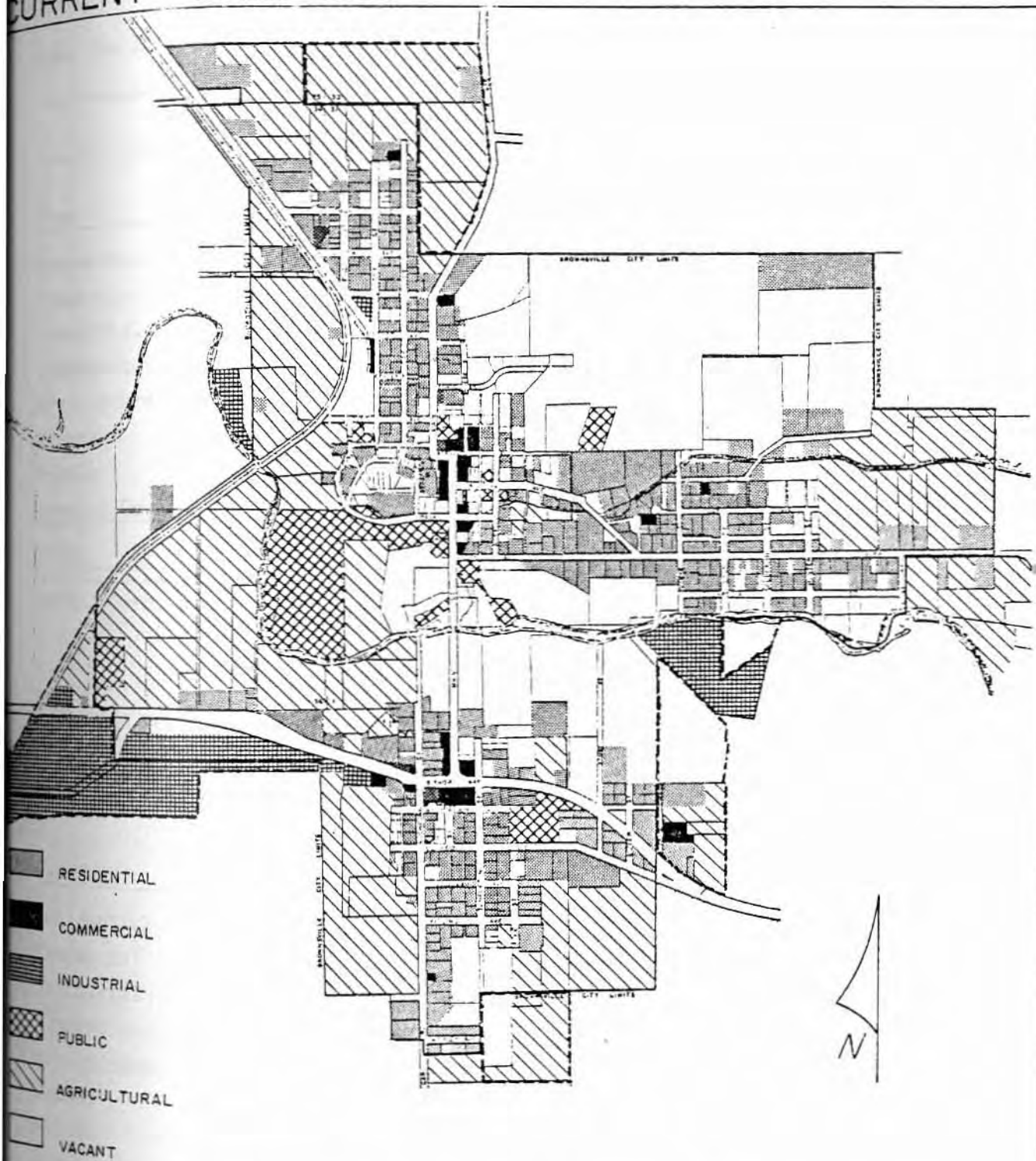
The City of Brownsville contains an area of 862.00 acres. There are currently seven (7) major land use categories. They are: Residential, Commercial, Industrial, Public, Transportation, Agriculture, and Vacant. (Table 3) A land use inventory conducted in 1976 shows the following breakdown:

Table 3
1976 Land Use Inventory

LAND USE	ACRES	PERCENT OF TOTAL
Residential	158.00	18.29%
Commercial	9.06	1.05
Industrial	18.06	2.095
Public	35.19	3.74
Transportation	172.45	20.31
Agriculture	184.00	21.23
Vacant	286.17	33.19
TOTAL	862.00	100.00%

Figure 11.0

CURRENT LAND USE



BROWNSVILLE

Table 15

Land Use Comparison of Existing and Proposed by Acres and Percent

Generalized Land Use				
Type	Existing Uses		Proposed Zoning	
	Acres	%	%	Acres
Residential	158	18%	39%	302
Commercial	9	1%	4%	38
Industrial	18	2%	12%	131
Transportation*	172	20%	20%	172
Agricultural	184	21%	N/A	N/A
Vacant	286	33%	N/A	N/A
Public	35	4%	4%	35
Special Development	N/A	N/A	21%	184
TOTAL	862	100%***	100%	862
NOTE: Total Developed**	392**	45%	N/A	N/A

Table 16

Acres and Percent of Land by Proposed Zoning in Identified Floodway

Flood Hazard Areas as Identified from F.I.A. Data, July 1979			
Type	Acres in the Floodway* (by zone type)	Proposed Zoning not Including Floodway Areas	
		%	Acres
Residential	40	34%	262
Commercial	6	4%	32
Industrial	17	15%	114
Transportation*	N/A	22%	172
Agricultural	N/A	N/A	N/A
Vacant	N/A	N/A	N/A
Public	23	2%	12
Special Development	4	23%	180
TOTAL	90	100%	772

*Approximation.

**Developed land includes all land except agriculture and vacant.

***May not add due to rounding.

Pop projection?

Industrial and Commercial Land Projections

Existing lands used for industrial and commercial lands amount to 27 acres: 9 commercial and 18 industrial. If these totals are divided by population, .7 acres per 100 population for commercial land and 1.4 for industrial, result.

These ratios are carried out to the years 1990 and 2000 populations, resulting in 12 commercial acres and 24 industrial acres forecast for 1990; 15 and 30 for 2000. This is shown in graphic form in the following table.

Table 17

Lands for Commercial and Industrial Development

Land Use Type	Existing Acres in Use in 1978	Ratio of Acres to 100 Population*	Projected Land Needs in Year 1990**	Projected Land Needs in Year 2000***	Comprehensive Plan Designation in Acres	Year 1990 Acres to 100 Population Ratio***	Year 2000 Acres to 100 Population Ratio****	Land in Excess of Projected Need
Commercial	9	.7 Acres:100 pop.	12 acres	15 acres	38 Acres	2.23 Acres:100 pop.	1.78 Acres:100 pop.	23
Industrial	18	1.4 Acres:100 pop.	24 acres	30 acres	75 Acres	5.9 Acres:100 pop.	4.68 Acres:100 pop.	101
Total	27	N/A	36 acres	45 acres	113 Acres	N/A	N/A	124

*Based on 1978 Portland State University population estimate.

***Based on Comprehensive Designation and total acres for specific use divided by 100 population projected for year 1990.

**Based on 1978, acres to 100 population ratio adjusted to year 1990 population projection of 1700.

****Same for year 2000.

***Based on 1978, acres to 100 population ratio adjusted to year 2000 population projection of 2155.

The proposed zoning allows 38 acres for commercial and 101 acres for industrial development, fulfilling the projected acreage (as shown above).

The proposed zoning also allows 23 more acres of commercial land and 71 more acres of industrial land than is projected. The total areas zoned, if developed completely, would bring Brownsville up to the statewide average* of 4% developed land for commercial and would be very close to the statewide average of 11% for industrial land.

* Average figures were based on cities below 2500 population in Land Use in 33 Oregon Cities.

The Plan calls for more land for industrial and commercial uses than projected for the following reasons:

- 1) A need to have available land to provide a choice in the market as required by Goals 14, 2, and 9.
- 2) Locational factors related to both commercial and industrial land as identified in the Plan.
- 3) Energy consequences which have drastically changed. This change will result in one of two situations if not both:
 - a) People will move out of Brownsville to larger population centers where employment, commercial and other social services and activities are available, or
 - b) There will be an increase in the amount of employment, commercial and other social services and activities available in Brownsville.
- 4) Although uncertain at this time and also subject to energy constraints the county is planning to provide for rural residential development within the Brownsville sphere of influence. An increase in development of this type (rural residential) will increase the existing population of the region (Brownsville sphere of influence) resulting in increased commercial activity and the increased need for employment and social services and activities.
- 5) Both commercial and industrial zones allow other uses which although they may be conditional will remove a portion of the land for commercial or industrial use. This fact coupled with existing nonconforming uses, will reduce the overall amount of land.
- 6) All of the above factors can also be summed up by the community's awareness of the energy problem and their desire to become increasingly self-sufficient. The knowledge that if the city fails to provide land for the various uses, and also be ready with a plan to guide the development and growth of community, then many citizens of the community will be forced through economics to move.

Residential Land Use

Residential land accounts for 18.29% of all land within the City of Brownsville. (Table 4) The residential land use category includes all housing types: single family, multiple family, and mobile home. A further breakdown of residential land shows the following:

Table 4

Residential Land Use in the City of Brownsville

<u>Residential Land</u>	<u>No. of Units</u>	<u>Acres</u>	<u>Percent of Total Residential Land (157.68 = 100%)</u>
Single Family	411	146.51	93.0%
Multiple Family	25	2.38	1.5
Mobile Homes	42	8.79	5.5
TOTAL	478	157.68	100.0%

There are three distinct residential neighborhoods in Brownsville. The neighborhoods correspond to the Old Town sites of Brownsville, Amelia and North Brownsville.

Most of the new construction has taken place in East Brownsville (Amelia) with framed single family dwellings the predominant housing type.

North Brownsville has also experienced an increase in new housing starts; the predominant type being framed single family dwellings.

Multiple family housing (duplex and up) has for the most part located around the old woolen mill site of East Brownsville. At present, there is a total of 25 dwelling units within the multiple family type. An increased demand in the housing market coupled with rising construction and land costs may bring about a rise in the numbers of multiple family dwellings constructed in the next twenty years.

Mobile homes (which include all factory fabricated living units) are being sited in Brownsville in increasing numbers. At present, there are 42 mobile homes. Approximately 25 mobile homes are located in two mobile home parks. The largest mobile home park with 21 living units is located in South Brownsville along the north side of Highway 228. The second mobile home park is located in North Brownsville along Linn Way; it has 4 mobile homes.

The remaining mobile homes are scattered throughout the three neighborhoods on individual lots.

Mobile homes provide many aspects which make them desirable as living units; they can be sited quickly, have low maintenance responsibility, and (to some extent) are economical.

Many of the residential structures in Brownsville are of a historic nature; built before 1920. An inventory compiled by local citizens identified 177 residential structures which were believed to predate 1920; many of these structures were built before 1880.

The community has shown a real interest in identifying and researching historic structures. Each structure identified in the inventory has a fact sheet where pertinent information regarding construction, occupants and local history is recorded. While some fact sheets are more complete than others, the overall effort should prove to be very beneficial.

Definition/what commercial zone comprises of.

Commercial Uses

Commercial uses are all general business and service stores, including retail and wholesale outlets, service stations, garages and small workshops.

The largest concentration of commercial activity in Brownsville is in the Old Town commercial area; situated on the north side of the Calapooia River. The Old Town commercial area lines both sides of Main Street from Stanard to Kirk, both sides of Stanard Avenue from Main to Averill, Spalding Avenue to Averill Street, Park Avenue from Main Street to Averill Street and Averill Street from Stanard to Kirk.

Location

The Old Town commercial area lends itself to the walking shopper as the density of commercial activity is rather high and parking can be viewed as limited even though a large parking lot is present between Stanard Avenue and Spalding Avenue.

*Projected
disinfectant
of
the reason
for parking
users.*

Many of the commercial buildings in Old Town were constructed around the turn of the century. The City of Brownsville has for some time taken a special interest in preserving the historical charm of the Old Town commercial area. Several buildings have been restored in a style common to the early 1900's and late 1800's. Through resolution, the Planning Commission has the responsibility of reviewing all construction and improvements to determine if the work is in keeping with the community's desires towards historic preservation. The methods and controls used to date have been weak in that the Planning Commission could only advise. To assure the desired results, the City will need to establish guidelines.

*FORMER
QUARTER
OF THE
COMMERCIAL
ZONE (OLD
TOWN)*

A limited amount of commercial activity is also present along Highway 228 south of the Calapooia River; and also in North Brownsville removed from the Old Town area. Existing commercial land totals only 9 acres, with zoning allotting 38 acres.

The following is a list of commercial establishments presently located in Brownsville:

- ✓1. Ace Sporting Goods and Liquor Store
2. Blackie's Arco
3. Bob's Car Wash
4. Brownsville Feed and Seed
5. Brownsville General Store (Natural Foods)
6. Brownsville Meat Lockers
7. Brownsville Parts and Service (Auto Parts)
- ✓8. Brownsville Tavern
- ✓9. Brownsville Times (Newspaper)
10. Calapooya Drive-In
- ✓11. Carlson Hardware
- ✓12. Central Linn Insurance Agency
- ✓13. Citizen's Valley Bank
- ✓14. Community Drug Store
15. Donna Jean's Beauty Shop
16. Hair Mill (Men's and Women's Hair Fashions)
17. Joe's Deli
18. Johnny's Rocket (Gas Station)

*Quaint
commercial
establishments
present in
Brownsville.*

- ✓ 19. Laundra Queen (Coin Laundry)
20. Norm Morgan Realty
21. Norm's Electric (Sales and Repair)
- ✓ 22. Pioneer Market (Grocery)
23. Potpourri (Sundries)
24. Sew What's New (Fabric Store)
25. Schaffer Shoe Repair
26. Then and Now Beauty Shop
27. Town Shop (General Store)
28. Victorian Cafe
29. Village Pantry (Grocery Store)
30. Wagon Wheel Realty
31. Western Auto (Hardware)

Home occupations provide some residents with income. While the commercial activity generated through home occupations is limited, the overall impact on the community has a positive economic effect.

Industrial Uses

Industrial activities include the assembly, fabrication, milling, processing, manufacturing, storing, and warehousing of materials both raw and partially processed or recycled, and any related activity. Currently, industrial activities in the city occupy 18 acres, with a total of 101 acres being zoned for industry.

Industrial uses within the City of Brownsville are limited. A small electronics assembly plant, Qualtiy P.C., has recently opened in Brownsville, and another industrial use includes fuel storage. Major industrial activities are located along the Southern Pacific Rail line which passes through the City. These major industries which are outside the city limits all involve wood products to some extent, however, the nature of the industries are somewhat diversified. Bohemia, Inc., the largest industrial employer, mills lumber and other wood products. Woodex utilizes wood waste and bio-mass to manufacture fuel pellets, an alternative energy form. Linn Plyboard uses veneer and wood chips to manufacture a unique type of building material similar to plywood or particle board.

The physical landscape and land use patterns in Brownsville make certain areas of town more desirable for industrial location than others.

The Southern Pacific Railroad which passes through Brownsville provides a transportation link which can be desirable to many industrial activities. Highway 228 provides direct links to Sweet Home, Halsey and to some extent Harrisburg; but the most important link that 228 provides is to Interstate Highway 5.

The location of Highway 228 south of the Calapooia River can provide industrial activities with access that does not pass through the major residential or commercial areas of Brownsville.

Semi-Public

Brownsville is the home of seven churches. They are: Assembly of God, Baptist, Christian, Latter Day Saints, Lutheran, Mennonite, and Presbyterian.

Other semi-public clubs and organizations include: Friends of the Library, Pioneer Association, Womans Club, Pollyanna, Wind-Jammers (C.B. Radio), Chamber of Commerce, Garden Club, Senior Citizens, Lions Club, Alcoholics Anonymous, History Club, T.O.P.S. (taking off pounds sensibly), Pioneer Saddle Club, Medical Board, Recreation Center Board, Masons, Eastern Star, Rainbow, Womans Study Club, IOOF, Four-H, Boy, Girl Scouts, and Blue Birds.

Public Uses

Public uses include the Library, City Hall, Fire Department, Post Office, Linn County Museum, Moyer Historic House, Brownsville Elementary School, Brownsville Recreation Center, Pioneer Park, Tennis Court-Playground Park, Blakely Park, Monument-Library Park, Pioneer Cemetery, Corner Park, and city streets. Public uses occupy 35 acres in Brownsville, with zoning not proposing any change in amount.

Public uses provide the residents of Brownsville with access to government, education, information, recreation and open space.

Transportation

Transportation facilities are the third largest use of land in Brownsville. The major land requirement for

transportation is street right of way. Street right of ways are somewhat confusing in that a right of way may be 40 or 60 feet wide, while the actual street may be rather narrow and in many cases the actual street is not in the center of the right of way. Lands devoted to transportation are estimated to occupy approximately 172 acres.

The right of way is designed to provide the area for the street, sidewalk and utilities. Often the right of way is wider than the street. Right of ways are also important when a street is widened, providing the additional area without necessitating costly land acquisition.

Agricultural Use

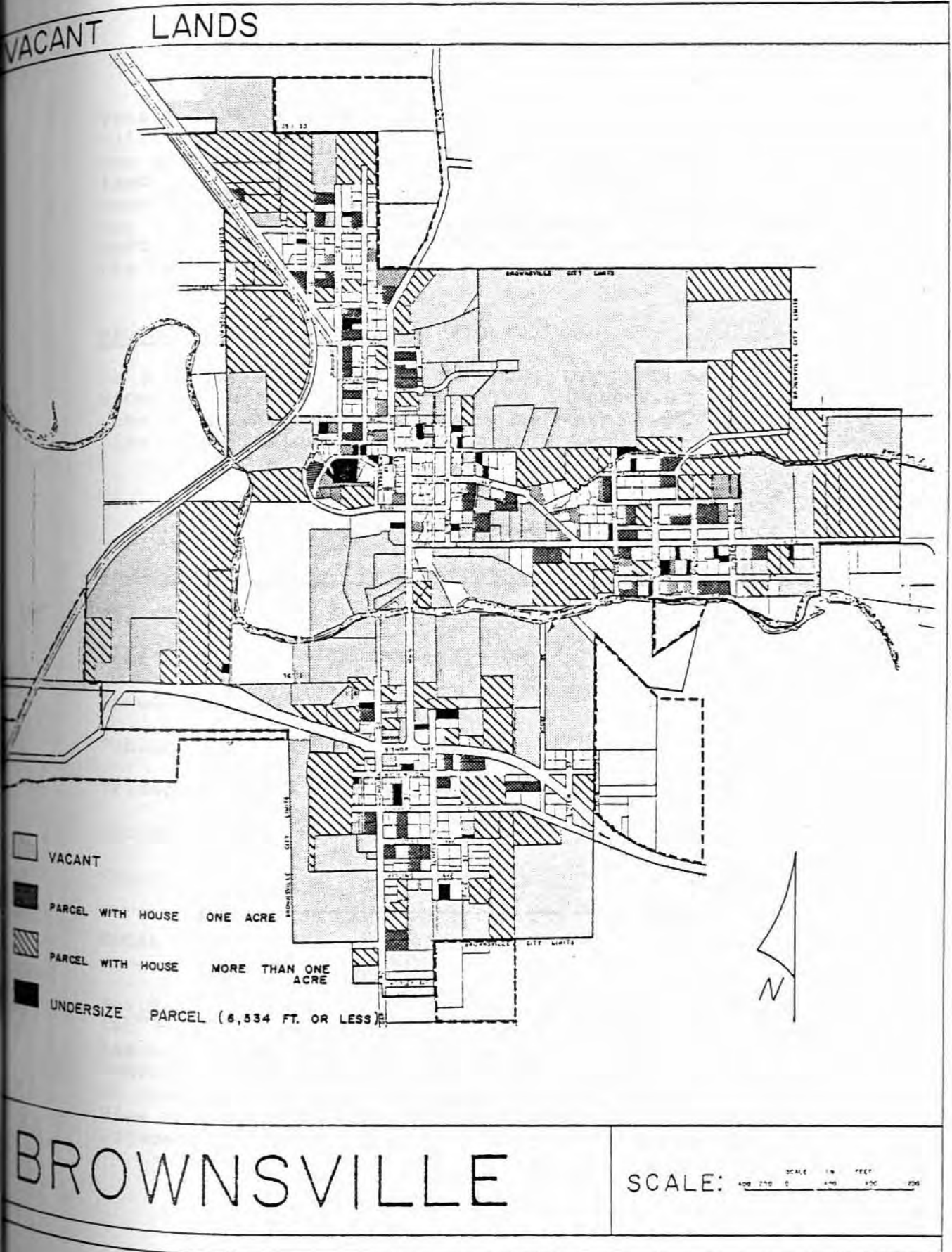
Within the city limits of Brownsville, several parcels of land are being productively farmed. In some cases, the city limits divide a parcel with much of that parcel lying outside the city limits. Brownsville is surrounded by agricultural land (particularly on the south, east and north) which makes it difficult for the casual observer to determine where the city ends, and agriculture land begins. Agricultural land occupies approximately 184 acres in the city.

Many residents of Brownsville raise livestock, have large gardens, and grow fruit trees. For all intent and purpose, Brownsville can be considered an agricultural community. The lifestyle which both small and large scale agriculture provide is important to many residents of Brownsville. To a large extent, this mix of agriculture and community living contributes to the character of Brownsville.

Vacant Land: Figure 12.0

Vacant land includes all parcels which have not been developed or [for] which no use is now present and no structure exists. Vacant land was also viewed as oversize parcels (1 acre) with a structure. Under these situations the structure was excluded along with 10,000 square feet. The remaining land was then considered vacant. A third type of vacant land was also considered. The third type is those parcels which are too small to meet the minimum lot size of the zone in which they are located.

Figure 12.0



Vacant land accounts for 33.19% of all land in Brownsville (286 acres). Vacant land is not confined to any one area of Brownsville although large tracts of vacant land form significant blocks on the hill north of Old Town, in the northern portion of the city between Linn Way and the Brownsville-Lebanon Road, in the southern portion of Brownsville to the west of Gap Road, and along the Calapooia River.

Brownsville Planning Area: Figure 13.0

As part of the planning process, the area outside the Brownsville city limits was also inventoried, using the same land use classifications as were used inside the city. The following breakdown is presented:

Table 5

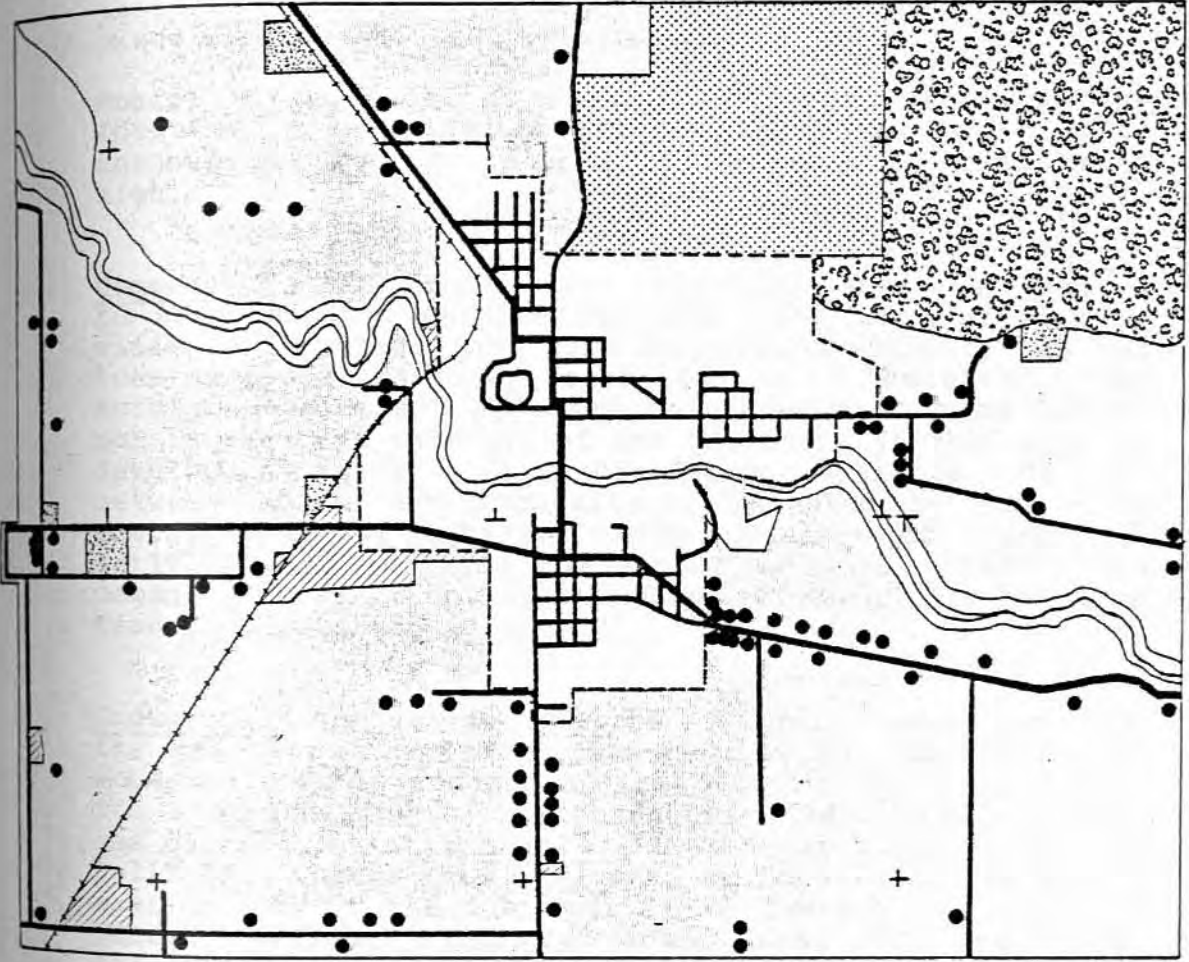
LAND USE IN THE PLANNING AREA







Land Use	Acres	Percent of Total
Residential	377.09	7.65%
Commercial	10.92	.22
Industrial	90.15	1.83
Public	45.20	.92
Transportation	278.08	5.64
Agriculture	2484.72	50.45
Vacant	1639.09	33.28
TOTAL	4925.25	100.00%

Residential land uses in the Planning Area are of two types: farm related residence and non-farm related residence. By far there are more non-farm related residences in the Planning Area. The largest concentration of non-farm related residences are located in the Oak View Park Land Division (platted Oct. 1968 Survey #10047) adjacent to the northern city limits of Brownsville. Oak

Figure 13.0

LAND USE OUTSIDE CITY LIMITS



-  AGRICULTURE
-  RURAL RESIDENTIAL
-  FOREST
-  INDUSTRIAL
-  PUBLIC & SEMI - PUBLIC
-  RESIDENTIAL UNITS

BROWNSVILLE PLANNING AREA

SCALE: 1" = 1/2 MI.



view Park consists of 63 parcels ranging in size from two (2) to seven (7) acres. All residential uses in Oak View park are on individual well and sewage systems (septic).

Other non-farm related residences are scattered along Gap Road, and Highway 228. For the most part it can be said that the remaining residences which are present in the planning area are farm related.

Mobile homes appear to be the leading new housing type locating in the planning area. The reason for this is unknown but may be related to the cost of land being high.

Commercial activity in the Planning Area is limited to home-operated service outlets. The City of Brownsville is fortunate that more commercial activity has not located along the major roads leading to the city. Commercial development along major highways such as 228 is not in the best interest of the community as this type of development makes it difficult for local shoppers to walk between stores and necessitates shopping by car - an energy intensive activity. The presence of commercial activity will increase the amount of local traffic and damage the function of the Highway, which is to move traffic through an area.

Projected commercial activity according to the Comprehensive Plan.

Industrial activities in the Planning Area are for the most part located in the southwest. Bohemia, Inc. wood products is located adjacent to the south city limits along the south side of Highway 228. Bohemia, Inc. has direct access to Highway 228 and the Southern Pacific Railroad. Woodex (fuel pellets) is located in the southwest corner of the Planning Area. Woodex has indirect access to Highway 228 over County Road 507, and direct access to the Southern Pacific Railroad. Linn Plyboard is located on the same 25.41 acre parcel as Woodex and shares the same access. Both Woodex and Linn Plyboard are removed from the city by a distance of just over one mile.

The active gravel operations which were discussed in the Natural Resources section were included in the Industrial inventory when compiled in 1976.

public and Semi-Public uses in the Planning Area are the city's north and south sewage lagoons, Pioneer Cemetery, and Pacific Power and Light's Substations.

The north sewage lagoon is located approximately 1/4 mile northwest of the city along Linn Way. The south sewage lagoon is located west of the city limits along the north side of Highway 228 and west side of the Southern Pacific Railroad.

pioneer Cemetery is owned by the City of Brownsville but is located about a 1/4 mile east of the city limits.

The Pacific Power and Light Substations are located west of the city on both sides of Highway 228.

Transportation uses include State Highway 228, County Roads 425, 427, 428, 504, 505, 506, 507, 509, 767, 768, 770 and Market Road 11. The Southern Pacific Railroad also passes through the Planning Area and adjacent to the west city limits.

Agriculture uses in the Planning Area include rye grass and related grass seed and pasturing. Although these types of agriculture activities are low intensity for a large part of the year, related agriculture practices such as field burning can impact the local environment rather strongly.

On several occasions smoke from field burning fills the city air. Field burning smoke is not only generated from fields within the Planning Area but comes from as far away as the Halsey-Harrisburg area.

Another related grass seed farming activity is winter sheep grazing; while sheep grazing does not impact the city, the proximity of the city can be hazardous to the sheep. Dogs owned by city residents can cause injury and death to sheep. However, no incidents of sheep being killed by dogs have occurred in the Brownsville Planning Area, though they have happened in other areas of Linn County.

Vacant land was considered to be all land not being farmed or used in any other manner. As a result, forest land fell into the vacant land classification by default.

Forest land is concentrated in the northeast section of the Planning Area. By its nature, forest land takes many years to be productive, with productivity increasing for as many as 40* to 80** years. To maximize the forest resource, potential forest lands should be allowed to grow to maximum productivity.

For the most part, vacant land is nonproductive to man, or its potential has not yet been realized. Most vacant land in the Planning Area is found along the Calapooia River where seasonal flooding makes it undesirable for use. However, vacant land is a resource as it provides habitat for wildlife, and should be considered as habitat.

The Impact of Land Use on the Environment

It is important to realize that human activities and land uses have an impact on the natural environment; conversely, the natural environment can have an impact on human activities and land uses.

A byproduct of human activity is pollution. Air pollution is most noticeable in Brownsville where the air is usually clean and fresh. Air pollution can come from several sources such as automobiles, field burning, slash burning and even wood stoves. At present industrial air pollution is not a problem in the Brownsville area.

The air flow in the Willamette and Calapooia Valleys can usually be counted upon to move any pollutions out of the area. However, because of the physical shape and dimension of the valleys, periods of poor air circulation brought on by inversions and other weather phenomena can cause pollutions to become trapped, resulting in slow dissipation and less than clean fresh air.

Under the U.S. Environmental Protection Agency (E.P.A.) regulations, clean air regions are designated in one of three classes known as Prevention of Significant Deterioration classes (PSD). Brownsville is located in a Class II P.S.D., as is most of the Willamette Valley.

Significant deterioration is caused by air pollution. In the Brownsville area field burning is the leading cause

* State of Oregon Department of Forestry growth cycles.
** United States Forest Service growth cycles.

of reduced air quality. The method used in judging significant deterioration considers the cumulative effect of the pollution. Increase in the number of acres allowed to be burned will reduce or eliminate the chance of new industry obtaining pollution permits. Therefore, the continued practice of field burning may result in only non-air-polluting industries locating in the area.

The Oregon Department of Environmental Quality (D.E.Q.) is responsible for implementation of the 1972 Clean Air Implementation Plan. The Oregon Environmental Quality Commission (E.Q.C.) has legal authority to adopt administrative rules concerning environmental quality. The D.E.Q. as the administrative body of the E.Q.C. solicits comments on proposed regulations of the E.Q.C. Notice of all applicable proposed rule-making action is sent to the City of Brownsville for comment.

Noise Inventory

There are no significant generators or sources of noise in the City of Brownsville. Noise levels are low enough not to exceed D.E.Q. standards. Occasionally there are background noises from passing automobiles, trucks, and train traffic. Observance of applicable D.E.Q. regulations for any future development of potential noise sources should maintain the low noise level currently around Brownsville. ["Noise Inventory" added by Ord. No. 524, §4, passed September 8, 1981.]

Energy

The City of Brownsville, as most of the country, is at the mercy of external energy supplies for everyday activities. The leading types of external energy are fossil fuels (oil and gas), electricity (hydro and nuclear), and wood.

With the exception of wood, Brownsville must import all its energy. This has not always been the case. Prior to the 1920's, electricity was not available to many rural areas from power companies. (Mullen 1970) Brownsville's first power source for commercial and industrial use was water power, supplied by the Brownsville ditch constructed by James McHarg. Water power ran a grist mill and later the Brownsville woolen mill. (History of Linn County, p. 33)

During the winter the stream flow of the Calapooia is substantially increased. The potential is therefore available to produce seasonal energy from the Calapooia. Other sources such as solar and wind could also be utilized to generate electricity and reduce dependence on external energy.

An energy audit would be required to understand where (and how much) energy is being used in Brownsville. Such audits are available through Pacific Power and Light (P.P.&L.) for homes and businesses under P.P.&L. Weatherization Program, and through Northwest Natural Gas Weatherization Program. Both weatherization programs are in part financed by the State of Oregon in that if a person wishes to improve their weatherization through P.P.&L. or Northwest Natural Gas, they may apply for a loan at 6 1/2% interest over a 10 year period. Weatherization, which is primarily improved insulation, can save energy and money through time.

The following diagrams (Figure 13.5) show how energy is used on a statewide basis. Knowing where the major energy use is can be helpful in targeting conservation measures.

In an effort to utilize all electrical energy potential, Pacific Power and Light Company was granted permission from the State Public Utility Commission to buy electricity from any and all generating sources. Pacific Power and Light will now buy electricity at the same standard rate per kilowatt hour which it charges its customers.

Energy used in transportation accounts for 56.42% of all personal energy used in Oregon. Because of Brownsville's location and low employment and commercial opportunities, residents travel to larger centers for a wider and more competitive range of goods and services.

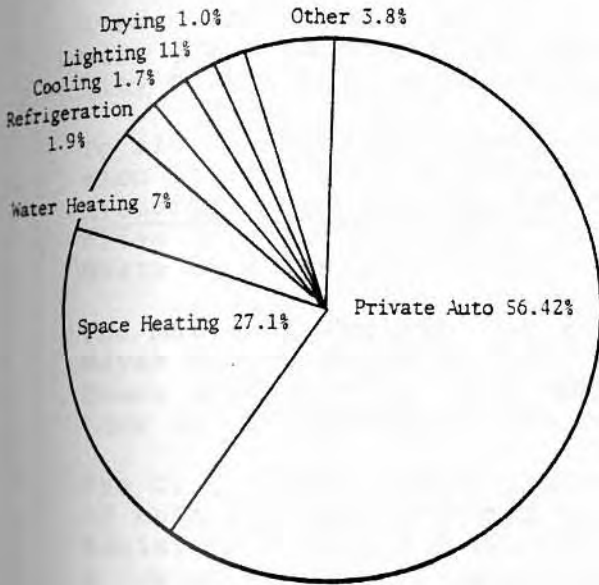
Unless Brownsville, as a community, is successful in attracting more commercial and employment opportunities, energy for transportation will continue to cut deep into the total energy picture.

It should, however, be pointed out that Brownsville can take positive action in the reduction of energy from external sources. The key to reducing energy is knowing where and how much energy is used. In other words: Patching up the leaks will save energy.

Figure 13.5

ENERGY USES

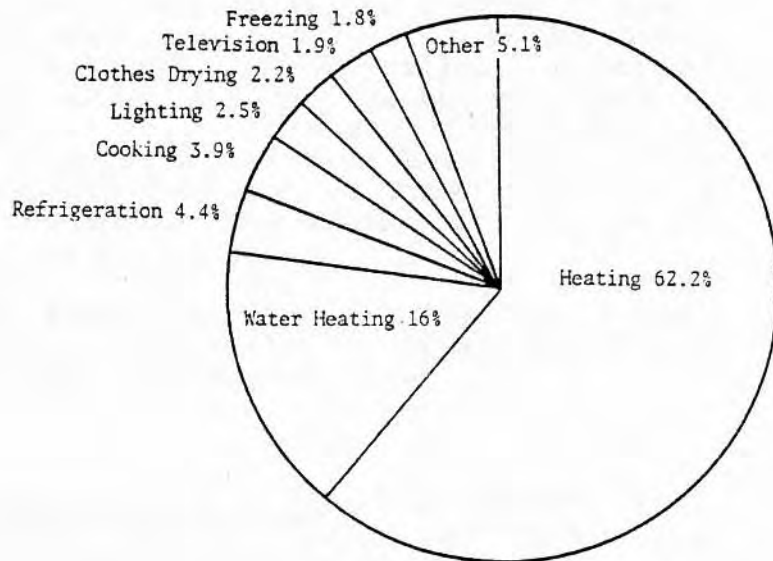
PERSONAL USE OF ENERGY IN OREGON



Personal consumption was 45% of total direct energy used. 100 million Btu's per capita.

Source: Community Energy Planning, Oregon Department of Energy

OREGON'S RESIDENTIAL DIRECT ENERGY USE 1977



Source: Community Energy Planning, Oregon Department of Energy.

History Inventory: Figure 14.0

A requirement of Goal #5 of the Statewide land use planning goals is inventory the location, quality and quantity of historic areas, sites, structures, and objects.

To aid in this inventory, the State Historic Preservation Office has developed the Statewide Inventory of Historic Sites and Buildings. However, no structures, sites or objects for Brownsville are identified in the state inventory.

The National Register of Historic Places identifies the Moyer House, built in 1881 by John M. Moyer. The Moyer House exists today as an example of Italianate architecture and is located at 204 Main Street, Brownsville.

The C. J. Howe Building located on the southeast corner of Main and Spalding has been nominated to the National Register of Historic Places. The C. J. Howe Building is a two story brick commercial building, circa 1900.

Historic Commercial Structure

The home of John and Amelia Brown located about one mile east of Brownsville on Highway 228 is also identified on the National Register of Historic Places. The Brown home, currently named "Atavista Farm", is an example of Italianate architecture built in 1876. It is restored and is now owned by Nelson Jones and Jack Swearingen.

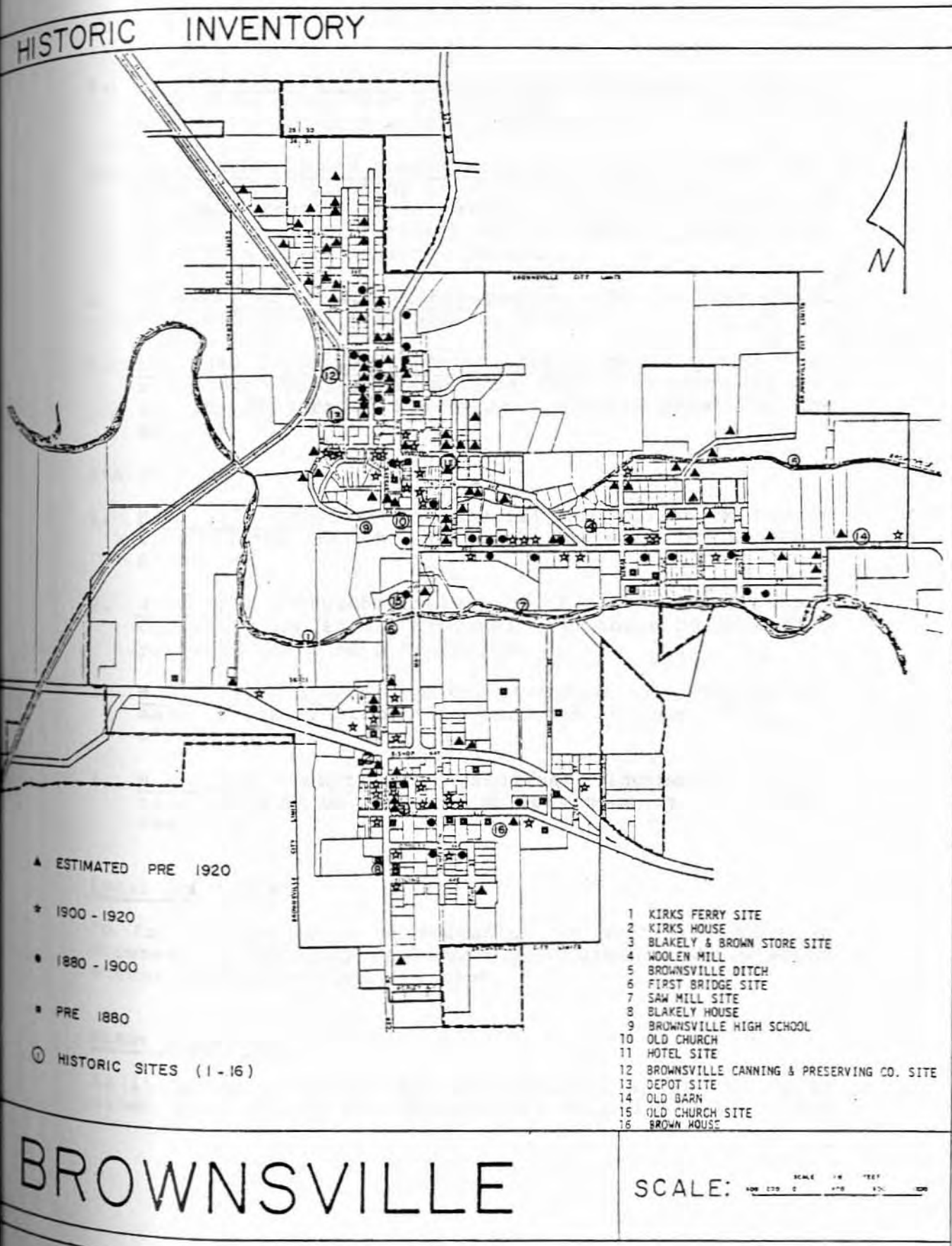
In an effort to identify and inventory historic structures, sites, and objects in Brownsville a group of local citizens volunteered their time and set out to inventory and investigate the history of Brownsville. Aided by Phil Dole (Historic architect) the group developed a method and began the survey. To date, 177 residential structures and 15 historic sites have been identified. The survey is by no means complete, as Brownsville has a wealth of historic resources. The surveys are on file at the City Library and at City Hall.

