

Memorandum Date: May 23, 2011  
Ordinance First Reading Date: June 8, 2011  
Ordinance Second Reading/Public Hearing Date: June 22, 2011

W-14-a+b

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**TO:** Board of County Commissioners

**DEPARTMENT:** Public Works

**PRESENTED BY:** Lydia McKinney, Transportation Planning

**AGENDA ITEM TITLE:** Ordinance No. PA 1285 In the matter of amending the Lane County Rural Comprehensive Plan (LCRCP) to adopt a new comprehensive plan and zoning designation for the area within the jurisdiction of the Coburg/Interstate-5 Interchange Area Management Plan (IAMP); amending the Lane County Transportation System Plan to incorporate the IAMP by reference; adopting an Official Lane County Interchange Area Management Plan Combining Zone Map; and adopting a severability clause.

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Ordinance No. 6-11 In the matter of amending Lane Code Chapter 16 to add new text and designation for an Interchange Area Management Plan (IAMP) Combining Zone for the Coburg/Interstate-5 IAMP area within the Lane County Rural Comprehensive Plan (LCRCP) and correcting a reference to the adopting ordinance for the Lane County Transportation System plan in Lane Code Chapter 16.400 (16.012, 16.297, 16.400).

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**I. MOTION**

For June 8, 2011: Move approval of the first reading and set the second reading and public hearing for Ordinance No. PA 1285 and Ordinance No. 6-11 for June 8, 2011, 1:30 p.m.

For June 22, 2011 or a subsequent work session: Move approval, adopting each individually in the following order: Ordinance No. PA 1285 and then Ordinance No 6-11.

**II. AGENDA ITEM SUMMARY**

The purpose of the Ordinances before the Board of County Commissioners (Board) is to amend the Lane County Rural Comprehensive Plan, Lane Code Chapter 16, and the Lane County Transportation System Plan in order to implement the Coburg Interstate 5 Interchange Area Management Plan (IAMP). Adoption of the Coburg IAMP initiated these amendments, and the Ordinances contained herein will carry out the policies in Section 6.1.2 of the IAMP that are applicable to Lane County (Attachment 3). The result of the amendments will be to create the IAMP Combining Zone map designation and Lane Code zoning text for the IAMP area, including related mechanical code changes necessary for consistency, and to correct a reference to the

adopting ordinance for the Lane County Transportation System Plan. These amendments are referred to herein as the Coburg IAMP implementation measures.

### **III      BACKGROUND**

#### **A.      Board Action and Other History**

The Board adopted the Coburg IAMP on October 21, 2009 (Ordinance No. PA 1258). For reference, the adopted Coburg IAMP is in a binder in the Board office reception area entitled **Coburg IAMP Adopted Ordinance**. Adopting of the Coburg IAMP separately from the proposed Coburg IAMP implementation measures allowed the design, right-of-way acquisition and construction of the proposed improvements to continue to move forward.

The Lane County Planning Commission held a work session and public hearing on the Coburg IAMP implementation measures on June 15, 2010. The Planning Commission closed the public hearing on that date, and left the record open until August 23, 2010. Deliberations were originally scheduled to occur before the Lane County Planning Commission on September 7, 2010, but the Board directed staff to cease working on this planning action and other related matters until issues regarding matching funds for the project to the County Capital Improvement Program and execution of associated Intergovernmental Agreements (IGAs) were addressed.

Staff provided an update to the Lane County Planning Commission on November 16, 2010, indicating that:

- 1) The Board affirmed its direction to not provide the federal earmark match and therefore, to terminate the associated match IGA; and
- 2) The Board affirmed its support for Phase I operational and physical improvements west of I-5 by directing staff to move forward with the Access Management and Construction IGAs.

On February 2, 2011, the Board authorized the County Administrator to sign the two IGAs between the Oregon Department of Transportation (ODOT), the City of Coburg, and the County regarding access management and construction of Pearl Street and Coburg Industrial Way (Board Order 11-2-2-10).

On March 1, 2011, the Lane County Planning Commission took action to recommend approval (unanimous, with one abstention) of the proposed implementation measures, finding that doing so would be consistent with previous Board actions. The public hearing before the Board is scheduled for June 22, 2011. Notice of the public hearing was mailed to all property owners within the boundary of the IAMP and to those property owners within 750 feet on June 2, 2011. Notice of the public hearing was also posted in the Register Guard on June 1, 2011. Information regarding the project and the June 22 public hearing date was also posted on the Transportation Planning webpage.

#### **B.      Policy Issues**

The Lane County Transportation System Plan (TSP) lists Goals and Policies relevant to this

action. The findings attached as Exhibit "D" to Ordinance No. PA 1285 and Exhibit "A" to Ordinance No. 6-11 cover other relevant policies in addition to those referenced below.

*Goal 1: Maintain the safety, physical integrity and function of the County road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.*

*Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible, integrate improvements for alternative transportation modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road standards.*

*Policy 1-f: Maintain County arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic analysis, design policies and standards and land use regulations.*

*Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.*

*Policy 2-a: Safe movement of vehicles on the state system and, where allowed, bicyclists and pedestrians shall be a priority. Lane County supports development and implementation of ODOT projects that improve the safety operation, and structural characteristics of the state highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.*

*Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:*

- (i) plan development;*
- (ii) managing the existing state system; and*
- (iii) designing and developing facility improvements of the state system in Lane County.*

*Policy 2-d: ODOT safety, preservation and modernization projects on the state system shall be consistent with Policies 2a-c above [2-c being not relevant to this item], and need not be identified in the Lane County TSP 20-year Project List*

*Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel through Lane County.*

*Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities*

*Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County's and other jurisdictions' transportation systems.*

*Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.*

*Policy 7-b: The County will look for opportunities to partner with ODOT and City agencies on*

*bicycle and pedestrian facilities when roads of different jurisdictions intersect, in order to provide adequately for bicycle and pedestrians travel to local destinations.*

**C. Board Goals**

The following goals from the Lane County Strategic Plan relate to this item:

- *Provide opportunities for citizen participation in decision making, voting, volunteerism, and civic and community involvement.*
- *Contribute to appropriate community development in the areas of transportation and telecommunications infrastructures, housing, growth management and land development.*
- *Maintain a healthy environment with regard to air quality, water quality, waste management, lane use and parks.*

**D. Financial and/or Resource Considerations**

None

**E. Analysis**

As the Board may recall, there have been several actions related to the improvements at I-5/Coburg in the past five years. Adoption of these implementation measures is the final step in this process, and likely the final Board action on the Coburg IAMP process.