Several federal and state laws address historic sites, structures and objects. The following is a list of existing federal and state legislation:

Federal:

1. Historic American Sites Act (1935) made protection of historic resources a national policy and established the National Register of Historic Places.

Figure 14.0



HISTORIC INVENTORY

▲ ESTIMATED PRE 1920

★ 1900 - 1920

● 1880 - 1900

■ PRE 1880

○ HISTORIC SITES (1 - 16)

- 1 KIRKS FERRY SITE
- 2 KIRKS HOUSE
- 3 BLAKELY & BROWN STORE SITE
- 4 WOOLEN MILL
- 5 BROWNSVILLE DITCH
- 6 FIRST BRIDGE SITE
- 7 SAW MILL SITE
- 8 BLAKELY HOUSE
- 9 BROWNSVILLE HIGH SCHOOL
- 10 OLD CHURCH
- 11 HOTEL SITE
- 12 BROWNSVILLE CANNING & PRESERVING CO. SITE
- 13 DEPOT SITE
- 14 OLD BARN
- 15 OLD CHURCH SITE
- 16 BROWN HOUSE

BROWNSVILLE

SCALE: 1" = 100'

2. National Trust for Historic Preservation (1941) is a private, nonprofit organization intended to educate the public about historic preservation.
3. National Historic Preservation Act (1966) established a program of matching grants-in-aid to states and the National Trust and established cooperation with the state for administration within their jurisdictions of the National Register program.
4. Transportation Act (1966) provides for protection of historic sites threatened by highway construction.
5. National Environmental Policy Act (1969) requires consideration of federal project impact on cultural resources as part of the overall environmental assessments.

State:

1. H.B. 2476 provides for special tax relief on buildings listed in the National Register of Historic Places.
2. H.B. 2333 encourages retention of single-family residences in industrial or commercial zones by assessing property value as a residence.
3. H.B. 2342 allows for a tax exemption on improvements made on rental properties that are 25 years of age or older.
4. H.B. 2344 exempts from assessment increased maintenance repairs or replacement work done on an existing dwelling.

Local Ordinances

To further encourage preservation of historic sites in Brownsville the City can adopt an ordinance which would encourage historic preservation.

Water Resources

As it has been stated, the Calapooia River is the major water body within the Brownsville Planning Area. The

water supply for the City of Brownsville comes from the Calapooia River. Presently an infiltration gallery is functioning and in the future five (5) shallow wells adjacent to the river in Pioneer Park will supply city water.

Concern has been voiced about the amount and quality of water within the Calapooia River. Although the Calapooia provides year round water, seasonal fluctuation can be great.

The Water Resources Board of Oregon under authority of ORS 536.300 has completed a study of the Middle Willamette River Basin, of which the Calapooia River is a part. As a result of the study, the following resolution was adopted June 22, 1964:

For the purpose of maintaining a minimum perennial streamflow sufficient to support aquatic life, and of attaining the highest and best use of waters released from storage, no appropriations of water except for domestic or livestock uses or waters to be legally stored or legally released from storage shall be made or granted by any state agency or public corporation of the state for the waters of:

- 1a. The Calapooia River or its tributaries above USGS Gage No. 14-1720 (SE 1/4, Section 15, Township 14S, Range 1W.) at Holley, Oregon for natural flows of the Calapooia River below 30 cubic feet per second plus waters released from storage of up to 340 cubic feet per second measured at the aforementioned gage.
- 1b. The Calapooia River or its tributaries above USGS Gage No. 14-1735 (NW 1/4, Section 13, Township 11S, Range 4W.) at Albany, Oregon for natural flows of the Calapooia River below 30 cubic feet per second plus waters released from storage of up to 340 cubic feet per second measured at the aforementioned gage.

Other groups and agencies who are actively involved and interested with the waters of the Calapooia are:

1. The Calapooia Irrigation District (Figure 15.0).
2. The Division of State Lands.
3. The Department of Fish and Wildlife.
4. The Department of Commerce: Building Codes.
5. The Public Utilities Commission.
6. The Department of Environmental Quality.
7. The U.S. Army Corps of Engineers.
8. The Federal Insurance Administration (Flood Hazard Mitigation).
9. The U.S.D.A. Soil Conservation Service.

At present, the Calapooia River is classified by the U.S. Army Corps of Engineers as a non-navigable river (waterway). This classification lessens the degree of controls and the number of Federal agencies involved in activities of the River. However, the Calapooia River is addressed under Section 4 of the Clean Water Act.

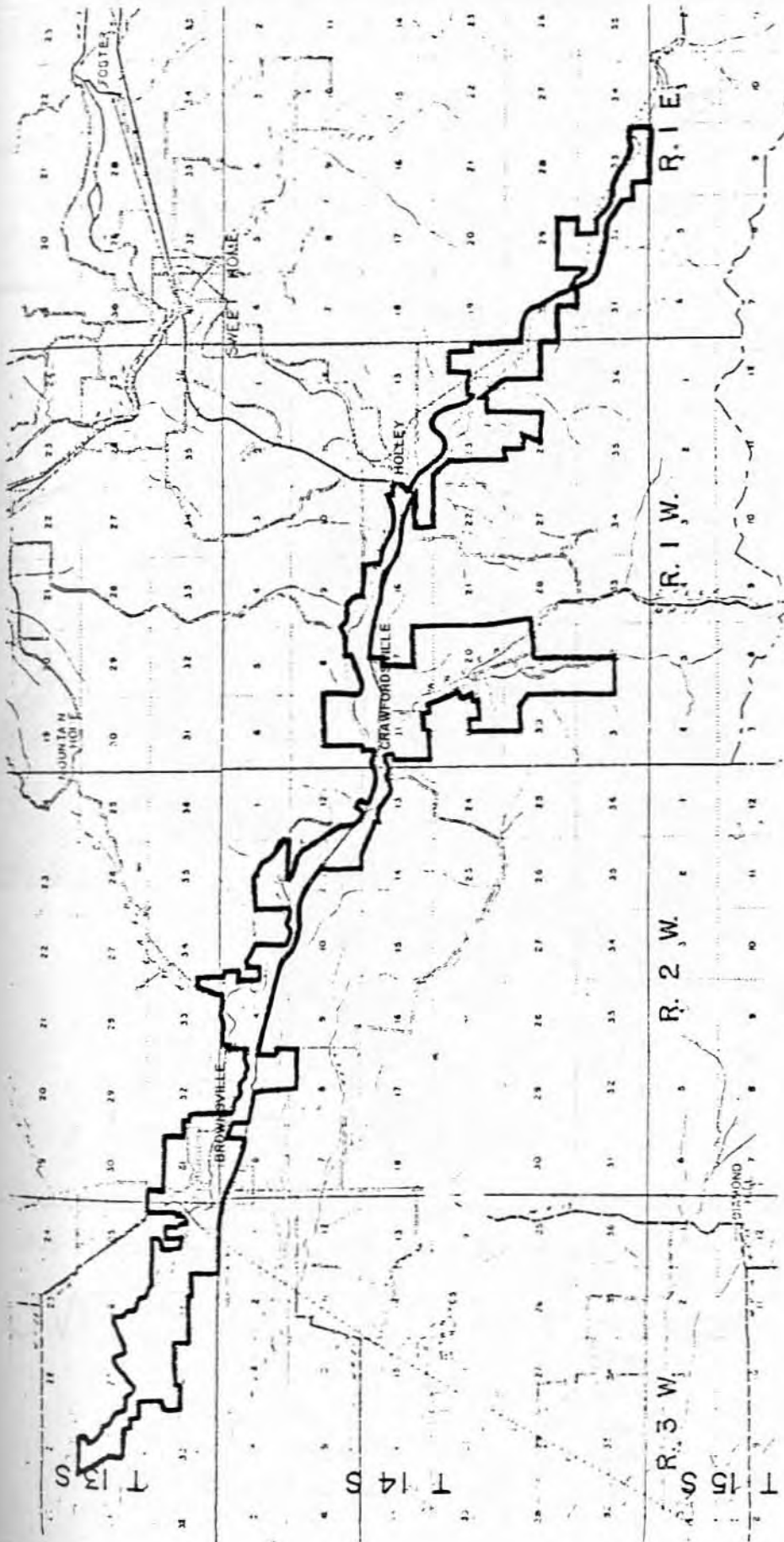
The Division of State Lands is currently studying the history of the Calapooia River to determine if under state classification (different than Federal) the Calapooia should be classified as navigable. Such a determination would change requirements related to resources and activities within the high water line of the Calapooia River. Although no official determination has been made to date, it is likely that the Calapooia River will be recommended for the navigable classification by the Division of State Lands. The key to the recommendation is based on historic information that the Calapooia River was used to raft logs from river mile 156 (near Dollar) to Albany.

Comprehensive Plan Designations: Figure 15.5

In developing the Comprehensive Plan for the City of Brownsville, the natural environment and human environment were studied. The results of these studies are manifest in the Comprehensive Plan Map and in the goals and policies.

Figure 15.0

REVISED CALAPOOIA IRRIGATION DISTRICT



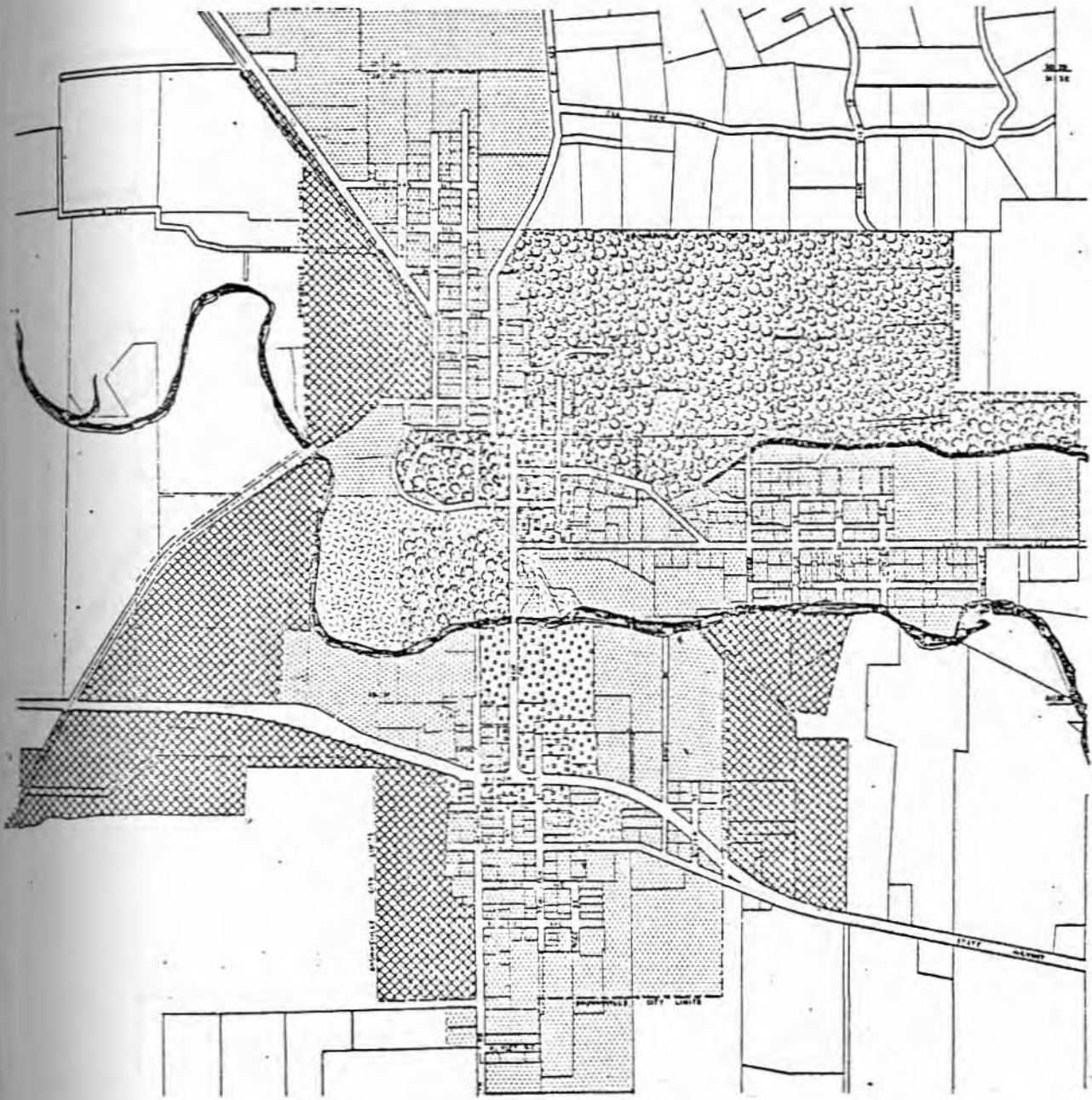
BROWNSVILLE



SCALE 1/2" = 1 MI.

Figure 15.5

COMPREHENSIVE PLAN MAP



[Figure 15.5 amended by Ord. No. 524, sec. 10, passed Sept. 8, 1981.]

BROWNSVILLE

SCALE: 1/2 MI. = 2.8"



LEGEND






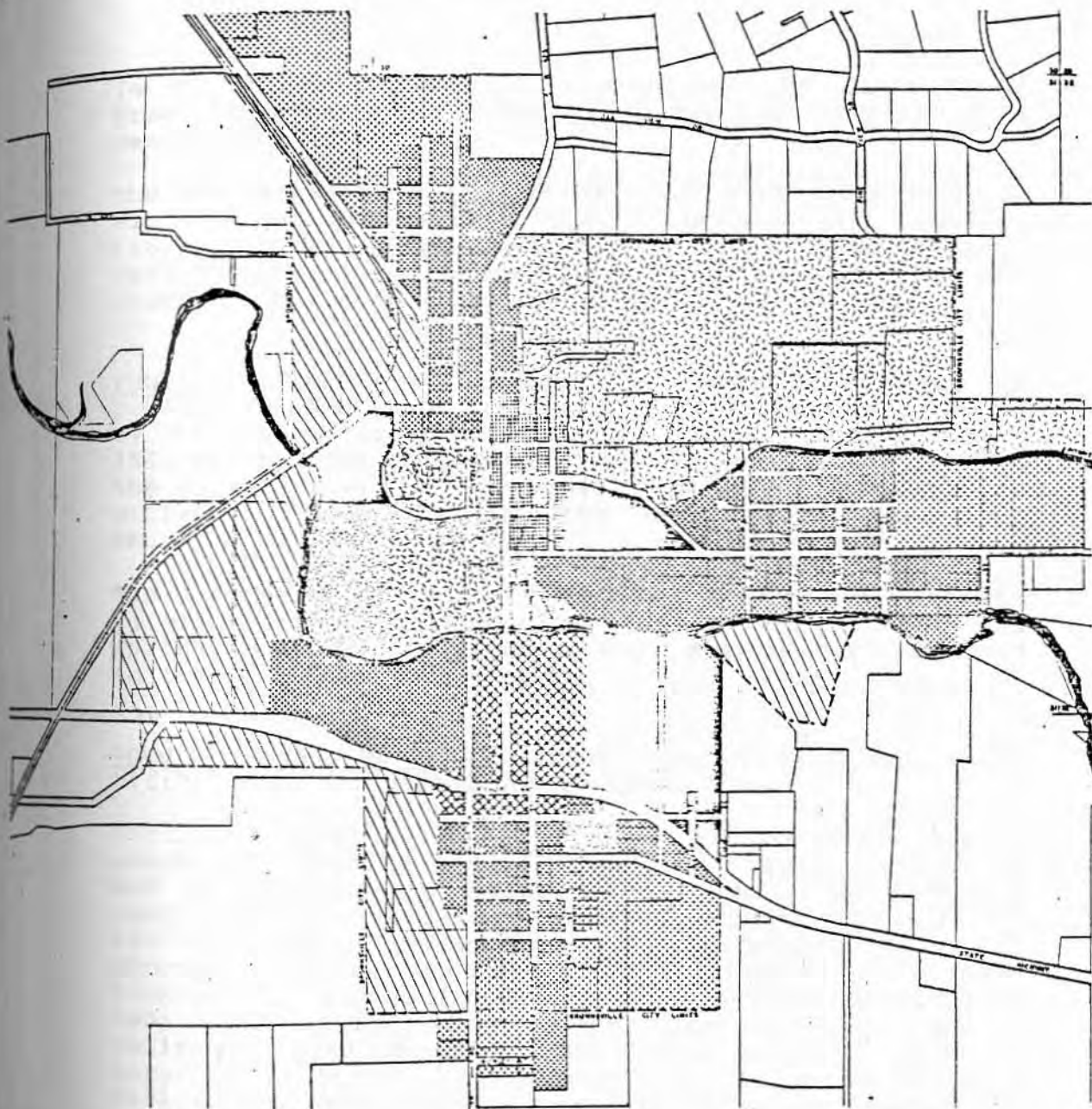
-  SPECIAL DEVELOPMENT
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC

Figure 15.6









ZONING MAP



[Figure 15.6 added by Ord. No. 524, sec. 11, passed Sept. 8, 1981.]

BROWNSVILLE

LEGEND

-  PUBLIC
-  LT. INDUSTRIAL PARK
-  SPECIAL DEVELOPMENT
-  VOLUME COMMERCIAL
-  OLD TOWN COMMERCIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL

SCALE: 1/2 MI. = 2.8"



In an effort to aid the reader and the citizens of Brownsville, a brief discussion of the Comprehensive Plan designation is in order.

The Comprehensive Plan Map* shows five (5) use designations. They are: Public, Special Development, Residential, Industrial, and Commercial. In addition to these designations, two (2) overlay designations are also included. They are: Flood Hazard and Resource.

Public: The Comprehensive Plan identifies areas as public. Public areas are those areas which are now owned by the City of Brownsville, Linn County, School District #552 or the State of Oregon. Public areas identified on the map are used for the benefit of the citizens by the citizens. They include City Hall, Parks, the Moyer House, etc.

The importance of identifying these areas on the map is to promote their continued use by the public and to aid in their quick identification when projects are proposed in the area.

Special Development: The Comprehensive Plan Map identifies areas of Special Development.

Within the city limits of Brownsville are three unique areas that require special land use planning attention and consideration in order to prevent future land use conflicts or hazards and promote proper standards of health, safety, and welfare. These areas consist of approximately 184 acres and are designated in the Comprehensive Plan and Zoning Ordinance as Special Development (SD). The smallest contains approximately 9 acres and is called Holloway Heights. The second area is about 20 acres and is bordered by City Hall to the north, the City Park to the west, the Calapooia River to the south, and Main Street to the east. The third and largest area, occupying about 155 acres, is located on the hills above "Old Town." These areas have five characteristics in common: steep slopes, extensive woodlands, all environmentally sensitive, adjacent to the center of town, and aesthetically appealing.

* The official map is on display at City Hall in Brownsville.

In planning for these areas, the city determined that major portions of the two largest are not physically capable of handling development at normal urban densities. Combined effects of steep slopes and adverse soils cause these areas to be potentially hazardous. These hazards could appear in three forms: mass movement, erosion, flooding.

* In western Linn County mass movement occurs in areas underlain by the Little Butte Formation on slopes greater than 15 percent. Almost all of Brownsville's Special Development acreage is underlain by materials associated with the Little Butte Formation and with slopes between 10% and 50%. Mass movement is also associated with soils that contain a heavy concentration of clay. About ninety-five percent of the soils in the Special Development Zone have a high clay content. Clay soils also create building foundation and slump problems due to their high shrink-swell potential and low bearing strength when wet.

Most of the City's Little Butte Formation areas also contain mixtures of sandstone. When vegetation is removed from steep areas containing sandstones, erosion can begin removing precious topsoil and eventually lead to gullying and an accumulation of the topsoil in fan formations at the bottom of a hillside. Erosion problems can begin occurring where slopes exceed 15%.

Brownsville's S.D. areas contain extensive wooded areas which provide protection to the city's drinking water, supplied by five wells. With the existing woodlands on steep slopes, runoff from precipitation is decreased dramatically by the absorptive qualities of vegetative litter on the forest floor. ** These absorptive qualities also greatly slow down the flooding process. If high density development were to occur in the city's hillside areas, without protecting existing woodlands, increased siltation of the city's water system could create water quality problems.

In determining buildable acreage for vacant areas within the 184 acre Special Development Zone, the city made a detailed analysis of the three areas. Lands suitable for development were determined using the following assumptions: 1. Identify areas that are already committed; 2. are unbuildable due to slopes of 25% or more; 3. are inaccessible because of potential access roads being too

steep; 4. are within a floodway of 100-year flood plain; and 5. the total development costs would be excessive.

In determining how large the committed portion of a parcel should be, the city allowed for size differences according to whether a parcel was connected to city services. If a parcel was connected to city services, the size of the committed portion was determined according to the following standards: 1. The entire parcel shall be considered committed if it is vacant and substantially less than one-half acre in size; 2. if the parcel is one acre or larger with an existing house, one-half acre shall be considered committed. If a parcel was not connected to city services, the size of the committed portion was determined according to the following standards: 1. The entire parcel shall be considered committed if it is vacant and substantially less than one acre in size; 2. if a parcel is one acre with a house, the entire parcel is considered committed; 3. if the parcel is two acres or larger with an existing house, one acre shall be committed.

In determining that unbuildable conditions should be related to excessive development costs the city used information contained in a 1976 report submitted to the Council of Governments by the Oregon Home Builder's Association and included in the D.L.C.D. Housing Handbook, and policies described in the City's Comprehensive Plan to draw this assumption. In that report the Association described that development on steep sloped areas required extreme cost increases. According to the data presented, it was shown that new development costs per dwelling on hillside areas having hazardous geologic and soil conditions with slopes of only 15% to 18% will normally raise the cost of a new home by as much as 50% to 100% or more. These are costs that the city feels are exorbitant to the average home buyer in Brownsville. Certainly doubling the cost of a home does not render a parcel totally unbuildable but it goes a long way towards discouraging development, because of marketability factors, which the city feels is another way of interpreting what is unbuildable.

Why these increased costs would be relevant to Brownsville's Special Development areas can be recognized by understanding how certain policies in the city's comprehensive plan actually commit the costs of extending services for new development to the builders. On page 189

of the plan, policy 58 describes that "the City of Brownsville shall establish a systems development charge for all new development. The systems development charge will go towards providing over-sized public facilities (such as water lines, sewer lines, streets, etc.) in developing areas of Brownsville so that the facility will be able to meet future needs without being re-engineered and improved at a later date and at a higher cost." On page 181 of the plan policy 21(E) states that "new street development and extension shall be the financial responsibility of the principals behind the development project for which the street is being built or extended to serve. A systems development charge will be used to oversize a street such as a collector." On page 201 of the plan, policy 2(C) points out that the city will "require the developer to absorb the cost of facility extension."

In analyzing the Holloway Heights area of about 9 acres, the city determined that only about two acres are vacant and buildable. Most of the area is already physically committed because of 17 existing residences connected to city sewer and water. With the area's density averaging about one-half acre for each dwelling, there is probably only enough buildable room for 2 or 3 more houses. There may be 2 or 3 additional building sites on the northern end; however, the slopes on these particular sites would run between 25% and 30%. The city feels that if any building permits are issued to this area in the future they should be for single family dwellings (low density development) because existing city services in the area are not capable of handling heavier densities. The loop road which serves the area is in extremely poor condition.

The second area located between the river, city park, City Hall and Main Street consists of about 20 acres and for identification purposes will be entitled South Hill. This area has an old established church and adjoining grounds occupying about 2 acres. Properly sized feeder lines for city sewer and water are in close proximity to South Hill, but only serve the church site. The buildable lands analysis indicates that most of the area is unbuildable. Two acres are committed to the existing church. About eight acres are unbuildable because they lie within the floodway or 100-year flood plain of the Calapooia River. In addition about 5 acres are unbuildable due to prohibitive costs to a developer where slopes

range from 15% to 30%. Approximately 5 acres located on slight to moderate slopes of 2% to 12% could be considered buildable if sewer and water lines were extended and access created; but the cost of these extensions would have to be absorbed by the developer. The city considers these 5 acres buildable on the basis that their slopes are probably gradual enough to allow for reasonable building costs, including costs for extending services.

The largest Special Development area consists of approximately 155 acres and is situated on the hill above "Old Town." "Old Town" Hill has 20 dwellings; 19 are receiving sewer and water services and 1 is not receiving services. From these existing dwellings approximately 11 acres were determined to be committed. The city's analysis revealed that approximately 35 acres are unbuildable because of 25% to 50% slopes. The only improved roads serving "Old Town" Hill are along its western and southern boundaries, where the area's only existing development is also situated. An accessible road to the south, Spaulding Avenue, gives access to several vacant parcels containing slopes between 3% and 10% that could be developed to urban densities. City sewer and water lines are properly positioned for extension to these parcels, which are situated in the northeast corner of the city limits and comprise about 24 acres. The costs, however, of extending services would have to be paid by the developer, but probably at reasonable costs. Of the 24 acres considered buildable, approximately 30% or about 7 acres would have to be considered committed to future streets and parks which would leave a total of approximately 17 buildable acres.

The remaining 85 vacant acres occupy the central portion of the hill and are surrounded by an escarpment containing 20% to 30% slopes. This whole central section is heavily wooded with a few pockets of fairly level ground along the top of the hill. Even though these flatter sections, containing slopes of 3% to 12%, appear to have development potential there are a number of constraints that would impede their conversion from rural to urban. There are no existing roads, sewer or water lines extending into these central portions of the hill. The only possible way of extending services would be for a developer to pay the costs. The city feels the costs of these extensions would be excessive due to the steep slopes along the escarpment and the total length and area of the extensions. The costs, therefore, of building affordable

housing at normal urban densities in these flatter central sections would be unreasonable and to the point of being exclusionary to the average home buyer in Brownsville. Therefore, the city feels that these isolated 85 acres will remain unbuildable to normal urban densities to the year 2000.***

In counting the buildable lands in all three Special Development areas the city concludes that only about 23 acres are buildable. All of the parcels are probably buildable to urban densities because they contain slight to moderate slopes and are in close proximity to city services, which should keep extension costs to a developer within reason. The city further believes that including more than 23 acres as buildable would be incompatible with its present ability to extend services for new development. Extension of these services through the city's financial efforts is expressly limited by Comprehensive Plan policies which were mentioned early in this analysis.

In recognizing that some of the S.D. areas are buildable, they are also small and separated and the city feels that the best future uses of these vacant buildable parcels would be residential. This type of use would also insure that the city is maintaining consistency with all relevant Comprehensive Plan goals and policies. Policy 25(F) on page 160 of the Comprehensive Plan states that "in Special Development areas where the dominant surrounding use is residential, residential use shall be encouraged." All existing buildable portions of the three Special Development areas are surrounded by a predominance of either open space or existing residential uses.

SUMMARY TABLE

Analysis of the Buildable and Unbuildable Lands of the Brownsville Special Development Areas.

Area Name	Total Acres	Committed Acres	Acres in Floodway or 100 year Floodplain	Acres Unbuildable with 25%-30% Slopes	Acres Unbuildable due to Extreme Costs	Acres Buildable
Holloway Heights	9.0	7.5	.0	.0	.5	1.0
South Hill	20.0	2.0	8.0	.0	5.0	5.0
Old Town Hill	<u>155.0</u>	<u>18.0</u>	<u>.0</u>	<u>35.0</u>	<u>85.0</u>	<u>17.0</u>
Totals	184.0	27.5	8.0	35.0	90.5	23.0

Sources

- * Environmental Geology of Western Linn County Bulletin 84, 1974 State of Oregon, Department of Geology and Mineral Industries, John D. Beaulieu, Paul W. Hughes, R. Kent Mathiot.
- ** "Performance Controls for Sensitive Lands" by Charles Turow, William Toner and Duncan Erley. Report No. 307, 308 June, 1975 Planning Advisory Service.
- *** For a more thorough understanding of the slope conditions and location of buildable areas of the city's three Special Development areas refer to Figure 15.7 and Figure 15.8.
["Special Development" added by Ord. No. 524, §1, passed Sept. 8, 1981.]

Residential: The Comprehensive Plan identifies large areas as residential. There is no distinction on the plan map between the low density (single family) medium density (mixed single-multiple family) and high density (multiple family) residential areas. It was felt that the question of density could best be addressed through zoning, eliminating unnecessary government hurdles and cost to the applicant.

In making the decision to move residential densities to the Zoning Ordinance, a common fear became apparent. The fear was that many of the historic structures would be either removed or damaged extensively by new development.

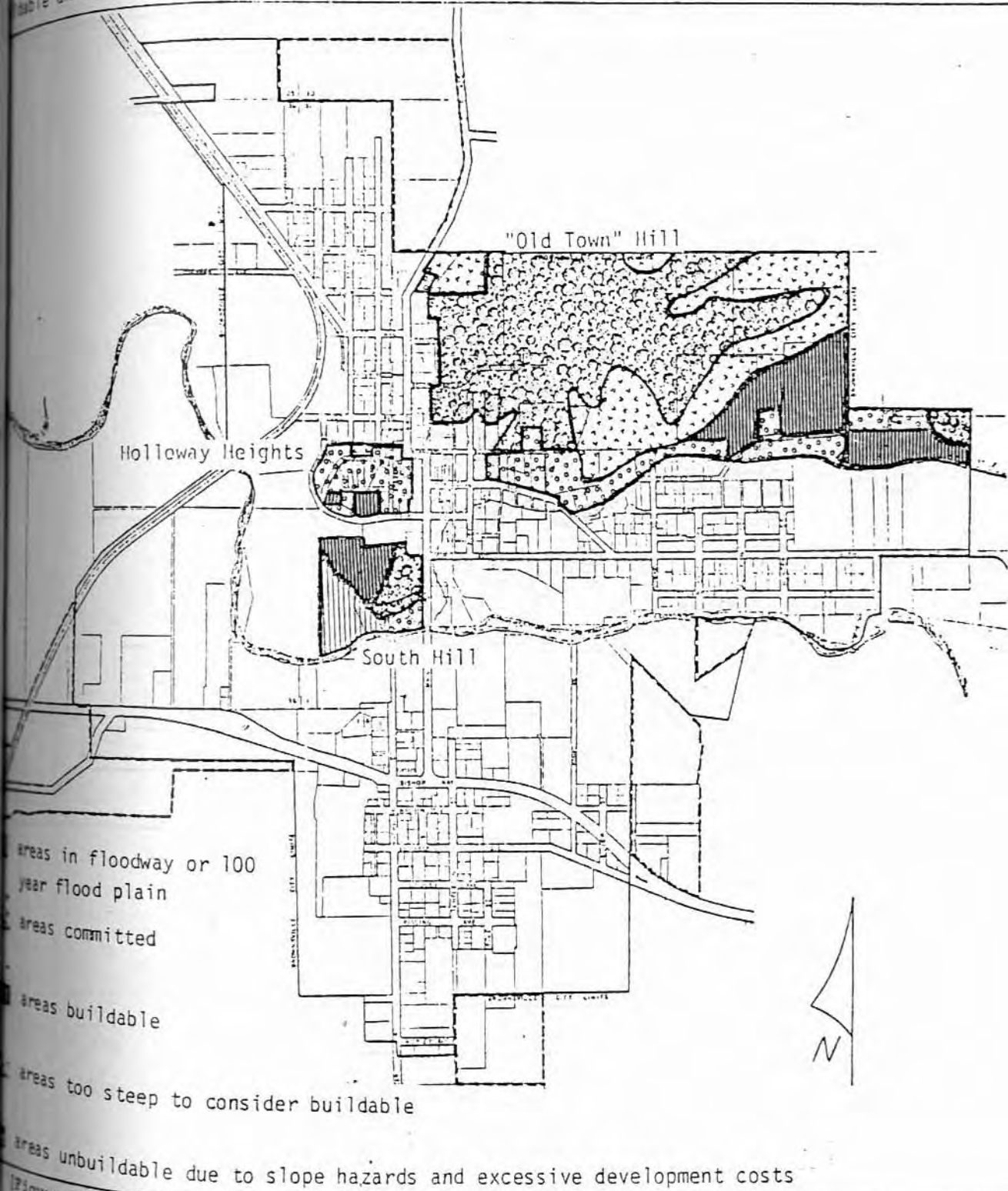
In an effort to protect the historic integrity of the structures and the neighborhood in which they are located, policies were formulated to aid in decision making on density location and demolition procedure.

The three (3) residential densities were deemed important to meet the housing needs of the community and to provide optimum land usability.

Industrial: The Comprehensive Plan Map identified industrial areas. All industrial areas are located south of the Calapooia River. Much discussion and consideration was given to industrial location. The ultimate conclusion was based on access, considering that it is important for an industry to have ease of access to the major transportation facilities (Highway 228 and the

Figure 15.7

Buildable and unbuildable Areas of the Special Development Zone



areas in floodway or 100 year flood plain
areas committed
areas buildable
areas too steep to consider buildable
areas unbuildable due to slope hazards and excessive development costs

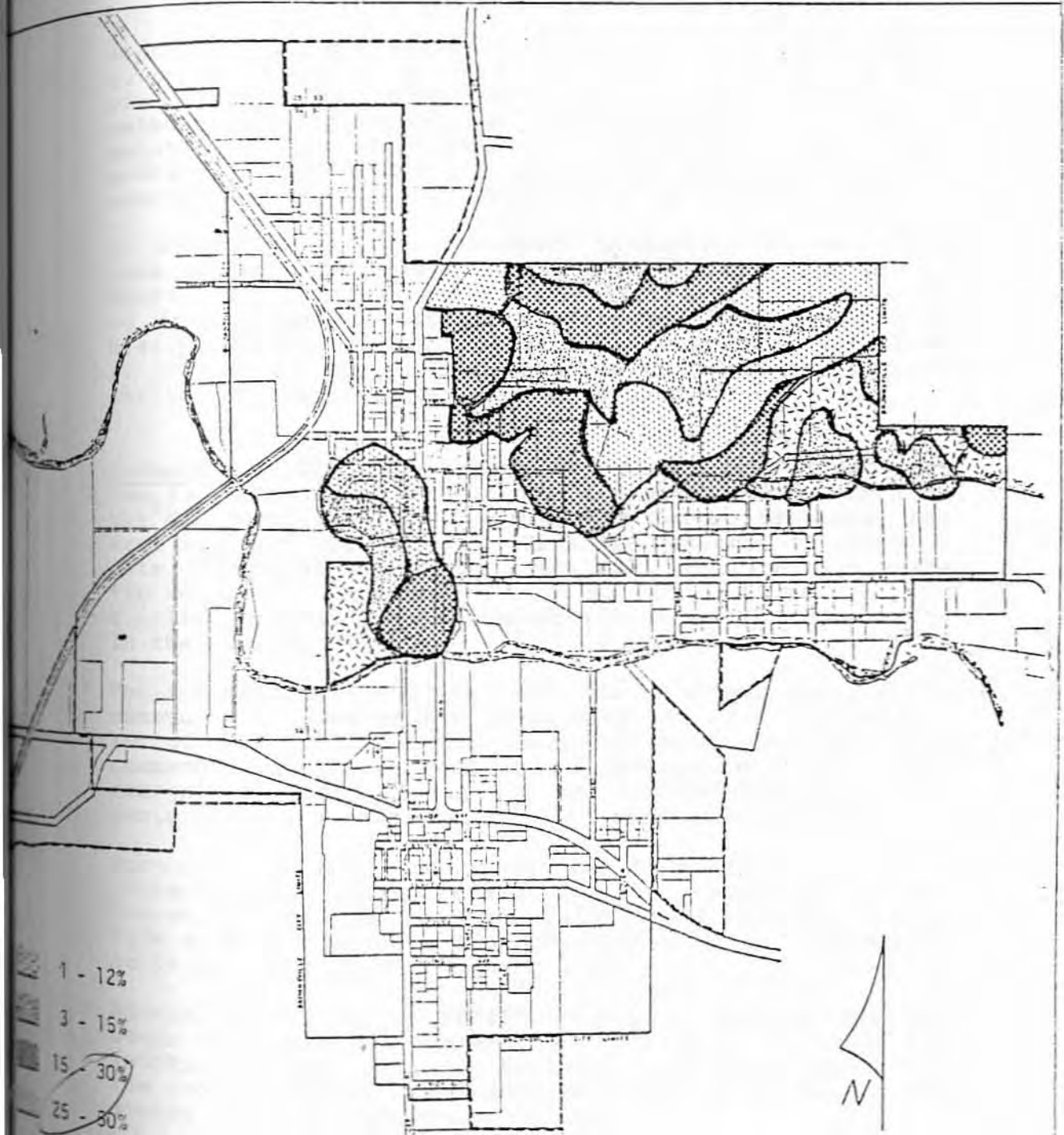
[Figure 15.7 added by Ord. No. 524, sec. 12, passed Sept. 8, 1981.]

BROWNSVILLE

SCALE:

Figure 15.8

Special Development Zone Slopes Map



[Figure 15.8 added by Ors. No. 524, sec. 12, passed Sept. 8, 1981.]

BROWNSVILLE

SCALE: 1" = 1000'

Southern Pacific Railroad) and that by directing industry to the areas south of the Calapooia River, the integrity of the Old Town commercial area and the residential neighborhoods of North and East Brownsville would be maintained (any industrial location north of the Calapooia River would have to pass through commercial or residential areas on the existing transportation network).

It should be pointed out that, historically, there has been industrial activity north of the Calapooia River. However, until transportation facilities can be improved to insure that industrial traffic will not overtax or disrupt commercial and residential areas, the locations as identified on the Comprehensive Plan Map should meet the industrial location needs of Brownsville.

Commercial: The Comprehensive Plan Map identifies two (2) commercial areas. The commercial area north of the Calapooia River is the Old Town Commercial area, the area south of the Calapooia River is designed to accommodate commercial activities which will generate high traffic volumes. Although the Plan Map does not make a distinction between the two commercial areas, policies within the plan do.

Commercial zones accord to the existing Comprehensive Plan

The intent behind the two areas can be summed up with the community's concerns for preserving the historic character of the Old Town area, the realization that Old Town commercial activities are easily accessible on foot, and recognition that parking and the bridge over the Calapooia River are obstacles to high traffic volumes.

- 2 Distinct Commercial Activity Zones

Economic growth, however, need not be stifled because of transportation obstacles and historic preservation. The commercial area south of the Calapooia River should provide available space and opportunities to any commercial activity which chooses Brownsville.

Special attention to traffic flows on Highway 228 and South Main Street is necessary in order to maintain the function of the roads and to avoid hazardous situations. The two commercial areas provide favorable locations for a wide range of commercial activity.

Overlay Designations: The flood hazard overlay is designed to prevent the loss of life and property. The

Federal Insurance Administration, under the Department of Housing and Urban Development, has established guidelines which must be followed and implemented through local ordinance. Brownsville, like most communities with flood hazards, is participating in the Flood Insurance Program.