The specific property owner impacts resulting from adoption of these implementation measures relate to access management. The operative policy for property owners is Policy 10 on page 6-3 (see Attachment 3). Implementing this policy, the Oregon Department of Transportation (ODOT) is currently working with property owners to purchase of access rights on the west side of I-5, as outlined in the Access Management Sub-Team Project Narrative (Attachment 4). This is the approved access management strategy prepared by ODOT and provides specific details regarding the proposed access controls. Specific project strategies developed by the Access Management Sub-Team are listed on pages 5 and 6 of Attachment 4. These efforts will continue to move forward and are unlikely to be impacted by the Board's action on this item.

The proposed LC text will be applicable to all properties within the proposed Coburg IAMP Combining Zone (Attachment 2). As with the policy, the effects of the regulatory code language are specific to access management. Subsection (5)(a)(i) of the proposed code text is the operative language that will impact property owners within this area. Staff can address any questions the Board has regarding this language at the Board's meeting.

**F. Alternatives/Options**

- Option 1. Approve the Ordinances.
- Option 2. Revise the Ordinances as directed by the Board and return for a date certain set by the Board.
- Option 3. Do not approve the Ordinances.

#### **IV. TIMING IMPLEMENTATION**

The public hearing is scheduled for Wednesday June 22, 2011. The Board may take action on that date or schedule additional readings as necessary.

#### **V. RECOMMENDATION**

Staff recommends Option 1. This action is consistent with previous Board actions and will be the final action necessary to implement the adopted Coburg IAMP.

If Option 3 is chosen, then Lane County will not comply with the adopted Coburg IAMP.

#### **VI. FOLLOW-UP**

Notice of the Board's action will be sent to the Department of Land Conservation and Development (DLCD) and all interested parties.

#### **VII. ATTACHMENTS**

1. Ordinance No. PA 1285 and Exhibits
2. Ordinance No. 6-11 and Exhibit
3. Coburg IAMP Policies 6.1.2
4. Access Management Sub-Team Project Narrative

**BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON**

ORDINANCE NO. PA 1285

- ) IN THE MATTER OF AMENDING THE LANE COUNTY
- ) RURAL COMPREHENSIVE PLAN (LCRCP) TO ADOPT A
- ) NEW COMPREHENSIVE PLAN AND ZONING
- ) DESIGNATION FOR THE AREA WITHIN THE
- ) JURISDICTION OF THE COBURG/INTERSTATE-5
- ) INTERCHANGE AREA MANAGEMENT PLAN (IAMP);
- ) AMENDING THE LANE COUNTY TRANSPORTATION
- ) SYSTEM PLAN TO INCORPORATE THE IAMP BY
- ) REFERENCE; ADOPTING AN OFFICIAL LANE COUNTY
- ) INTERCHANGE AREA MANAGEMENT PLAN
- ) COMBINING ZONE MAP; AND ADOPTING A
- ) SEVERABILITY CLAUSE.

**WHEREAS**, the Board of County Commissioners of Lane County, through enactment of Ordinance PA 884, has adopted Land Use Designations and Zoning for lands within the Jurisdiction of the Lane County Rural Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners of Lane County, through enactment of Ordinance PA 883, has adopted the Lane County General Plan Policies which is a component of the Lane County Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners adopted the Lane County Transportation System Plan by Ordinance No. PA 1202, on May 5, 2004; and

**WHEREAS**, Lane Code 12.050 and 16.400 set forth procedures for amendments of the Rural Comprehensive Plan and Lane Code 16.252 sets forth procedures for rezoning lands within the jurisdiction of the Rural Comprehensive Plan; and

**WHEREAS**, Lane Code 16.014 set forth procedures for amendments to Comprehensive Plan Maps and Zone Maps for Lane County; and

**WHEREAS**, the Oregon Department of Transportation (ODOT), Lane County, and Coburg are contemplating improvements to state and local transportation facilities near the Interstate 5 Interchange at Coburg to address safety, congestion, and substandard facility issues; and

**WHEREAS**, Oregon Administrative Rules (OAR) 734-051-0155(2) and (7) require ODOT to work with local governments to develop an Interchange Area Management Plan (IAMP) prior to construction of significant modifications to existing interchanges, and that the IAMP be consistent with local plans and codes; and

**WHEREAS**, the Board of County Commissioners adopted the Coburg IAMP by Ordinance No. PA 1258, on October 21, 2009; and

**WHEREAS**, the Board of County Commissioners is in support of constructing the improvements at the I-5/Coburg Interchange; and

**WHEREAS**, Section 7.2 of the Coburg IAMP requires Lane County to adopt a plan and zoning designation for the Coburg IAMP area; and

**WHEREAS**, it is necessary to amend the Rural Comprehensive Plan and apply an overlay zone to provide for an Interchange Area Management Plan area; and

**WHEREAS**, the proposal was reviewed at a public hearing with the Lane County Planning Commission on June 15, 2010; and

**WHEREAS**, the proposal was reviewed at a public hearing with the Lane County Board of Commissioners on June 22, 2011; and

**WHEREAS**, evidence exists in the record indicating that the proposal meets the requirements of Lane Code chapters 12 and 16, and the requirements of applicable state and local law; and

**WHEREAS**, the Board of County Commissioners has conducted a public hearing and is now ready to take action;

**NOW, THEREFORE**, the Board of County Commissioners of Lane County ordains as follows:

**Section 1.** The Lane County General Plan Policies, Goal 2 (Policy 25) adopted by Ordinance No. PA 883 and amended thereafter is amended by revising Goal 2 General Plan Policy 25, to add provisions for a Coburg Interchange Area Management Plan designation as set forth in Exhibit "A".

**Section 2.** The Lane County Transportation System Plan, a Special Purpose Plan under the Lane County Rural Comprehensive Plan, as adopted by Ordinance No. PA 1202, is amended by the addition of a reference to the adopted Coburg/Interstate-5 Interchange Area Management Plan as set forth in Exhibit "B".

**Section 3.** An Official Lane County Interchange Area Management Plan Combining Zone Map is established and adopted as depicted in Exhibit "C".

**FURTHER**, although not a part of this Ordinance, the Board of County Commissioners adopts Lane County findings in support of this action as set forth in Exhibit "D".

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion is deemed a separate, distinct and independent provision, and such holding does not affect the validity of the remaining portions thereof.

Enacted this: \_\_\_\_\_ day of \_\_\_\_\_, 2011

\_\_\_\_\_  
Faye Stewart, Chair  
Lane County Board of Commissioners

\_\_\_\_\_  
Melissa Zimmer, Secretary  
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 6-1-11 Lane County

  
\_\_\_\_\_  
OFFICE OF LEGAL COUNSEL

# Exhibit "A"

|   |   |                  |
|---|---|------------------|
| Rural Residential   | Rural Residential                             | RR, RCP          |
| Notwithstanding the plan diagram, areas designated by the plan diagram as Rural, that are located outside of communities and inside developed and committed exception areas, are now designated as Rural Residential. |   |                  |
| Destination Resort  | Destination Resort                            | DR, RCP          |
| Historic Structure/Site   | Historic Struc. Or Sites Combining            | /H-RCP           |
| Natural Estuary   | Natural Estuary                               | /NE-RCP          |
| Conservation Estuary  | Conservation Estuary                          | /CE-RCP          |
| Development Estuary   | Development Estuary                           | /DE-RCP          |
| Sign. Natural Shorelands  | Significant Nat. Shorelands Comb              | /SN-RCP          |
| Prime Wildlife  | Prime Wildlife Shorelands Comb                | /PW-RCP          |
| Natural Resources Consv.  | Natural Resources Conservation Comb           | /NRC-RCP         |
| Residential Development   | Res. Devel. Shorelands Combining              | /RD-RCP          |
| Shorelands Mixed Develop  | Shorelands Mixed Devel. Combining             | /MD-RCP          |
| Dredge Material/Mitigation  | Dredge Mat. /Mitigation Site Comb             | /DMS-RCP         |
| Beaches & Dunes   | Beaches and Dunes Combining                   | /BD-RCP          |
|   | Floodplain Combining.                         | /FP-RPC          |
|   | Commercial Airport Safety District            | /CAS-RCP         |
| Airport   | Airport Safety District                       | /AS-RCP          |
|   | Airport Operations                            | /AO-RCP          |
|   | Private Use Airport Overlay                   | /PUAO-RCP        |
| Nonresource   | Rural Residential                             | RR, RCP          |
| Public Facility   | Inmate work camp                              | IWC, RCP         |
| <u>Interchange Area Management Plan</u>   | <u>Interchange Area Management Plan Comb.</u> | <u>/IAMP-RCP</u> |

\*NOTE: The "Community" Plan Designation is implemented by various zoning districts as indicated, zones which also implement specific Plan designations other than "Community". A "/C" shall be used in combination with these zoning abbreviations to denote the zoning inside unincorporated community plans adopted to comply with OAR 660 Division 22, the UC Rule: RR, RC, RI, RPF, and RPR.

26. Exceptions to resource goals shall be required for transmission line right-of-ways when in excess of fifty (50) feet.

27. Conformity Determinations. Lane County will annually initiate and process applications to correct identified plan or zoning designations in the RCP Official Plan and Zoning Plots resulting from the Official Plan or Zoning Plots not recognizing lawfully existing (in terms of the zoning) uses or from inconsistencies between the Official Plan and Zoning Plots. Changes to correct nonconformities shall comply with the procedures and requirements of Lane Code Chapter 12 (Comprehensive Plan), Chapter 14 (Application Review and Appeal Procedures), and Chapter 16 (Land Use & Development Code), except as provided for in 27 c. and d., below.

a. Circumstances qualifying for consideration by the Board of Commissioners under the Conformity Determinations Policy may include one or more of the following:

i. Lawful, structural development existing prior to September 12, 1984 and use of the structure(s) at the time qualified as an allowable use in a developed & committed zone designation other than that designated for the land on an Official Plan or Zoning Plot.



Exhibit "B"

- (v) *The Trip Generation, 7<sup>th</sup> Edition* manual published by the Institute of Traffic Engineers.