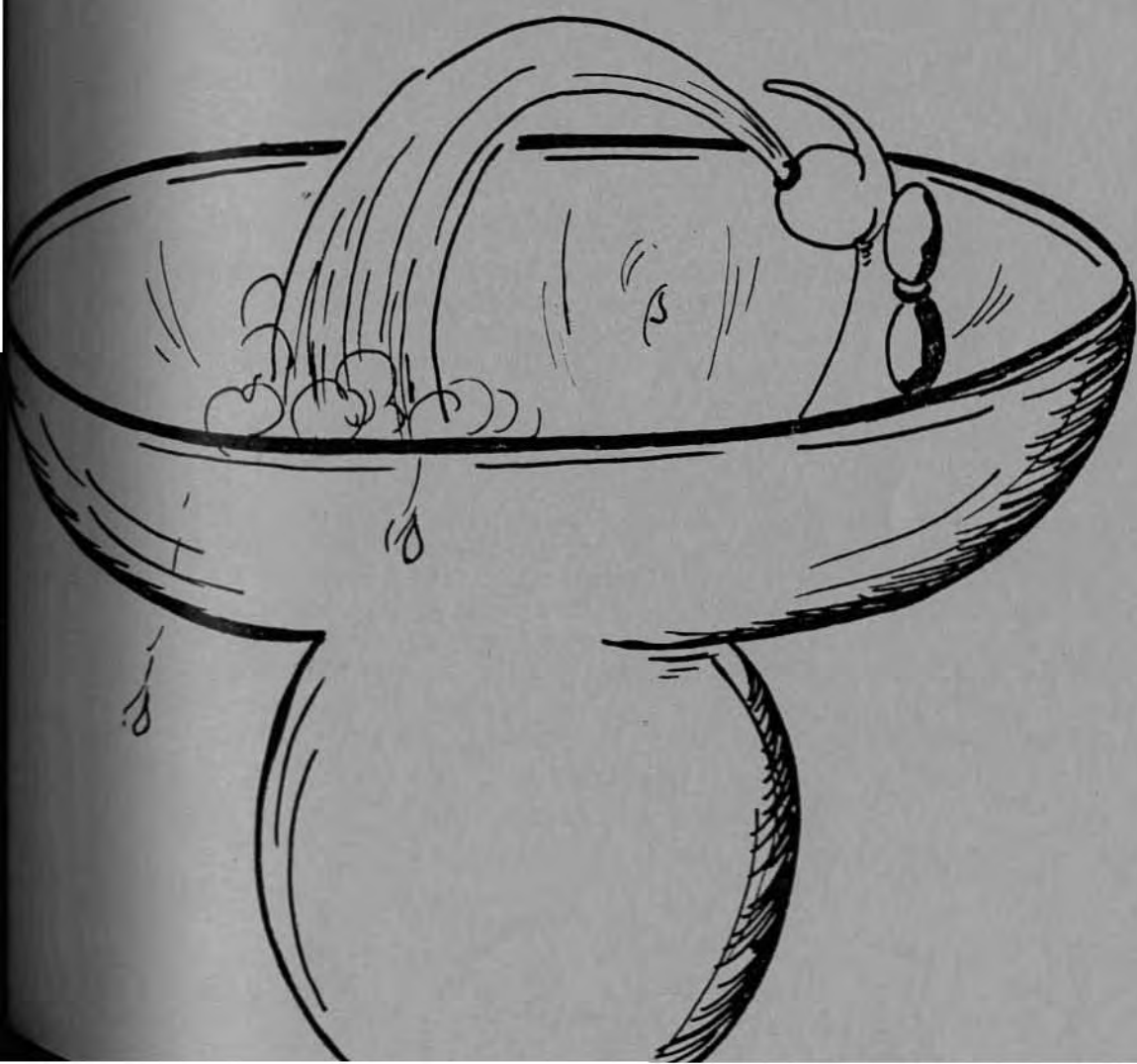
Much of the area that has been identified as a flood hazard is sparsely developed. This may in part be due to the historical awareness of the potential hazard associated with flooding in these areas. However, as land prices rise, the desire to develop identified flood hazard areas will most likely increase.

The City of Brownsville and the Federal Government have the responsibility to make citizens aware of the potential hazard associated with flooding and to oversee development to insure existing and future residents that the development will not complicate the potential flood hazard.

Resource Overlay Designation: Figure 3.0

The resource overlay is designed to recognize the value and importance that aggregate resources have to the community. Because of the nature of resources, they are limited and dispersed throughout the community. The resource overlay approach is a workable regulation method. The City of Brownsville will be in a position to: realize the economic benefits of primary extraction; encourage local utilization of resources; and benefit from the subsequent use of the sites.

PUBLIC FACILITIES AND SERVICES BACKGROUND STUDIES



PUBLIC FACILITIES AND SERVICES

Citizens of Brownsville are reminded daily of the condition of many of their public facilities. The citizenry is also aware that improvements cost money. Within this section on Public Facilities, the existing condition of the facilities is addressed. Further on in this text, under Goals and Policies for Public Facilities, are found many statements which commit the city to a course of action. It should be noted that the commitments to improvements are not commitments for the city to spend money it does not have.

The plan calls for the city to take two (2) relative new steps in facility improvements. (1) The establishment of a capital improvement program, and (2) The establishment of a systems development charge.

- (1) The capital improvement program will be directly tied to the financial capabilities of the City. It will also require that facilities be improved or developed based on a priority system which addresses needs of the community.

Through the capital improvement program, the City will have to take a careful look at all aspects of facility improvement or development in order to determine a time frame in which projects can be successfully completed.

For example, there will be projects which can be completed within a fiscal year, and there will be projects which (because of cost) will need to have funds budgeted several years in advance. For the long range facility improvement projects, the community will need to have a strong commitment to the project.

- (2) The second step that the plan calls for is the systems development charge. This is not entirely new to Brownsville as currently new development must pay to connect to the water and sewer systems. However, under the current systems charge, no provision is made for extending services. This has led to many undersized lines being extended into areas with greater growth potential than the line can handle.

Under the systems development charge, a method will be established to extend services which will be able to serve both existing and potential development proposals. In addition to sewer and water, the systems development charge will also cover improvements to streets, pedestrian ways, and lighting.

Facility improvements and development should also be aided through programs by the Federal, State and County governments. Such programs will require the City to actively pursue funding from various Federal, State, and County agencies.

It is therefore important that the plan identify desired improvements and establish a method by which improvements can be identified as time goes by and the needs and attitudes of the community change.

The remainder of the Public Facilities Background Study will address existing public facilities and services and private utilities.

Brownsville has a variety of public facilities. These include: the water supply system, the sanitary sewer system, drainage programs, streets and sidewalks, fire and police, solid waste disposal, schools and education, parks and recreation, city buildings and services, and private utilities. Each of these facilities will be discussed in the following text.

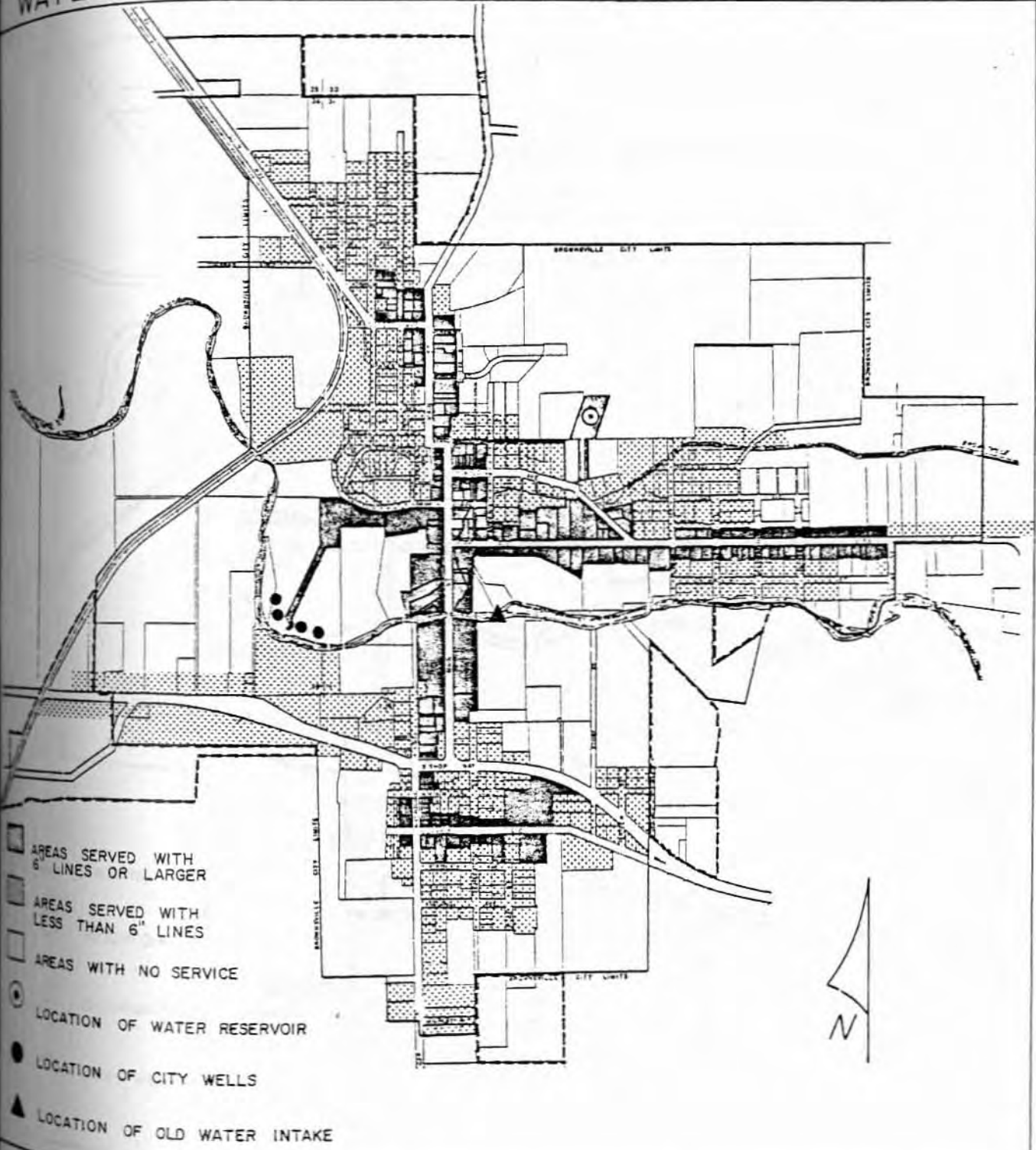
Water Supply: Figure 16.0 & 16.1

The existing water supply system owned and operated by the City, derived water from the Calapooia River through an infiltration gallery which was constructed in 1951.¹ This method is considered to be unsatisfactory by the city as low summer water levels necessitate restrictions on water consumption. To solve the problem the city has developed a well field consisting of five shallow wells, located in Pioneer Park, adjacent to the Calapooia River. The design is to have each well pump at least 100 gallons per minute. Although the well field has been developed, it is not at this time in operation, and there is some question regarding the ability of the wells to produce

1. Kraus and Dalke, Report for the Brownsville Water Supply System.

Figure 16.0

WATER SYSTEM



BROWNSVILLE FACILITIES MAP

SCALE: 1" = 100'

Figure 16.1

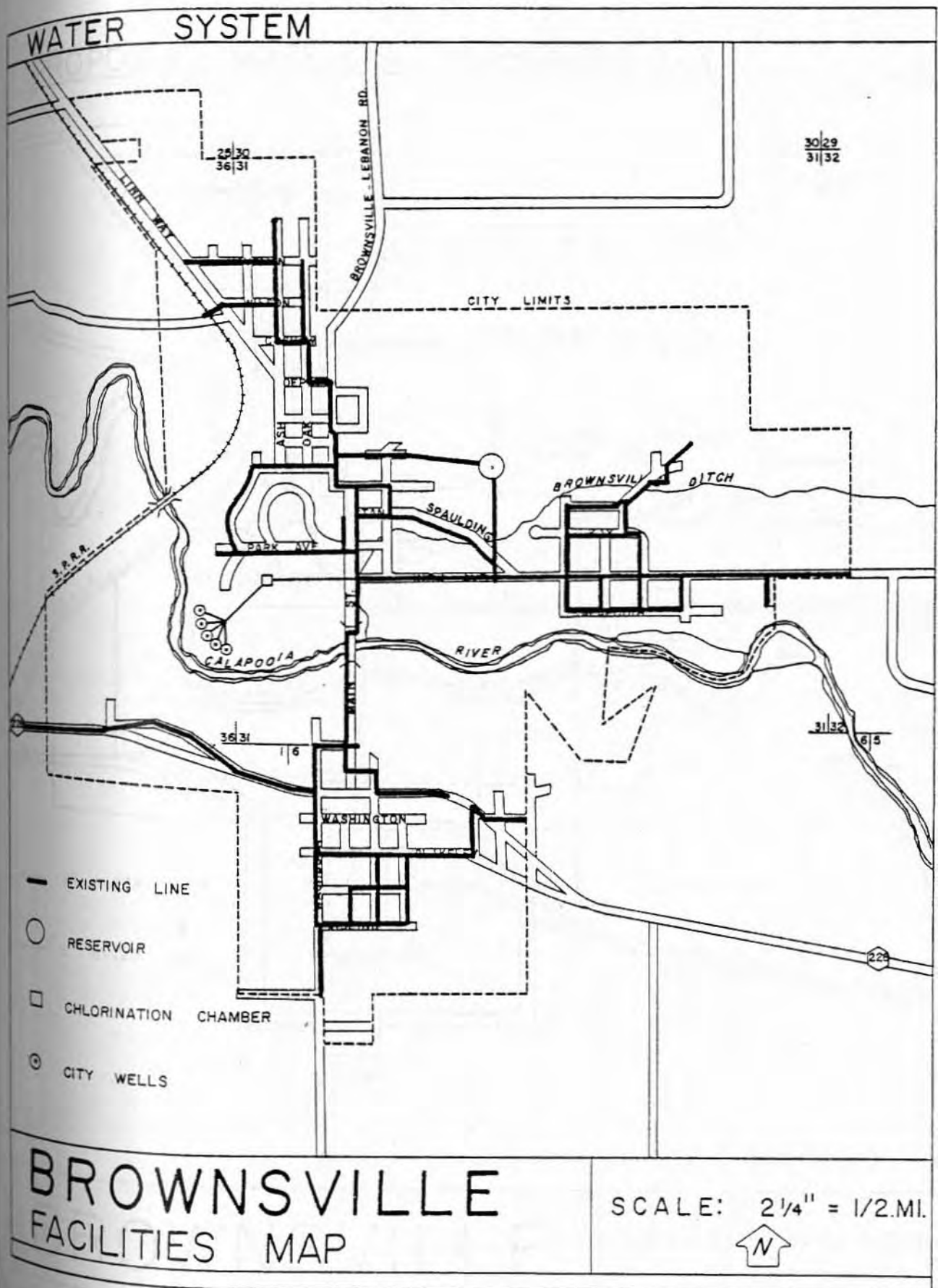
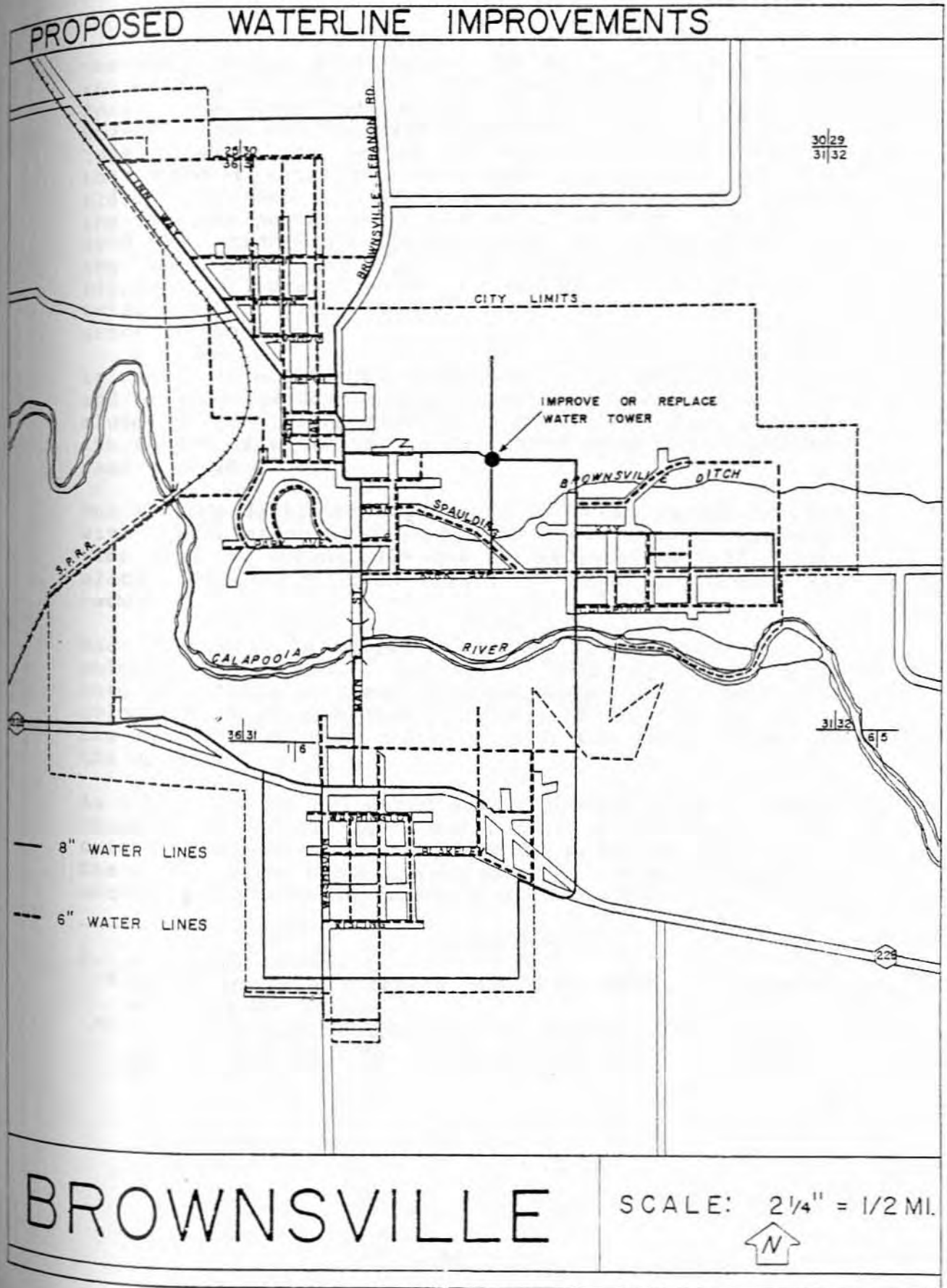


Figure 16.2



the designed amount of water (100 gpm each). Because of the location of the well field, the City will continue to derive its water supply indirectly from the Calapooia River. Using the standard engineering figure of 100 gallons of water per person per day, it can be estimated that current water use in Brownsville is in excess of 128,000* gallons of water a day for personal use. Using the same per person water use rate, and the 1990 and year 2000 population projections, it can be estimated that in the year 1990 total personal water use will exceed 170,000** gallons of water per day and in the year 2000, total personal water use will exceed 215,500** gallons of water per day.

It should be noted that commercial uses, industrial uses, and Brownsville Elementary School water use is not included in the above figures. These uses will increase the amount of water use as all these activities will expand through time.

The average daily consumption in 1972 was 88,335 gallons with a population of 1100.² The average daily consumption of water during 1979 was 115,640 gallons with a population of 1280.* This figure is based on actual city records.

Once the water is pumped from the infiltration gallery, chlorination is added through a diffuser pipe mounted into the discharge lines from the pumps. This method of chlorination is also unsatisfactory as the far reaches of the system have less chlorine than the areas closer to the source.

As a part of the new water supply system, a chlorination chamber was added. The chlorination chamber (which circulates the water through chlorine prior to delivery to the distribution system) will provide a more satisfactory method of chlorination than is now available.

2. Kraus and Dalke.

* Based on 1979 Portland State University Population estimate of 1280.

** Based on Oregon District 4 Council of Governments projections of 1700 for year 1990 and 2155 for year 2000.

the new supply and chlorination systems are scheduled to come on line in the spring of 1980.

Water Distribution and Storage: Water is currently pumped into the distribution system which consists of pipes ranging in size from eight inch down to 3/4 inch. When the distribution system is full the excess water is channeled to a 250,000 gallon concrete reservoir located on the hill north of Old Town. There are several problems associated with the distribution and storage systems. The distribution system can best be described as a cobweb of undersized pipe. Many fire hydrants are connected to four inch mains which are unable to produce optimum fire flow. These mains could collapse during a fire if water is pumped through fire trucks too rapidly.

Many dead end lines and undersized lines cause low water pressure and obstacles to new development, as existing lines may be unable to support additional development. The existing 250,000 gallon water reservoir leaks and it is questionable whether the water storage could supply the city for a three day period as recommended by the Department of Environmental Quality.

A potential problem also exists with regards to water distribution to South Brownsville. At present, water is supplied to South Brownsville through a single six inch main suspended under the bridge on Main Street. If this line were damaged the water supply to South Brownsville could be reduced or even cut off.

Prior to replacement of undersized water lines the City will need to study all possible alternatives, which could include using existing lines as back up or secondary feeder lines.

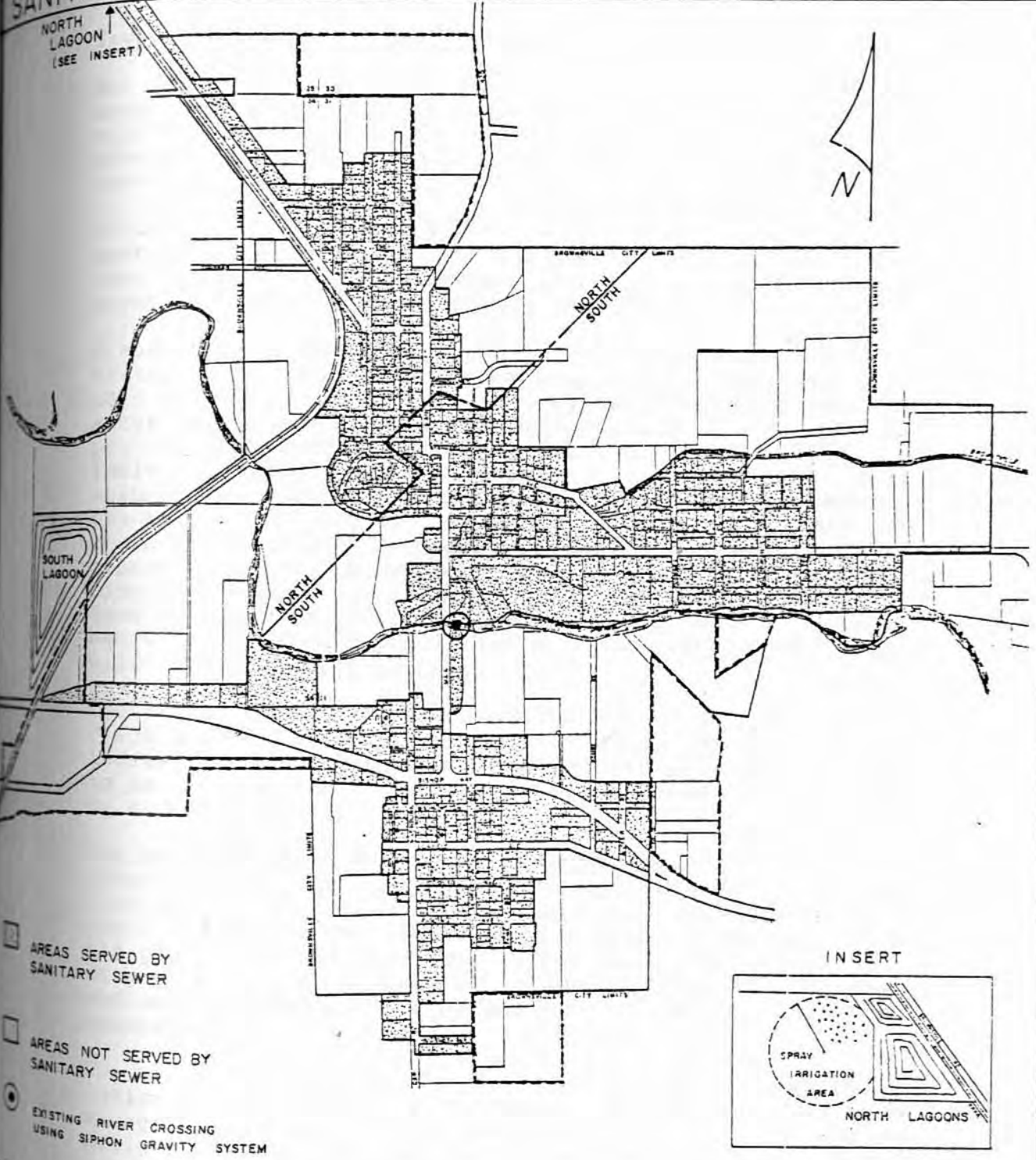
Sanitary Sewer Systems: Figure 17.0

The City of Brownsville owns and operates the sanitary sewer system. The system consists of two independent pipe networks, one serving the north part of the City and the other serving the south. Both pipe networks are gravity flow and both connect to stabilization ponds (lagoons). The major part of the collection system was constructed in 1964. However, older lines are also in use within the system.³

3. Kraus and Dalke, Sanitary Sewage Facilities Plan Report, 1974.

Figure 17.0

SANITARY SEWER SYSTEM



BROWNSVILLE FACILITIES MAP

SCALE: 1" = 100' 0" 200' 300' 400'

Sewer and Water Systems Capacity

The ability of a city to supply services, especially sewer and water facilities, will help to determine the city's growth rate. The opposite is also true, with the growth rate determining the future need for city services.

At this time, Brownsville has just completed the development of a new water source and is in the process of expanding its existing sewage lagoon, and installing a spray-irrigation form of sewage treatment.

Krause and Dalke, Inc. and CH₂M Hill, Inc., Consultants, have estimated the maximum design capacities of both these systems. The water system should be able to serve 2,027 people at a consumption rate of 150 gallons per day per person (averaged over the entire city and including commercial and industrial development). This assumes an increase in use from the current average of 120 gallons per day per person to 150 gallons per day per person. This also assumes that the system will work to capacity. Both assumptions tend to cancel (if consumption does not go up, use will not rise, but if the system does not work to capacity, the water will not be there to use). At a maximum population of 2,027, the water system will reach capacity in 1998.

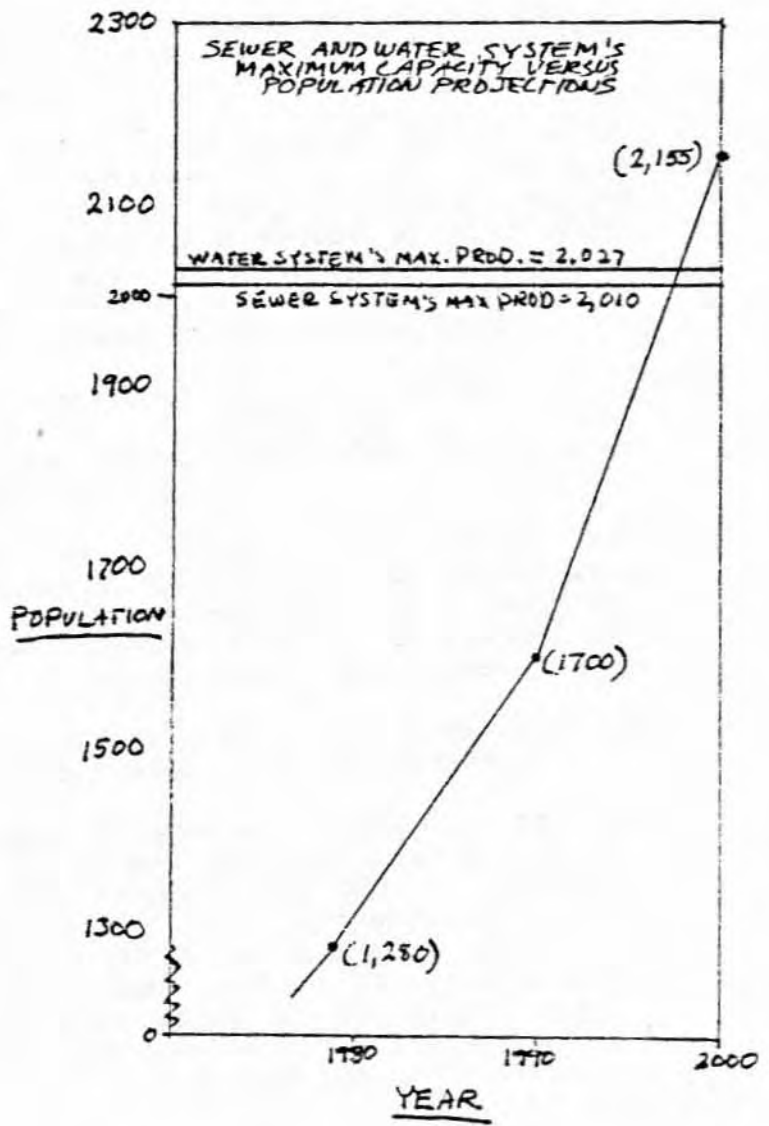
The sewage system, at a 2,010 population capacity, will reach capacity in the same year. (If water use does not increase or decrease, then the facilities will not have to be expanded so quickly and long-run tax dollars will be saved).

The comprehensive plan requires that facilities and utilities capital improvement be reviewed for adequacy every five years. As well, the comprehensive plan review process requires review of all city systems concurrent with the plan. By 1983, the year of the next plan review, the city will know a lot more about the capacity of its sewer and water systems while having time to adjust to needed changes.

The City will have to closely watch not only total population increases but also total water consumption and sewage system use. This will allow the city, on short notice, to estimate the costs and effects of a large sewer or water user moving into town, or a sudden surge in population.

Table 18

POPULATION PROJECTIONS	
	Total Population
1980	1340
1990	1700
2000	2155
SYSTEM CAPACITY	
Water	(maximum) 2,027 people
Sewer	(maximum) 2,010 people
SYSTEM OVERLOAD	
Water:	1998
Sewer:	1998



Observation of total consumption may occur through city billing records, surveys, and facility operation data.

Under an improvement program now in progress, much of the existing collection system both north and south will be grouted to seal out infiltration and inflow.

Both collection systems have pneumatic ejector type lift stations pumping the sewage from the gravity collection to the stabilization pond elevation.

The south collection system utilizes a siphon to cross under the Calapooia River.

Sewage treatment facilities are currently being improved and enlarged, under a grant from the U.S. Environmental Protection Agency (E.P.A.).

The north treatment facility will consist of a lagoon capable of holding 52.82 acre feet of sewage. Chlorine will be added prior to utilizing spray irrigation during summer months (growing season) as a method of discharge. Because the north system will utilize spray irrigation which is considered innovative by the E.P.A., 85% of the cost of development was covered in the E.P.A. Grant.

The land on which the sewage from the north system is to be applied will continue to be farmed. It is believed that application of treated sewage will enhance the agricultural potential of the land.

The south treatment system is also being enlarged and will be capable of holding 28.06 acre feet of sewage when completed. Treatment will consist of holding and settling during the summer months with chlorination and release into the Calapooia River during the winter.

The City has received permission from the Department of Environmental Quality to discharge treated sewage.

Problems With the System: Maintenance needs to be increased to maintain the system in good operating order. The River crossing system (siphon) should be watched to be kept in the best working order. Once the new facilities are complete and all work to stop inflow and infiltration is complete, the system will be in optimum working order. However, in some areas of the City the ends of the collection system are near the surface which will prevent the extension of the system on gravity flow.

Drainage: Soil conditions and the natural landscape of Brownsville do not create adequate drainage. Human activities have in many places aggravated the situation. At present, the city is not following a specific plan to eliminate drainage problems. Most problems, once identified, are addressed on a site specific approach.

The city has formed a committee to look into solving the city's drainage problems. In the past, several studies were developed to address drainage. However, no study has been approved. The major obstacle to the adoption and implementation of a drainage study has been the lack of community support and funding.

Studies which have been developed to address drainage in Brownsville include:

- 1) Study and Master Plan for Brownsville Drainage Systems, prepared in 1963 by Westech Engineering.
- 2) U.S. Soil Conservation Service's Drainage Study for North Brownsville.
- 3) Kraus and Dalke Drainage Study for South Brownsville.

Streets and Sidewalks are viewed as public facilities. They supply a public need, transportation. Streets and sidewalks (motorized and non-motorized traffic) will also be addressed in the transportation section of the background studies.

There are few streets and sidewalks in Brownsville which are in good repair. Most streets which are the sole responsibility of the city are either gravel or have a deteriorated hard surface. The same can be said for sidewalks.

Many streets in Brownsville only exist on paper. These streets were platted when the land was divided. Where no developments took place, the streets were never put in. Many of the paper streets were created in the mid 1800s. Problems arise when landowners attempt to develop on a paper street or when new development tries to conform to paper street patterns. The City has experienced and approved many requests for street and alley vacation. Although the result has not created landlocked parcels, the long term result of vacation may reduce access alternatives.

A major area of access concern is the hill north of Old Town.

Other problems associated with streets and sidewalks can be solved through a street and pedestrian plan and through systematic street improvement.

One obstacle to street improvement is the lack of a drainage plan. It has been stated that, if it were not for the gravel streets, drainage problems would be worse.

Fire and Police Service: Figure 18.0

Fire protection has become a topic of community concern. In the 133 year history of Brownsville three (3) major fires have repeatedly destroyed virtually all the commercial area of the city. Negligence of fire protection is hopefully a thing of the past. The city currently contracts with the Brownsville Rural Fire Protection District. The fire station is located at 255 North Main Street. The Brownsville Rural Fire Protection District is an all volunteer operation.

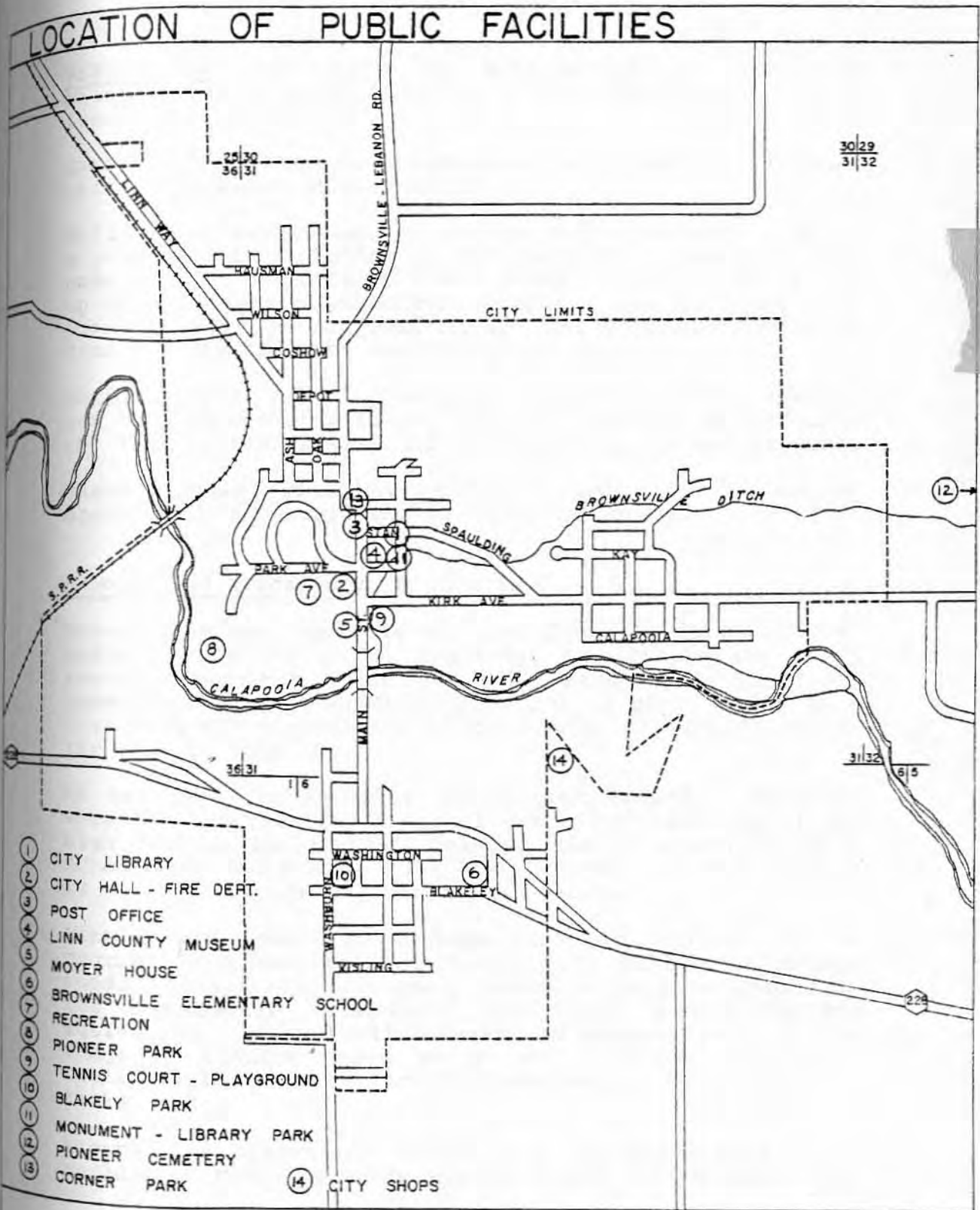
Police service in Brownsville is no different for city residents than for county residents at this time.

Prior to 1977, Brownsville had its own police force which for the most part was a one man operation. Upon resignation of the Brownsville Police Chief in 1977, the city decided to contract with the Linn County Sheriff's Department.

Contracts with the Linn County Sheriff's Department are not generally subject to modification or arbitration by the city. The contract is a complete package for a specific amount.

In 1978, the city accepted a contract with the Linn County Sheriff's Department. In 1979, the city was having financial difficulty and requested a reduction in the contract with the county. The county would not reduce the terms or cost of the contract and, as a result, city voters rejected the 1979-80 budget earmarked specifically for police protection. There is no way to determine if voters will again reject the budget for police protection.

Figure 18.0



BROWNSVILLE

SCALE: 2 1/4" = 1/2 MI.



Solid Waste: The City of Brownsville is currently being served by Sweet Home Sanitation Service which utilizes the Lebanon Landfill.

Garbage collection in Brownsville is covered by a franchise with Sweet Home Sanitation.

Solid waste can be both a problem and a resource. It is a problem when it builds up and there is no place to dispose of it. In today's "throw away" society, the build up of solid waste can occur rapidly. The improper disposal of garbage may lead to unsightly neighborhoods or find its way into the roadside ditches.

Solid waste is also a resource. Many packaging materials can be reused or recycled, thus eliminating or reducing the need for landfills, and saving energy in the process.

Waste disposal will have to be looked into as part of Brownsville's overall energy reduction program.

Schools and Education: Figure 18.0

Brownsville was the site of Linn County's first school. Built in 1848 by H. H. Spalding, the little log cabin school house sat about one mile east of Brownsville. Today, Brownsville Elementary School, a part of the Central Linn School District #552, is the only school facility in full-time use.

At one time, Brownsville had a high school. However, when the Central Linn District was established and a new high school built near Halsey, the Brownsville High School was abandoned. The old Brownsville High School is now the city owned recreation center.

Linn Benton Community College currently offers limited courses in Brownsville utilizing City Hall as a classroom. Classes are currently aimed at helping people in the Brownsville area earn their high school diploma equivalent. However, if interest is demonstrated, a wide range of classes could be offered. Local industries could utilize this service to train employees in specific tasks.

Brownsville Elementary School is a one story wood frame building. School grounds include a recreation area. The

school houses grades 1-4 and has a capacity of 230-250 students. The average daily attendance in 1979-80 was 173.⁴ Brownsville Elementary School is the oldest in the district and may require remodeling before the year 2000.

The district as a whole has been losing enrollment, especially in grades 1-4. Brownsville Elementary's population has been stable, and will probably follow district trends for the foreseeable future. The only factor that could change the enrollment of the elementary would be a sudden influx of young families with children, and such a dramatic change has not been foreseen by the city or the school district.

Brownsville Population Statistics and Projections

Year	1970	1980	1990	2000
Tot	1034	1340	1700	2155
* 0-9	160			
* 10-15	136	296	263**	312**
16-54	478	-	-	-
55-61	87	-	-	-
62+	173	-	-	-
PpH	3.05	2.6	2.55	2.25

* School age population arbitrarily taken as 0-9 + 10-15. This will result in an overestimation, but with the small size of the population, the rate of error is also high.

**Number of school aged children are estimated using the following method:

It is assumed that the ratio of children in the persons per household (PpH) figure will remain constant, and that children will continue to mostly reside in 2-parent families, i.e. $3.05 - 2$ (parents) = 1.05

(other) $\frac{1.05}{3.05} = 34\%$ of population in households over 2 persons.

No. of children in 1970 is 296 ($160 + 136$), which is 29% of the population $\frac{296}{1034}$.

Assumed: this ratio of 34% over two people to 29% children will hold constant to the year 2000 $\frac{29}{34} = 85\%$. This will allow us to calculate number of children in the city in accordance with declining household size.

In 1980, the PpH ratio is expected to be 2.6 and the population 1340.

$2.6 - 2.0 = .6 \div 2.6 = 23\%$. 85% of this number should be children,

giving 19.6%. 19.6% of 1340 = 263 children. The 1990 and 2000 children's populations can be calculated similarly:

1990: $2.55 - 2.00 = .55 \div 2.55 = 22\% \times 85\% = 18\% \times 1700 = 312$.

2000: $2.25 - 2.00 = .25 \div 2.25 = 11\% \times 85\% = 9.5\% \times 2155 = 204$.