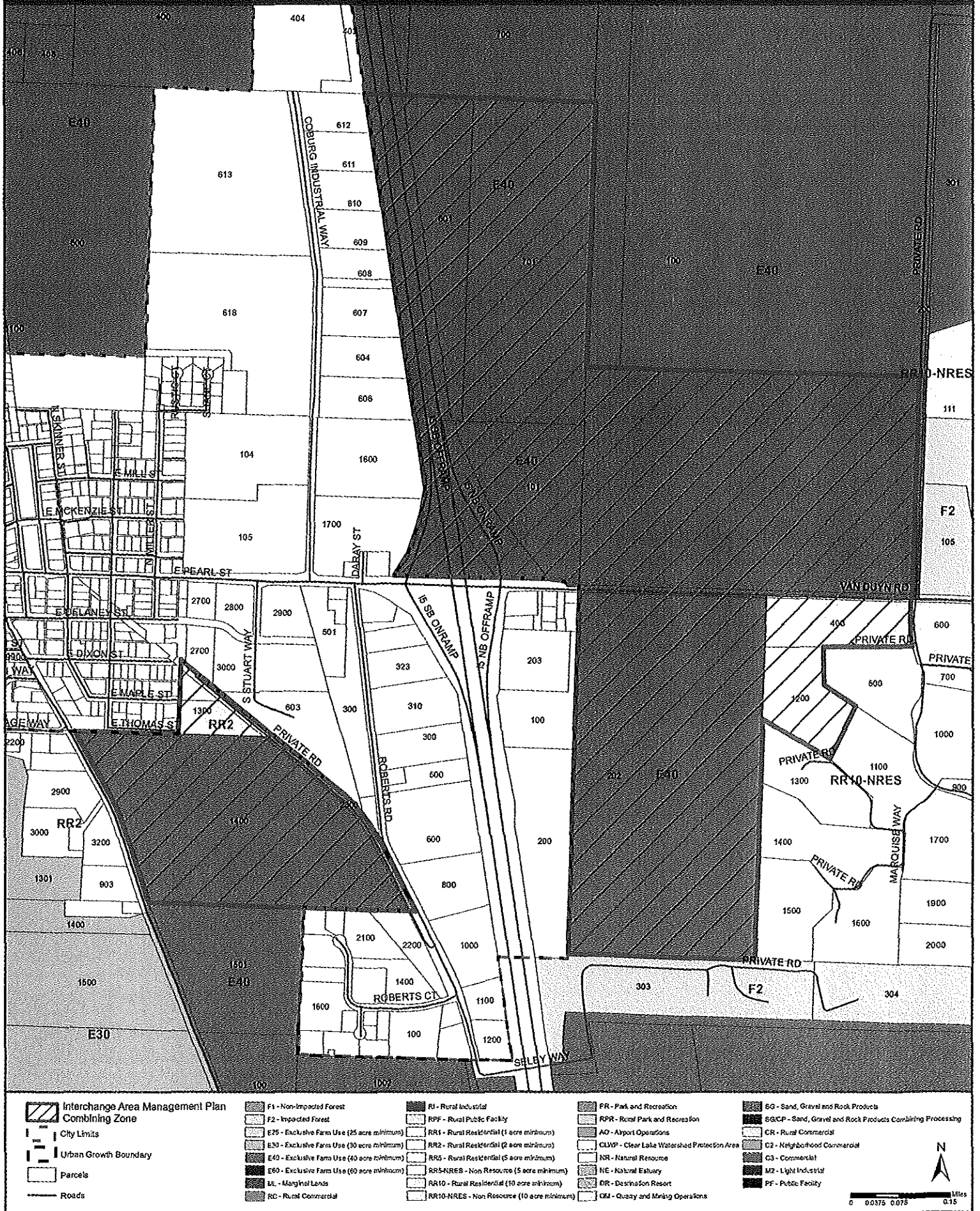
- Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible, integrate improvements for alternative transportation modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.
- Policy 1-f: Maintain County arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic impact analysis, design policies and standards and land use regulations.
- Policy 1-g: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use.
- Policy 1-h: City standards shall apply to County Roads functionally classified as local roads within urban growth boundaries. In the absence of City standards, the County's road design standards shall apply.

**Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.**

- Policy 2-a: Safe movement of vehicles on the State system and, where allowed, bicyclists and pedestrians shall be a priority. Lane County supports development and implementation of ODOT projects that improve the safety, operation, and structural characteristics of the State highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.
- Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:  
(i) plan development;  
(ii) managing the existing State system; and  
(iii) designing and developing facility improvements on the State system in Lane County.
- Policy 2-c: The County supports the preservation of the natural, historic, cultural, and recreational values of federally designated Scenic Byway routes maintained by ODOT.
- Policy 2-d: ODOT safety, preservation and modernization projects on the State system shall be consistent with Policies 2a-c above, and need not be identified in the Lane County TSP 20-year Project List.
- Policy 2-e: The Coburg/Interstate 5 Interchange Area Management Plan (IAMP), adopted by Lane County as Ordinance No. PA 1258), is incorporated herein by reference.

**Goal 3: Promote a safe and efficient road network through access management.**

- Policy 3-a: Access decisions will be made in a manner consistent with the functional classification of the roadway.
- Policy 3-b: Access Management policies and spacing standards found herein and in Lane Code 15.130-15.139 shall apply to all new development, changes of use, and road and driveway approach locations within County Road rights-of-way. For State facilities, the Oregon Department of Transportation controls access pursuant to Oregon Administrative Rules 734, Division 51.
- Policy 3-c: Development within a County Road right-of-way, including but not limited to excavation, clearing, grading, utility placement, culvert placement or replacement, other stormwater facilities, and construction or reconstruction of road or driveway approaches, is allowed only upon approval of a facility permit.



## FINDINGS AND CONCLUSIONS IN SUPPORT OF ADOPTION OF ORDINANCE No. PA 1285

The Lane County Board of Commissioners ("Board") finds as follows:

1. The Ordinance to which these findings are attached effects an update to the Lane County Rural Comprehensive Plan (LCRCP). The Board is amending RCP General Plan Goal 2, Policy 25 to incorporate an Interchange Area Management Plan Combining zone into the County's General Plan Policies. Furthermore, the Board is adopting a text amendment as new Policy 2-e to the Lane County Transportation System Plan (TSP) incorporating the adopted and acknowledged Coburg/I-5 Interchange Area Management Plan by reference. These changes will be referred to as the "Coburg Interchange Area Management Plan implementation updates" throughout these findings.
2. Pursuant to Lane Code (LC) 12.050(1) and LC 16.400(6)(h)(i), amendments to the Comprehensive Plan and the Rural Comprehensive Plan shall be by ordinance. Adopting Ordinance No. PA 1285 accomplishes these requirements.
3. LC 12.050(2) provides review criteria to adopt the Coburg Interchange Area Management Plan implementation updates into the County Comprehensive Plan. The criteria are as follows:

**LC 12.050**

**(2) The Board may amend or supplement the comprehensive plan upon a finding of:**

- (a) an error in the plan; or**
- (b) changed circumstances affecting or pertaining to the plan; or**
- (c) a change in public policy.**

These implementation updates are being adopted due to a change in public policy, pursuant to LC 12.050(2)(c). Lane County is adopting these updates to implement the policies found within the recently adopted Coburg IAMP, adopted by Ordinance No. PA 1258. Adoption of these implementation measures is necessary for consistency with Policy 7.2. of the Coburg IAMP.

LC 16.400(6)(h)(iii)(bb) provides similar review criteria for amendments to the Rural Comprehensive Plan, as follows:

**LC 16.400(6)(h)(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:**

**\*\***

**(bb) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is:**

- (i-i) necessary to correct an identified error in the application of the Plan;**  
**OR**
- (ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment; OR**

- (iii-iii) necessary to comply with the mandate of local, state, or federal policy or law; OR*
- (iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; OR*
- (v-v) otherwise deemed by the Board, for reasons briefly set forth in its decision, to be desirable, appropriate or proper.*

With regard to these review criteria, the Board finds that the Coburg Interchange Area Management Plan implementation updates are necessary to:

- a. address a change in public need as evidenced by finding 6 for Ordinance No. PA 1258, incorporated here by reference; and
- b. is necessary to provide for the implementation of certain adopted IAMP policy elements.

Based upon these findings, the Board concludes that the proposed Coburg Interchange Area Management Plan implementation updates are consistent with the review criteria listed above

- 4. In addition to the requirements in LC 16.400(6)(h)(iii)(bb) listed above, additional findings under LC 16.400(6)(h)(iii)(aa) must be made to adopt the proposed Coburg Interchange Area Management Plan implementation updates. Specifically, the Board may amend the Rural Comprehensive Plan upon making certain additional findings, as follows:

***LC 16.400(6)(h)(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:***

***(aa) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan component or amendment meets all applicable requirements of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.***

The amendment is a major amendment because it is not limited to a Plan Diagram amendment. The amendment meets applicable requirements of local and state law in that it is being processed as a Plan Amendment pursuant to LC Chapter 14 requirements, and is subject to the approval criteria of LC Chapter 12 and 16, both of which chapters are in compliance with state law as outlined in the statewide planning Goal 2 findings, below. Findings of consistency with the approval criteria in LC 16 are contained herein, including findings of consistency with applicable Statewide Planning Goals and Oregon Administrative Rules:

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

Pursuant to the requirements of Lane Code, citizen involvement occurred in the preparation and review of Ordinance No. PA 1258 and this associated adopting Ordinance as follows:

Extensive public involvement opportunities were provided during the adoption of Ordinance No. PA 1258 as described in the Coburg IAMP Appendix A, Citizen Involvement Plan, and IAMP Appendix B, Findings of Compliance, page 1 incorporated here by reference. Public involvement was also accommodated by a joint public hearing of the Coburg and Lane County Planning

Commissions held on January 21, 2009, by a public hearing of the Coburg City Council held on April 14, 2009 and by a public hearing of the Lane County Board of Commissioners on August 5, 2009, with the record remaining open until October 7, 2009.

Public involvement opportunities were also provided as part of the implementation measures as follows:

- On May 26, 2010, a legal ad was published in The Register Guard, providing notice of the Lane County Planning Commission public hearing in the Board Conference Room of the Lane County Public Service Building on June 15, 2010, at 7:00 P.M.
- On June 15, 2010, the Lane County Planning Commission (LCPC) conducted a public hearing on the proposed Coburg IAMP implementation updates.
- On June 1, 2011, a legal ad was published in The Register Guard, providing notice of the Board of County Commissioners public hearing in Harris Hall of the Lane County Public Service Building on June 22, 2011, at 1:30 P.M.
- On June 2, 2011, notice of the Board of County Commissioners public hearing was sent to all property owners within the boundary of the IAMP and within 750 feet of the boundary of the IAMP.
- On June 22, 2011, the Lane County Board of Commissioners conducted a public hearing on the proposed Coburg IAMP implementation updates.

The Coburg IAMP implementation updates constitute a plan amendment that is subject to the public notification and hearing processes and provisions of LC Chapter 14 and 16. As described above, the public involvement requirements of these chapters have been met and opportunity for public involvement has been afforded at each phase of the process. The amendment is therefore consistent with statewide planning Goal 1.

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

The Rural Comprehensive Plan was acknowledged by the Land Conservation and Development Commission (LCDC) as complying with state planning goals. LC 16.400, adopted and also acknowledged by LCDC specifies the means by which the RCP may be amended. Notice of the public hearing and pending adoption of the Coburg Interchange Area Management Plan implementation updates was mailed to the Oregon Department of Land Conservation and Development (DLCD) on April 27, 2010. The Coburg Interchange Area Management Plan implementation updates adoption process follows the procedures outlined in Lane Code and these findings provide an adequate factual basis for action. The amendment therefore conforms to the established land use planning process and framework consistent with Goal 2.

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

Adoption of the Coburg Interchange Area Management Plan implementation updates will not change any agricultural land use designations. Based upon these findings the amendment is consistent with Goal 3.

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

Chapter 2, Existing Conditions Inventory and Analysis, in the adopted Coburg IAMP describes Natural and Cultural Resources within the IAMP area beginning on page 2-26, in Section 2.5. Included in the analysis are findings related to open space and parks, which are incorporated here by reference. A multi-use path is identified in the City of Coburg adopted Parks Master Plan. The multi-use path is planned for areas that include lands outside the Urban Growth Boundary (UGB) however, the City Parks Master Plan was not co-adopted by the County, so its location outside the UGB is not recognized by the Rural Comprehensive Plan.

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

Findings of consistency with Goal 6 can be found in Exhibit B to Ordinance No. PA 1258. Finding 7, for Statewide Land Use Goal 6, beginning on page 4, is incorporated here by reference.

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

Chapter 2, Existing Conditions Inventory and Analysis, in the adopted Coburg IAMP describes Natural and Cultural Resources within the IAMP area beginning on page 2-26, in Section 2.5. Included in the analysis are findings related to open space and parks incorporated here by reference. A multi-use path is identified in the City of Coburg adopted Parks Master Plan. The multi-use path is planned for areas that include lands outside the Urban Growth Boundary (UGB) however, the City Parks Master Plan was not co-adopted by the County, so its location outside the UGB is not recognized by the Rural Comprehensive Plan.

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

Transportation facilities are identified as public facilities under this goal. Findings of consistency with Goal 11 for both the City of Coburg's Comprehensive Plan and Lane County's Rural Comprehensive Plan can be found in Coburg IAMP Appendix B beginning on page 2. Findings in Coburg IAMP Appendix B applicable to lands outside the Coburg UGB relate to Lane County's Rural Comprehensive Plan and are incorporated here by reference. The updates are consistent with Goal 11.

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

The Coburg Interchange Area Management Plan implementation updates will promote transportation safety and operations near the Coburg I-5 interchange. Findings of consistency with Goal 12 for both the City of Coburg's Comprehensive Plan and Lane County's Rural Comprehensive Plan can be found in Coburg IAMP Appendix B beginning on page 3. Those relating to Lane County's Rural Comprehensive Plan are incorporated here by reference. The updates are consistent with Goal 12.