4. Oregon School Directory 1979-80, Oregon Department of Education.

Analysis

Total number of children in Brownsville will peak around 1990, with a valley occurring 10 years later. The sudden change will be due to a rapid decline in household size in the decade, combined with a relatively small population increase. Total demand for school facilities will decrease slightly between 1970 and 1990 ($5\% = \frac{312-296}{312}$), putting virtually no burden (except maintenance and rehabilitation) on local school capacity.

Parks and Recreation: The City of Brownsville has a variety of parks within the city limits. The following is an inventory of these facilities: (Figure 18.0)

- 1) Pioneer Park (20 acres) Picnicking, camping, swimming and fishing (in Calapooia River) river access, children's playground, baseball field, historic picture gallery (enclosed structure), pavillion and covered outdoor stage, open air amphitheater, restrooms, and open space. Pioneer Park is the site of the annual Linn County Pioneer Picnic.
- 2) Tennis court-playground complex at corner of Kirk Avenue and Main Street. (.15 acre) Fenced and paved tennis court with net, playground apparatus, storage for city materials.
- 3) Blakely Park (.15 acre) Historic monument of Brownsville's first store, open space.
- 4) Corner Park: Main Street and Stanard Avenue (<.10 acre) Plantings and bench.
- 5) Monument-Library Park: corner of Park Avenue and Averill Street (.32 acre) Open space, picnicking, historic monument, landscaping, Brownsville Ditch (historic mill race, water feature) behind city library.
- 6) Recreation Center (indoor) Old Brownsville High School building. Basketball court (wood floor), volleyball, church and civic group gathering site, stage, Boys Club, flea markets, carnival, pre-school programs, summer recreation programs, restroom facilities (downstairs).

- 7) Moyer House (Linn County owned):
Historic House open to public (limited hours).
- 8) Linn County Historical Museum (County owned):
Houses historic pictures and objects of pioneer days.
Open to public (limited hours).
- 9) Senior Citizen Center:
Social gathering area in Old Town.
- 10) Old Town Parking Lot:
Vehicle parking, restrooms, picnic tables.
- 11) Old Town Fountain:
Brass ornate drinking fountain on sidewalk along Main Street.
- 12) Pioneer Cemetery (8.51 acres):
Historic cemetery, picnicking, view point, city owned, outside east city limits.
- 13) Calapooia River:
Swimming, fishing and boating, site of annual tug of war associated with Pioneer Picnic.

The City of Brownsville currently has a person to park ratio of sixty people to one acre. The City of Brownsville can be proud of its fine recreational facilities and should seek to maintain and improve these facilities as need and economics permit. To aid in park improvement and development, grants are available through the State Bureau of Outdoor Recreation and the Linn County Parks Department.

Regional park facilities are limited to the Linn County owned McKercher Park (four miles east of Brownsville along Highway 228). Activities include picnicking and swimming (Calapooia River access).

City Buildings: Figure 18.0. The City of Brownsville owns three buildings which house a variety of uses. They are:

- 1) City Hall, corner of Main Street and Park Avenue.
Houses city offices, Council chambers and fire station.* At one time this building was a church.

* The Brownsville Rural Fire Protection District has 9 vehicles including an emergency rescue van. All vehicles are housed at the fire station.

It is constructed of brick and wood. The fire station was added and is constructed of cement block.

- 2) City Library, corner of Spalding Avenue and Averill Street. Open to public. Houses 10,975 circulation volumes. Meeting room available to public for fee.
- 3) Recreation Center (addressed under parks).

Health Care Facilities:

The private clinic facility in Brownsville offers part-time services of physicians, and X-ray and emergency care facilities. In addition, a dentist holds office hours twice weekly. The city can rely, for convalescent purposes, on approximately seven nurses residing in the area.

For other types of health care, residents of Brownsville must rely on facilities available in Albany, Lebanon, or Sweet Home. Population projections for Linn County point towards more rapid and concentrated increases in these urban areas. This has lead the Linn County Department of Health Services to envision satellite service centers in Lebanon and Sweet Home, which would adequately serve residents in the Brownsville area. The list below provides current information on health care resources.

- 1) Linn County Department of Health Services

Public Health Division
Courthouse Annex
Albany, Oregon 97321

Provides: Family planning, prenatal, home health, well-child, keep-well, immunization, venereal disease, communicable disease, vital statistics, health education, and laboratory services.

Serves: Linn County, Most services provided in Albany, Lebanon, and Sweet Home.

Funding: Federal, County, fees, and March of Dimes.

Mental Health Division
Courthouse Annex
Albany, Oregon 97321

Provides: Individual and family counseling, group therapy, psychology diagnoses and testing, outpatient alcohol and drug services, mentally retarded and developmentally disabled services, information and referral, and alcohol and drug detoxification and rehabilitation.

Serves: Linn County (alcohol and drug detoxification and rehabilitation, Linn and Benton Counties). Most services provided in Albany, Lebanon, and Sweet Home.

Funding: Federal, State, County, and fees.

Environmental Health Division
Courthouse
Albany, Oregon 97321

Provides: Inspection of restaurants, swimming pools, foster homes, sewage systems, wells, hospitals, schools, tourist and travel facilities, and nuisance complaints.

Serves: Linn County

Funding: County and fees.

2) Albany General Hospital
1046 SW 6th
Albany, Oregon 97321

Provides: Hospital services. 24-hour emergency room services; outpatient lab and X-ray services.

Serves: Linn County

Funding: Fees and private donations.

- 3) Lebanon Community Hospital
525 N Santiam Hwy.
Lebanon, Oregon 97355

Provides: Hospital services. 24-hour emergency room services; outpatient lab and X-ray services.

Serves: Linn County.

Funding: Fees and private donations.

- 4) East Linn Hospital
Long and Holley Road
Sweet Home, Oregon 97386

Provides: Presently provides no hospital services and is an outpatient facility. It is staffed by 4 physicians and one physician's assistant.

Serves: East Linn County.

Funding: Tax levy, fees and National Health Service Corp.

- 5) Mid-Valley Speech and Hearing Clinic
2120 S. Pacific Blvd.
Albany, Oregon 97321

Provides: Diagnoses and treatment of speech and hearing disorders, hearing aid evaluation, aural rehabilitation therapy and industrial hearing conservation services, and consultation.

Serves: Linn, Benton, Lincoln, Polk, and Marion Counties.

Funding: Fees.

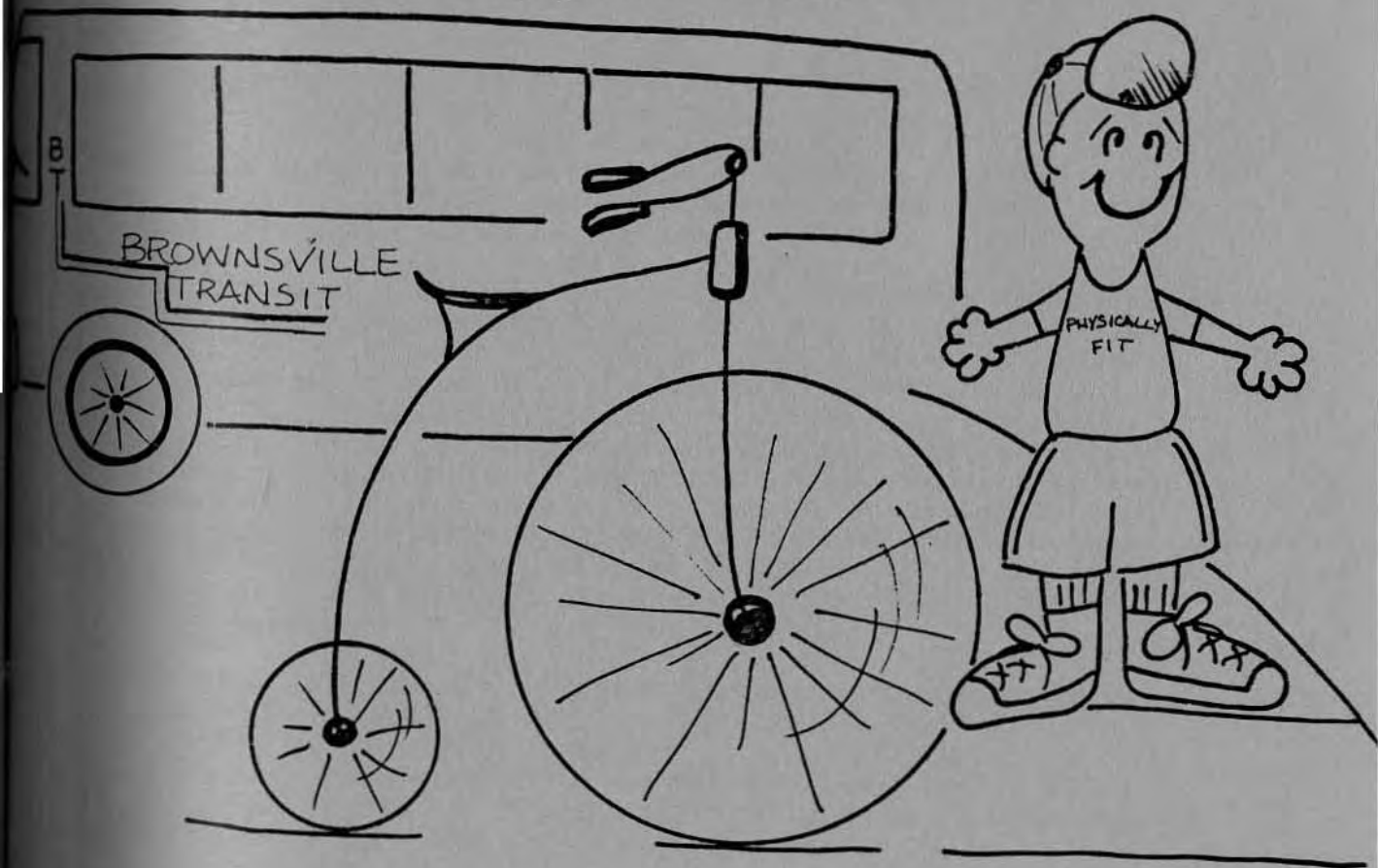
- 6) Ambulance Service
Available in: Albany, Lebanon and Sweet Home.

Private Utilities: The City of Brownsville is supplied utilities through private sector companies. These utilities include:

- 1) Electricity: Pacific Power and Light Company
Junction City office
- 2) Natural Gas: Northwest Natural Gas Company
Albany office
- 3) Telephone: Northwestern Telephone Systems, Inc.
Lebanon office
- 4) Cable Television:

All private utility companies active in Brownsville will from time to time because of maintenance and repair, disrupt service and engage in construction. Often the City is asked by residents to explain the presence of work crews from these utility companies. Often the City is unable to answer the questions. This inability of government to respond may be minor, but it does little for effective communications between local government and the citizens. Construction activity of private utility companies could be coordinated with local city improvements if both the City and utility companies knew what the other had planned. One way this coordination could be implemented would be for the City to file its capital improvement plans with the utility companies. This type of coordination could reduce cost and minimize the inconvenience associated with construction.

TRANSPORTATION BACKGROUND STUDIES



TRANSPORTATION

The City of Brownsville has in the past been able to profit from the movement of people and goods. Starting with Kirk's Ferry and aided by the westward migration of America and the discovery of gold in California, Brownsville was in a good position to profit from transportation. The east side Territorial Highway passed through Brownsville, bringing settlers, travelers, and fortune seekers.

Today, Brownsville sits in the shadow of the major regional transportation links; Interstate Highway 5 and the main lines of the Southern Pacific Railroad and the Burlington Northern Railroad. Brownsville has been bypassed.

The bypassing of Brownsville must have begun when the first north-south roads were opened through the Willamette Valley, no longer necessitating travel along the foothills.

Although not being in the main stream has undoubtedly had a negative economic impact on Brownsville in recent years, the City has been able to avoid many of the undesirable effects associated with development along regional routes. The location of Brownsville may again prove to be desirable for many reasons.

One important factor is Brownsville's closeness to Interstate Highway 5, approximately 3 1/2 miles west of the City. Another factor is the regional population centers of Eugene-Springfield and Corvallis-Albany, of which Brownsville finds itself at the approximate locational midpoint. When one considers the possibilities which can be derived by a midpoint location between educational and research facilities available at the University of Oregon, Oregon State University, Lane and Linn-Benton Community Colleges and the opportunities and needs of established commercial and industrial centers, Brownsville's location is an asset.

Locally, Brownsville's transportation network has many desirable qualities. State Highway 228 passes through Brownsville providing a direct link to Interstate 5 and Sweet Home, and indirectly to the Santiam Pass. Traffic counts on Highway 228 indicate that traffic volumes have increased by between 14-18% from 1969 to 1978, with an

average daily traffic count for all vehicles at the intersection of Highway 228 and Main Street of 3650 vehicles.

The Brownsville-Lebanon Road which is Main Street inside the city limits of Brownsville is identified as "Federal Aid System A481," making Main Street eligible for Federal aid money for improvements and providing a link to Lebanon. Traffic counts indicate that the average daily traffic flow of all vehicles at the northern city limits has increased by 37% from 1969 to 1978. Traffic count information for both Highway 228 and the Brownsville-Lebanon Road was obtained in the Traffic Volume Tables published by the Oregon State Department of Transportation.

Aside from Highway 228 and the Brownsville-Lebanon Road (FAS-A481), the other major transportation facility in Brownsville is the Mill City Branch of the Southern Pacific Railroad.

This railroad facility, which originates in Springfield, passes through Brownsville along the western city limits. The railroad continues north from Brownsville where it ties into the Tallman Branch, thus enabling freight connections between Brownsville, Lebanon, Sweet Home, Mill City, and Albany. From Albany, freight can be sent or received over the Southern Pacific or Burlington Northern main lines, with nationwide capabilities.

Although some wood products are currently being transported over the rails south of Brownsville, the line has been abandoned from Springfield to Coburg and abandonment applications are pending from Springfield to Brownsville.¹ However, from Brownsville north it can be assumed that the trackage is stable and will continue to be in use.

Line density, a measure of trackage use, has been determined to be 0 - 1.0 million gross tons. Track classes which regulate train speeds are established as Class 1 (south of Highway 228) and Class 2 (north of Highway 228). Class 1 has a maximum speed of 10 miles per hour, Class 2 has a maximum speed of 25 miles per hour. Weight restrictions on the Mill City Branch line are established at 263,000 pounds per 4 axle car.²

1. Oregon Rail Plan, Oregon Department of Transportation.

2. Ibid.

The rail facility in Brownsville coupled with Highway 228 can provide desirable access for industrial development. The existing industries in the Brownsville area, Woodex, Linn Plyboard, and Bohemia, Inc. all have rail access.

To provide for the safe and convenient movement of people and goods in Brownsville, a functional classification of streets was established. The classification was in part aided by the State Department of Transportation.

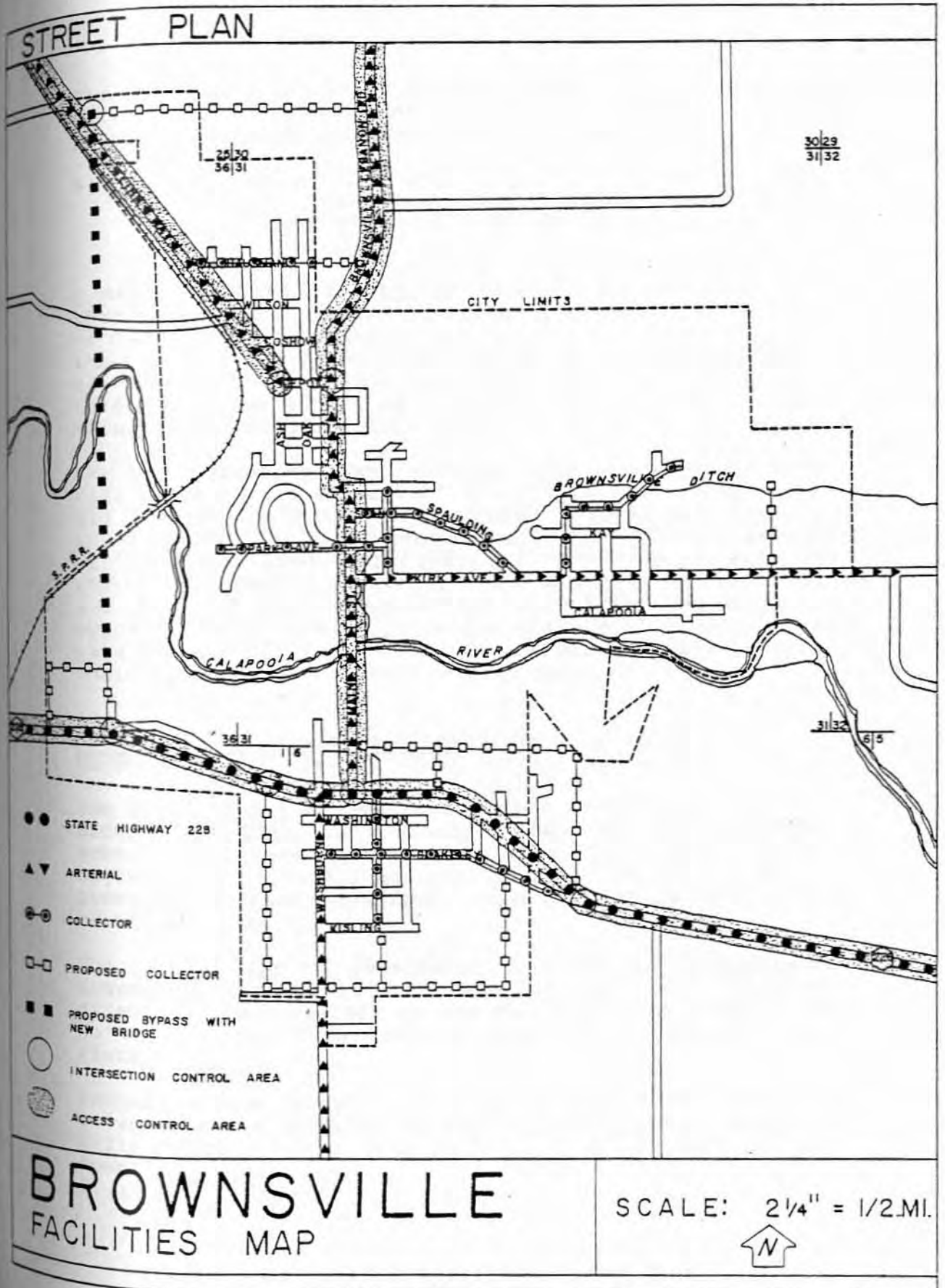
Functional classification (Figure 19.0) establishes the function of the street. Functions are helpful in establishing traffic flow and in street design as the street must be designed to carry the traffic flow.

In Brownsville, four (4) functional classifications were established. The following is a list of functional classifications of Brownsville streets in order of greatest to least traffic flow:

1. State Highway: Highway 228.
2. Arterials: Main Street from Highway 228 to northern city limits (U.G.B.).
Linn Way from northern city limits to and including Depot Street to Main Street.
Washburn Street from Highway 228 to southern city limits.
Kirk Avenue from Main Street to eastern city limits.
3. Collectors: Park Avenue from Pioneer Park to Averill Street.
Averill Street* from the hill north of Old Town to Kirk Avenue.
Stanard Avenue from Main Street to Averill Street.
Spalding Avenue from Main Street to Kirk Avenue.
Putman Street from Kirk Avenue north to and including Spalding Avenue* to the hill north of Old Town.
Blakely Avenue from Washburn Street to Highway 228.
Templeton Street from Highway 228 to Kissingling.*
Hausman Avenue* from Linn Way to Oak Street.

* Proposed extension with new street development.

Figure 19.0



The transportation plan (in Goal and Policy section) also calls for the development of collector streets in some currently undeveloped sections of the city.

4. Minor Streets: All other streets and avenues which were not identified as State Highway, arterials, or collectors are considered minor streets.

A major problem with traffic movement in Brownsville is that north-south traffic is channelled through the center of Old Town. In addition, the bridge (built in 1938 over the Calapooia River on Main Street) is narrow, and cannot be widened. The combination of Old Town and the present bridge make the siting of a new bridge and arterial something which should be considered.

The transportation plan calls for such a bridge and arterial to be developed west of the city. This would enable Old Town to be bypassed by through traffic and could be an effective link between Highway 228 and the Brownsville-Lebanon Road (FAS-A481). In addition to safe and convenient traffic movement, development of a new bridge and arterial would enable new industrial areas to be opened north of the city. Since industrial traffic would pass through Old Town on its way to Highway 228, problems would be encountered without a bypass.

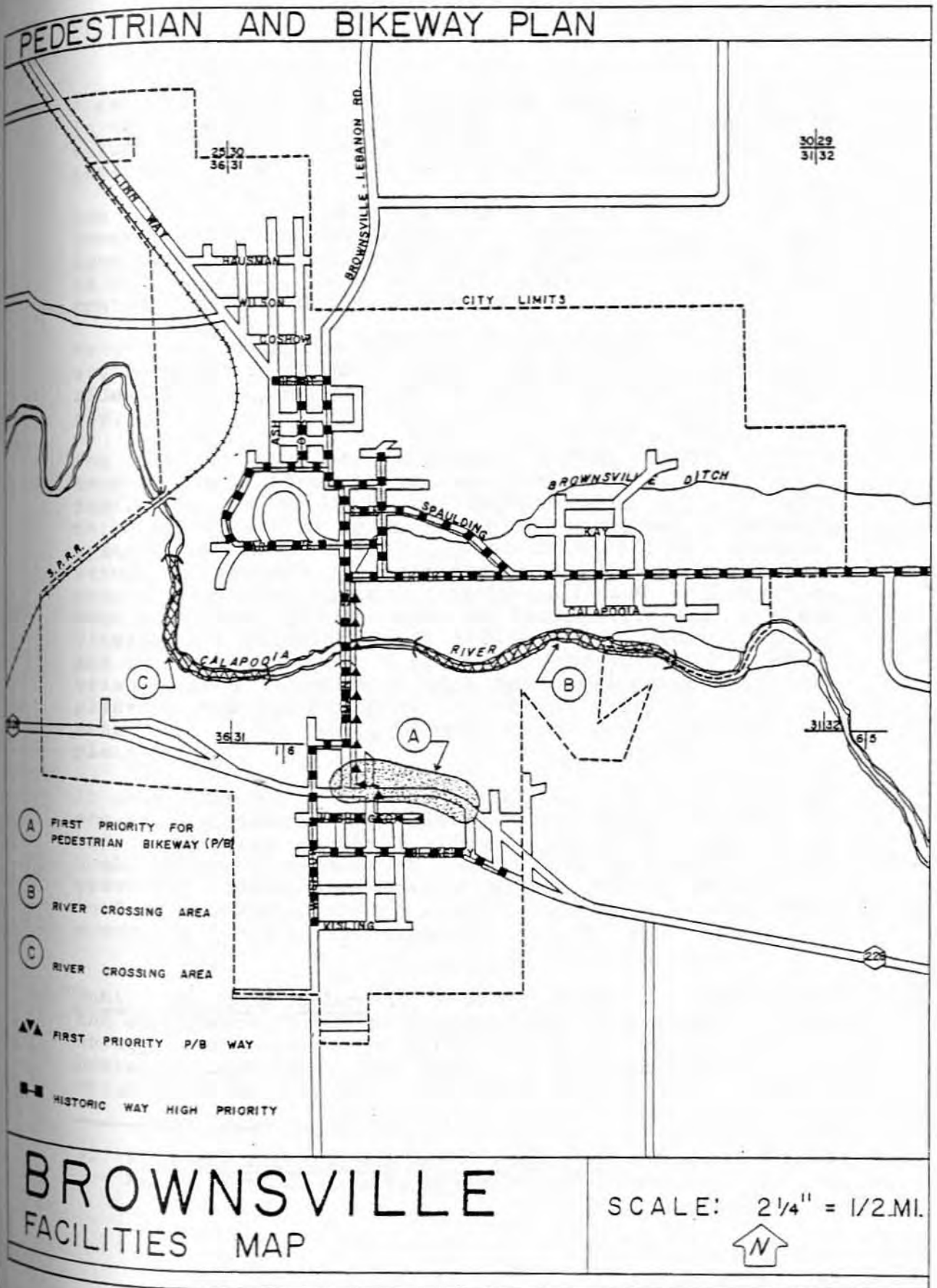
Pedestrian (non-motorized traffic): Figure 20.0 Movement in Brownsville is of three basic types.

The first is the movement of school children to and from Brownsville Elementary School. Because the elementary school is located south of Highway 228, crossing the Highway can be hazardous. At present, there are no improved pedestrian ways from north of Highway 228 to the elementary school.

The second type of pedestrian movement is concentrated around the commercial activities of Old Town. Although sidewalks are available in the Old Town commercial area, no attempt has been made to remove architectural barriers.

Postal service within 1/4 mile of the post office in Brownsville is limited to Post Office boxes, requiring daily trips to the Post Office, also located in Old Town.

Figure 20.0



A general statement is: Pedestrian movement in Old Town is not confined to the sidewalks. Increasing traffic volumes through Old Town will aggravate a potentially hazardous situation.

The third type of pedestrian movement in Brownsville is generated in the neighborhoods. Every day, activities have many people out of doors and moving. The closeness of Old Town and the parks to residential neighborhoods contributes to pedestrian movement.

Many areas of Brownsville do not have complete sidewalk systems, and it is not uncommon to come to the end of the sidewalk, and then use the street to complete the journey.

The lack of complete sidewalk systems makes viewing Brownsville's historic houses and sites difficult on foot. By establishing and developing a historic way, three things can be accomplished: 1) improved pedestrian systems connecting all parts of Brownsville, (historic structures are not concentrated in one area), 2) greater ease of viewing historic structures and Brownsville. Each year many people come to Brownsville as tourists viewing the collections of Brownsville's historic past, and 3) new development will be required to provide pedestrian ways, since much of this new development will take place on the vacant lands around the existing developed areas. In this way, pedestrian systems will be completed.

It should be noted that the average household makes seven one-way automobile trips daily, most being of short to medium distance (under 5 miles). Many of these trips could as easily be made on a bicycle or on foot. Considering that almost one quarter of all direct energy used in Oregon powers the private automobile,³ pedestrian movement should be encouraged.

Public Transportation is another method of reducing the dependence on the private automobile and saving energy. Brownsville is served by two (2) public transportation systems. The first is Trailways Bus Lines, which provides freight and passenger service. However,

3. Relationships of Energy to Land Use, Marsha and Bill Macke, Yamhill County Planning Department.

due to low ridership, the bus no longer makes scheduled stops in Brownsville unless letting off passengers or freight. Those who wish to ride the bus should first contact either the Eugene or Sweet Home Trailways station.

Utilizing Highway 228, the Trailways Bus passes through Brownsville headed towards Eugene at 11:20 a.m. daily. Twice a day the bus passes through Brownsville on its way to Sweet Home and Bend at 1:25 p.m. and again at 7:53 p.m.

The other public transportation system is the Linn County Bus, which is owned and operated by Linn County. The Linn County Bus provides service to Brownsville twice a week on Wednesday and Thursday. The Wednesday schedule brings the bus to Brownsville at 8:43 a.m. where it stops at the Pantry Grocery and the Senior Center in Old Town before going on to Sweet Home, Lebanon and arriving in Albany at 10:20 a.m. On Wednesday afternoon, the bus leaves Albany at 2:00 p.m. and travels through Lebanon and Sweet Home before returning to Brownsville at 3:35 p.m., again stopping at Pantry Grocery and the Senior Center.

On Thursday, the Linn County Bus arrives in Brownsville at 9:53 a.m. stopping at the Pantry Grocery and Senior Center and then moving on to Sweet Home and Lebanon, and then back to Sweet Home. On Thursday afternoon, the bus returns from Sweet Home arriving in Brownsville at 3:32 p.m.

The Linn County Bus is designed to help Senior Citizens reach social, commercial, and health services, and as such, seniors have priority. However, the Linn County Bus is available to all who wish to ride: free of charge. Donations are accepted.

Public transportation can be an increasingly beneficial transportation alternative to the citizens of Brownsville. However, at this time, bus schedules are not designed to complement work schedules or prolonged visits in neighboring cities.

The community of Brownsville will need to actively pursue improved public transportation.

Until such a time as alternative transportation is available, the community can help themselves by sharing rides

with neighbors and developing car and van pools to places of employment and other activities outside of Brownsville.

An action the city can take to encourage car and van pool is to establish parking areas that are able to be used by car/van poolers and as stops for the public transportation systems.

Airports: There are no airports in the Brownsville Planning Area. The closest airport is Pioneer Villa Airport located just south of Brownsville-Halsey exit on Interstate 5. Pioneer Villa Airport is a small private field.

The closest airport to Brownsville which is identified by the State of Oregon as a general utility airport is the Lebanon State Airport. Other airports include Daniels Field at the Harrisburg exit of Interstate 5, Albany General Utility Airport in Albany, Langmack Airport in Sweet Home, and Mahlon Sweet Field in Eugene (which offers passenger and air freight service).

Access Controls: Unlimited access to the major streets and highways in Brownsville will only cause unsafe traffic movement and to some extent damage the potential of abutting property.

To provide for safe traffic movement and the highest use of the land adjacent to the major streets, access controls can be used. It should be noted that access controls are not designed to restrict the use of property but only to maintain safe and convenient traffic movement for both motorized and non-motorized traffic.

With access controls, developments will be required to share common access points. The long range effect of access controls will provide greater use of the land. It will control strip development and reduce the need to shop by car: as a result, energy can be saved.

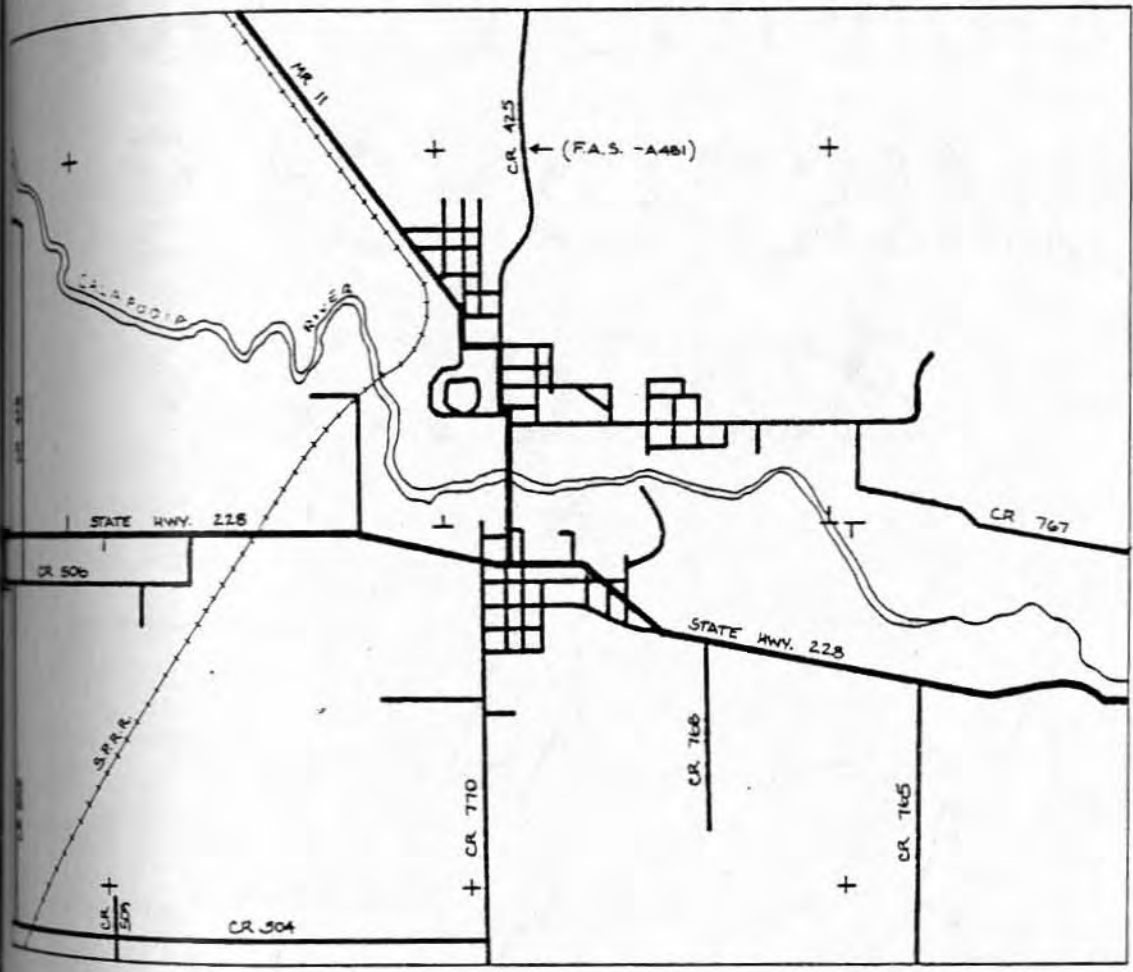
It should also be noted that access controls, to be effective, need to be applied to all types of development. It would do little good to have a street relatively free of commercial traffic, but reduced in function by residential traffic which backs out onto it.

In the development of access controls, the community will need to look at every situation carefully. The temporary use of an access point may serve the needs of a specific use if no other access is available or until a permanent access point can be developed.

As many communities across the nation have found, unlimited access to well travelled streets, can do more to change the character of the community than almost anything else.

Figure 20.1

TRANSPORTATION NETWORK



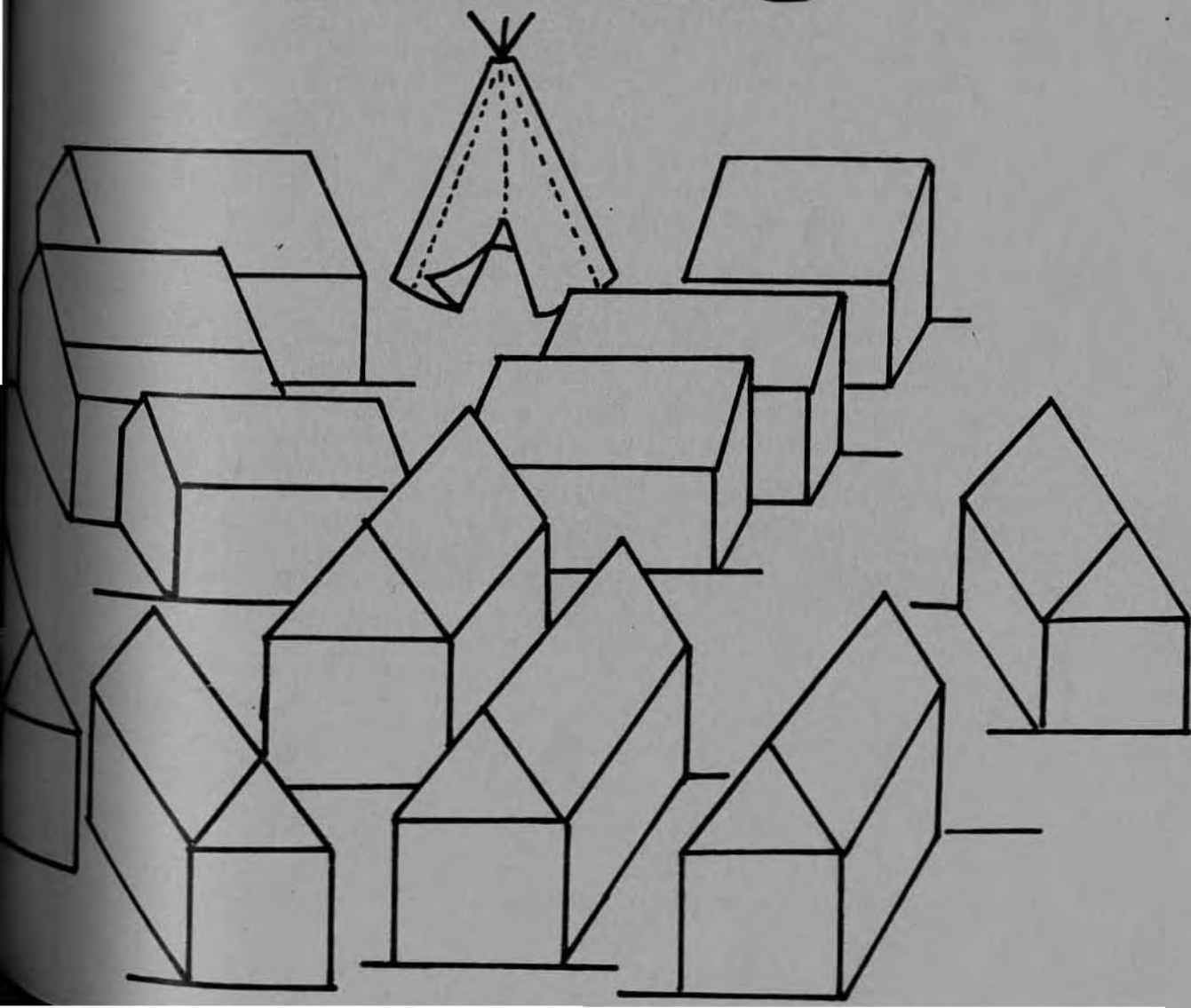
CR = COUNTY ROAD

BROWNsville PLANNING AREA

SCALE: 1" = 1/2 MI.



HOUSING POPULATION AND ECONOMIC BACKGROUND STUDIES



HOUSING, POPULATION AND ECONOMICS

Housing

Housing considerations are an important part of a comprehensive plan because of the effects that government actions can have on the availability of various types, costs, and overall supplies of housing. Local governments (cities and counties) primarily affect housing supply through zoning regulations, systems development charges and other development fees and taxes, provision of public facilities and services, and utilization of state and federal housing assistance programs.

Development of a housing information base is the first step in the development of a housing element of a comprehensive plan. This information can be used in analyzing housing needs and supply, defining current unmet housing needs, and forecasting future housing needs. The information and analysis can be used as a basis for the development of policies concerning the provision of 1) the amount of land needed for residential use and 2) the size, type, density, location, tenure, and price of structures needed.

This report will present a housing information base which will include the following: 1) population and household characteristics, 2) characteristics of the housing stock, and 3) housing projections.

Population and Household Characteristics

In order to determine current and future housing demand, information on current and future population characteristics should be obtained and analyzed. This information provides indications of both the level of housing demand and the type of housing needed. The following section presents information on age distribution, handicapped and minority persons, household size, age and relationship of household needs, and household incomes.

Age Distribution

Analysis of a community's age distribution can be valuable in analyzing housing demand. Age distribution is

important in assessing the number, size, and type of housing that should be planned for. Shifts in age distribution can cause corresponding shifts in housing demand. The age distribution of Brownsville population in 1970 is shown in Table 6.

Population Characteristics

Age Sex Distribution

According to the 1970 census, the population of Brownsville was 1034. The number of males, 531 (51.3%) and the number of females 503 (48.6%). The median age of the population was 31.0 years. Table 6 shows the age and sex distribution of the city according to the 1970 census.

Table 6
Age and Sex Distribution of Brownsville (1970)

Age	Males	Females	Total	Percent of Total Population
0- 9	89	71	160	15.5%
10-15	83	53	136	13.2
16-54	221	257	478	46.2
55-61	54	33	87	8.4
62 & Over	<u>84</u>	<u>89</u>	<u>173</u>	<u>16.7</u>
TOTAL	531	503	1034	100.0%

One third of the Brownsville population was made up of the economically dependent age group (i.e. - 0-18) in 1970. The percentage of the population over 65 years of age (14.1%) is comparatively low, the Central Linn-Harrisburg Planning Area percentage being 20% and Linn County 19%.

Household Size

In the 1970 census, the average number of persons per household in the City of Brownsville was 3.05. The current trend of a declining number of persons per household has been monitored throughout the State of Oregon. The households of Brownsville decreased in size to 2.9 persons per household in 1977 and are projected to continue to decline to 2.55 persons per household by the year 1990. The effect of this trend means that even if the population did not increase there would be an increased number of houses required to house the same population. It also indicates that new houses will not have to be as large on the average as they were in 1970.

Household Composition

According to the 1970 census, households in the City of Brownsville were composed as follows:

82.0% (278)	were headed by family heads
93.9% (261)	were male family heads
6.1% (17)**	were female family heads
18.0% (61)	were headed by unrelated individuals
25.7% (87)*	of the households head were 65 or over

According to the 1970 census there were no people in Brownsville living in group quarters.

Minorities

In 1970 Brownsville consisted only of Caucasians. There were no Spanish Americans, Blacks or American Indians living within the city limits at the time of the census.

* Percentage is an estimate of Brownsville Census County Divisions (CCD).

** The 1970 Census classified houses headed by both a male and a female as male-headed households.

Household Income

Income levels are the most important determining factor affecting the ability with which households can acquire housing commensurate with their needs. Households with high incomes can more easily demand the type and size of housing they need. Those with low incomes are more often forced to live in housing which is not suitable for what they need and to pay an excessive price for it. Regardless of desires for certain types of housing, there can only be a demand for the types of housing which households can financially afford. For this reason, household income is a valuable indicator of the type of housing that is or will be in demand.

Cost of housing influences the income group that considers rental or purchase. In this way, the city provides not only a variety of residential densities, but as a result, a variety of housing costs (per unit).

The city will be able to meet housing demand by providing a variety of zones for housing types. For example, high-density residential zones may contain a lower cost housing unit because construction techniques require less costly (per unit) land. Low density residential units tend to be more expensive because they require more land area per unit and sometimes services must be extended to them.

The city will need to monitor the development of residential units carefully to assure that new housing is within the economic range of the citizens of Brownsville.

The median family income in 1970 was \$8,426 in Brownsville. The median family income for the Central Linn-Harrisburg Planning Area (Subarea VIII) was \$10,911 and was \$9,353 for Linn County. In Table 7 1970 family income levels are shown for Brownsville and other cities in Subarea VIII.

Table 7
1970 Family Income Levels

Income Group/Number & % of Families

	<u>0-\$3,999</u>	<u>\$4,000 - \$5,999</u>	<u>\$6,000 - \$11,999</u>	<u>Over \$12,000</u>	<u>Median Family Income</u>
Brownsville	(64) 20.3%	(35) 11.1%	(139) 44.1%	(77) 24.4%	\$8,426
Halsey	(17) 13.8	(24) 19.5	(67) 54.4	(15) 12.2	7,563
Harrisburg	(37) 11.6	(35) 11.0	(177) 55.7	(69) 21.7	9,636

Data is not available for the number of persons below poverty level inside the city limits of Brownsville. However, Linn County and Brownsville CCD information (which can serve as an estimate) is available and shown in Table 7a.

Table 7a
Below Poverty Level

	<u>Brownsville CCD</u>	<u>Linn County</u>
% Families	11.9%	9.8%
%Persons	13.9	11.5
%Households	10.0	9.2
%Population 65 & Over	26.7	24.9

Household Summary

Households in Brownsville are composed primarily of families (82%), the overwhelming majority of which have male heads (93.9%).

The percentage of household heads 65 and over in Brownsville is estimated to be 25.7%, which is higher than Linn County's 19%.

Young household heads (i.e. 20-34 years) can be expected to increase at a faster rate than the overall population

during the next decade. This indicates that a higher proportion of the population will be entering the housing market than in the past.

Housing Stock

The following section presents information on the characteristics of the housing stock. It evaluates the existing housing stock and, where possible, discusses trends that are important in planning for the future housing supply. The purpose of such an examination is to find deficiencies in the housing supply and determine future housing and land needs.

Existing Housing Units and Trends

In 1970 Brownsville had a total of 356 year round housing units available of which 339 were occupied. The total number of housing units increased 24% between 1960 and 1970 and 25% between 1970 and 1977 to bring the total to 446. Of the 446 housing units available in 1977, 431 of them were occupied. Year round housing units in Brownsville are categorized in Table 8.

Table 8
. Brownsville Year Round Housing Units

	<u>Single</u> <u>Family</u>	<u>% of</u> <u>Total</u>	<u>Multi-</u> <u>Family</u>	<u>% of</u> <u>Total</u>	<u>Mobile</u> <u>Home</u>	<u>% of</u> <u>Total</u>	<u>Total</u>
1970	322	90.4%	14	3.9%	20	5.6%	356
1977	384	86.1	24	5.4	38	8.5	446

The most significant change in the type of housing units was the increase of mobile homes. Mobile homes increased 2.9% while single family housing decreased 4.3%. This trend can be seen in many parts of Linn and surrounding counties. Although Brownsville contains a significant percentage of single family homes, this is not a reliable indicator of the income levels in the city.

Tenure

Tenure statistics for Brownsville are based on data derived from the 1970 census. In 1970, 82.6% of the

housing units were owner occupied and 17.4% renter occupied. In the Central Linn-Harrisburg Planning Area 71.2% of the housing units were owner occupied, and 28.8% renter occupied.

Housing Conditions

Housing Quality: Figure 21.0

Brownsville housing units are broken down into three classes. These are: substandard, average, and above average.

Substandard housing units are defined as those units which lack basic features such as plumbing, foundations, safe wiring, and are generally of such poor quality they are judged unfit for permanent occupation and should be replaced.

The average category covers a broad range of housing units for the middle income population. It ranges from modest low cost housing that meets the minimum building codes to the most popular styled middle income housing units which appeal to the greatest number of buyers or renters in price, size, and quality.

The above average housing units are good quality homes built with attention to detail, and designed for their architectural attractiveness. Housing units in this range are usually purchased by families with incomes above the median family income.

The number and percentage of the single family housing units in these categories are as follows:* (36) 8.8% substandard housing units, (333) 81% average, and (4) .9% above average. Mobile homes accounted for the other (38) 9.2% of the total housing units.

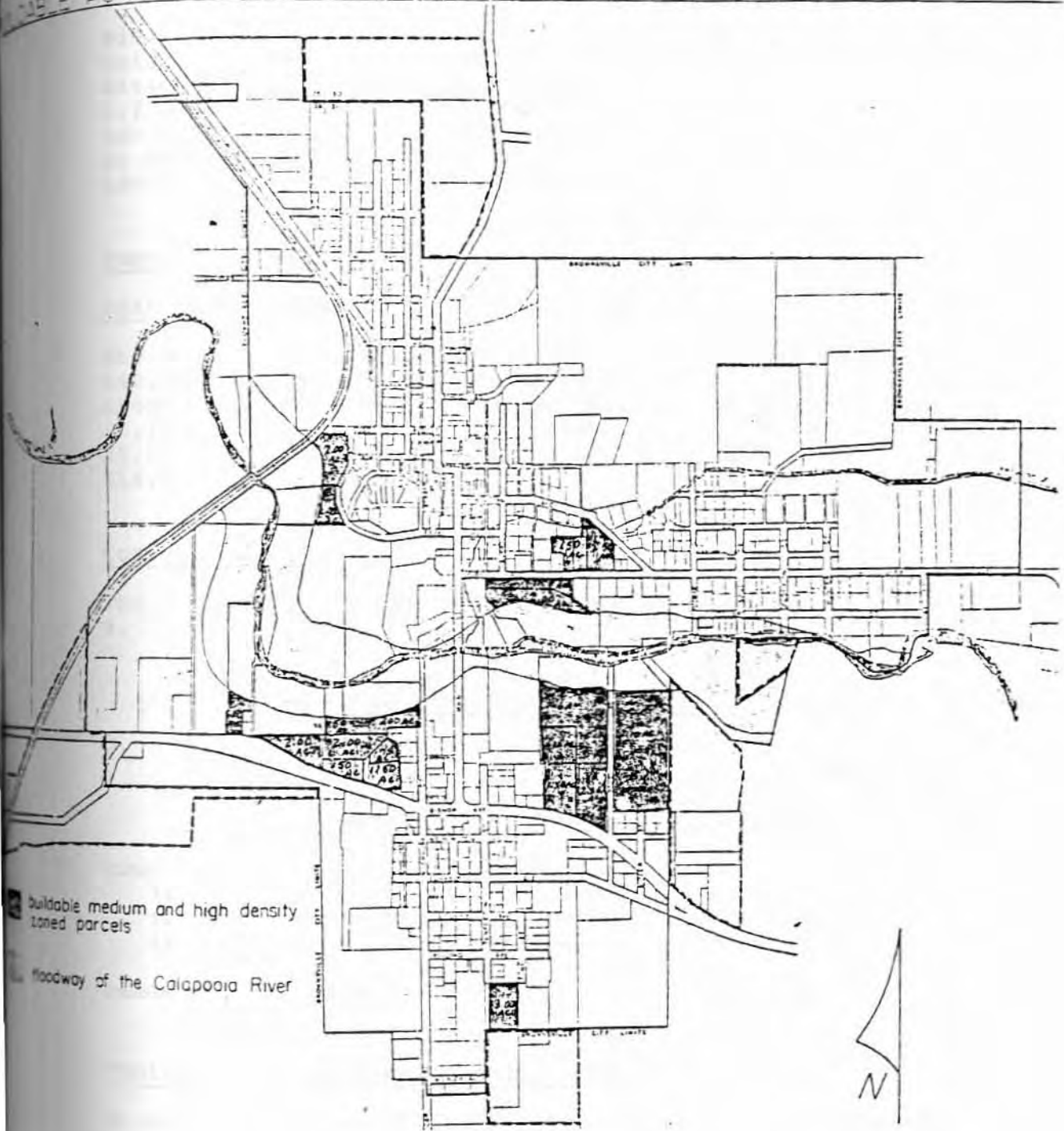
In addition to the previously mentioned County assessment statistics, a "windshield" survey performed in 1976 has added structural and visual criteria to the condition of housing in Brownsville. Each non-mobile home dwelling unit received a numerical figure corresponding to the assessment and windshield surveys.

The five point range, which has been applied to Figure 21.0, Housing Conditions Survey, shows variations on a

* Derived from an analysis of 1970 Linn County Assessor records.

Figure 21.1

ACREAGE ZONED MEDIUM AND HIGH DENSITY RESIDENTIAL



[Figure 21.1 added by Ord. No. 524, sec. 13, passed Sept. 8, 1981.]

BROWNSVILLE

SCALE: 1" = 775'

block by block basis within the city. Each of the four neighborhoods noted in the maps contains an average condition ranging from a low of 6.1 for the Central area to 6.7 for the South side. This fact reaffirms the character of neighborhoods in the City; that is, the condition of housing is varied throughout the City without one area having extremely blighted conditions.

Home Value and Rent Levels

Cost of New Houses

The average cost of a house in Brownsville ranges from \$42,000 to \$45,000.* The average cost of a city lot is about \$6,500. The average housing value in 1970 was \$9,700; 59.5% (144) being valued less than \$10,000 and 85.5% (207) of the housing units valued less than \$15,000.**

Cost of Mobile Homes

The estimated cost of mobile homes is provided in Table 9.

Table 9
Estimated Mobile Home Costs 1978**

	<u>New</u>		<u>Used</u>	
	<u>Range</u>	<u>Mean</u>	<u>Range</u>	<u>Mean</u>
Single Wide\				
14'	\$ 9,000-\$19,000	\$14,000	\$ 9,500-\$15,000	\$12,000
12'	9,000- 11,000	10,000	4,500- 8,500	6,000
10'	-----	-----	3,500- 6,000	4,500
Double Wide	14,000- 55,000	27,000	11,000- 30,000	17,000

Mobile Homes vs. Single Family Houses

In comparing 1978 mobile homes to single family houses it is estimated that the average new single wide mobile home

* Local realtor estimate (1978).

** District 4 COG, Corvallis, 1976.

costs about 41% of the cost of the median value single family house in Brownsville. A new double wide mobile home would be about 76% of the cost of the median value single family house.

New mobile homes are estimated to range from \$15 a square foot up to \$22 a square foot.*** New single family houses range from \$22.7 to \$30.7 per square foot.**** The rising popularity of mobile homes over the past years reflects this price.

Contract Rent*

The average 1970 contract rent in Brownsville was \$68; (19) 32.8% of the rentals were less than \$60, (50) 86.2% were less than \$100, 3.4% were \$100 or over and 10.4% had no cash rent requirement.

Vacancy Rate

Vacancy rates in Brownsville were 1.4% in 1970 for owner occupied units, and 7.8% for renter occupied units.**

Vacancy rates in Brownsville in 1977 are estimated to be 1% for single family units, 4.2% for multiple family units, and 3.4% for mobile homes.***

The estimated vacancy rate in Brownsville indicates that there is plenty of room to expand the existing housing stock.

Housing Mix

Brownsville's current housing mix is 86% single family, 9% mobile home and 5% multiple family. This mix will

*** Estimates from local mobile home dealers.

**** Estimate used by Linn County Building Department.

* District 4 COG, Corvallis 1976.

** District 4 COG (1970 Census Data).

*** State housing division.

probably change during the next twenty years depending on future changes in price and rent levels for housing, family size, and income. Although the city feels that its existing housing mix might continue to the year 2000, there are some signs that the future mix will change.

One of these signs involves building permits issued from 1970 to 1980. Mobile home placements and multiple dwelling construction showed a progressive increase during this ten year period. From 1970 to 1977, 20% of the building permits issued by the city for new housing were for multiple dwellings and mobile homes. This percentage showed a continued increase from 1978 to 1980. It increased to 28% in 1978 and 30% in 1979 and 1980.

The building figures for this ten year period appear to indicate that a new trend may be evolving for the city's housing mix. Another indication of change is based on income levels. It appears that as early as 1970, family incomes in Brownsville may not have been keeping pace with growing costs for home construction. In that year approximately 30% of the city's families were making less than six thousand dollars a year.

This 30% figure is significant when compared to typical 1970 costs for housing. At that time most lending institutions were requiring that loan applicants pay no more than one fourth of their gross monthly salary for house payments. The average beginning home buyer in 1970 usually purchased a home worth fifteen to twenty thousand dollars. Allowing for a ten percent down payment on a fifteen thousand dollar purchase price would have required a monthly payment of between one hundred thirty five and one hundred fifty dollars a month. A family with a five hundred dollar monthly income in 1970 would have been limited to a payment of one hundred twenty five dollars a month according to loan eligibility requirements at that time. These estimates point to the possibility that as many as 30% of the city's families couldn't afford a home in 1970.

Another sign that suggests the city's housing mix could change is the fact that the average size of families is projected to diminish gradually to the year 2000. In 1970, the average family size in Brownsville was 3.05.

In 1977, it decreased to 2.90. The projected size for 1990 is 2.55 and 2.25 for the year 2000. With these

projected smaller families, and the possibility that housing costs may continue to increase faster than incomes, may come the desire for an increase in smaller and lower cost housing units.

Because these potential housing mix changes are still in a stage of uncertainty, the city still feels that its existing housing mix will extend to the year 2000. The city realizes, however, that existing signs and trends may someday become a reality. Brownsville has prepared for these possible changes by deciding that its present mix should only represent a desired mix within a range of potential percentages that may or may not remain as the actual mix by the year 2000.

Brownsville has planned for the uncertain results of this range by providing flexibility measures in its Zoning Ordinance. Approximately 30% of the city's projected residential lands have been zoned to allow multiple dwellings in medium and high density areas. This is far above the projected need of only 5%. Another flexible element of the Ordinance involves the placement of mobile homes. The city's three residential zones have been designed to allow a mobile home to be sited on an individual lot if the request meets all Special Development Standards. The city feels that these elements of flexibility assure that Brownsville's future housing mix will always meet the needs of its citizens in the next twenty years.

["Housing Mix" amended by Ord. No. 524, § 7, passed September 8, 1981.]

Population Projections and Housing Demand

1. The current population projections for Brownsville are:

<u>Year</u>	<u>Population</u>
1990	1,700*
2000	2,155*

* Oregon District 4 Council of Governments, 1979.

2. The current housing mix in Brownsville as of October 3, 1979 is:

Single family	411 = 86%
Multi-family	25 = 5%
Mobile home	<u>42 = 9%</u>
TOTAL	478 = 100%

3. Using the present population estimate of 1,280 and dividing by the total number of living units, 478 $1,280 \div 478 = 2.6$ the average household size can be determined. Average household size = 2.6.
4. The average household size is projected to decline to 2.55 in 1990, and by the year 2000, household size could be down to 2.25 or lower. In 1970, the average household size was 3.05. In 1977, the average household size was down to 2.9.
5. [Original "5" deleted and "6" to "15" renumbered "5" to "14" by Ord. No. 524, §6, passed September 8, 1981.]
5. By dividing the projected population by the average household size, the total number of living units will be obtained.

<u>Year</u>	<u>Household Size</u>	<u>Population Projection</u>
1990	2.55	1,700
2000	2.25	2,155

$$\begin{array}{l} 2.55 \sqrt{1,700} = 666 \\ 2.25 \sqrt{2,155} = 957 \end{array}$$

Total Number of living units in 1990 = 666
 Total Number of existing living units = 478
 Total Number of new living units needed in 1990 = 188

Total Number of living units in the year 2000 957
 Total Number of existing living units 478
 Total Number of new living units needed in 2000 = 479

6. By using the existing percent of housing mix and multiplying the land requirements for a single unit or for ten (10) units as in the case of multi-family, the total residential land needs can be obtained.

In the year 1990, residential land needs are projected to be:

<u>%</u>	<u># of Each Housing Type</u>		<u>Land Needs</u>	<u>Residential Land Needs in the Year 1990</u>
S-F 86%	162	X	7,500 sq. ft.	= 1,215,000 sq. ft.
M-F 5%	9	X	10 units would require 18,500 sq. ft.	= 18,500 sq. ft.
M-H 9%	17	X	7,500 sq. ft.	= <u>127,500 sq. ft.</u>
100%	188			1,361,000 sq. ft.

$$1,361,000 \div 43,560 = 31.24 \text{ acres}$$

In the year 2000, residential land needs are projected to be:

<u>%</u>	<u># of Each Housing Type</u>		<u>Land Needs</u>	<u>Residential Land Needs in the Year 2000</u>
S-F 86%	412	X	7,500 sq. ft.	= 3,090,000 sq. ft.
M-F 5%	24	X	10 units - 18,500 sq. ft. 4 units - 9,500 sq. ft.	= 46,500 sq. ft.
M-H 9%	44	X	7,500 sq. ft.	= <u>330,000 sq. ft.</u>
100%	479			3,466,500 sq. ft.

$$3,466,500 \div 43,560 = 79.6 \text{ acres}$$

7. Presently streets account for 22.2% of all land in Brownsville. If streets are added, the land requirements go up to 97.3 acres.

$$22.2\% \text{ of } 79.6 = 17.7 + 79.6 = 97.3 \text{ acres in 2000.}$$

8. The present park land to people ratio is 1 acre to 60 people, using the year 2000 population of 2,155 an additional 14.75 acres of park land will be needed. This ups the land requirements to 112.1 acres.

$$14.75 + 97.3 = 112.1 \text{ acres.}$$

9. Total residential land needs in the year 2000:

Residential Land	79.6	acres
Streets	17.7	acres
Parks	<u>14.75</u>	acres
TOTAL	112.1	acres

10. Vacant Land: Within the areas designated as residential on the proposed comprehensive plan, there are:

70.64 acres of vacant land in North Brownsville
49.02 acres of vacant land in East Brownsville
116.34 acres of vacant land in South Brownsville

236.00 Total Acres of Vacant Residential Land

NOTE: Large lots which are less than 1 acre in size and which have an existing dwelling were not included in the vacant land totals. Lots of over 1 acre with an existing dwelling were counted minus 10,000 square feet per dwelling.

11. The floodway of the Calapooia River accounts for 42 acres of residential land.

206.00
- 40.00
166.00 Acres of Vacant Residential Land Within the Present City Limits.

12. Special Development Areas: Within the three special development areas, are a total of 183.7 acres.

19.97 acres on the hill south of City Hall
8.55 acres on Holloway Heights
155.16 acres on the hill north of "Old Town"

183.68 acres TOTAL

13. Another way to calculate residential land totals is to begin with acres zoned at various residential densities, note the total vacant (by zone) and subtract unbuildable areas (i.e. those that are in the floodway). This results in total buildable area, and when divided by the density of the zone, allows an estimate of housing availability to be made. This can be subtracted from needed housing (derived

in paragraph 7) plus existing housing (noted in paragraph 2) to give the excess of units that can be provided over those needed. The tables below illustrate the process.

Table 19
Residential Land*

	(A) Acres Zoned	(B) Total Vacant Land	(C) Flood Areas	(D) Remainder (B) - (C)	(E) Maximum Density	(F) Maximum # Units
LDR*	103	87	2	85	7,500(SF) ft ² /unit	494
MDR*	150	82	29	53	6,500(SF) ft ² /unit	355
HDR**	47	37	9	28	5,000(SF) ft ² /unit	244
					1,850(MF) ft ² /unit	659
Total	301	206	40	166	----	1093 1670

This totals approximately 971** SF units (494 + 355 + 1/2 244 = 971) and 330 MF units (1/2 659).

	Units Needed (Year 2000) (Existing & Proj.)	Units Provided (By Zoning) (As Table Above)	Difference
SF (includes MH.)	909	971	62
MF	48	330	282
Total	957	1301	344

* This only includes all residentially zoned land. The V.C. and S.D. zones also allow housing, so these figures are a minimum.

* MH sited outright on SF lots.

** HDR allows MF outright. So does MDR.

*** Assumes LDR, MDR, and 1/2 of HDR devoted totally to SF, and that MH sited to SF standards.

14. Total land available for residential uses:

Acres of Vacant Buildable* Residential Land	156.0
Total Residential Land Need in Year 2000	<u>112.0</u>
Total Residential Land Over Needs	44.0

Population Trends

The following table shows the population trend for Brownsville from 1880 to 1970, plus the population estimates of the years 1980, 1990, and 2000.

Table 10
Population Trends

<u>Year</u>	<u>Number of Persons</u>
1880	450
1890	<u>560</u>
1900	698
1910	919
1920	763
<u>1930</u>	<u>746</u>
1940	784
1950	1175
1960	875
1970	1035
1980**	1340
<u>1990**</u>	<u>1700</u>
2000**	2155

Analysis of Development Constraints

Public Facilities

The city is now improving water and sewer facilities, having acknowledged their importance in providing for growth and redevelopment in the community.

* Not in floodway, in residential zones.

** 1980, 1990, and 2000 population projections from District 4, Council of Governments, 1978.

Community Attitudes Toward Economic Development

The citizens of Brownsville are generally in favor of economic growth if it is in a way which will benefit the community as a whole and also conform with the existing physical character of the city.

Building Trends

In 1977, the city adopted Ordinance No. 461, which limits utility connections to 20 per year. Such a limit makes it impossible for a developer to build large unit subdivisions in Brownsville. There were 78 building permits issued to Brownsville between 1970 and October 1, 1978 for single family housing units, an average of almost nine permits a year. Building permits issued to Brownsville between 1970 and October 1, 1978 are shown in Table 11.

Table 11
Building Permits Issued (to) Brownsville

<u>Year</u>	<u>Single Family</u>	<u>Multiple Family</u>
1970	8	-
1971	6	4
1972	24	6
1973	10	4
1974	-	-
1975	-	-
1976	5	-
1977	17	2
1978 (as of 10/1/78)	8	3

Special Consideration

Brownsville is an attractive town with a rural atmosphere. The buildings of the city have retained their historical appearance and character. The city is to some degree a bedroom community for persons employed in Linn, Lane, and Benton counties. One third of the population consists of people below the age of 18. This indicates future growth in the work force and in the proportion of the population entering the housing market.

Housing Development Resources

Builders

Builders can be helped to deliver houses for less money. The following is a list of ways local government policies could help builders reduce costs.

- 1) Streamline policies so that they read clearly and are consistent from the start to the finish. It is frustrating and expensive for a builder to prepare to start building and then have to wait. The cost of land, bank rates, labor, and materials continue to rise. Delays of several months can add thousands of dollars to the cost of a housing project.
- 2) Government restrictions should be as realistic as possible. They should not require extravagant specifications that ultimately add unnecessary cost to the home buyer. For example: street standards, cul-de-sac widths, the number and the width of required sidewalks, and setback requirements should be reviewed to see if they are realistic.
- 3) Land tracts should be left large when possible. It is easier to develop large vacant tracts than to develop parcels already segmented and partially developed.

Utilities*

Brownsville provides water and sewerage facilities. However, major problems exist in inadequate size, depth and the distribution system in already developed areas.

Other services such as natural gas and electricity are available in Brownsville through the Pacific Power and Light Electric Company and Northwest Natural Gas Company.

* Brownsville Background Studies on Public Facilities.

Assisted Housing*

A wide range of federal, state, and local housing assistance programs are available to homeowners and renters to help meet housing need. Each program is somewhat different in terms of its eligibility requirements, and type of assistance offered.

The following is a listing, including brief descriptions, of several housing assistance programs available in Brownsville.

HUD Section 8 Rental Subsidy

The major source of federal housing assistance for low-income families is through HUD's (Department of Housing and Urban Development) Section 8 rental subsidy program which is administered through the Linn-Benton Housing Authority. Under the Section 8 Existing Housing Program, tenants are allowed to find a vacant rental unit on the private market as long as it meets housing quality standards and rents do not exceed HUD's determined "fair market rent". Rental units can be either single-family or multi-family units. Tenants participating in the program pay no more than 25% of their income for rent. The difference is subsidized by HUD and paid to their landlord. Income eligibility limits for occupants are set at 80% of the median income for the area.

HUD Section 221 (d) (3)

The Section 221 (d) (3) program provides federal mortgage insurance at market interest rates for construction of new or rehabilitated rental and cooperative housing for low and moderate-income families. Projects must contain a minimum of five units. Eligible borrowers include non-profit, public, cooperative, limited dividend, investor and profit organizations. Public agencies may use loans to finance projects that will be assisted under the Section 8 rental assistance program.

* This section taken from: Criteria for the Allocation of Housing Resources in District 4, by Oregon District 4 Council of Governments, Corvallis, 1979.

HUD Section 202

HUD's Section 202 program provides direct loans to non-profit sponsors to construct or rehabilitate housing for the elderly and handicapped. Section 202 loans are for both construction and permanent financing. 100% of the cost may be financed for up to 40 years at a lower rate than conventional financing. Loans are restricted to those projects which will use Section 8 rental assistance payments.

Eligible tenants are those who are 62 years or older, handicapped persons, and families whose head of household is 62 years or older. Tenants must meet income requirements of the Section 8 program to qualify.

HUD Public Housing

This program is administered through the Linn-Benton Housing Authority and directed towards the lowest income households in the community. Financial assistance is provided to the Housing Authority to develop, purchase, manage, or lease housing units for low income families and individuals. Generally, the income limit for eligibility is 80% of the median income for the county. Occupants pay no more than 25% of their incomes for rent.

FmHA Section 502

The Farmers' Home Administration provides housing assistance to areas which are rural in character and cities that do not exceed 10,000 in population. Under the 502 program, the FmHA provides direct loans to low and moderate-income families to buy, build, repair, renovate or relocate a home. There are no maximum loan limits except what a family can afford in a modest price class.

FmHA Section 504

The Farmers Home Administration Section 504 program provides loans and grants to low-income homeowners for purposes of housing repair. Funds are for removing dangers to the health and safety of the occupants. Such purposes can include connecting water or sewer lines, providing toilet facilities, installing water supplies, repairing a

roof, adding a room, or other improvements. Applicants must lack the necessary income to repay a FmHA Section 502 loan, and must occupy a rural home that has hazardous conditions. The interest rate is normally one percent with a maximum loan amount of \$7,500 over 20 years. Low-income elderly applicants may receive an outright grant or a combination of loan and grant. The program is administered by the Farmers Home Administration.

FmHA Section 515

This program provides loans to public and private (limited profit and non-profit) sponsors for the construction or substantial rehabilitation of rental and cooperative housing for low and moderate-income families and elderly persons. Interest rates on these loans vary from one percent to the market rate, depending upon the kind of sponsor and projected tenant income. Terms of the loan are 40 years for non-elderly projects and 50 years for elderly projects. For non-profit and public bodies, the maximum loan is 102 percent of development costs. For other sponsors, 100 percent is maximum.

Eligible tenants for Section 515 projects must have an annual income of less than \$15,600 if non-elderly. No income requirements are placed on elderly households. Tenants in Section 515 projects usually do not pay more than 25 percent of their adjusted gross income for rent and utilities. Section 8 rental assistance payments and FmHA rental supplements may be used with this program to bring rents within tenant's ability to pay.

State Housing Division, Section 8, New Construction

The Oregon State Housing Division has been involved in a joint funding effort with HUD and private lenders to finance construction of multi-family units. The Housing Division provides permanent financing for the projects at below market interest rates; private lenders provide financing for construction; and HUD provides Section 8 rent subsidies for units in the projects, thus making them affordable to lower income persons. The State Housing Division obtains its funds from the sale of revenue bonds.

State Housing Division Mortgage Purchase Program

The Mortgage Purchase Program is operated by the State Housing Division through local lending institutions. It is aimed at helping low and moderate-income families and persons who are becoming homeowners. Money is raised through revenue bonds and lent to local lending institutions, who in turn lend money to eligible borrowers at reduced rates of interest. Eligible households must have incomes below \$15,250 and purchase homes below \$42,500. The current interest rate is 7 1/4 percent over a maximum of 30 years.

Economics

The financial status of the City of Brownsville plays an important role in the local economy. A measure of Brownsville's economic health can be sampled by looking at the city's bonded indebtedness.

In 1964, Brownsville issued general obligation bonds for \$300,000.00, financed through First National Bank of Oregon. The money was needed to make sanitary sewer facility improvements and is scheduled to be paid in full in 1985-86.

In 1979, Brownsville again issued general obligation bonds for \$220,000.00, financed through the Department of Environmental Quality. The money is being used to make sanitary sewer system improvements and is scheduled to be paid in full in 1992.

Also in 1979, the city issued revenue bonds totaling \$65,000 financed through Citizens Valley Bank. The money is being used to improve the city's water supply system and is scheduled to be repaid by 1988 through water rate charge.

In 1979, the city also borrowed \$30,000.00 from Leo Haney to complete water systems improvements. The loan is to be paid back through increased city taxes by the end of the 1979-80 fiscal year.

Table 12 shows Brownsville's valuation and other related tax information.

Table 12 shows that since 1970-71 the city tax rate has been dropping, while the tax rate of School District 552 has been on the increase.

Table 12
Brownsville Financial Statement

Fiscal Year	Real Property*	Personal Property*	Utility*	Mobile Home*	Total Value*	Tax Rate City**	Tax Rate County*	Tax Rate ESD L/B*	Tax Rate School District 55C**	Tax Rate L.B.C.C.*	Total Tax Rate**
1978-79	10,618,920	329,558	758,867	379,650	12,086,995	5.87	.97	.43	12.89	1.21	21.37
1977-78	7,686,790	321,229	735,550	281,870	9,025,439	7.72	1.11	1.77	11.70	1.43	23.73
1976-77	6,527,750	314,906	844,126	236,820	7,923,602	7.69	1.24	2.01	10.57	1.56	23.07
1975-76	6,391,930	318,285	836,840	204,820	7,751,875	6.71	1.27	1.98	8.03	1.48	19.47
1974-75	3,678,180	289,996	811,709	168,340	4,948,225	8.72	1.29	6.37	6.84	1.59	24.81
1973-74	3,471,270	238,429	815,677	116,090	4,641,466	8.87	1.43	7.00	6.87	1.47	25.63
1972-73	3,171,090	226,742	828,800	91,690	4,318,322	9.12	1.59	6.63	8.55	1.61	27.50
1971-72	3,075,780	278,730	562,345	n/a	3,916,855	9.61	1.52	6.42	10.05	1.43	29.05
1970-71	2,918,340	281,042	518,245	n/a	3,717,722	9.60	1.51	5.53	7.26	1.08	24.98

* Value in Dollars

** Value times \$1,000 true cash value

Source: Linn County Assessor's Office

In 1979, Brownsville voters defeated two budget proposals outright. The city then offered a shopping list approach to the voters. On the shopping list budget were five items:

- 1) financing water facility improvements, approved by voters
- 2) fire protection contract, approved by voters
- 3) library operations, defeated by voters
- 4) police and court operations, defeated by voters
- 5) park maintenance, defeated by voters

It would appear that voters are beginning to feel the impact of all taxing bodies and given the opportunity are willing to do with less rather than pay more. The approach which the city took in offering voters a shopping list gave the voters the ability to see where tax money was going to be spent.

The cost of operating the City of Brownsville is increasing yearly. It would seem that voters are interested in where and how their tax dollars are being spent. Thus, through the implementation of capital improvement budgeting, voters will have the opportunity to see the where and how of tax dollar expenditures. Although budget hearings are held, not everyone participates or fully understands, especially when asked to vote on one lump sum as was asked of Brownsville voters in the first two budget elections of 1979.

Future spending and economic development within Brownsville must be realistic and capable of being achieved within the financial constraints of the city. Careful fiscal planning must be coordinated with the needs of the community.

In the words of Buckminster Fuller, "Less is more"; through careful consideration of community needs and examination of all alternatives, Brownsville can have more.

Employment

Major Employment Sectors

There are approximately 119 employees working in the City of Brownsville. Of these, 60% (71) of the employees reside in Brownsville. The types of employment found in Brownsville are shown in Table 13.

Table 13
Employment in Brownsville

	Total Employees	Employees Living in Brownsville	
		Number	%
Education Services	15	7	47%
Public Administration	16	10	63
Construction	-	-	
Manufacturing	-	-	
Durable Goods Manufacturing	-	-	
Other Industries	-	-	
Transportation	-	-	
Communication, Utilities	3	-	0
Wholesale & Retail Trade	42	28	67
Finance, Business, Repair	31	21	68
Other Professional Services	<u>12</u>	<u>5</u>	<u>42</u>
Total	119	71	60%

Projection for Major Sectors

The Oregon District 4 Council of Governments in Corvallis provides a Table (shown below) showing employment in Brownsville* divided into three broad sectors: manufacturing, non-manufacturing, and agricultural. The table also shows projections for employment in 1990.

Table 14
Employment Projected to 1990

	Brownsville		Subarea VIII	
	1976	1990	1976	1990
TOTAL EMPLOYMENT	81	126	2,180	1,877
TOTAL NON-AGRICULTURAL	81	126	1,645	1,877
MANUFACTURING	4	4	1,043	1,076
Food	-	-	52	65
Wood	-	-	307	252
Other Manufacturing	4	4	684	759
NON-MANUFACTURING	77	122	602	801
Trades, Services, Utility	47	82	290	398
Government	30	40	292	371
Other Manufacturing	-	-	20	32
AGRICULTURAL	-	-	535	-

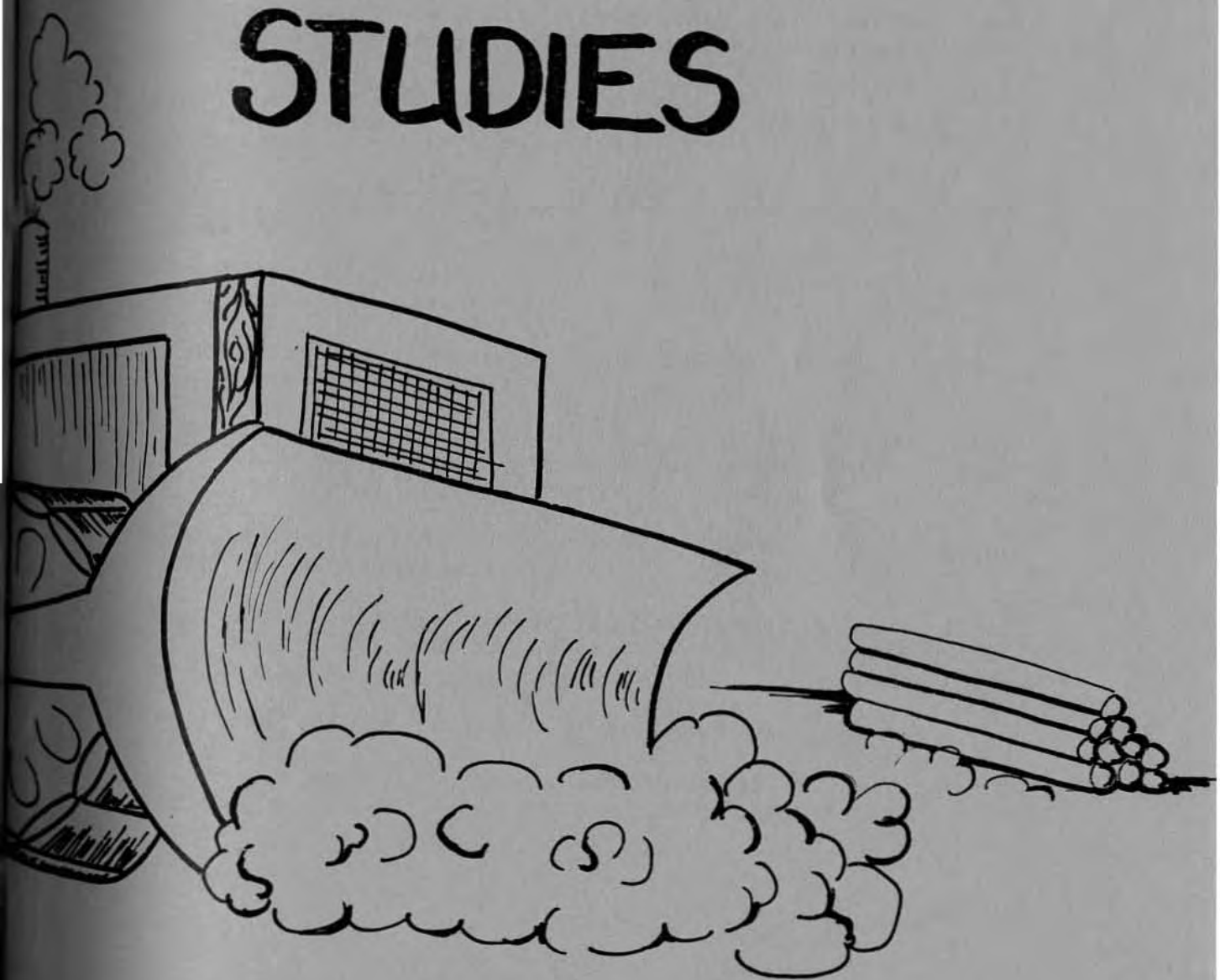
* Results of an October 1978 Survey.

Summary

Employment in the City of Brownsville is projected to increase by 45 jobs (from 77 to 122) between 1976 and 1990. The majority of the increase is the result of a large percentage increase (75%) in the number employed in trades, services and utilities. The other major employment sectors will essentially remain the same.

NOTE: Projections for industrial employment are not complete at this time.

URBANIZATION BACKGROUND STUDIES



URBANIZATION

Urbanization means the total growth of the community. It is not only the consideration of where new housing or industry should be encouraged, but also the full and complete provision of services.

Goal #14 of the Statewide Planning Goals requires that there be an orderly and efficient transition from rural to urban land use and that Urban Growth Boundaries be established to identify and separate urbanizable land from rural land.

Goal #14 also requires that the above determination be based on the following seven points:

- 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; and,
- 7) Compatibility of the proposed urban uses with nearby agricultural activities.

Brownsville contains a large amount of vacant land within the present city limits. 33.19% of all land in Brownsville is vacant.

Vacant land can be contributed to three factors:

- 1) The present city limits incorporates three historic cities: Brownsville, Amelia and North Brownsville;

- 2) Shifting land uses, i.e., at one time a large industrial area was located east of Old Town north of Kirk Avenue;
- 3) Annexation of vacant land.

The result of having large tracts of vacant land within the city has led to difficulty in the provision and maintenance of services and facilities. From an economic standpoint, it will pay to encourage infilling of vacant land prior to expanding into undeveloped areas removed from existing development.

After considerable debate, the community of Brownsville has arrived at an urban growth boundary which is felt will meet the needs of the community through the year 2000.

There are four areas outside the city limits which are identified for inclusion in the urban growth boundary. In all other areas the city limits are also the urban growth boundary.

Review of the seven points of Goal #14 related to the Brownsville Urban Growth Boundary:

Point One: Based on population projections developed by Oregon District #4 Council of Governments and the land needed to accommodate future population, contained within the section on Housing, Population, and Economics in the Background Studies. It has been determined that there is ample buildable vacant land within the existing city limits to accommodate all land uses.

However, the community is concerned that the population projection may be low. They are willing to accept the projections for planning purposes, understanding that time alone will determine the degree of accuracy. Reason for concern over the population projections stems from the fact that industrial development and expansion will modify population projections upward. The reopening of Linn Plyboard, the siting of a small electronic firm in Brownsville, the potential created by Woodex's Development of bio-mass

fuel pellets, proposed expansion of American Can in Halsey and the proposed development of Tektronix in Lebanon will all impact growth in Brownsville.

Upon completion of current improvements to the city's sewer and water systems, ample provision to accommodate the population projections will be available.

point Two: Careful consideration was given to the need to accommodate future housing and employment opportunities. The details of these considerations can be found in the section on Housing, Population, and Economics contained in the Background Studies. The question of livability is very dear to the community of Brownsville. While every effort has been made to maintain the character of the community throughout the plan, no attempt was made to include specific areas in the Urban Growth Boundary solely for that reason. The cumulative effect of the five areas will contribute to livability.

Point Three: The voters of Brownsville have let it be known that they want fiscal accountability. The city cannot therefore afford to finance or allow the costly extension of services. All areas which are included within the Urban Growth Boundary are capable of being served by city services. Several areas were included in the Urban Growth Boundary for the purpose of improving existing services. It is felt that when development occurs in these areas, services can be either looped into existing dead end lines in the case of the water system or provide service to areas currently within the city which, although undeveloped, could then be served. In addition to sewer and water considerations, transportation was also a factor in including some areas which will benefit citywide traffic circulation.

Point Four: The land use patterns, within areas included in the Urban Growth Boundary, are

committed to urban uses or in some cases the property is split by the City limits. Details for development in the Urban Growth Boundary areas are addressed in the Urban Growth Management Agreement between the City of Brownsville and Linn County.

Existing activities on some lands included in the five Urban Growth Boundary areas are Bohemia, Inc., city shops, a gravel operation, and small-parcel vacant unused land.

Point Five: Although the intent of point five would seem to encourage the protection of unique qualities of land which can provide a benefit to the community while allowing for the use of those qualities, the five areas included in the Urban Growth Boundary do not possess qualities definable by point five to be of eminent environmental, energy, or economic consequences. However, as stated in points three and four, these areas do provide an ability to improve the existing social atmosphere through facility improvements. Since the areas have also been identified as committed to urban uses it would appear that a social need is also provided by their inclusion.