***Goal 13 - Energy: To conserve energy.***

The IAMP includes a "No Build" scenario that evaluates road system deficiencies and traffic operations that contribute to congestion, and evaluates the presence of all transportation modes. Analysis concludes that three of five intersections in the study area will not meet mobility standards or will fail if no improvements are made, meaning delays and congestion will increase. The analysis also concludes that the existing bridge width is narrow and does not provide for pedestrians or bicyclists. The IAMP preferred alternative considers and recommends improvements and measures mitigating these deficiencies which will reduce congestion. IAMP Section 6, policies 12, 13, and 14, incorporated herein by reference, provide for plans to expand Lane Transit District (LTD) bus rapid transit to Coburg, to market LTD's Group Pass Program, promote carpool and vanpool services, and monitor the need for a park-and-ride in Coburg. The IAMP therefore considers and recommends improvements and measures that will reduce congestion and provide for alternative modes of travel, encouraging energy conservation. The Coburg Interchange Area Management Plan implementation updates will carry out the purpose of the IAMP, encouraging energy conservation. The updates are consistent with Goal 13.

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

Findings of consistency with Goal 14 for both the City of Coburg's Comprehensive Plan and Lane County's Rural Comprehensive Plan can be found in Coburg IAMP Appendix B beginning on page 4. The findings are incorporated here by reference.

5. Based upon all of the above findings, the Board concludes that the proposed Coburg Interchange Area Management Plan implementation updates are consistent with the requirements set forth in the applicable approval criteria. Therefore, the Board concludes the evidence and findings support adoption of the proposal.

BEFORE THE BOARD OF COUNTY COMMISSIONERS, LANE COUNTY, OREGON

ORDINANCE NO. 6-11

IN THE MATTER OF AMENDING LANE CODE CHAPTER 16  
TO ADD NEW TEXT AND DESIGNATION FOR AN  
INTERCHANGE AREA MANAGEMENT PLAN (IAMP)  
COMBINING ZONE FOR THE COBURG/INTERSTATE-5 IAMP  
AREA WITHIN THE LANE COUNTY RURAL  
COMPREHENSIVE PLAN (LCRCP) AND CORRECTING A  
REFERENCE TO THE ADOPTING ORDINANCE FOR THE  
LANE COUNTY TRANSPORTATION SYSTEM PLAN IN LANE  
CODE CHAPTER 16 (LC 16.012, LC 16.297, LC 16.400).

The Board of County Commissioners of Lane County ordains as follows:

Chapter 16 of Lane Code is hereby amended by removing, substituting and adding new sections as follows:

**REMOVE THESE SECTIONS**

16.012  
as located on page 16-5 through 16-6  
(a total of 2 pages)

NONE

16.400  
as located on page 16-674 through 16-679  
(a total of 6 pages)

**INSERT THESE SECTIONS**

16.012  
as located on page 16-5 through 16-6  
(a total of 2 pages)

16.297  
as located on page 16-674 through 16-675  
(a total of 2 pages)

16.400  
as located on page 16-674 through 16-679  
(a total of 6 pages)

Said sections are attached hereto and incorporated herein by reference. The purpose of these substitutions and additions is to provide for a new Interchange Area Management Plan Combining Zone for the Coburg/Interstate-5 Interchange Area Management Plan area, adopt associated IAMP code regulations, and correct a reference to the adopting ordinance for the Lane County Transportation System Plan in Lane Code Chapter 16.

Although not a part of this Ordinance, the Board of County Commissioners adopts Lane County findings in support of this action as set forth in Exhibit "A".

ENACTED this \_\_\_\_\_ day of \_\_\_\_\_ 2011.

\_\_\_\_\_  
Faye Stewart, Chair,  
Lane County Board of Commissioners

\_\_\_\_\_  
Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM

Date: 6-1-11 Lane County

\_\_\_\_\_  
OFFICE OF LEGAL COUNSEL



At left margin indicates changes  
 Bold indicates material being added  
 Strikethrough indicates material being deleted  
 16.012

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**16.012 Zone Classifications.**

For the purpose of this chapter of Lane Code, the following zones are hereby established:

| <u>Zone Classification</u>                             | <u>Abbreviation</u> | <u>Section No.</u> |
|--|---------------------|--------------------|
| Nonimpacted Forest Lands                               | F-1, RCP            | 16.210             |
| Impacted Forest Lands                                  | F-2, RCP            | 16.211             |
| Exclusive Farm Use                                     | E-RCP               | 16.212             |
| Natural Resource                                       | NR-RCP              | 16.213             |
| Marginal Lands   | ML RCP              | 16.214             |
| Park and Recreation                                    | PR-RCP              | 16.215             |
| Quarry and Mining Operations                           | QM-RCP              | 16.216             |
| Sand, Gravel and Rock Products                         | SG-RCP              | 16.217             |
| Sand, Gravel and Rock Products<br>Combining Processing | SG-CP-RCP           | 16.218             |
| Public Facility  | PF-RCP              | 16.219             |
| Limited Commercial                                     | C-1, RCP            | 16.220             |
| Neighborhood Commercial                                | C-2, RCP            | 16.221             |
| Commercial   | C-3, RCP            | 16.222             |
| Rural Commercial                                       | C-R, RCP            | 16.223             |
| Limited Industrial                                     | M-1, RCP            | 16.224             |
| Light Industrial                                       | M-2, RCP            | 16.225             |
| Heavy Industrial                                       | M-3, RCP            | 16.226             |
| Inmate Work Camp                                       | IWC, RCP            | 16.227             |
| Suburban Residential                                   | RA-RCP              | 16.229             |
| Garden Apartment Residential                           | RG-RCP              | 16.230             |
| Rural Residential                                      | RR-RCP              | 16.231             |
| Destination Resort                                     | DR-RCP              | 16.232             |
| Historic Structures or Sites Combining                 | /H-RCP              | 16.233             |
| Natural Estuary  | /NE-RCP             | 16.234             |
| Conservation Estuary                                   | /CE-RCP             | 16.235             |
| Development Estuary                                    | DE-RCP              | 16.236             |
| Significant Natural Shorelands Combining               | /SN-RCP             | 16.237             |
| Prime Wildlife Shorelands Combining                    | /PW-RCP             | 16.238             |
| Natural Resources Conservation Combining               | /NRC-RCP            | 16.239             |
| Residential Development Shorelands<br>Combining        | /RD-RCP             | 16.240             |
| Shorelands Mixed Development Combining                 | /MD-RCP             | 16.241             |
| Dredge Material/Mitigation Site Combining              | /DMS-RCP            | 16.242             |
| Beaches and Dunes Combining                            | /BD-RCP             | 16.243             |
| Floodplain Combining                                   | /FP-RCP             | 16.244             |
| Commercial Airport Safety District                     | /CAS-RCP            | 16.245             |
| Airport Safety District                                | /AS-RCP             | 16.246             |
| Airport Operation                                      | AO-RCP              | 16.247             |
| Clear Lake Watershed Protection                        | CLWP-RCP            | 16.258             |
| Rural Residential                                      | RR, RCP             | 16.290             |
| Rural Commercial                                       | RC, RLP             | 16.291             |
| Rural Industrial                                       | RI, RCP             | 16.292             |
| Rural Public Facility                                  | RPF, RCP            | 16.294             |
| Rural Park and Recreation                              | RPR, RCP            | 16.295             |