Point Six: Although historically Brownsville has been developed over agricultural soils, every effort was made to avoid the inclusion of productive farm and forest land in the Urban Growth Boundary. All areas with the exception of the Bohemia Mill site have soils with capability classes less than Class II; three areas have some Class II soils.

As was stated previously, all areas are committed to urban uses as determined by proximity to services and development and lot size.

Point Seven: Agricultural activities adjacent to the city limits are of low intensity, although some associated practices such as spraying

and field burning may be objectionable to city residents. Also proximity of the city to these agricultural practices may be harmful with respect to sheep and city dwellers' dogs.

For the most part, Brownsville has strong economic ties to agriculture and can be viewed as an agricultural community. As such, development of the areas included in the Urban Growth Boundary should not have an adverse effect on surrounding agricultural practices.

Table 20
Land in the U.G.B., Out of City Limits

Type	Existing Land Use		Comprehensive Plan Designation	
	Acres	%	%	Acres
Industrial	49.5	35.0%	64.0%	91.0
Residential	.5	.4	36.0	51.0
Vacant	92.0	65.0	N/A	N/A
Total	142.0	100.0%**	100.0%**	142.0
In Floodway	4.0*	3.0	3.0	4.0
Sub-total	138.0	97.0%**	97.0%**	138.0

See: The U.G.B. Agreement,
 Exhibit "I" (p. 145)

* Industrially designated.

** May not add due to rounding.

**BROWNSVILLE'S URBAN GROWTH BOUNDARY
AND AREAS OF COMMUNITY CONCERN**

The City of Brownsville has identified four areas outside but adjacent to the city limits for inclusion in the Urban Growth Boundary (U.G.B.). Within these four areas are a total of 125.83 acres. Although each of the four areas will be addressed separately, their inclusion in the Urban Growth Boundary was based on the following:

1. The need for adequate land for industry;
2. The logical extension of public facilities (sewer, water and streets);
3. The retention of prime agricultural land;
4. Known development proposals;
5. The presence of city services;
6. Areas not subject to flood hazard; and
7. Areas with existing drainage proposals.

Exhibit "I" of the U.G.B. Agreement (p. 145) shows the location of the four areas in relation to the existing city limits of Brownsville.

Areas one and three are being considered for industrial development. Areas two and four are being considered for residential development.

ANALYSIS OF THE FOUR U.G.B. AREAS

Area One

- A) Location: Southwest of city limits, north and south of Highway 228 on east side of railroad.
- B) Total Number of Parcels: Three (3), (one ownership).
- C) Total Acres: 50.35 Acres.
- D) Total Developed Land: 47.0 Acres.
- E) Type of Development: Bohemia, Inc., (industry).
- F) Undeveloped Land: 3.35 Acres.

- G) Soil Types: Chehalis silty clay loam Class II, 30A.
Malabon silty clay loam Class I 260A.
Coburg silty clay loam Class II 270A.
- H) Reasons for inclusion in U.G.B.:
1. Existing industry.
 2. The land would require little improvement other than drainage to develop.
 3. Access to the Southern Pacific Railroad and Highway 228.
 4. Compatibility with surrounding land uses.
 5. The need for economic development in an area compatible with the city.
 6. Industrial traffic would not be channeled through residential and commercial areas of the city.
- I) Comprehensive Plan Designation: Industrial.

Area Two

- A) Location: South of city limits east of Gap Road.
- B) Total Number of Parcels: Three (3).
- C) Total Acres: 14.53 Acres.
- D) Total Developed Land: 0 Acres.
- E) Type of Development: Vacant.
- F) Undeveloped Land: 14.53 Acres.
- G) Soil Types: Coburg silty clay loam Class II.
- H) Reason for inclusion:
1. Two land owners asked to have the remainder of their parcels not in city limits included in U.G.B. The third parcel would become an island when the other two were included. It is the smallest parcel and is also split by the city limits.

2. One land owner has a development proposal for the parcel to the west and has shown how sewer, water, and streets can be extended to the area.
3. Inclusion would make possible water and streets improvement in the area.

I) Comprehensive Plan Designation: Residential.

Area Three

- A) Location: East of city limits, north of Highway 228, south of Calapooia River.
- B) Total Number of Parcels: Nine (9).
- C) Total Acres: 40.37 Acres.
- D) Total Developed Land: 2.77 Acres.
- E) Type of Development: Light industrial (toy factory), city shops, and a gravel operation.
- F) Undeveloped Land: 37.60 Acres.
- G) Soil Types: Camas gravelly sandy loam Class IV, 1A.
Chehalis silty clay loam overflow Class II, 30A.
Malabon silty clay loam Class I, 260A.
Fluvents and Fluvaquents (Alluvial land) Class VII, 76A.

NOTE: Approximately 4.09 acres are within the identified floodway.

H) Reasons for inclusion in U.G.B.:

1. Existing industry.
2. Small parcel sizes.
3. City could supply services.
4. Industrial traffic could be channeled onto Highway 228 to avoid residential areas.
5. Ownership patterns.

I) Comprehensive Plan Designation: Industrial.

Area Four

- A) Location: Northeast of city limits, west of Brownsville-Lebanon Road.
- B) Total Number of Parcels: Three (3).
- C) Total Acres: 36.27 Acres.
- D) Total Developed Land: One house on single large lot.
- E) Type of Development: Single family residential.
- F) Undeveloped Land: All except one or two houses.
- G) Soil Types: Pengra silty loam Class III, 120A.
Hazelair silty clay loam Class IV,
521C.
Ritner cobbly silty clay loam, Class IV,
469C.
Awbrig silty clay loam, Class IV, 280A.
Conser silty clay loam, Class III, 55A.
- H) Reasons for inclusion in U.G.B.:
1. Development will improve services by creating better traffic circulation, and looping water system.
 2. Soils are Class III and IV.
 3. Proposed east-west collector will pass through this area tying Linn Way with Brownsville-Lebanon Road.
 4. Residential development in this area will provide good access to Lebanon.
 5. No natural hazard.
 6. Drainage plan for the area.
 7. Encouraging development on poorer soils should preserve good soils.
- I) Comprehensive Plan Designation: Residential.

Exhibit "B"

AGREEMENT BETWEEN THE CITY OF BROWNSVILLE
OREGON AND LINN COUNTY, OREGON FOR THE MANAGEMENT
OF THE BROWNSVILLE COMPREHENSIVE PLAN AND
LINN COUNTY COMPREHENSIVE PLAN AS IT PERTAINS
TO THE URBAN GROWTH BOUNDARY, THE URBANIZABLE
AREA AND AREAS OF COMMUNITY CONCERN

1. The City of Brownsville, Oregon and Linn County, Oregon hereby agree to establish a joint management procedure for the implementation of the Brownsville Urban Growth Boundary and plan for the Brownsville Urbanizable Area, both of which form an integral part of the Brownsville Comprehensive Plan. The Brownsville Area Urban Growth Boundary is attached to this agreement as Exhibit "I". The area situated inside the Brownsville Urban Growth Boundary and outside the Brownsville City limits shall be referred to as the Urbanizable Area.
2. The City and the County further agree to utilize the provisions of this Agreement, the Brownsville Comprehensive Plan and the Linn County Comprehensive Plan and implementing ordinances as amended as the basis for review and action on Comprehensive Plan Amendments, development proposals and implementing regulations which pertain to the urbanizable area.
3. The City and County recognize a common interest in the amendment of the Comprehensive Plan text and map, the zoning ordinance text and map, and the land division ordinance as they pertain to the Urbanizable Area. The County will refer to the City, upon receipt thereof, all requests for such amendment in order to allow for a concurrent City review. City review of Linn County amendments pertaining to the Urbanizable Area shall occur as a Type III review as outlined in the Linn County Urban Growth Boundary (UGB) Procedural Ordinance. Additional time for review may be provided upon request by the City.
4. The City and County further agree to the following process for formal review of certain land use activities which pertain to the Urbanizable Area:

- A. The City shall have the opportunity to review and comment on the following activities taking place within the Urbanizable Area:
 1. Conditional use permits.
 2. Variance to lot area standards.
 3. Major partitions, and lots platted for subdivision or planned unit development at County standards.
 4. Fill permits, drainage or road projects.
 5. Recommendations for the designation of a health hazard area.
 6. Requests for amendment or establishment of special districts.
- B. The County shall have the opportunity to review and comment on the following City related activities:
 1. Transportation facility improvements or extensions.
 2. Public water supply, sanitary sewer, or drainage system improvement or extensions.
 3. Public facility or utility improvements or extensions.
 4. Requests for annexations.
 5. Amendments to the City's implementing ordinances to the comprehensive plan as they apply to the Urbanizable Area.
- C. Whichever jurisdiction, City or County, has authority for making a decision with regard to a specific development proposal, implementing ordinance or program, shall formally request the other affected jurisdiction to review and comment. The Linn County UGB Procedural Ordinance, Type II review process, shall be used for land use activities in Linn County as described under 4B above. If the position of the two jurisdictions differ, every effort will be made to arrive at an agreement.

5. Annexation proposals to the City for areas outside the Urban Growth Boundary shall be considered as a request for an amendment to the Urban Growth Boundary and shall be subject to the approval of the City and County as an amendment to the Brownsville Comprehensive Plan.
6. The City and County further agree to utilize the provisions of this agreement, the Brownsville Comprehensive Plan and the Linn County Comprehensive Plan as amended as the basis for review and action on comprehensive plan amendments, development proposals and implementing regulations which pertain to areas of Community Concern shown on Exhibit "II".
7. The City and County recognize the desirability of "Area One" as identified on Exhibit "II" for future industrial use. The County shall preserve lands in this area for agricultural use with the exception of the area owned by Woodex, which shall be zoned Industrial. The County shall use its regulatory authority to prohibit divisions of land in Area One unless concurrence is reached between the City and County. If concurrence cannot be reached within a minimum of 30 days from the time that the City is notified, then the City and County shall jointly petition the Land Conservation and Development pursuant to ORS 197. The County shall approve industrial uses for this land only when there is a contractual agreement for annexation between the landowner and the City, which is satisfactory to the City.
8. The City and County recognize the provisions of an agreement between the owner of all land located in Area Four, as identified on Exhibit "II" and the City of Brownsville. The County shall plan and zone land in Area Four consistent with the provisions of the agreement attached as Exhibit "III".
9. The County agrees to formally request City review and comment on proposals for amendment of the comprehensive plan text and map and the zoning ordinance text and map as it pertains to all areas identified as Areas of Community Concern, shown on Exhibit "II". The County shall give the City a minimum of thirty (30) days to complete its review.

10. This agreement may be amended in writing at any time by mutual consent of both parties, after public hearing and referral to the City and County Planning Commission for a recommendation. Any modifications in this Agreement shall be consistent with the Comprehensive Plans of the City of Brownsville and Linn County.
11. This agreement may be terminated by either party provided that the following procedure is used:
 - a. A public hearing shall be called by the party considering termination. That party shall give the other party notice of hearing at least 40 days prior to the scheduled hearing date. This 40-day period shall be used by both parties to seek resolution of any differences.
 - b. Public notice of the hearing shall be in accordance with applicable state and local statutes and goals.
 - c. An established date for termination of the agreement shall be at least 180 days after the public hearing in order to provide ample time for resolution of differences, reconsideration of the decision and the adoption of a replacement Urban Growth Management Agreement which complies with Statewide goals, statutes and administrative rules.

Dated this 8th day of September, 1981.

City of Brownsville

Mayor

LINN COUNTY

Chairman, Board of Commissioners

["Exhibit B" amended by Ord. No. 524, §14, passed September 8, 1981.]

URBAN GROWTH BOUNDARY: EXHIBIT "I"

NOTE: ZONING RECOMMENDATIONS FOR LAND IN THE U.G.B.

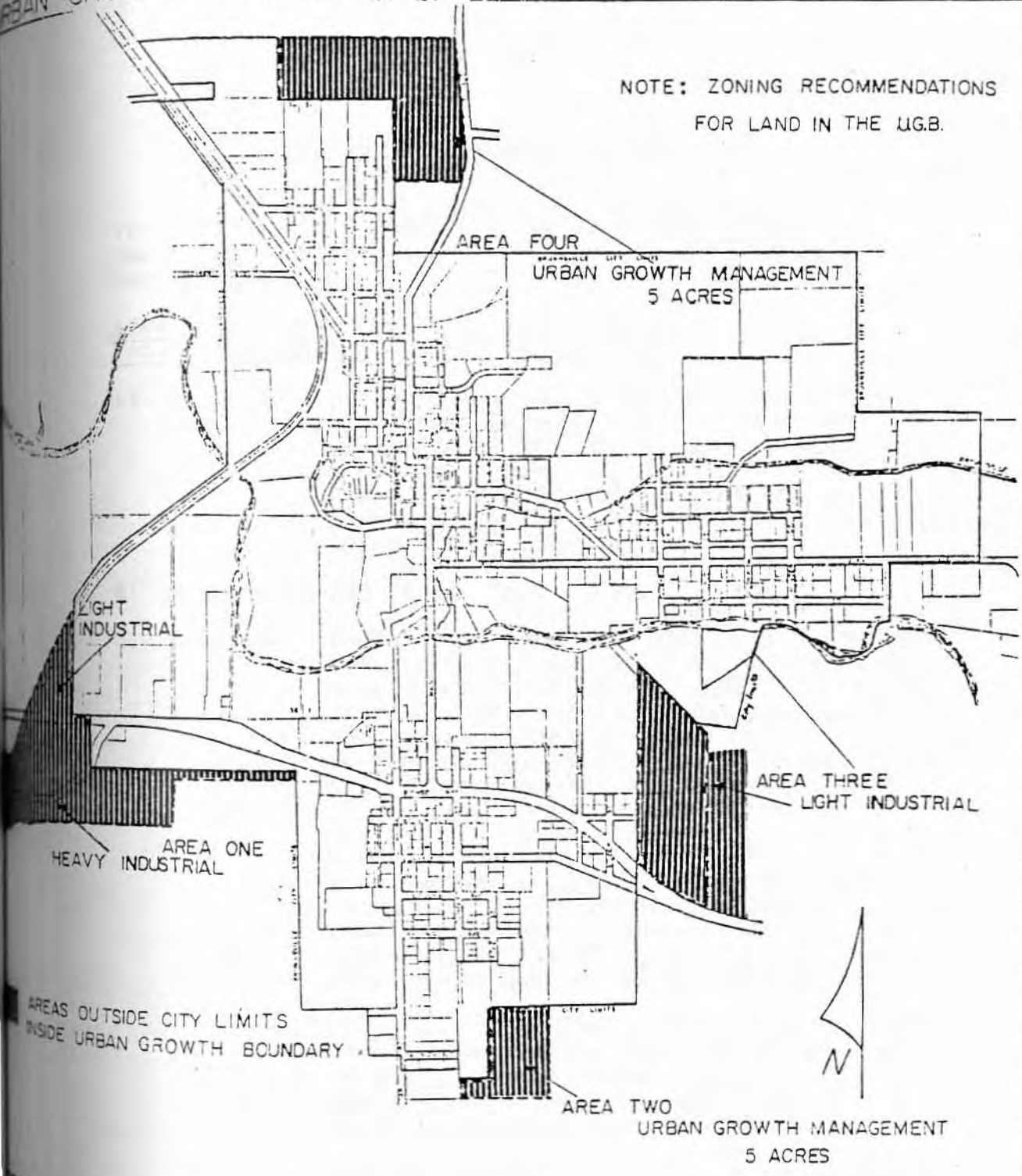


Exhibit "I" amended by Ord. No. 524, sec. 14, passed Sept. 8, 1981.]

BROWNSVILLE

SCALE: 1" = 1000'

Exhibit "II"

AREAS OF COMMUNITY CONCERN

The Brownsville Planning Commission has identified the following areas as being of concern to the city of Brownsville.

Area 1:

Industrial Lands Southwest of the City

- A) Location: West of Brownsville bordered on the north by State Highway 228, on the west by County Road 505, on the south by County Road 508, and on the east by the Southern Pacific Railroad and the eastern property lines of Tax Lots 900 and 1100, Twp. 14 South, Range 3 West, Section 2.
- B) Type of Development: Residential and Industrial.
- C) Concern: Additional industry will seek this area for its desirable qualities and the community would like to see additional industry. The impact to the community would be heavy, while the financial impact in terms of tax base would be non-existing. The partitioning of the large lots into small lots would lessen the attractiveness of the area for industry.

Also, county roads west of Brownsville are being used by an increasing number of industrial haulers. Hazards associated with a high speed state highway and several access points are not being addressed.

The city would like to see controlled access along Highway 228 and a review of existing county roads which access onto 228 with the feeling that certain roads could be improved and others closed.

Because traffic is usually more intensive around cities, the county should give

special maintenance consideration to all county roads in the Brownsville planning area.

Area 2:
Oakview Heights

- A) Location: North of the city and adjacent to the northern city limits.
- B) Type of Development: Rural residential subdivision.
- C) Concern: Presently there are 64 lots which range in size from 7.50 to .90 acres. Well log studies indicate problems in domestic water supply and some septic system denials have been issued. A steep access road (over 15%) is the only access into the subdivision.

The city feels that further division of existing lots could present problems only a health hazard annexation could solve.

The city would like to see the county review all building and partition requests for proven septic system approval and adequate drinking water prior to issuance of permits or partitioning.

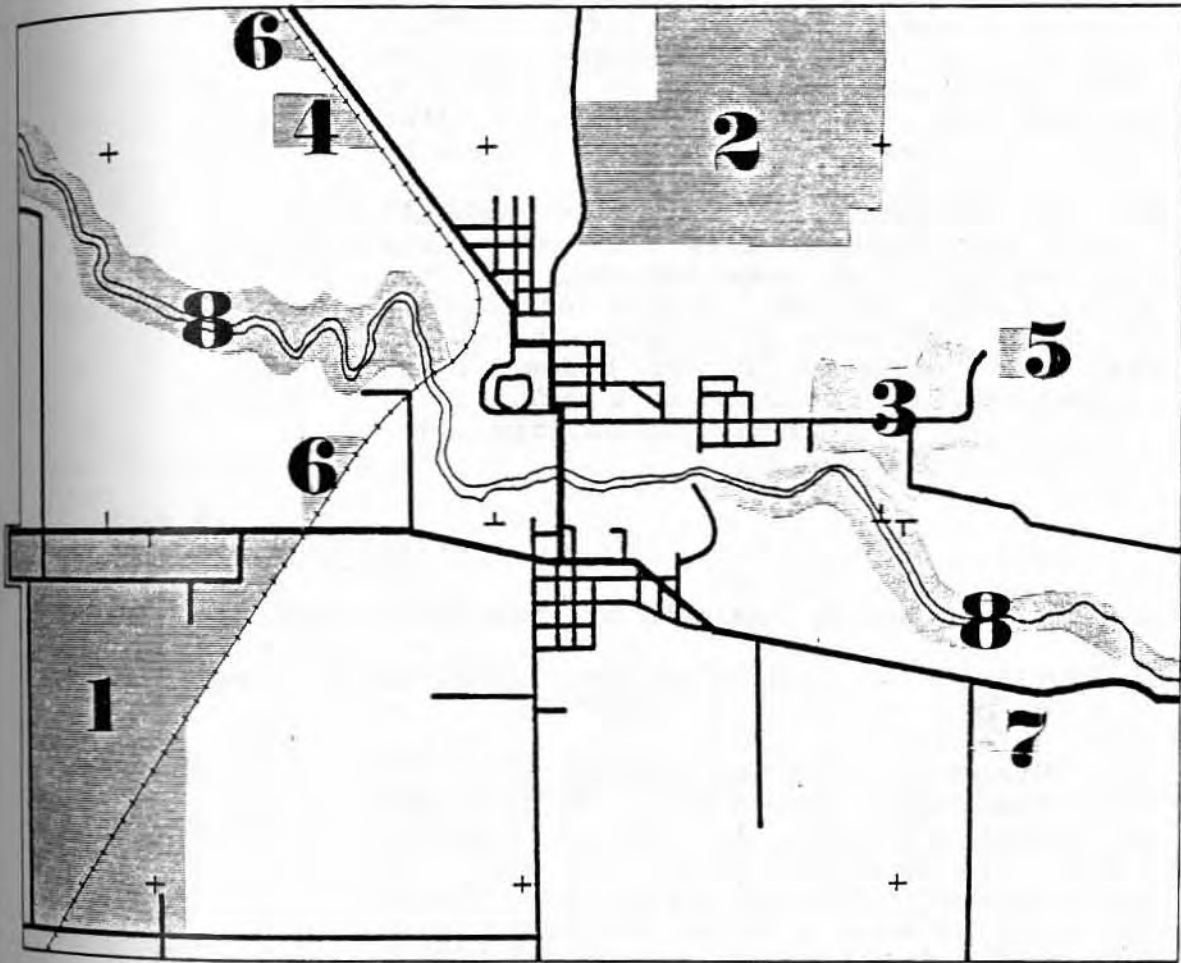
Area 3:
Rural Residential Development East of the City North of the Calapooia River

- A) Location: The hills east of Brownsville.
- B) Type of Development: Rural residential.
- C) Concern: Most traffic generated by rural residential development in this area utilizes Kirk Avenue. An increase in development will mean an increase in traffic on Kirk Avenue.

Kirk Avenue is not up to city standards, and in part is owned by the county.

The city would like to see low development east of Brownsville and Kirk Avenue im-

AREAS OF COMMUNITY CONCERN



NOTE: FOR SPECIFICS OF EACH AREA,
REFER TO URBANIZATION BACKGROUND STUDIES AND
THE URBAN GROWTH MANAGEMENT AGREEMENT

BROWNSVILLE
PLANNING AREA

SCALE: 1" = 1/2 MI.



proved to handle existing development in the area. The city will cooperate with the county in improving Kirk Avenue.

The area cannot be served with sanitary sewer without expensive lift or pump stations. Natural water supply is limited and most residents in the area have connected to the city's system. The water that is supplied to the area is delivered in small diameter copper pipe.

If more development is permitted in this area, the uses will require city water. The city does not want to supply services outside the U.G.B. and the economics of supplying services to this area would not permit sound fiscal management at this time. The area should be maintained in large agricultural lots.

Area 4:
James' Properties

- A) Location: Northwest and adjacent to the city limits.
- B) Type of Development: Agriculture and Residential land.
- C) Concern: The city entered into an agreement with the current land owners (The James) to purchase at reduced cost land needed by the city to expand the northern sewage lagoon. As part of the agreement, the city has agreed to allow connection to the city's sanitary sewer system for five residential units.

The concern is that the James be permitted to develop the area identified as Area Four, and that all conditions of the agreement between the City and the James be met and adhered to.

Area 5:

Pioneer Cemetery

- A) Location: One mile east of the city.
- B) Type of Development: Public.
- C) Concern: That development be kept from eroding the tranquil setting and view of this historic site.

Area 6:

Brownsville Sewage Lagoons

- A) Location: The north lagoon is northwest of the city, the south lagoon is west of the city.
- B) Type of Development: Public.
- C) Concern: That the area around the lagoons be maintained in agricultural use for possible expansion and land application of waste.

Area 7:

Atavista Farm

- A) Location: East of Brownsville, south of Highway 228.
- B) Type of Development: Historic house farm.
- C) Concern: The city would like to see Atavista Farm protected from encroachment by higher intensity development.

Area 8:

Calapooia Floodway

- A) Location: The floodway of the Calapooia River upstream and downstream of Brownsville as identified by the Federal Insurance Administration.
- B) Type of Development: Agriculture, Vacant.
- C) Concern: Development within the floodway outside the City will have an effect on flooding within the city limits of Brownsville.

Exhibit "III"
OF THE
U.G.B. AGREEMENT

parcel A

Beginning at a point which is 1000.00 feet South $36^{\circ}39'$ East of the intersection point of the Westerly right-of-way line of the Southern Pacific Railroad and the South line of that certain one rod strip described in Right-of-way deed from Phillip Stortz and wife to John Bland recorded January 2, 1912 in Book 95, Page 323, Deed Records, Linn County said intersection point being 44.35 chains (2927.10 feet) North and 283.80 feet West of the Southeast corner of Nathaniel D. Jack Donation Land Claim #40 in Township 13 South, Range 3 West of the Willamette Meridian, Linn County, Oregon; running thence South $36^{\circ}39'$ East 299.14 feet along said West railroad right-of-way line; thence West 925.00 feet; thence North 40.00 feet; thence North 45° West 28.28 feet; thence West 204.09 feet; thence on a non-tangent 580 foot curve to the left (the long chord of which bears North $3^{\circ}38'02''$ East 750.03 feet) 315.56 feet; thence South $36^{\circ}39'$ East 708.61 feet; thence East 800.00 feet to the point of beginning, containing 6.886 acres more or less.

Parcel B

Beginning at a point which is 500.00 feet West of the intersection point of the Westerly right-of-way line of the Southern Pacific Railroad and the South line of that certain one rod strip described in Right-of-way deed from Phillip Stortz and wife to John Bland recorded January 2, 1912 in Book 98, Page 323, Deed Records, Linn County, said intersection point being 44.36 chains (2927.10 feet) North and 283.80 feet West of the Southeast corner of Nathaniel D. Jack Donation Land Claim #40 in Township 13 South, Range 3 West of the Willamette Meridian, Linn County, Oregon; running thence West 291.39 feet; thence on a 500 foot radius curve to the left (the long chord of which bears South $63^{\circ}19'27''$ East 520 76 feet) 3104.19 feet; thence North $36^{\circ}39'$ West 291.30 feet to the point of beginning, containing 24.546 acres more or less.

RESERVING AND EXCEPTING therefrom, however, all of the mineral rights in the property for Grantors, Grantors' heirs, representatives and assigns.

SUBJECT TO:

- (1) Easements, restrictions and reservations of record, if any.
- (2) The rights of the public in and to that portion of the above property lying within the limits of public roads and highways.

PROMISSORY NOTE

\$46,035.30

Brownsville, Oregon

_____ 1979

The City of Brownsville, a municipal corporation, promises to pay to the order of THOMAS R. JAMES and COZITTA L. JAMES, and the survivor of them, at 27930 Seven Mile Lane (P.O. Box 123) Brownsville, Oregon, with interest thereon at a rate equal to the highest rate of interest that the City of Brownsville can obtain on the investment of funds used to pay the purchase price (in no event shall the City of Brownsville pay interest at less than a rate of 8%) per annum from date until paid, payable as follows:

- (1) \$46,035.30, plus interest from date, shall be paid on or before October 15, 1979.

If any of said sum is not so paid, all principal and interest to become immediately due and collectible at the option of the holder of this note. If this note is placed in the hands of an attorney for collection, we promise and agree to pay holder's reasonable attorney's fees and collection cost, even though no suit or action is filed herein; however, if a suit or action is filed, the amount of such reasonable attorney's fees shall be fixed by the court or courts in which the suit or action, including any appeal therein, is tried, heard or decided.

THE CITY OF BROWNSVILLE
a municipal corporation

By _____

By _____

Exhibit "A"

Parcel A

Beginning at a point which is 1000.00 feet South $36^{\circ}39'$ East of the intersection point of the Westerly right-of-way line of the Southern Pacific Railroad and the South line of that certain one rod strip described in Right-of-way deed from Phillip Stortz and wife to John Bland recorded January 2, 1912 in Book 95, Page 323, Deed Records, Linn County said intersection point being 44.35 chains (2927.10 feet) North and 283.80 feet West of the Southeast corner of Nathaniel D. Jack Donation Land Claim #40 in Township 13 South, Range 3 West of the Willamette Meridian, Linn County, Oregon; running thence South $36^{\circ}39'$ East 299.14 feet along said West railroad right-of-way line; thence West 925.00 feet; thence North 40.00 feet; thence North 45° West 28.28 feet; thence West 204.09 feet; thence on a non-tangent 580 foot curve to the left (the long chord of which bears North $3^{\circ}38'02''$ East 750.03 feet) 315.56 feet; thence South $36^{\circ}39'$ East 708.61 feet; thence East 800.00 feet to the point of beginning, containing 6.886 acres more or less.

Parcel B

Beginning at a point which is 500.00 feet West of the intersection point of the Westerly right-of-way line of the Southern Pacific Railroad and the South line of that certain one rod strip described in Right-of-way deed from Phillip Stortz and wife to John Bland recorded January 2, 1912 in Book 98, Page 323, Deed Records, Linn County, said intersection point being 44.36 chains (2927.10 feet) North and 283.80 feet West of the Southeast corner of Nathaniel D. Jack Donation Land Claim #40 in Township 13 South, Range 3 West of the Willamette Meridian, Linn County, Oregon; running thence West 291.39 feet; thence on a 500 foot radius curve to the left (the long chord of which bears South $63^{\circ}19'27''$ East 520 76 feet) 3104.19 feet; thence North $36^{\circ}39'$ West 291.30 feet to the point of beginning, containing 24.546 acres more or less.

RESERVING AND EXCEPTING therefrom, however, all of the mineral rights in the property for Grantors, Grantors' heirs, representatives and assigns.

SUBJECT TO:

- (1) Easements, restrictions and reservations of record, if any.
- (2) The rights of the public in and to that portion of the above property lying within the limits of public roads and highways.

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That THOMAS R. JAMES and COZETTA L. JAMES, hereinafter called grantor, does hereby grant, bargain, sell and convey unto CITY OF BROWNSVILLE, hereinafter called grantee, and unto grantor's heirs, successors and assigns all of that certain real property

hereinafter called grantor, and unto grantor's heirs, successors and assigns all of that certain real property with all tenements, hereditaments and appurtenances thereto in anywise appertaining, situated in the County of Linn, State of Oregon, described as follows, to-wit:

Said property being more particularly described on Exhibit "A" attached hereto and by this reference made a part hereof as though fully set forth

To Have and to Hold the same unto the said grantor and grantor's heirs, successors and assigns forever. The true and actual consideration paid for this transfer, and in terms of debt, is \$

How ever, the actual consideration consists of or includes a lot of property of a like grant or promise of a like consideration (indicate which). (The sentence between the symbols shall not apply unless the word "delivered" is written in the margin of this deed and where the context requires, the singular shall include the plural and all necessary changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.)

In Witness Whereof, the grantor has executed this instrument at this day of 1979, if a corporate grantor, it has caused its name to be signed and sealed affixed by its duly authorized officer of its board of directors.

ACCEPTED BY THE CITY OF BROWNSVILLE, LINN COUNTY, OREGON this 5th day of JUNE, 1979.

THOMAS R. JAMES
COZETTA L. JAMES

BY: *[Signature]*
CITY RECORDER

STATE OF OREGON,)
County of Linn) ss.
JUNE 5 1979

STATE OF OREGON, County of)
Personally appeared)
each for himself and not one for the other, did say that he is president and that he is secretary of

Personally appeared the above named THOMAS R. JAMES and COZETTA L. JAMES

and acknowledged the foregoing instrument to be their voluntary act and deed.

and that the seal affixed to the foregoing instrument is the seal of said corporation and that said instrument was read and approved in the hall of said corporation, by authority of its board of directors, and they acknowledged said instrument to be its voluntary act and deed.
Before me

Believe me,
OFFICIAL SEAL)
Notary Public for Oregon
My commission expires 11-1-82.

Notary Public for Oregon
My commission expires

THOMAS R. & COZETTA L. JAMES
P.O. Box 123
Brownsville OR 97327
CITY OF BROWNSVILLE, a municipal corporation
Brownsville OR 97327

STATE OF OREGON
County of)
I certify that the foregoing instrument was received for recording on this day of 1979 at which M. and in book on page file and number Record of Deeds of said County Witness my hand and County affixed

After recording return to
DONALD P. REILING
138 Seventh Ave., S.W.
Albany OR 97321

Until a change is requested all tax statements shall be sent to the following office:

REAL ESTATE PURCHASE AGREEMENT

THIS AGREEMENT, made and entered into this day of _____, 1979, by and between THOMAS R. JAMES and COZETTA L. JAMES, hereinafter called "Sellers," and CITY OF BROWNSVILLE, a municipal corporation, hereinafter called "Buyer,"

W I T N E S S E T H:

WHEREAS, Buyer has threatened to condemn for public use by Buyer two (2) parcels of real property owned by Sellers located in Linn County, Oregon said two parcels of real property being more particularly described in Exhibit "A", attached hereto and by this reference incorporated herein as though fully set forth.

NOW, THEREFORE, for and in consideration of the terms and covenants herein contained the Sellers hereby agree to sell to Buyer and Buyer hereby agrees to purchase from Sellers that certain real property described in Exhibit "A".

1. PURCHASE PRICE:

The full purchase price of the property, as above described, which Buyer agrees to pay to Sellers, shall be \$46,535.30, which is the total of the following:

(a) The sum of \$12,050.50, computed at a rate of One Thousand Seven Hundred Fifty (\$1,750.00) Dollars per acre for that property described in Exhibit "A" as Parcel A, Said Parcel A consisting of 6.886 acres.

(b) The sum of \$31,909.80, computed at a rate of One Thousand Three Hundred (\$1,300.00) Dollars per acre for that property described in Exhibit "A" as Parcel B, said Parcel B consisting of 24.546 acres.

(c) The sum of \$2,575.00, which sum shall be equivalent to the cost to Sellers for five (5) single family residence sewer connection permits for property owned by Sellers, said property being known as Kay's Addition to North Brownsville and being located along the West side of Linn Way.

2. PAYMENT OF PURCHASE PRICE, DEED and PROMISSORY NOTE:

Sellers shall, on even date herewith, deliver to Buyer a Bargain & Sale Deed conveying said property to Buyer, except for all oil, gas, mineral, and geothermal rights to and in said property, which Sellers shall reserve unto themselves; said property shall be conveyed subject to all liens, encumbrances, easements, conditions, and restrictions of record, and subject to all rights of the public in and to those portions of the property lying within public highways and roads, and subject to unrecorded leases.

Buyer shall, on the date said deed is delivered, as above provided, pay to Sellers a sum of Five Hundred (\$500.00) Dollars as part of the total purchase price, and shall execute and deliver to Sellers a promissory note for the remaining balance of the total purchase price, to-wit: \$46,035.30. Said promissory note shall be made payable to Sellers, as joint tenants with right of survivorship, upon the following terms:

(a) The sum of \$46,035.30, plus interest from the date of delivery of said deed, shall be paid on or before October 15, 1979.

(b) Buyer shall pay interest at a rate equal to the highest rate of interest that Buyer can obtain on the investment of the funds used to pay the purchase price. In no event shall Buyer pay interest at less than a rate of 8% per annum on all unpaid balances. Said interest to accrue from the date upon which Sellers deliver to Buyer said deed as above provided.

3. LEASE OF PARCEL B:

(a) Buyer agrees to lease to Sellers, for an amount of \$10.00 per acre per year, that portion of said property described as Parcel B. Said lease shall be for a term of five (5) years with Sellers, or the survivor of them, having the option to renew said lease for three additional periods of five years each, upon the same price of \$10.00 per acre per year. During the period of said lease, or during the period of any renewal of said lease, Sellers shall have the right to sell or assign their interest in said lease or to sublet said Parcel B. Sellers shall also have the right to sell or assign their right to renew said lease.

(b) Said lease shall begin upon the date that sellers deliver to Buyer said deed, as above provided. Buyer agrees that the lease payment for the first year of said lease, as set forth in Paragraph (a) above, shall be reduced and adjusted so that Sellers will not be charged under said lease for such period of time that said Parcel B is under construction by Buyer or its agents and cannot be utilized for farming purposes by Sellers.

(c) During the period of said lease or of any renewal of said lease, Buyer shall make every effort to not discharge effluent onto Parcel B or irrigate Parcel B during the time required by Sellers, or their lessees, to harvest or remove any crops on Parcel B. Buyer agrees to make every effort to manage the lagoon facility, including the discharge of effluent from the lagoon, in a manner that will aid farming on Parcel B as much as possible. Buyer agrees to consult with Sellers, and their lessees, regarding the times and the manner of discharging effluent onto Parcel B. Sellers acknowledge that the primary purpose of Buyer purchasing Parcel B is to permit Buyer to discharge effluent onto Parcel B and Sellers acknowledge that the time and manner of discharging effluent onto Parcel B shall be in the absolute discretion of Buyer.

(d) Buyer agrees that should Buyer discharge effluent onto Parcel B at such times or in such manner so as to damage or destroy any crops on Parcel B during the period of said lease or of any renewal of said lease, Buyer shall pay Sellers, and their lessees, if any, according to their proportionate interest for any such damage, loss or destruction.

(e) Buyer agrees to prepare, at Buyer's expense, Parcel B for use as permanent pasture as soon as reasonably possible after Buyer has completed its construction of the lagoon and has finished placing soil on Parcel B and has completed the leveling of said soil and the fencing of Parcel B. Buyer agrees that such permanent pasture shall be clover with a mixture of grasses and shall be adequate to be used as permanent pasture. Said pasture shall meet requirements of the Oregon Department of Environmental Quality for nitrogen use.

4. FENCING AND DRAINAGE:

Buyer agrees to install, and to pay the costs of, security fencing around Parcel A of said property and

Parcel B of said property. Such fencing shall be adequate to meet the agricultural needs of Sellers, and shall be placed in such a manner and in such configuration as to permit Sellers to reasonably utilize the property on both sides of such fencing for farming purposes. Such fencing shall be placed in such a manner and in such configuration as to permit the movement of farm machinery for farming purposes. Buyer agrees to install 3 gates in the fencing around Parcel B of said property which meet the approval of Sellers and allow Sellers ingress and egress to said Parcel B with Sellers' farm machinery. One of such gates shall be located so as to permit Sellers access to Parcel B from Sellers' field adjoining Parcel B on the west; another of said gates shall be located so as to permit Sellers access to Parcel B from Sellers' field adjoining Parcel B on the south; another of such gates shall be located so as to permit Sellers access to Parcel B from sellers' existing pond. Buyer agrees to consult with Sellers regarding the location and width of such three gates.

Buyer agrees that any existing ditches that traverse the property will be channeled along dikes so as to ensure adequate drainage of the property. Buyer warrants that such drainage system will be constructed and maintained so as to lead natural drainage around Parcel B of said property. Buyer warrants that such drainage system to be constructed by Buyer shall be adequate to ensure that the drainage from Parcel B will be no worse after construction of said system than it was before the construction of said system.

Buyer warrants that the design, construction and maintenance of Buyer's lagoon or holding pond shall be adequate to prevent seepage of lagoon or holding pond water from entering into Seller's existing pond or from entering onto Seller's adjoining property or from entering onto Parcel B.

Buyer warrants that the design, construction, maintenance and operation of Buyer's lagoon or holding pond, including the discharge of effluent from the lagoon or holding pond, shall be such so as to comply with all standards, limits and requirements of the Oregon Department of Environmental Quality.

Buyer agrees to maintain Buyer's lagoon or holding pond in an attractive manner so as not to detract from or reduce the value of Seller's property known as Kay's Addition to North Brownsville.

5. SELLERS' EXISTING POND:

Buyer acknowledges that Sellers presently maintain a pond near said property to be purchased by Buyer and Buyer agrees that said pond shall not be included in said property purchased by Buyer, and that said pond shall not be damaged or altered during Buyer's construction or operation of Buyer's lagoon or holding ponds or by the movement of earth from the lagoon site to said Parcel B, and Buyer further agrees that such fencing erected by Buyer shall separate Sellers' pond from said property being purchased by Buyer.

6. ZONING AND SEWER CONNECTIONS:

Buyer acknowledges that Sellers are the owners of property located along the westside of Linn Way known as Kay's Addition to North Brownsville and that such property is adjacent to Buyer's existing north sewage lagoon and that such property has been included within Buyer's preliminary urban growth boundary. Buyer agrees to cooperate with Sellers to ensure that such property remains within Buyer's urban growth boundary, and Buyer agrees not to initiate any action to vacate the subdivision known as Kay's Addition to North Brownsville. Buyer agrees not to initiate any action to change the zoning of such property from its present single family residential zoning. Buyer further agrees to allow five single family residence sewer connection permits to Sellers for Sellers' property known as Kay's Addition to North Brownsville located along the west side of Linn Way.

Buyer shall issue such permits, or any of them, to Sellers, or the survivor of them, at any time within a period of 20 years beginning with the date of the execution of this agreement, upon receiving Sellers' application and each of such five permits shall be issued to Sellers at a cost equal to one-fifth (1/5) of the amount included as part of the total purchase price of the property in Part (c) of Section 1 of this agreement. Buyer agrees to give Sellers an easement across its north sewer lagoon property to allow Sellers to connect to the City sewer trunk line, approximately 350 feet from the Sellers' property located in Kay's Addition to North Brownsville. The connection of the sewer trunk line to the residences located on Sellers' property shall not be the responsibility of Buyer and costs of such connection shall be borne by Sellers.

7. SURVEYING, TITLE INSURANCE AND LEGAL FEES:

Buyer agrees to pay all surveying costs necessary to accurately describe the property being purchased from Sellers by Buyer, to pay the cost of title insurance, and to pay Five Hundred (\$500.00) Dollars attorney's fees to Seller's attorney for the preparation of this agreement.

8. TAXES:

Buyer agrees to prorate the 1978-1979 Linn County real property taxes on said above-described property being purchased by Buyer; such taxes shall be prorated as of the date that Sellers deliver to Buyer said deed conveying said property to Buyer, as herein provided.