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Private Use Airport Overlay

/PUAO-RCP 16.296

**Interchange Area Management Plan**

/IAMP-RCP 16.297

**Combining Zone**

*(Revised by Ordinance No. 7-87, Effective 6.17.87; 17-87, 12.25.87; 12-90, 10.11.90; 11-91A, 8.30.91; 6-98, 12.2.98; 6-02, 5.16.02; 15-07, 2.1.08)*

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| Airport Operation                                      | AO-RCP              | 16.247             |
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| Rural Residential                                      | RR, RCP             | 16.290             |
| Rural Commercial                                       | RC, RLP             | 16.291             |
| Rural Industrial                                       | RI, RCP             | 16.292             |
| Rural Public Facility                                  | RPF, RCP            | 16.294             |
| Rural Park and Recreation                              | RPR, RCP            | 16.295             |

|                                  |           |        |
|----------------------------------|-----------|--------|
| Private Use Airport Overlay      | /PUAO-RCP | 16.296 |
| Interchange Area Management Plan | /IAMP-RCP | 16.297 |
| Combining Zone                   |           |        |

*(Revised by Ordinance No. 7-87, Effective 6.17.87; 17-87, 12.25.87; 12-90, 10.11.90; 11-91A, 8.30.91; 6-98, 12.2.98; 6-02, 5.16.02; 15-07, 2.1.08)*

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INTERCHANGE AREA MANAGEMENT PLAN COMBINING ZONE  
(/IAMP-RCP)  
RURAL COMPREHENSIVE PLAN

16.297 Interchange Area Management Plan Combining Zone (/IAMP-RCP).

(1) Purpose. The purpose of the /IAMP-RCP Zone is to:

- (a) Protect interchange investments;
- (b) Establish the desired function of interchanges;
- (c) Protect the function of interchanges by maximizing the capacity of the interchanges for safe movement from the mainline highway facility;
- (d) Balance the need for efficient interstate and state travel with local use;
- (e) Preserve and improve safety of existing interchanges;
- (f) Provide safe and efficient operation between connecting roadways;
- (g) Adequately protect interchanges from unintended and unexpected development while accommodating planned community development;
- (h) Manage the existing interchange capacity and new capacity provided through improved interchange improvements;
- (i) Establish how future land use and transportation decisions will be coordinated in interchange areas between the Oregon Department of Transportation and local governments;
- (j) Minimize impacts to farm and forest lands and other resource lands around rural interchanges in accordance with adopted Statewide Planning Goals; and,
- (k) Time development with appropriate improvements to the local system after the interchange improvement are in place, consistent with the adopted comprehensive plan and other applicable land use regulations.

(2) Definition. "Interchange Area Management Plan" or "IAMP" means a plan for managing a grade-separated interchange area to ensure safe and efficient operation between connecting roadways and to protect the functional integrity, operations, and safety of the interchange. An Interchange Area Management Plan may be developed independent of or in conjunction with an interchange project and may address local street connectivity, local street improvements and local plans and land use regulations. An Interchange Area Management Plan is not an interchange project.

(3) Applicability. The /IAMP-RCP Zone is applied, in combination with the applicable underlying zones, to those lands within the designated management areas of adopted IAMPs, subject to the requirements and limits of Lane Code.

(4) Permitted Uses. Uses permitted in the underlying base zone are allowed, subject to conformance with the applicable adopted IAMP.

(5) Uses Subject to Further Review. Uses permitted in the underlying base zone are permitted subject to the provisions of an adopted IAMP as designated in the official Interchange Area Management Plan Combining Zone map.

(a) Coburg IAMP. The following standards apply specifically and only to the Coburg/Interstate-5 Interchange Area Management Plan (Coburg IAMP) area Combining Zone:

(i) Access Management. Access spacing on Van Duyn Road within the Coburg IAMP must meet the following standards:

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(A) When new approach roads are planned or constructed near the interchange, the nearest intersection on a crossroad must be at least 1,320 feet from the interchange unless no alternative access exists. Measurement is taken from the ramp intersection or the end of a free flow ramp terminal merge lane taper;

(B) Deviations are permitted as identified in Section 5.3.3 of the Coburg IAMP. Deviations not identified in Section 5.3.3 may be permitted for new access for farm and forestry equipment and associated farm uses, as defined in Lane Code 16.090, on lands zoned for Exclusive Farm Use, and accepted Forest uses as defined in Lane Code 16.090 on those lands that are within the Coburg IAMP area, but only when access meeting the standards in Lane Code 16.297(5)(a)(i) above is unfeasible.

(C) Until such time as the Oregon Department of Transportation ("ODOT") purchases access rights on Van Duyn Road within the Coburg IAMP Combining Zone that is designated for restricted access by the adopted Coburg IAMP, Chapter 5, any redevelopment of property within this area that would result in a greater number of average daily trips or an increase in large truck trips will require written approval from ODOT pursuant to an Intergovernmental Agreement to be established between the City of Coburg, Lane County, and ODOT, and subject to the limits of applicable provisions of Lane Code.