9. EXISTING LEASE:

Buyer acknowledges that said property described in Exhibit "A" is currently being leased by Sellers to ROGER RUCKERT and that said property is currently planted in rye grass and such crop is expected to be harvested sometime between July 1, 1979, and September 30, 1979. Buyer agrees to pay ROGER RUCKERT and Sellers, according to their proportionate interest, for any damage, loss, or destruction of said rye grass crop caused by Buyer's construction of the lagoon facility, or Buyer's construction of any drainage ditches, dikes, or channels, or Buyer's removal or placement of earth from the lagoon facility. The amount of such payment to ROGER RUCKERT and Sellers for the loss, damage, or destruction of such rye grass crop shall be the fair market value of the crop lost, damaged, or destroyed. Sellers agree that once the current rye grass crop is harvested, no further crop will be planted on said property described in Exhibit "A" until such time as Buyer has completed construction and development, as set forth herein, on said property described in Exhibit "A".

10. DEFAULT, NOTICE AND REMEDIES:

If Buyer shall fail to make any payment as herein provided, time being of the essence, Buyer shall be deemed in default and Sellers shall not be obligated to give notice to Buyer of a declaration of said default.

Buyer shall not be deemed in default for failure to perform any covenant or condition of this agreement, other than the failure to make payments as provided for herein, until notice of said default has been given by Sellers to Buyer and Buyer shall fail to remedy said default within thirty (30) days after the giving of said notice. Notice for this purpose shall be deemed to have been given by the deposit in the mails of a certified letter containing said notice and addressed to Buyer at Buyer's last known address.

In the event that Buyer shall fail to perform any of the terms of this agreement, including payments of purchase price as evidenced by the promissory note as provided for herein, time of payment and performance being of the essence, Sellers shall, at their option, subject to the requirements of notices herein provided, have all rights and remedies provided by law or in equity.

11. ARBITRATION:

In the event of a dispute by the parties to this agreement over any terms of this agreement, including, but not limited to, those specifically subject to arbitration, such dispute shall be referred to a Board of Arbitrators chosen as follows:

Each of the parties to the dispute shall designate an arbitrator of his choice, the arbitrators so designated shall designate one other arbitrator so that there will be an uneven number of arbitrators on the Board of Arbitrators, and said Board of Arbitrators shall determine the dispute, which determination shall be final and binding upon the parties. In the event of a party to the dispute failing to designate an arbitrator within fifteen (15) days after demand by any party to do so, the decision of the arbitrator chosen by the other party shall be final. If the arbitrators chosen by the parties shall not be able to agree upon an additional arbitrator or arbitrators then either may apply to the then Senior Judge of the Circuit Court for Linn County, Oregon and his choice shall be final. Each party shall be liable for payment of a proportionate part of the fees and expenses of such arbitration as determined by the arbitrators.

12. WAIVER:

Failure by Sellers at any time to require performance by Buyer of any of the provisions herein shall in no way affect Sellers' right hereunder to enforce the same, nor shall any waiver by the Sellers of any breach hereof be held to be a waiver of any succeeding breach or a waiver of this non-waiver clause.

13. SUCCESSOR INTERESTS AND INTERPRETATION:

The covenants, conditions and terms of this agreement shall extend to and be binding upon and inure to the benefit of the heirs, administrators, successors and assigns of the parties hereto.

14. MAINTENANCE OF PARCEL B:

Sellers agree that they and Sellers' lessees, if any, shall maintain, at all times, a crop or other ground covering on Parcel B during such period of time that Sellers or Sellers' lessees are leasing said Parcel B from Buyer. Such crop or ground covering shall meet all requirements of the Oregon Department of Environmental Quality for nitrogen use.

15. RIGHT OF FIRST REFUSAL:

Should Buyer at any time prior to the full payment of the purchase price, as herein provided, wish to sell said property as described in Exhibit "A", or any part thereof, Buyer shall first offer said property to Sellers and Sellers shall have the right to purchase said property from Buyer for an amount equal to the per acre price as set forth in Section 1 of this agreement.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed on the day and year first hereinabove written.

SELLERS:

THOMAS R. JAMES

COZETTA L. JAMES

CITY OF BROWNSVILLE

BUYERS:

By _____

GOALS AND POLICIES



KEY TO NUMBERING SYSTEM OF THE FOLLOWING
GOALS AND POLICIES

All goal statements are numbered beginning with the letter G.

All policy statements are numbered beginning with the letter P.

Each goal and policy statement also includes a letter or letters to indicate the section and a number.

Section letters are as follows:

Citizen Involvement - C

Land Use - L

Public Facilities and Services - P

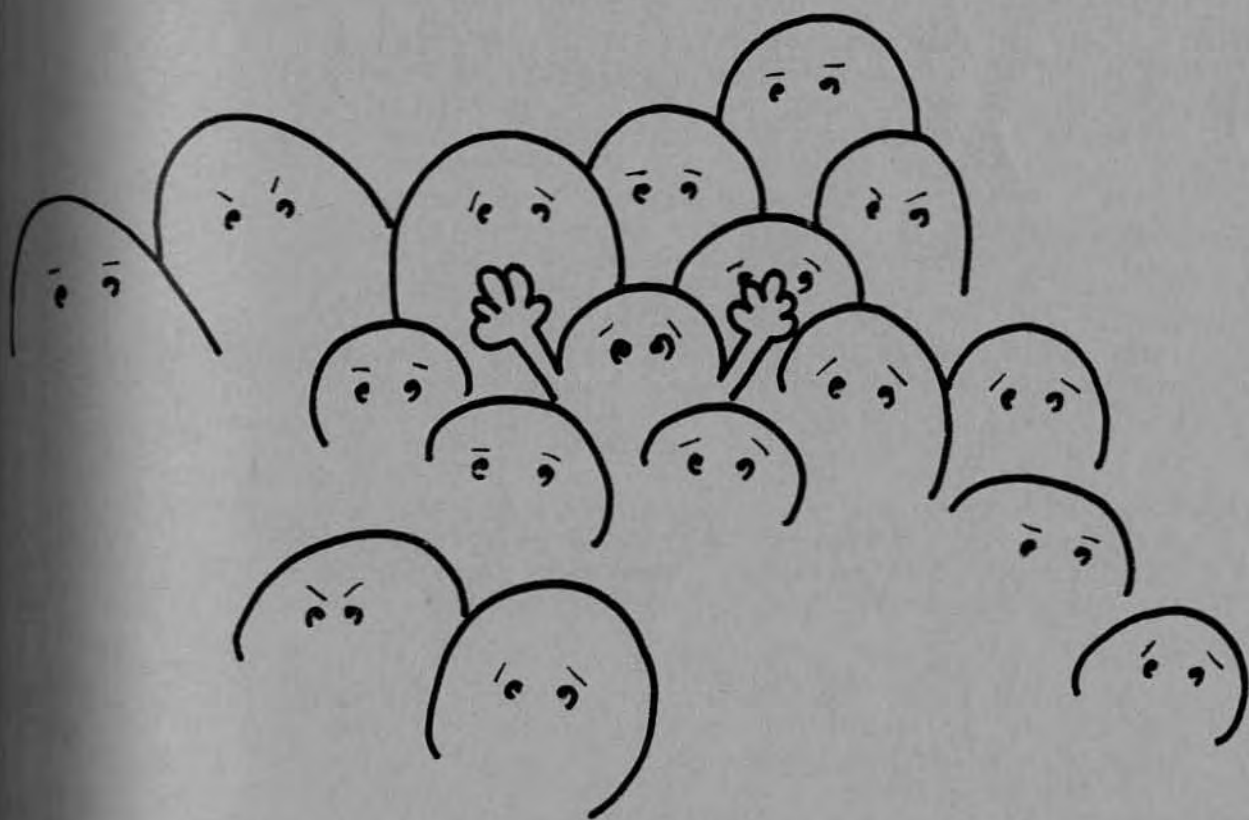
Transportation - T

Housing - H

Urbanization - U

Plan Review and Amendment - R

CITIZEN INVOLVEMENT GOALS & POLICIES



CITIZEN INVOLVEMENT

- G-CI: To achieve effective communication between the city's officials and its citizens, and develop greater opportunities for mutual information and citizen participation in all phases of community planning.
- P-CI: The Brownsville Planning Commission shall be designated as the Committee for Citizen Involvement, whose continuous responsibility shall be to:
- A. Hold open public meetings during the course of all planning programs in order to give community residents the opportunity to participate in various stages of the planning process.
 - B. Inform the community of planning commission meetings through: the civic calendar in the local newspaper, articles in the newspaper, public hearing notices posted at city hall, the post office, and the city library.
 - C. Perform the duties of all committees established by this plan until:
 - a) enough community interest is shown for all committees to be appointed, and
 - b) the city council after comment and recommendation from the planning commission appoints a committee to perform specific duties, and
 - D. Assume responsibility when an established committee which was formed to work on a specific project disbands, is dissolved, or loses interest as a committee.
 - E. Record and file minutes and other pertinent information related to planning and planning commission meetings. All public information will be available for public inspection at city hall.
 - F. Periodically, conduct community surveys and questionnaires to assess community attitudes and evaluate the planning commission's effectiveness in reaching the citizenry and meeting community needs; and to evaluate citizens involvement in the planning process.

- G. Encourage citizen involvement through such methods as:
- a) neighborhood groups;
 - b) internal neighborhood meetings;
 - c) cooperating with established community organizations;
 - d) providing a wide range of community interest projects.
- H. Provide the Brownsville City Council with information and recommendations on planning related issues.
- I. Work towards the realization of all goals and implementation of all policies within the Brownsville Comprehensive Plan, and to periodically review, update, finetune and maintain the Brownsville Comprehensive Plan as a workable document for the citizens and future growth of Brownsville.

LAND USE

- G-LI: To provide lands which are suitable for a variety of urban uses that will 1) provide optimum livability, 2) be safe from natural hazards, 3) economically provide public services, 4) be compatible with surrounding uses and 5) allow for freedom of choice in the market.

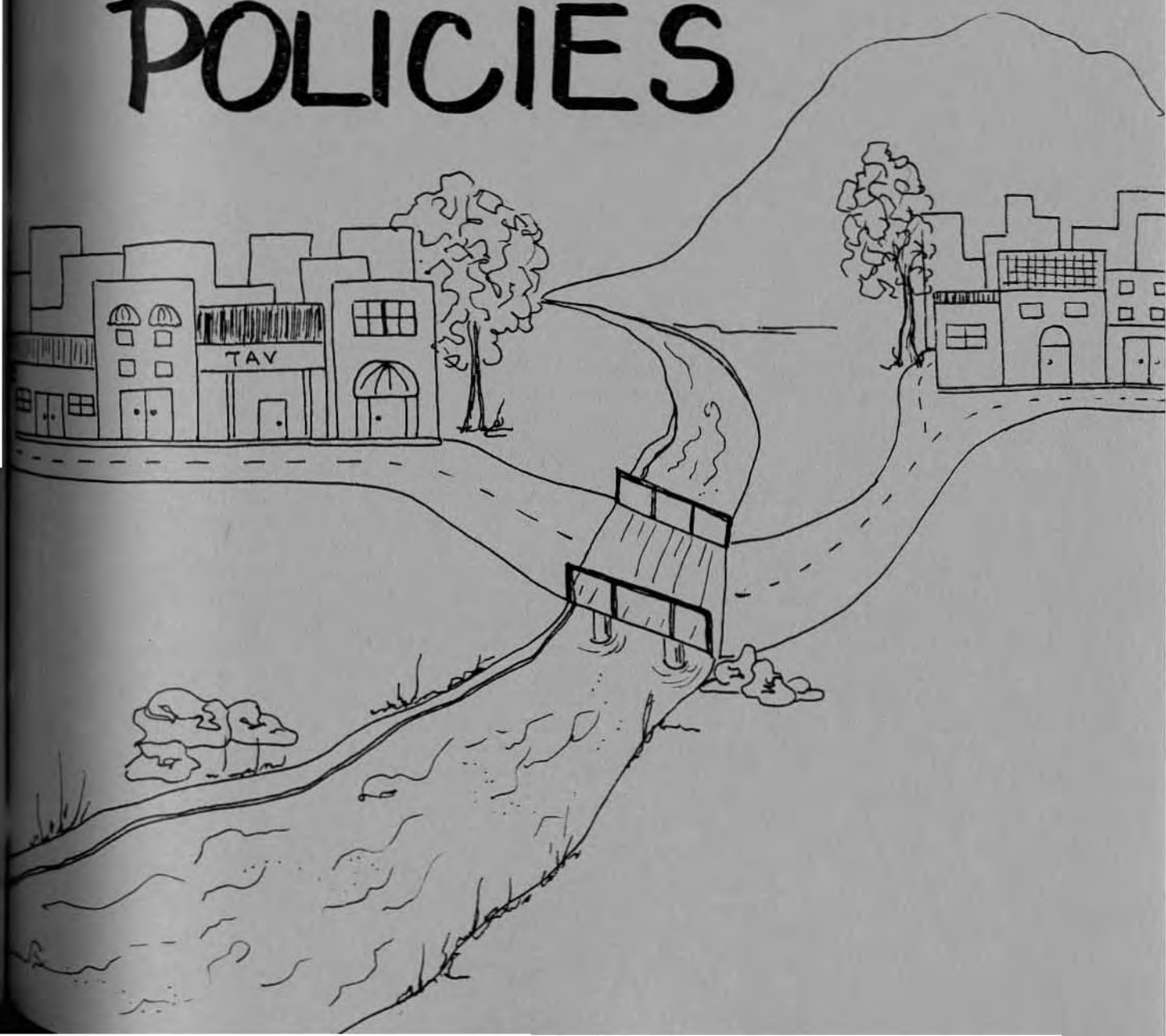
Residential Lands

- P-L1: The City of Brownsville shall recognize lands for residential use that adequately meet the projected population to the year 2000, and the lands so recognized will be consistent with the existing characteristics of the city and within the capabilities of the city to supply services.
- P-L2: The City of Brownsville will continue to allow home occupations which do not distract from or interfere with the dominant use of the area in residential neighborhoods.
- P-L3: The City of Brownsville shall establish areas of low density residential development with a minimum lot size of 7,500 square feet per dwelling unit. A minimum lot size of 12,000 square feet shall be required for a duplex. Low density shall be located in areas which have fewer services available than other areas of the city and which do not meet the criteria for medium or high density residential.
- P-L4: The greatest number of units permitted in one structure within a low density residential area shall be a duplex.
- P-L5: The City of Brownsville shall establish medium density residential areas with a minimum lot size of 6,500 square feet for single family dwellings, 8,000 square feet for duplexes, 9,500 square feet for triplexes and 12,000 square feet for fourplexes. Medium density shall conform to existing established neighborhoods where public, urban, services are able to adequately handle the increased development and activity.

LAND USE

GOALS &

POLICIES



- P-L6: The City of Brownsville shall establish the fourplex as the greatest number of attached residential living units allowed within areas designated as medium density residential.
- P-L7: The City of Brownsville shall establish high density residential areas with a minimum lot size of 5,000 square feet for a single family detached dwelling. The minimum lot size for attached residential units shall be an additional 1,500 square feet for each additional attached residential unit up to four units. For multi-family dwellings of five or more units, the minimum lot size shall be 2,000 square feet per unit. High density residential development shall be established in close proximity to commercial development, open space, and where the streets can accommodate the traffic generated by such development.
- P-L8: A change to medium or high density residential shall not damage the existing historic character of the neighborhood.

Commercial Lands

- P-L9: The City of Brownsville will maintain and enhance a centralized commercial district which respects the historic "old town" character of Brownsville, new development and improvements of buildings and landscaping shall conform with the historic period of "old town" as defined by the Brownsville Historic Committee. Pedestrian transportation will be emphasized.
- P-L10: The City of Brownsville shall establish a Brownsville Historic Review Committee whose responsibility shall be to review all proposals involving "Old Town", including the review of:
- A. Site plans drawn to scale showing the dimensions, arrangements and design of all proposed buildings, construction and alterations.
 - B. Shape, size and proposed location of all signs.

- C. Plans drawn to scale of all construction and improvements to streets, sidewalks, and street lights.
 - D. All proposed plans for landscaping, benches, tables and all other non-commercial uses.
 - E. Parking provisions.
- p-L11: The City of Brownsville shall recognize commercial land south of the Calapooia River for the location of businesses which generate high traffic volumes.
- p-L12: The City of Brownsville recognizes the need for diverse commercial activity to support continued economic growth and shall develop a mechanism to identify and encourage a range of commercial activities to meet the needs of the community.
- P-L12A: No addition to the volume commercial zone shall increase the length of the zone's east-west axis along Highway 228 in an effort to avoid strip development.

Industrial Lands

- P-L13: The City of Brownsville shall encourage economic development (among other strategies) through the recognition of lands suitable for industrial development.
- P-L14: The City of Brownsville shall require industrial activity to be made compatible with surrounding land uses by:
- A. Use of buffers which could include distance separation, physical barriers such as plantings, earth mounds, fencing.
 - B. Encouraging use of local resources such as agricultural or city waste.
 - C. Encourage the use of other techniques and methods to achieve compatibility.
- P-L15: Industrial lands shall have ease of access to major highways and railroad facilities so that

residential neighborhoods and commercial areas are not adversely affected by industrial traffic.

- P-L16: The City of Brownsville shall encourage the clustering of industry.
- P-L17: The City of Brownsville shall encourage industrial activities which are capable of sharing excess heat or other forms of energy, water or other resources to do so in order to conserve resources and energy.
- P-L18: The City of Brownsville shall establish areas for light industry. Industrial uses in light industrial areas shall:
- A. Be compatible with the surrounding land uses.
 - B. Not generate loud noise, odors, particulates, vibrations or excessive light.
 - C. Have all manufacturing and fabrication activity housed within an enclosed structure.
 - D. Provide vegetation and landscaping in a park-like environment.
 - E. Store all materials behind sight-obscuring fences.
 - F. Utilize or construct access roads which do not pass through residential neighborhoods.

Aggregate Resources

- P-L19: The City of Brownsville shall cooperate with the State Department of Geology and Mineral Industries and the Division of State Lands in the review of all applications for mining within the City, urban growth boundary and planning area of Brownsville.
- P-L20: The City of Brownsville shall control the hours of operation, noise levels, dust levels and access to and from the site of all mining operations.

- P-L21: The City of Brownsville shall require buffering, screening, and fencing of all mining operations.
- P-L22: The City of Brownsville shall require reclamation plans which discuss in detail the subsequent use of the site and shall reserve the right to deny an application which does not meet the city's standards. Standards for reclamation shall be:
- A. Safety of reclaimed site.
 - B. Proposed subsequent use.
 - C. Revegetation and/or return of the site to a natural state.
- P-L23: The City of Brownsville shall require development permits for all mining activity within the city, the U.G.B., and the floodway, as identified by the Federal Insurance Administration, of the Calapooia River (within the Brownsville Planning Area). Development permits shall not be issued if any phase of the mining activity will:
- A. Cause flooding in areas which have not been flooded before, and
 - B. Cause a rise in flood heights above approved elevations.
 - C. Cause undue hardship to existing residents or uses within the city and Urban Growth Boundary.
- P-L24: The City of Brownsville shall hold public hearings prior to authorizing any mining activity within the city limits and urban growth boundary.

Special Development Areas

- P-L25: The hill north of "old town", the hill southwest of City Hall and Holloway Heights can facilitate desirable development for Brownsville. Because of soil conditions, drainage, access problems, rock outcrops and visibility, these areas cannot be developed using development standards adopted for the flat areas of Brownsville. To aid in the wise development of these areas and to provide

flexibility, the following requirements shall be applied to all special development areas:

- A. Lot size shall be determined by the physical characteristics of the land.
- B. Drainage and erosion problems shall be addressed by all development.
- C. Roads shall be engineered to assure access by emergency vehicles during all possible weather conditions.
- D. Extension of water and sewer lines shall adequately provide for domestic needs and proper water pressure for fire protection. Fire protection shall be based on the minimum recognized water supply requirements for fire flow as established by the Chief of the Brownsville Rural Fire Department and City Engineer.
- E. The most compatible form of development for these Special Development areas, due to their sensitive physical characteristics, will be residential and open space. [Policy P-L25(E) amended by Ord. No. 524, §3, passed September 8, 1981.]
- F. In areas where the dominant surrounding use is residential, residential use shall be encouraged.
- G. Comprehensive Development Plans shall be required for all major partitions, subdivisions and development which will utilize more land than would be required for a single residential structure.
- H. Density and type of development shall conform to city approved planning, engineering, and other criteria as adopted by the City Council.
- I. Review by the City of Brownsville shall be required for all development; and specifically in relation to the description of the intent and buildable lands analysis of the Special Development designation beginning on page 59 of the City's Comprehensive Plan. [Policy P-L25(I) amended by Ord. No. 524, §8, passed September 8, 1981.]

p-L26: The City of Brownsville shall consult the appropriate public and private agencies when development proposals within special development areas are proposed to the city such as:

- A. Governmental agencies.
- B. Environmental agencies.
- C. Utilities.

Public Lands

P-L27: The City of Brownsville identifies the following properties as being public land (see Figure 22.0).

Areas Subject to Natural Hazard

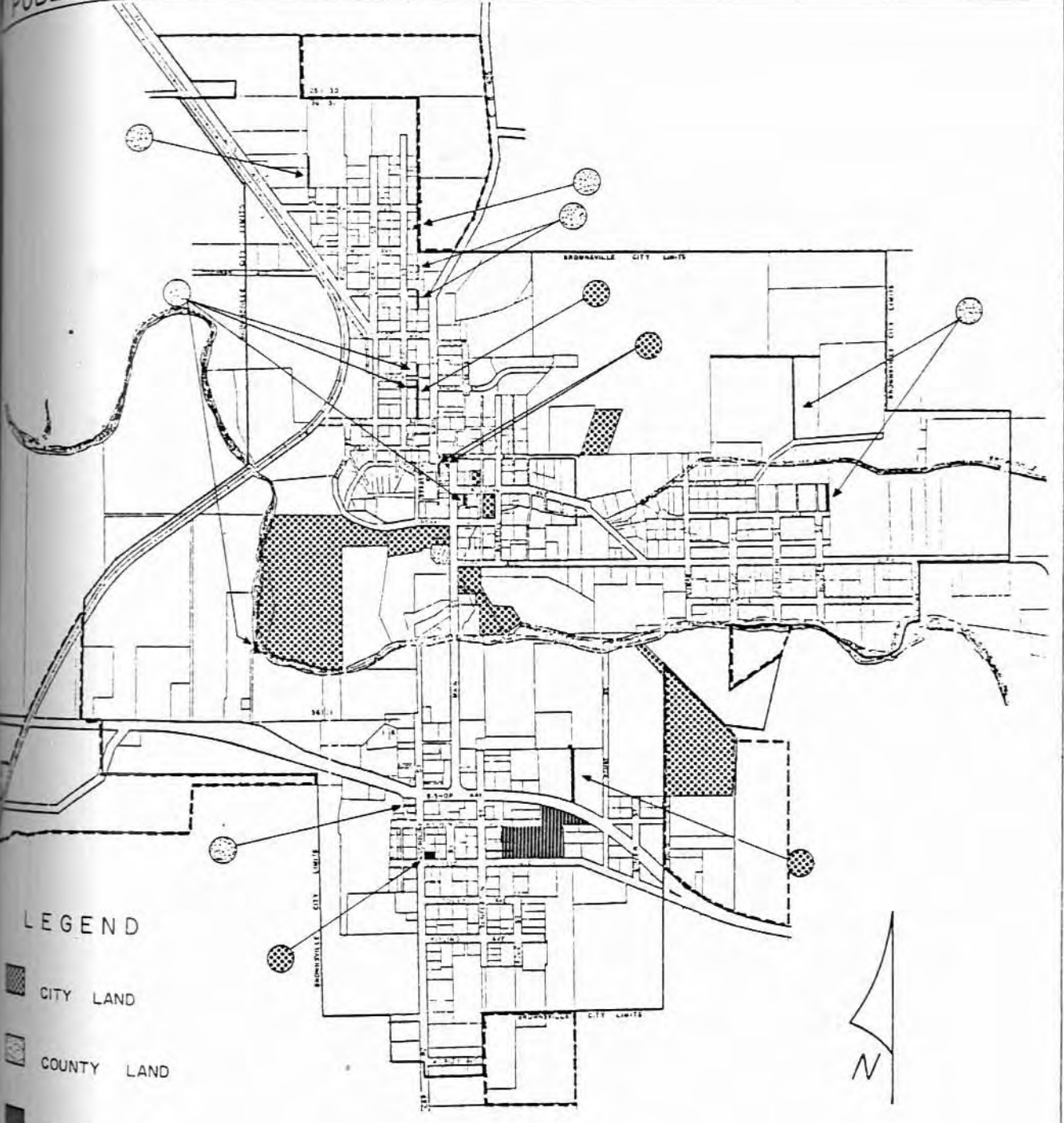
P-L28: The City of Brownsville shall adopt as "the official flood hazard map of Brownsville," that map which is prepared by the United States Department of Housing and Urban Development Flood Insurance Administration, for the city of Brownsville, Linn County, Oregon and which is recognized as the official flood hazard map for the city of Brownsville, Linn County, Oregon, by the Flood Insurance Administration. The official flood hazard map shall be on display in City Hall. The map included in this text shall be for reference only.

P-L29: The City of Brownsville shall continue to conform with the requirements established in resolution #46, adopted in May of 1974 by the City Council of Brownsville, which involve the City of Brownsville in the federally subsidized flood insurance program as authorized by the National Flood Insurance Act of 1968. The City of Brownsville will abide by the best available information prepared by the Flood Insurance Administration with regards to location and elevation of flooding. Resolution #46 shall remain in effect until the City of Brownsville has:

- A. Been advised by the Flood Insurance Administration of the Department of Housing and

FIGURE 22.0

PUBLIC LANDS



LEGEND

- CITY LAND
- COUNTY LAND
- SCHOOL LAND

BROWNSVILLE

SCALE: 400 200 0 200 400

Urban Development that the City of Brownsville has been converted to the regular program of flood insurance.

- B. Adopted an ordinance which regulates and sets standards for areas identified by the best available information as being in a flood hazard zone.

P-L30: The City of Brownsville recognizes the potential hazard associated with the floodway and shall protect the City from economic loss while preserving and developing the natural resource potential inherent in this area.

P-L31: Development of habitable structures* shall not be permitted in areas identified as floodway by the best available information prepared by the Flood Insurance Administration. Other types of development shall not be permitted unless it can be shown that:

- A. The development will not cause an increase in flood heights.
- B. Development will not cause flooding in areas which have not been flooded before.
- C. All public and private facilities shall be flood proofed.
- D. All structures shall be anchored to a foundation to prevent movement during a flood.
- E. The developer shall supply the City with certified information prepared by a registered hydrologist or engineer on:
 - a. scientific proof that flood heights will not be increased, and
 - b. scientific proof that flooding will not accrue in places that have not been

* A habitable structure is a building partially or completely used for eating, sleeping, working, cooking, living purposes, or recreation or any combination thereof.

flooded before as a result of the proposed development.

p-L31A: Development shall not be permitted in areas identified as floodplain unless it can be shown that:

- A. The lowest habitable floor of a residential structure will be elevated at least one foot above base flood level.
- B. Proposed building sites will be reasonably safe from flooding. All new construction and substantial improvement shall be:
 - 1. Designed and adequately anchored to prevent flotation, collapse, or lateral movement of the structure; and
 - 2. Constructed with materials and utility equipment resistant to flood damage; and
 - 3. Constructed using methods and practices that minimize flood damage; and
 - 4. Either elevated one foot or more above the base flood level or floodproofed.
- C. Mobile homes will be anchored and tied down to prevent movement, and in new mobile home parks and subdivisions, the lowest floor of the mobile home will be at or above the base flood level, or be floodproofed.
- D. Subdivisions will have drainage systems designed to reduce exposure to flood damage.

Open Space

P-L32: Agriculture practices which do not conflict with the livability or surrounding uses within the neighborhood shall be allowed within the city limits of Brownsville.

P-L33: The City of Brownsville encourages land owners who are able to meet the requirements of farm

deferral and wood lot deferral to actively pursue such tax deferral programs.

P-L34: The City of Brownsville will provide and maintain open space and recreational opportunities to meet the needs and provide livability in the City.

P-L36: The City of Brownsville will cooperate with state and local agencies as well as private citizens and organizations to protect and improve existing habitat for fish and wildlife within the Brownsville area.

P-L37: The City of Brownsville shall view vegetation cover on the banks of the Calapooia River in the area identified as Floodway to be sensitive habitat for the maintenance of fish and wildlife, and shall prohibit the wholesale removal of river bank vegetation without prior city approval.

P-L38: The City of Brownsville shall coordinate all activity within the city limits (of all individuals, groups and governmental agencies within the Floodway of the Calapooia River) which involve:

- A. Removal of snags;
- B. Alteration of the river channel;
- C. Construction or extension of public and private services and facilities;
- D. Development; and
- E. Maintenance of rip-rap.

P-L39: The City of Brownsville views hillside vegetation as sensitive habitat for wildlife as well as an important element of the city's character and shall maintain as much of the existing hillside vegetation as possible, by:

- A. Review of all development proposals;
- B. Initiating landscaping requirements; and

C. Requiring site plans to identify vegetation which will be removed and that which will stay.

PL-39A: Brownsville shall cooperate with the State Department of Fish and Wildlife in the protection of the riparian vegetation along the Calapooia River through the review of all development proposals. [Policy PL-39A added by Ord. No. 524, §2, passed September 8, 1981.]

PL-39B: The city shall request review and comment from the State Department of Fish and Wildlife on all development proposals which the city feels will endanger existing habitat of fish and wildlife in Brownsville along the Calapooia River. [Policy PL-39B added by Ord. No. 524, §2, passed September 8, 1981.]

Historic Preservation and Enrichment

P-L40: The City of Brownsville shall cooperate with interested individuals, groups and organizations to inventory, identify, preserve and upgrade historic areas, sites, structures and objects.

P-L41: The City of Brownsville shall establish a Brownsville Historic Review Committee whose responsibility shall be:

A. Identify and map all historic and prehistoric structures, objects and sites in the city, U.G.B. and planning area.

B. Prepare written reports and photograph each structure, object and site.

C. Investigate methods and funding sources to safely enhance, improve and highlight all structures, objects and sites when requested, realizing that attention to a structure, object or site could create unwanted problems.

D. Work with any consultant contracted by the city for the purpose of developing historic or prehistoric information.

P-L42: The City of Brownsville shall recognize all state and federal laws regarding the willful

destruction of historic and prehistoric structures, objects and sites.

P-L43: The City of Brownsville shall cooperate with the Linn County Historical Society in the operation and improvement of the County museum and Moyer House.

P-L44: The Brownsville Historic Committee shall establish a compatible style which reflects the historic architecture prevalent in "old town". A compatible style shall be based on the exterior elements of historic architecture which are present in the older buildings in "old town", such exterior elements include:

- A. Building height.
- B. Window size and location.
- C. Building materials.
- D. Siting of the structure on the property.

P-L45: The City of Brownsville shall review all proposals for new development and all proposals for exterior improvements and additions to existing structures located in the area identified as "Old Town". The city shall determine if the proposal meets the established compatible style. If the proposal does not meet the established compatible style, then the city shall suggest changes to help the proposal be compatible with the desired style.

P-L46: The City of Brownsville shall investigate erecting informational devices to guide visitors in seeing historical structures, objects, and sites. Informational devices could be incorporated with the welcome to Brownsville signs located along Highway 228 or on public bulletin boards at key locations throughout the community. Informational devices could include a mounted pictorial map, suggested historical tour route, and points of historic interest.

P-L47: The City of Brownsville shall strive to make viewing Brownsville's past more readily avail-

able through the establishment of view points and by making walking through Brownsville more desirable.

- A. View points should be considered in special development areas.
- B. A pedestrian way which follows a historic tour route through Brownsville should be given a high priority for improvement under pedestrian ways.

P-L48: The City of Brownsville shall actively pursue programs for the rehabilitation of historic structures and shall make every effort to inform the community of the availability of such programs.

P-L48A: The City of Brownsville shall address the possible cultural mound within the Brownsville UGB, north of the Calapooia River (shown on Figure 10.5), through the Goal 5 process in the post-acknowledgement period. [Policy P-L48A added by Ord. No. 524, §15, passed September 8, 1981.]

General Development Policies Related to Air, Land, Water and the Quality of Life in Brownsville

P-L49: The City of Brownsville shall recognize the standards set by the State Department of Environmental Quality (D.E.Q.) and the Federal Environmental Protection Agency (E.P.A.) for industrial point source pollution, vibration, odor and noise and shall request the support of the D.E.Q. and E.P.A. in the enforcement of these standards.

P-L49A: The City of Brownsville shall encourage Planned Unit Developments throughout the City.

P-L50: The City of Brownsville shall require adequate buffering and screening between industrial or commercial and residential uses to reduce the adverse effects of noise from one use area onto the other. The responsibility of providing the buffer shall rest with the use which comes in after one use is established.

P-L51: The City of Brownsville will participate where appropriate in any state established committee which regulates field burning.

P-L52: The City of Brownsville shall participate in the regulation of those uses which would reduce the quality of the Calapooia River by recognizing water quality standards of:

- A. The State Department of Environmental Quality.
- B. The State Department of Fish and Wildlife.
- C. The State Department of Geology and Mineral Resources.
- D. The State Department of Forestry.
- E. Other Similar Agencies.

And the city shall request support of the above agencies in the enforcement of the standards.

P-L53: The City of Brownsville shall require specific details on any industrial, commercial, public, agricultural, or transportation activities which utilize pesticides or which store materials identified by the State Department of Environmental Quality and/or the Federal Environmental Protection Agency as being potentially harmful to the public health, safety, welfare, and the environment, and the city shall reserve the right to prohibit the use and/or storage within the city limits or U.G.B. Specific details shall include:

- A. Location of storage or use.
- B. Type of material stored or pesticide used.
- C. Time and date of use or storage.
- D. Perceived effect of storage or use.
- E. Duration of storage or use.

P-L54: The City of Brownsville shall encourage a citizen or citizens to actively report or protest

the use or storage of hazardous materials such as pesticides, other chemicals, radiological materials or other substances which the citizen(s) feels is or may be harmful to the public health, safety and welfare. Upon receiving notice of such activity, the city shall report all information to the Department of Environmental Quality and request an immediate investigation.

P-L55: The City of Brownsville shall review all subdivisions, major partitions and conditional uses for the following factors:

- A. Will all public facilities (water, sewer, streets) be built to City standards?
- B. Will the proposed development adversely affect the surrounding uses?
- C. Will the proposed development adequately meet pedestrian and non-motorized vehicle needs?
- D. Will all private utilities be available to the entire development?
- E. Will adequate fire protection be available? (Functional hydrants, proper water pressure and vehicle access.)
- F. Will the proposed development meet all requirements of the zone in which it is located?
- G. Is landscaping a part of the site plan?
- H. Is drainage and erosion addressed in the site plan?
- I. Will the proposed development remove, damage, or be detrimental to any identified historic or prehistoric structure, object, site or a city landmark?
- J. What effect will the proposed development have on existing traffic circulation?

- K. Will the proposed development have a negative visual impact on the community or the immediate vicinity?
- L. Can water and sewer lines be extended to the proposed development economically?
- M. Will sufficient lighting be provided?
- N. Are there any possible geologic or flood hazards?

P-L56: The City of Brownsville shall contact pertinent public and private agencies and request comments on all subdivisions and major partitions. Such agencies shall include:

- A. Schools.
- B. Utilities.
- C. Transportation.
- D. Engineers.
- E. Linn County Soil and Water Conservation District.
- F. Linn County Surveyor.
- G. Other pertinent public and private agencies.

P-L57: The City of Brownsville shall establish an economic development program with help from the Oregon District 4 Council of Governments and the State Department of Economic Development.

Energy Conservation

G-LII: The City of Brownsville shall strive to reduce its per capita energy consumption from external sources.

P-L59: The City of Brownsville shall develop an energy plan which includes:

- A. Energy audits.

- B. The development of local energy sources such as solar, wind, biomass, and hydro.
- C. The conservation of all external energy through education, (Consumer Information, informing the public of available funding programs); insulation; and reduced dependence on the automobile and other fossil fuel users.
- D. The encouragement of building designs which will reduce heating and cooling requirements.
- E. The planting of trees on vacant lots to:
 - a) blend the vacant areas of the city with developed and more vegetated areas.
 - b) selectively cut to make way for development allowing for shade.
 - c) for use as fire wood.
 - d) lower winter wind speed and reduce wind chill factors.
- F. Actively pursue methods of becoming self-sufficient with regards to employment, medical care, consumer goods.

P-L60: The City of Brownsville shall encourage the use of sunlight as an alternative energy form for all development both existing and proposed and shall not allow access to sunlight to be impeded or eliminated by new structures, development or landscaping.

P-L61: Brownsville will cooperate with State and Federal agencies which regulate environmental quality and shall adhere to the standards established by these agencies when the city is issuing permits. This policy is intended to cover discharges which may impair air, water, or land quality or exceed the established standards for noise or other emissions. [Policy P-L61 added by Ord. No. 524, §5, passed September 8, 1981.]

PUBLIC FACILITIES AND SERVICES GOALS & POLICIES



PUBLIC FACILITIES AND SERVICES

- G-PI: To deliver the highest level of public and private services to the citizens of Brownsville.
- G-PII: The City of Brownsville will improve the existing water and sewage facilities to meet the present and future needs of the community.
- G-PIII: The City of Brownsville will explore ways to reduce the costs of improvement and development in order to avoid accelerating the rising cost of housing.
- G-PIV: The City of Brownsville will pursue methods which will provide the highest level of total health care and social services for the community.
- G-PV: The City of Brownsville shall allow the extension of city services under the following circumstances; but only concurrent with development.
1. The development is completely within the city limits, or
 2. The development is within the U.G.B. and the applicant has agreed to immediately annex to the city upon contingency, or
 3. In the event of a hazard to health identified by the State Department of Environmental Quality. Whereupon the City:
 - a. Considers the need to include the area in the U.G.B., and
 - b. Requires immediate annexation when contiguous.

City Water

- P-P1: The City of Brownsville shall work towards making the following improvements to the city's water system based on a capital improvements program and within the financial capabilities of the city.
- A. Revise water system maps to make them:
 - a) up to date.
 - b) easy to read.

- c) accurate as to size and type of pipe and location.
 - d) easy to store and retrieve.
 - e) reproducible.
 - f) expandable to accommodate the city's growth.
- B. Upgrade the total distribution system with appropriately sized water line.
- C. Loop deadend lines. The City should not extend a single line so that it deadends. All water lines should be tied into a grid system to maintain even pressure throughout the City. Looping of water lines in a grid system will better meet domestic needs and provide better citywide fire flow for fire protection.
- D. Add more functional fire hydrants. Fire hydrants should be placed so that all parts of the City can have full service of a functional fire hydrant.
- E. Improve and expand the existing water storage reservoir with a larger capacity water storage reservoir. Location and size of the reservoir should be based on capability to serve all parts of the City for a minimum of three days.
- F. Provide an additional river crossing with at least a 10" line. The river could be crossed under the bridge on Main Street or south of Kirk Avenue using a pedestrian bridge. This would provide access between north and south Brownsville and also bring city water to an area that is in need of water, a crossing at this point could easily be tied into the South Brownsville Distribution System completing the loop.

P-P3: The City of Brownsville shall evaluate the city's water supply and delivery system as a part of the Comprehensive Plan Review Program. The evaluation shall determine the system's ability to provide the necessary level of service to the community. If it is found that population increases are greater than projected or if a new use or

activity requires more water than previously considered, then the city shall initiate immediate action for improvements to the water supply system.

- P-P4: The city of Brownsville shall cooperate with the State Department of Water Resources and the Calapooia Irrigation District to protect the flow of the Calapooia River and its related ground water resources. Continued reduction in the flow of the Calapooia River during summer and fall months could adversely impact the city's water supply.
- P-P5: The City of Brownsville shall consider the use of the Warren Creek, Cochran Creek or Courtney Creek watersheds as a potential source of community water supply, and shall initiate hydraulic studies when it is found that the existing community water source will not meet projected community water demands.
- P-P6: Forest and agricultural activities within the watershed of the Calapooia River utilize pesticides which may be entering the city's water supply. To determine if such chemicals exist, the city shall periodically conduct chemical analysis of city water. Analysis and correction shall be a cooperative venture between the city and the appropriate state and county regulatory agencies and the Calapooia Irrigation District.

Sanitary Sewer

- P-P7: The City of Brownsville intends to make the following improvements to the City sewer system based on a capital improvements program and within the financial capabilities of the city.
- A. Revise sanitary sewer system maps to make them:
- a) up to date.
 - b) easy to read.
 - c) accurate as to size and type of pipe and location.
 - d) easy to store and retrieve.
 - e) reproducible.
 - f) expandable to accommodate the City's growth.

- B. Complete all improvements to the lagoons.
- C. Complete all work on the collection system to stop infiltration and inflow.
- D. Extend collection system into undeveloped areas of the City as development is approved or as development takes place.
- E. Accommodate the south and east sections of Brownsville by providing a collection system that is:
 - a) supplemented by a lift station; or
 - b) tapped into the existing system where a proper grade for gravity flow can be accomplished.
- F. Extend sewer lines into the industrial area of east and west Brownsville when necessary.

P-P9: The City of Brownsville shall require a chemical analysis of all industrial waste proposed to be put into the City's sanitary sewer by an industry prior to the industry hooking up to the sanitary sewer system. The chemical analysis shall be reviewed by the State Department of Environmental Quality to determine if the industrial waste is compatible with Brownsville treatment facilities. The City shall require pre-treatment if necessary to protect the city's sewage treatment facility.

P-P10: The City of Brownsville shall evaluate the sanitary sewer collection and treatment facilities as a part of the Comprehensive Plan Review Program. The evaluation shall determine the system's ability to provide the necessary level of service to the community. If it is found that population increases are greater than projected or if a new use or activity is generating more waste than was previously considered, then the City shall take immediate action to improve the system.

P-P10A: The City of Brownsville shall consider alternative systems for sewage treatment which could:

- A. Increase the operating life of the existing system, and/or

- B. Save water and energy, and/or
- C. Utilize waste as a resource.

Drainage

- P-P11: The City of Brownsville shall take positive action towards the elimination of drainage problems in the city by:
- A. Utilizing previous studies or initiating new updated studies when appropriate.
 - B. Beginning construction of improvements to the drainage system based on a capital improvements program within the financial capabilities of the city.
 - C. Require drainage studies for all proposed commercial and industrial and public and semi-public development and for the following residential development types:
 - a) subdivisions.
 - b) major partitions.
 - c) mobile home subdivisions.
 - d) mobile home parks.
 - e) multiple family development.
 - f) all development in special development areas.
 - D. The Drainage Plans shall show:
 - a) existing drainage ways and how the development will use or affect them.
 - b) location of all proposed storm drain openings, catch basins and dry wells.
 - c) size and location of all storm drains.
 - d) location of all outflows.
- P-P12: The City of Brownsville shall require all new structures without basements to have the base of the foundation above street level to prevent water from collecting under the structure, or show how ponding will be prevented from collecting under the structure.
- P-P13: The City of Brownsville shall adopt standards for drainage facilities including:

- A. Grates.
- B. Catch basins.
- C. Dry wells.
- D. Storm drains.
- E. Culverts.
- F. Other.

P-P14: Wherever the public health, safety and welfare are not endangered, natural drainage ways, open ditches, and retention ponds shall be incorporated into drainage plans.

Streets

P-P15: When possible, the City of Brownsville shall coordinate street improvements and development, with utility improvements and extensions, to minimize cost.

P-P16: Improvements, extensions and development of streets shall be coordinated with city storm drainage programs.

P-P17: The City of Brownsville shall establish standards for streets with respect to:

- A. Street function;
- B. Right of way;
- C. Surface width;
- D. Surface cover and composition;
- E. Base composition and compaction;
- F. Curbs and gutters;
- G. Cul-de-sac length and radius;
- H. Curb cuts for driveways;
- I. Sidewalks and bikeways;
- J. Wheelchair ramps;

- K. Maximum curve;
- L. Maximum grade;
- M. Speed limit;
- N. Other.

P-P18: The City of Brownsville shall request the Linn County Road Department to cooperate in the repair and improvement of all streets in the City of Brownsville which are legally or technically County roads.

P-P19: The City of Brownsville shall work toward making the following improvements to city streets based on a capital improvements program and within the financial capabilities of the city:

- A. Resurface Main Street from Stanard to Highway 228.
- B. Widen and resurface Kirk Avenue from Main Street to the east city limits.
- C. Widen and resurface Standard Avenue from Main Street to Averill Street.
- D. Resurface Averill Street from Standard Ave. to Kirk Ave.
- E. Resurface Park Ave. from Averill Street to Pioneer Park.

P-P20: The City of Brownsville shall work toward bringing all streets and avenues up to city standards.

P-P20A: Investigate methods to construct existing plat-
ted but unopened city streets.

P-P21: The City of Brownsville shall develop a capital improvement program within the financial capabilities of the City for street improvements, repair and extension. A time frame for improvement projects shall be as follows:

- A. All projects involving streets in "Old Town" shall be tied into an "Old Town" improvement project which should be initiated before 1990.
- B. Kirk Avenue improvements will need to be coordinated with the Linn County Road Department, but should be underway and completed before 1995.
- C. Improvements on Main Street will need to be coordinated with the Oregon State Department of Transportation and the Linn County Road Department. The City should petition to have the Main Street project placed on the state's Six Year Highway Improvement Program as soon as possible.
- D. Improvements on all other city streets shall be prioritized, with improvements beginning as soon as the City is in a financial position to begin such improvements and only after specific improvement projects are on an adopted capital improvement program.
- E. New street development and extension shall be the financial responsibility of the principals behind the development project for which the street is being built or extended to serve. A systems development charge will be used to oversize a street such as a collector.

P-P22: The City of Brownsville shall coordinate all street improvements, development, and extension with the improvement and extension of public and private utilities to minimize the cost of improvements. The City shall notify all utility companies operating in Brownsville of the City's plans for improvements by sending copies of the adopted capital improvement program to the utility companies.

P-P23: The City of Brownsville shall develop a method to continuously monitor and evaluate all streets for: volume of traffic, maximum capacity of use, surface condition, width of right of way, visual clearance at intersections, hazards, access problems, and community concerns in order to prioritize street improvements.

P-P24: The City of Brownsville shall only consider streets and alleys or any parts of a street or alley for vacation when it can be shown that:

- A. The street or alley is not important to the overall traffic circulation of the City.
- B. The vacation of the street or alley will not create land locked parcels.
- C. Access to large parcels of land will not be adversely affected.
- D. The street or alley is not a part of the transportation plan.
- E. All property owners abutting the street or alley are in agreement with the vacation.
- F. Utility easements are assured.

P-P25: The City of Brownsville shall develop a sidewalk improvement program for all existing sidewalks. The program shall include:

- A. An inventory of all sidewalks.
- B. Identification of those sections of sidewalk in need of repair.
- C. The removal of architecture barriers.
- D. Secure funding.
- E. Notification of land owner(s) whose property fronts a sidewalk in need of repair that it is land owner's responsibility to repair sidewalk.
- F. Advising land owners of possible funding.

P-P26: The City of Brownsville shall develop a program to extend sidewalks through developed areas of the city which do not have sidewalks or other pedestrian ways.

Private Utilities

P-P27: The City of Brownsville shall require in all franchise agreements that all private utility companies inform the City prior to:

- A. Digging
- B. Turning off a utility
- C. Cutting vegetation
- D. Spraying vegetation
- E. Blocking a street
- F. Erecting poles

within the City limits and Urban Growth Boundary.

P-P28: The City of Brownsville shall require all utilities in new development to be underground, where technically feasible.

P-P29: The City of Brownsville shall explore methods to replace overhead utility wires in all parts of the city with underground utility wires.

Fire and Police

P-P30: The City of Brownsville considers fire protection to be a primary essential service and shall make improvements to the city water system based on present and projected needs to provide optimum fire protection.

P-P31: The City of Brownsville and the Brownsville Rural Fire District shall cooperate in the review of all development proposals within the city and urban growth boundary to assure the maximum level of fire protection.

P-P32: The City of Brownsville shall review all new development for proper fire protection. Proper fire protection shall be based on a written comment from the chief of the Brownsville Rural Fire District assessing such factors as:

- A. Proximity of the proposed development to a functional fire hydrant.
- B. Adequate road widths and grade.
- C. On-site sprinklers.
- D. Water pressure.

P-P33: The City of Brownsville shall secure the best available level of police protection and service. The level of protection and service shall be based on the community's need and economic resources and will be reviewed periodically to assure quality.

Solid Waste

P-P34: The City of Brownsville shall work to establish a solid waste management plan. A solid waste management plan should consider at least the following:

- A. Conservation of energy.
- B. Conservation of natural resources.
- C. Reduction of pollution to the environment.
- D. Reusing.
- E. Recycling.
- F. Recovery of resources both existing and potential.
- G. Reduction of waste at all levels of the community; homes, commercial establishments, industries, public activities, city activities.
- H. Public education.

P-P35: The City of Brownsville shall participate in any committee which is formed: 1) to evaluate the status of the Lebanon Land Fill; 2) which has the responsibility of selecting a new site for a

solid waste land fill; 3) which is investigating alternatives to solid waste disposal.

P-P36: The City of Brownsville shall cooperate with interested individuals, groups and organizations to implement all or portions of a solid waste plan.

Schools, Community Education and Siting New Public Facilities

P-P37: The City of Brownsville shall cooperate with School District #552, to facilitate public use of school facilities during non-school hours.

P-P37A: The City of Brownsville will encourage the development of community-based day care alternatives.

P-P38: The City of Brownsville shall encourage Linn Benton Community College classes in Brownsville and shall work with the college to develop a range of classes suited to community needs.

P-P39: The City of Brownsville shall encourage job training opportunities through Linn Benton Community College for new or existing industries considering location or expansion in Brownsville.

P-P40: The City of Brownsville shall consider energy, safety and service to the community and the natural environment when locating a public building or other facility. All proposed public facility building plans shall consider:

- A. Alternative energy, heating and cooling.
- B. Pedestrian and bicycle safety.
- C. Traffic circulation and volume.
- D. Landscaping.
- E. Location within the city to provide ease of access to all citizens.

F. Noise levels.

G. Access by the transportation disadvantaged.

Parks and City Improvements

P-P40A: The City will reference the State Outdoor Recreation Plan (SCORP) as a guide for use in planning, acquiring, and developing recreational resources, areas, and facilities.

P-P41: The City of Brownsville recognizes the historic value and aesthetic potential of the Mill Race and shall work toward developing the Mill Race as an integral part of the community.

P-P42: The City of Brownsville shall investigate an "old town" improvement plan which addresses:

A. Restoration of buildings.

B. Sidewalk improvements including the removal of architectural barriers.

C. Landscaping.

D. Designating public meeting and gathering place.

E. Street lighting.

F. Pedestrian movement street patterns and traffic circulation.

G. Placement of benches and tables.

H. Construction of sidewalk covers.

I. Establishment of community information and awareness station.

J. Parking.

K. Financing of proposed projects.

P-P43: The City of Brownsville shall form a committee composed of "old town" merchants, business people, residents of surrounding neighborhoods,

city council people, planning commission people, students and professional architect and landscape architect consultants, to study "old town" and develop an "old town" improvement plan.

P-P45: The City of Brownsville shall consider establishing neighborhood parks in North Brownsville, East Brownsville and South Brownsville.

P-P46: Neighborhood parks and gardens shall provide open space and recreational opportunities for the neighborhood in which they are located, paying close attention to the needs of those citizens who cannot travel to Pioneer Park or other large recreational facilities.

P-P47: Neighborhood parks should meet the user needs of a particular neighborhood. User needs shall be based on the assessment of the neighborhood.

P-P48: The City of Brownsville shall develop a one year and a five year program for all park improvements and development, which includes:

- A. A community survey to assess recreational needs.
- B. Total cost estimates for each year.
- C. Specific improvements or development projects to be accomplished.
- D. Type of funding being sought to accomplish projects.

P-P49: The City of Brownsville shall work towards making the following improvements to Pioneer Park:

- A. Tree planting and landscaping.
- B. Road improvements.
- C. Add drinking fountains.
- D. Upgrade restroom facilities.

E. Add additional picnic tables.

F. Renovate all park buildings.

P-P50: The City of Brownsville shall work toward making the following improvements to the tennis court-playground complex at the corner of Main Street and Kirk Avenue:

A. Resurface tennis courts.

B. Replace the tennis net.

C. Add lighting.

D. Keep all equipment and grounds maintained.

E. Add additional playground equipment.

P-P51: The City of Brownsville shall work toward making the following improvements to Blakely Park:

A. Maintain and upkeep the grounds and monument.

B. Make improvements as deemed necessary by the community.

P-P52: The City of Brownsville shall work toward making the following improvements to Monument-Library Park:

A. Add benches and picnic tables.

B. Lighting.

C. Pathways (sidewalks).

D. Bridge over Mill Race.

E. Drinking fountain.

F. Landscaping.

P-P53: The City of Brownsville shall work toward making the following improvements to the Brownsville Recreation Center:

A. Add restrooms at the main building level for greater access.

- B. Heating and/or insulation improvements.
- C. Rehabilitate the building.
- D. Landscaping.
- E. Maintain the grounds.
- F. Add a curtain to the stage.
- G. Bulletin board/information station.
- H. Add outdoor hard surface play area with basketball facilities.
- I. Improve the indoor floor surface.
- J. Add a community swimming pool.
- K. Improve parking lot.

P-P54: The City of Brownsville shall work toward making the following improvements to City Hall:

- A. Add insulation.
- B. Rehabilitate the building respecting its historic style.
- C. Add landscaping.
- D. Improve parking; parking could be shared with recreation center.

P-P55: The City of Brownsville shall establish a committee to review and investigate park development and improvements in the City. Such a committee shall cooperate with citizens, groups, organizations, and established park committees.

City Library

P-P56: The City of Brownsville shall appoint a Library Board Committee who shall answer directly to the Mayor and City Council and whose responsibilities shall include:

- A. Operate the City Library.

- B. Keep accurate and precise records of all books and materials.
- C. Investigate additional funding.
- D. Prepare a yearly budget for all Library operations.
- E. Maintain a clean and inviting atmosphere.
- F. Develop community programs aimed at all age levels and ethnic groups.
- G. Make periodic reports to City Council on Library activities.
- H. Work with interested citizens, groups, and organizations to improve the Library.
- I. Prepare Library improvement plans for the City Council.

P-P57: The City of Brownsville shall develop a Library Fund to supplement Library operations and aid in community education. The Library Fund shall accept monetary and non-monetary contributions.

Cost of Providing Public Facilities and Services

P-P58: The City of Brownsville shall establish a systems development charge for all new development. The systems development charge will go towards providing oversized public facilities (such as water lines, sewer lines, streets, etc.) in developing areas of Brownsville so that the facility will be able to meet future needs without being re-engineered and improved at a later date and at a higher cost.

P-P59: The City of Brownsville shall consider the use of the following programs to finance public facility and service improvements, in an effort to reduce the burden of tax payers in Brownsville.

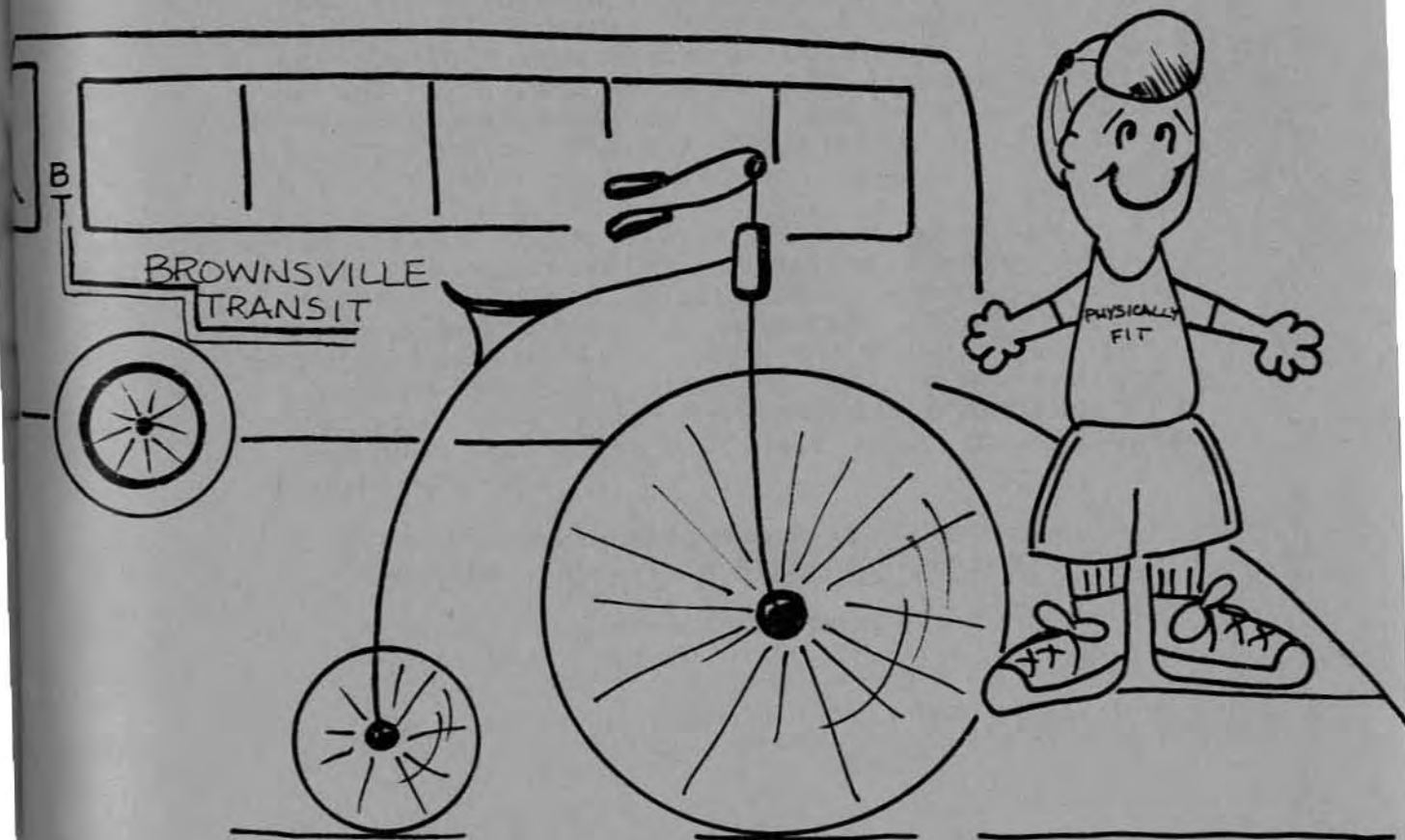
- A. Special district sinking fund.
- B. Bancroft Bonding.
- C. General obligation bonds.

- D. Local improvement districts.
- E. Federal and state grants.
- F. Community Development Block Grant.
- G. Other funding programs and sources.

P-P60: The City shall require services to be provided in advance of or concurrent with development.

TRANSPORTATION

GOALS & POLICIES



TRANSPORTATION ELEMENT

Streets

- G-TI: To provide a safe and convenient transportation system for all residents of Brownsville and the traveling public.
- G-TII: To assure that the mobility needs of the transportation disadvantaged are met: in all types of development, in the placement of public facilities, and in all forms of public transportation.
- P-T1: The City of Brownsville shall improve streets to adopted standards based on a priority system which considers such factors as existing traffic hazards and traffic volumes.
- P-T2: The City of Brownsville shall require all streets and pedestrian ways in new subdivisions, major partitions, mobile home parks, mobile home subdivisions, industrial parks and commercial centers to be financed and built by the principals behind the proposed use to city standards. All street development shall be completed or bonded for completion prior to construction of the first structure of the proposed development.
- P-T3: The City of Brownsville shall develop access controls to minimize the conflict between local traffic and through traffic. Access controls shall be established in cooperation with the Linn County Road Department and the Oregon State Department of Transportation. Access controls shall be coordinated with policies established by the County and State and shall apply to the following streets:
- A. The Brownsville-Lebanon Road, County Road 425 from the city limits to Oakview Drive.
 - B. Linn Way, Market Road 11 from Depot Avenue to the northern city limits.
 - C. From the northern Urban Growth Boundary along Main Street to Highway 228.

- D. Highway 228 from County 505 east to County Road 768.
- E. Washburn Street/Gap Road. County Road 770 from Highway 228 south to County Road 508.

Access controls shall consist of:

- a) A review of all requests for access to streets identified for access control.
- b) A cooperative study between the City of Brownsville, Linn County and the State of Oregon.
- c) Identification of all necessary access points capable of being used more extensively.
- d) The systematic closure of unnecessary and unsafe existing access points.

P-T4: The City of Brownsville shall require all new commercial or industrial uses which will utilize Highway 228 as primary access and new commercial uses which will utilize Main St. south of the Calapooia River as primary access to submit to the city a transportation plan which shows:

- A. Location of access points.
- B. Estimates of the amount of traffic which will utilize the above access points.
- C. Effect on traffic movement of both vehicles and pedestrians that the proposed development will have on Highway 228 and Main Street.
- D. The identification of all improvements which will be required to maintain adequate traffic flow.

P-T5: The City of Brownsville shall cooperate with the State Department of Transportation and the Linn County Road Department in the identification and removal of hazards and in traffic regulation at intersections.

P-T6: The City of Brownsville shall consider a flexible interpretation of adopted street standards when a

strict interpretation of street standards would jeopardize or remove an existing structure, a historic structure, site or object, a community landmark, or when the unique physical characteristics of the land will not permit a strict interpretation of street standards without greatly increasing the cost of the project. A flexible interpretation of street standards shall not reduce the function of a street. If through a flexible interpretation of standards a street function would be reduced then the City shall:

- A. Consider the cost of moving the structure, site, object or landmark at the road builders expense.
- B. Reconsider the function of the street and if possible reestablish the street function, but only if the street function can be reestablished without transferring the problem to another part of the city.
- C. Apply flexibility to a specific street through modification of on-street parking areas.

P-T7: The City of Brownsville shall explore methods to reduce on-street parking throughout the city with emphasis on "Old Town" and other commercial areas. The city will conduct a parking study for "Old Town" which includes loading areas and existing platted alleys.

P-T8: The Planning Commission shall review development proposals for proper street lighting and shall explore methods of lighting existing areas of Brownsville with light that uses low energy, provides proper lighting and is not a nuisance to surrounding neighbors.

P-T9: The City of Brownsville shall adopt the street plan map in this text as the official street plan for the city of Brownsville and use the official street plan as a course of action for street extensions and improvements. Alignments are general and street location should follow the alignments as closely as possible.

Railroad

- P-T10: The City of Brownsville shall petition the Southern Pacific Transportation Company to continue to improve rail service and facilities in and near Brownsville.
- P-T11: The City of Brownsville and the Southern Pacific Transportation Company shall cooperate in the siting and issuing of railroad siding permits.
- P-T12: The City of Brownsville shall coordinate all street improvements, extensions and closures with the State Public Utility Commission when the Southern Pacific Railroad is involved.

Public and Alternative Transportation

- P-T13: The City of Brownsville shall support the Linn County Senior Bus Service, Pacific Trailways and any other public or private bus system as both a form of public transportation and an alternative mode of transportation.
- P-T14: The City of Brownsville shall explore methods of supporting the Linn County Senior Bus Service as a public transportation alternative which could include the cooperation of local business establishments.
- P-T15: The City of Brownsville shall cooperate with all private and public transportation services and local business establishments to provide a convenient and sheltered bus stop.
- P-T16: The City of Brownsville shall identify a commuter transfer point which is:
- A. Usable as an off-street parking lot.
 - B. Convenient to the citizens of Brownsville.
 - C. Usable as bus stops by all transit systems.
 - D. Usable as collecting points for car and van pools.

- P-T17: The City of Brownsville shall participate when appropriate on any committee established to review and develop a regional transportation system.
- P-T18: The City of Brownsville shall actively pursue improved alternative transportation systems to surrounding cities where major employment and commercial centers are located.

Pedestrian and Bikeways

- P-T19: The Planning Commission of the City of Brownsville shall consider pedestrian and bikeways as a necessary element when reviewing development proposals and street improvements.
- P-T20: The City of Brownsville shall combine efforts with local citizens, School District #552, the Linn County Road Department and the State of Oregon Department of Transportation to identify and eliminate hazards to pedestrians and non-motorized traffic.
- P-T21: The City of Brownsville shall encourage greater use of bicycles by developing, designating and posting bikeways throughout the city and coordinating with local business establishments to provide bicycle parking.
- P-T22: The City of Brownsville shall consider pedestrian bridges across the Calapooia River at 1) a point near the east side of the City using one of the following streets as access: Putnam, Sage, Galbraith, Hunter, or a street which may be developed as a part of the high density residential area between the river and Highway 228 and 2) a pedestrian bridge which would cross the river from Pioneer Park to a point on the south bank of the river.
- P-T23: The City of Brownsville shall cooperate with the Oregon State Department of Transportation to improve the pedestrian and bicycle access to Brownsville Elementary School as the top priority for pedestrian and bikeways in Brownsville. Access to the Elementary School shall be

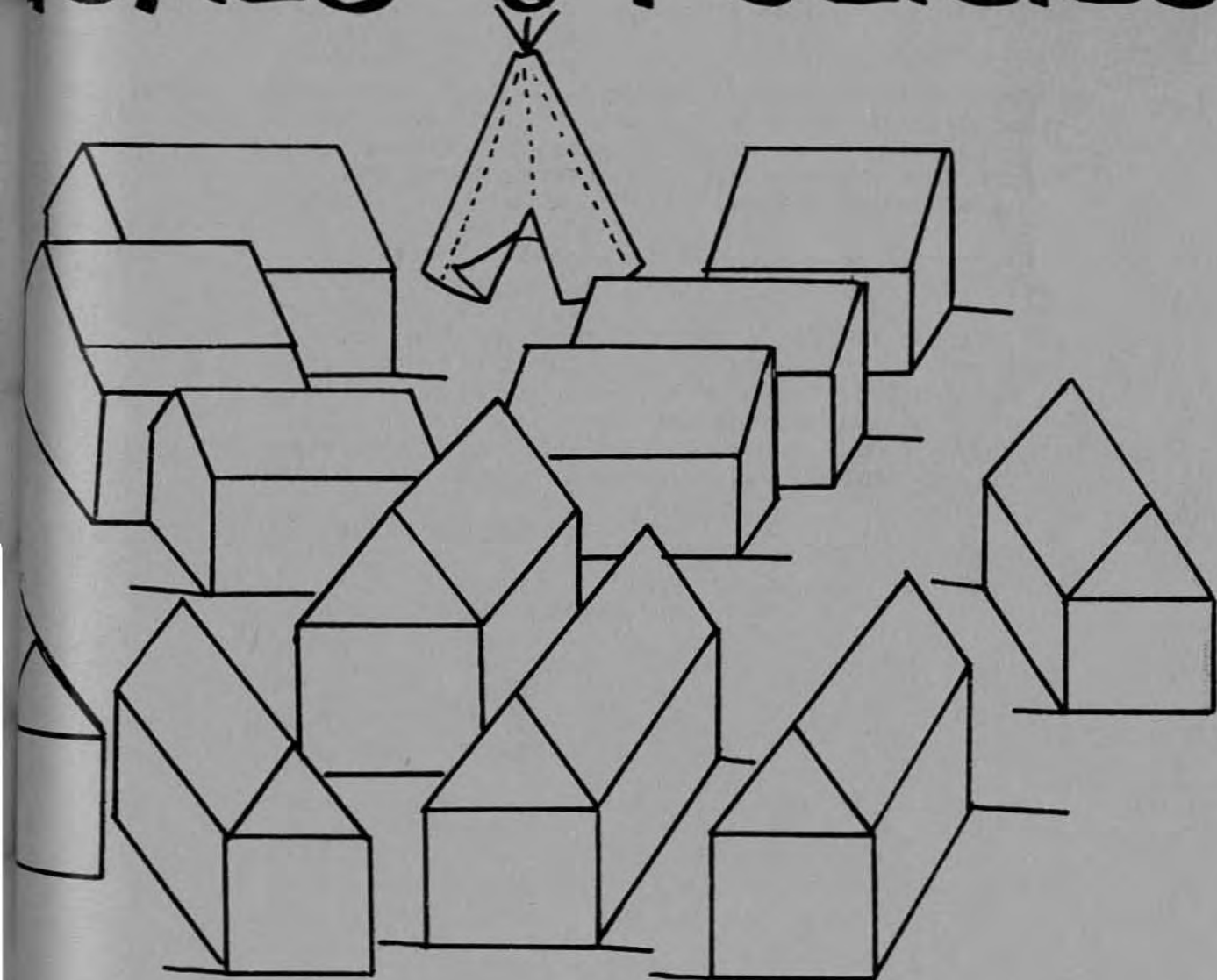
considered with special attention given to the following:

- A. Crossing Highway 228.
- B. Pedestrian and bicycle movement along Highway 228.
- C. Alternative routes to the Elementary School.
- D. Direction of major pedestrian and bicycle movement.

P-T24: The City of Brownsville shall establish a historic trail from which residents and visitors may view historic points in Brownsville. The "Trail of History" shall be given a high priority as a pedestrian way.

HOUSING

GOALS & POLICIES



HOUSING ELEMENT

- G-H1: To meet the housing needs of the community by providing a choice in type, density, cost/rent and lifestyle.
- P-H1: The City of Brownsville shall meet the housing needs of existing and future residents of Brownsville through rational development and rehabilitation or older living units.
- P-H2: The City of Brownsville shall view all structurally sound residential dwellings as a community resource and encourage the relocation of such dwellings rather than their demolition.
- P-H3: The City of Brownsville shall actively pursue assistance from State, Federal and other agencies who sponsor programs for housing rehabilitation and improvements and agencies who sponsor low and moderate cost housing projects and subsidies.
- P-H4: The City of Brownsville shall maintain accurate records of new housing within the city and Urban Growth Boundary based on housing type (single-family, multiple-family and mobile homes). The information will be used to keep track of housing types. If it is found that a particular housing type is exceeding the city's projections, then more land shall be designated to accommodate the trend. Accurate records shall consist of:
- A. Building permits filed by month and year.
 - B. Map showing the location of the new housing unit on the proper parcel.
 - C. Value of the structure, according to the building permit.
 - D. Land Divisions.

These records will be evaluated with the most current projections of need, and consideration will be taken of the income/housing mix.
[Policy P-H4 amended by Ord. No. 524, §9, passed September 8, 1981.]

Planned Unit Development

- P-H5: The City of Brownsville shall encourage planned unit development proposals which utilize existing features manmade or natural, maintain a mix of residential densities and styles, show an economic use of space and provide for open space.
- P-H6: The City of Brownsville shall encourage planned unit development in areas of medium and high density residential and in areas identified as special development areas.
- P-H7: Planned unit development proposals shall have complete approval by the City of Brownsville prior to development.
- P-H8: The conservation of energy through alternative building techniques such as zero lot line, clustering of structures, sharing of energy and flexible street standards, shall be encouraged in planned unit developments.
- P-H9: The City of Brownsville shall require all complex development areas to use the planned unit development approach.

Mobile Homes and Other Pre-Constructed Housing

- P-H10: The City of Brownsville shall establish mobile home parks as a conditional use. The following regulations shall apply to expansions of existing mobile home parks and to new mobile home parks:
- A. Must meet the Oregon Dept. of Commerce Standards for mobile home parks.
 - B. Must provide for open space.
 - C. Must provide off street parking for personal vehicle, guest vehicle, recreational vehicles.
 - D. Landscaping around individual mobile homes, screening and buffering between mobile home park and adjacent uses must be provided.

- E. Must provide streets and pedestrian ways to City standards for mobile home parks and remove architectural barriers.
- F. Must maintain individual mobile homes as well as the mobile home park in a sanitary manner and free of public nuisances.
- G. All applicable city, state and federal ordinances and laws shall be upheld.

P-H11: Within mobile home parks the responsibility of maintaining a clean, comfortable and livable environment shall be placed on the owner of the mobile home park.

P-H12: The City of Brownsville shall establish procedure for the development of mobile home subdivisions. Mobile homes sited in a mobile home subdivision shall meet or exceed the following standards:

- A. The mobile home has a 1976 Oregon insignia of compliance or equivalent approved by the State of Oregon.
- B. The mobile home has a pitched roof with composition or other non-glare roofing.
- C. The mobile home is supported by piers placed in accordance with State Administrative Requirements. Common wall piers will be placed according to manufacturer's specifications. Proper ventilation and access as required by the State Department of Commerce Administrative Rules will be provided.
- D. The mobile home has a valid Linn County permit to be transported to the site.
- E. The mobile home shall be provided with gutters and downspouts which shall drain into dry well or storm drain system.
- F. All requirements of the zone in which the proposed mobile home will be located are met.

- G. Pedestrian access to the mobile home shall be from a ground level entrance or a wood or concrete stairs connected to a porch or patio.
- H. Every effort be made to blend the mobile home into the surrounding landscape.
- I. Each mobile home be tied down in accordance with city and state regulations.
- J. A certificate of occupancy be issued by the City building official prior to occupancy and subject to all the above standards.

P-H13: Part 1. The City of Brownsville shall allow an individual mobile home in all residential zones, provided the following criteria are satisfied:

- A. The mobile home will replace an existing mobile home, or
- B. The mobile home will replace an existing residential unit that has been destroyed beyond repair, or
- C. The lot which is being considered is vacant and the proposed mobile home can meet all setback requirements without a variance.

Part 2. Once the city is satisfied that the above circumstances have been met the following standards shall apply to the individual mobile home:

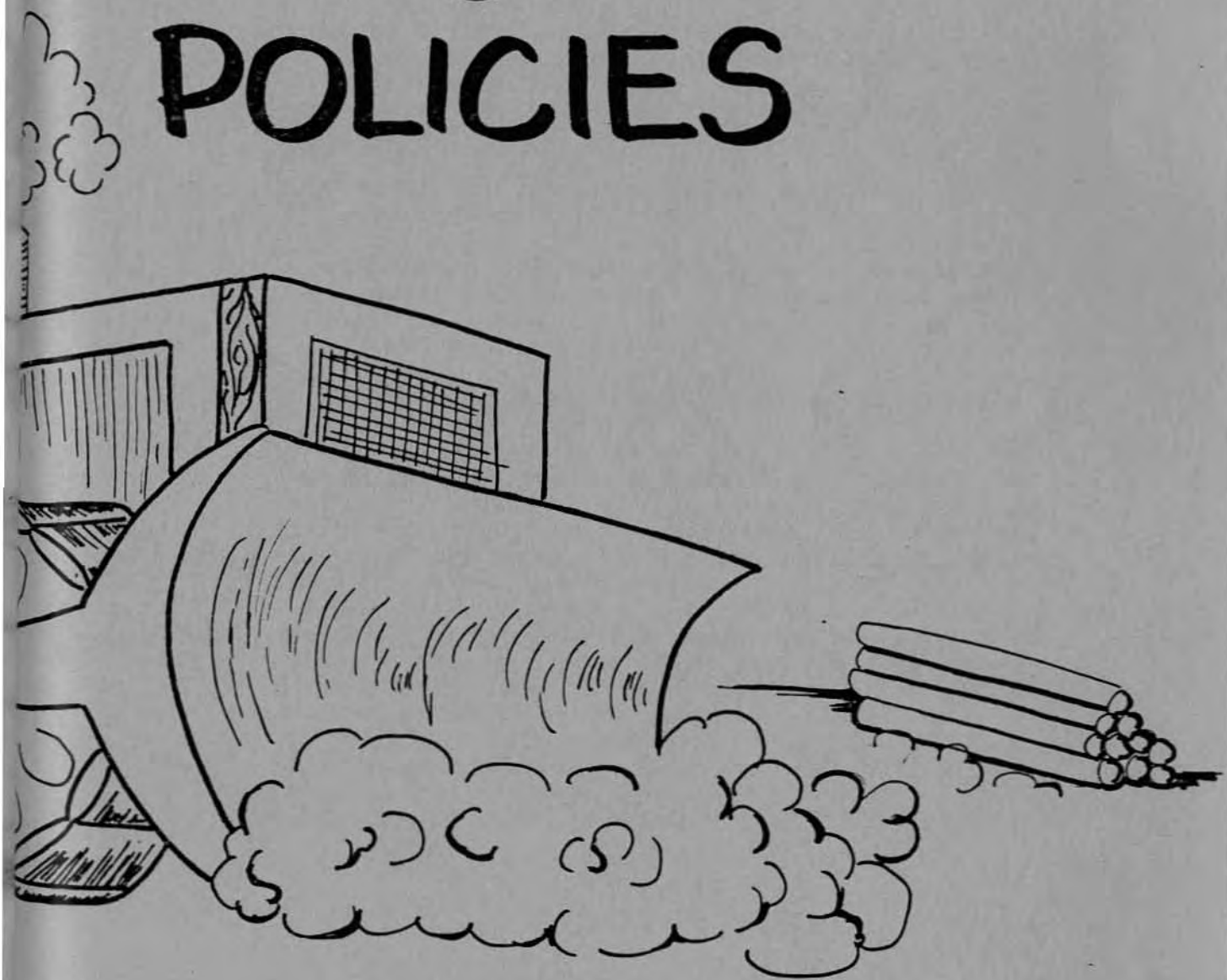
- A. That the mobile home has a 1976 Oregon insignia of compliance or equivalent approved by the State of Oregon.
- B. That the mobile home has a pitched roof with composition or other non-glare roofing.
- C. The mobile home is supported by piers placed in accordance with State Administrative Requirements. Common wall piers will be placed according to manufacturer's specifications. Proper ventilation and access as required by the State Department of Commerce Administrative Rules will be provided.

- D. That the mobile home has a valid Linn County permit to be transported to the site.
- E. That the mobile home shall be provided with gutters and downspouts which shall drain into dry well or storm drain system.
- F. That all requirements of the zone in which the proposed mobile home will be located are met.
- G. That pedestrian access to the mobile home shall be from a ground level entrance or a wood or concrete stairs connected to a porch or patio.
- H. That every effort be made to blend the mobile home into the surrounding landscape.
- I. That each mobile home be tied down in accordance with city and state regulations.
- J. That a certificate of occupancy be issued by the city building official prior to occupancy and subject to all the above conditions.
- K. Mobile homes will be skirted. Access and ventilation opening will be placed in the foundation to state standards.

URBANIZATION

GOALS &

POLICIES



URBANIZATION ELEMENT

- G-UI: To provide for the orderly outward expansion and growth of the City of Brownsville as public services become available while maintaining fiscal accountability and preserving farm and forest lands.
- P-U1: The City of Brownsville and Linn County shall establish an urban growth boundary and management agreement that provides for future land needs, the logical and economic extension of services, and the identification and separation of urbanizable lands from rural lands.
- P-U2: The City of Brownsville shall encourage infilling of vacant land outward from existing development in a systematic and phased manner, in order to preserve agricultural and forest lands around the city by:
- A. Targeting areas with all existing services as priority growth areas.
 - B. Requiring and approving specific development proposals for land being requested for annexation other than forced health hazard and island annexations.
 - C. Require the developer to absorb the cost of facility extension.
- P-U3: The City of Brownsville shall not supply city services outside the city limits or the UGB except to those who are now receiving services, are under agreement to receive services, and in line with other plan policies.
- P-U4: The City of Brownsville shall review the urban growth boundary once every three years to determine if more land is needed or when in line with other plan policies for change in the UGB.
- P-U5: When establishing or amending the urban growth boundary the City of Brownsville and Linn County shall consider the following:

- A. Demonstrated need to accommodate long-range urban population growth requirements.
- B. Need for housing, employment opportunities and livability.
- C. Orderly and economic provision for public facilities and services.
- D. Maximum efficiency of land uses within and on the fringe of the existing developed area.
- E. Environmental, energy, economic and social consequences.
- F. Retention of agricultural lands as defined with Class I being the highest priority for retention and Class IV the lowest priority.
- G. Compatibility of the proposed uses with nearby agricultural activities.
- H. The necessity of making exceptions to State Land Use Goal #2.

P-U6: The City of Brownsville and Linn County shall consider the following when the conversion of urbanizable land to an urban use is proposed:

- A. Orderly, economic provision for public facilities and services;
- B. Availability of sufficient land for the various uses to insure choices in the market place;
- C. The Brownsville Comprehensive Plan; and
- D. Encouragement of development within urban areas before conversion of urbanizable area.

P-U7: The City of Brownsville shall review the following development proposals within the urban growth boundary:

- A. Comprehensive Plan Amendments;
- B. Delayed Annexations;

- C. Zoning Amendments;
- D. Subdivisions;
- E. All Partitions;
- F. Planned Unit Developments;
- G. Conditional Uses;
- H. Formation of Special Districts;
- I. Or Annexation to Special Districts.

The intent of the review shall be to avoid future problems and to see that the development proposals will be compatible with the city's plans. If a problem is identified by the city, the City of Brownsville and Linn County must come to an agreement prior to approval of the development proposal by the county. If no agreement can be reached, the Land Conservation and Development Commission shall be asked to mediate.

- P-U8: The City of Brownsville shall maintain records on all building permits issued by Linn County for land within the Brownsville Urban Growth Boundary.
- P-U9: The City of Brownsville shall request Linn County to protect those areas identified by the City of Brownsville as areas of community concern, from uses or activities which would distract from or reduce the quality of these areas. Further, the city shall be notified prior to county action, when such action would change or alter the use or surrounding use of the areas of community concern.
- P-U10: The City of Brownsville recognizes the potential of an industrial park with interrelated industries growing from the Woodex site in the southwestern corner of the Brownsville planning area and shall encourage the County to zone the area for industrial development. Industrial traffic which is now generated from this area is bound to increase with expanded industrial activity and growth. The City of Brownsville feels the

need for Linn County and the State Department of Transportation to review access to Highway 228 west of the Brownsville city limits and to establish a safe and workable system to maintain traffic flow at the intersection of County Road 505 and State Highway 228.

PLAN REVIEW AND AMENDMENT GOALS & POLICIES