(ii) Notice. Lane County will provide notice to ODOT for land use actions within the Coburg IAMP Combining Zone area, including, but not limited to, the following:

(A) Amendments to the Lane County Rural Comprehensive Plan or the Lane County Transportation System Plan;

(B) Zone changes or other land use proposals;

(C) Land use proposals involving requests for new access to Van Duyn Road.

**INTERCHANGE AREA MANAGEMENT PLAN COMBINING ZONE  
(/IAMP-RCP)  
RURAL COMPREHENSIVE PLAN**

**16.297 Interchange Area Management Plan Combining Zone (/IAMP-RCP).**

- (1) Purpose. The purpose of the /IAMP-RCP Zone is to:
- (a) Protect interchange investments;
  - (b) Establish the desired function of interchanges;
  - (c) Protect the function of interchanges by maximizing the capacity of the interchanges for safe movement from the mainline highway facility;
  - (d) Balance the need for efficient interstate and state travel with local use;
  - (e) Preserve and improve safety of existing interchanges;
  - (f) Provide safe and efficient operation between connecting roadways;
  - (g) Adequately protect interchanges from unintended and unexpected development while accommodating planned community development;
  - (h) Manage the existing interchange capacity and new capacity provided through improved interchange improvements;
  - (i) Establish how future land use and transportation decisions will be coordinated in interchange areas between the Oregon Department of Transportation and local governments;
  - (j) Minimize impacts to farm and forest lands and other resource lands around rural interchanges in accordance with adopted Statewide Planning Goals; and,
  - (k) Time development with appropriate improvements to the local system after the interchange improvement are in place, consistent with the adopted comprehensive plan and other applicable land use regulations.

(2) Definition. "Interchange Area Management Plan" or "IAMP" means a plan for managing a grade-separated interchange area to ensure safe and efficient operation between connecting roadways and to protect the functional integrity, operations, and safety of the interchange. An Interchange Area Management Plan may be developed independent of or in conjunction with an interchange project and may address local street connectivity, local street improvements and local plans and land use regulations. An Interchange Area Management Plan is not an interchange project.

(3) Applicability. The /IAMP-RCP Zone is applied, in combination with the applicable underlying zones, to those lands within the designated management areas of adopted IAMPs, subject to the requirements and limits of Lane Code.

(4) Permitted Uses. Uses permitted in the underlying base zone are allowed, subject to conformance with the applicable adopted IAMP.

(5) Uses Subject to Further Review. Uses permitted in the underlying base zone are permitted subject to the provisions of an adopted IAMP as designated in the official Interchange Area Management Plan Combining Zone map.

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(A) When new approach roads are planned or constructed near the interchange, the nearest intersection on a crossroad must be at least 1,320 feet from the interchange unless no alternative access exists. Measurement is taken from the ramp intersection or the end of a free flow ramp terminal merge lane taper;

(B) Deviations are permitted as identified in Section 5.3.3 of the Coburg IAMP. Deviations not identified in Section 5.3.3 may be permitted for new

## Lane Code

access for farm and forestry equipment and associated farm uses, as defined in Lane Code 16.090, on lands zoned for Exclusive Farm Use, and accepted Forest uses as defined in Lane Code 16.090 on those lands that are within the Coburg IAMP area, but only when access meeting the standards in Lane Code 16.297(5)(a)(i) above is unfeasible.

(C) Until such time as the Oregon Department of Transportation ("ODOT") purchases access rights on Van Duyn Road within the Coburg IAMP Combining Zone that is designated for restricted access by the adopted Coburg IAMP, Chapter 5, any redevelopment of property within this area that would result in a greater number of average daily trips or an increase in large truck trips will require written approval from ODOT pursuant to an Intergovernmental Agreement to be established between the City of Coburg, Lane County, and ODOT, and subject to the limits of applicable provisions of Lane Code.

(ii) Notice. Lane County will provide notice to ODOT for land use actions within the Coburg IAMP Combining Zone area, including, but not limited to, the following:

(A) Amendments to the Lane County Rural Comprehensive Plan or the Lane County Transportation System Plan;

(B) Zone changes or other land use proposals;

(C) Land use proposals involving requests for new access to Van Duyn Road.



**RURAL COMPREHENSIVE PLAN AMENDMENTS**  
**RURAL COMPREHENSIVE PLAN**

**16.400 Rural Comprehensive Plan Amendments.**

(1) Purpose. The Board shall adopt a Rural Comprehensive Plan. The general purpose of the Rural Comprehensive Plan is the guiding of social, economic and physical development of the County to best promote public health, safety, order, convenience, prosperity and general welfare. The Rural Comprehensive Plan shall be considered to be a dynamic policy instrument that can be modified to reflect changing circumstances and conditions as well as to correct errors and oversights. It is recognized that the Rural Comprehensive Plan affects the people of Lane County, and it is, therefore, important that the ability by individuals to propose amendments be free of restraint.

(2) Scope and Organization. The Rural Comprehensive Plan shall conform to the requirements of Statewide Planning Goals. The Rural Comprehensive Plan shall consist of components which shall be organized into categories by Plan type or geographic area as described in LC 16.400(3) below.

(3) Plan Categories.

(a) Rural Comprehensive Plan. This category includes all plans relating to lands beyond the Eugene-Springfield Metropolitan Area General Plan boundary and the urban growth boundaries of the cities within Lane County.

(b) Special Purpose Plan. This category includes Plans addressing a single or special need. The Plans may apply Countywide or to a limited area.

(4) Rural Comprehensive Plan Described. The Rural Comprehensive Plan of Lane County shall consist of the following components:

(a) Rural Comprehensive Plan.

(i) General Plan Policies and Plan Designations applying throughout Lane County outside of the Metropolitan Area General Plan and outside of all urban growth boundaries (Adopted by Ordinance No. 883).

(b) Special Purpose Plans.

(i) Transportation System Plan (Adopted by Ordinance No. 3-80 and Amended by Ordinance No. 10-04PA 1202) and the following component of the Transportation System Plan:

(aa) Coburg/Interstate 5 Interchange Area Management Plan (Adopted by Ordinance No. PA 1258).

(ii) Willamette Greenway Plan Ordinance No. 783).

(iii) Parks and Open Space Plan (Adopted by Ordinance No. 850).

(iv) Solid Waste Management Plan (Adopted by Ordinance No. 771) (Amended by Ordinance Nos. 79-80, PA 918 and PA 1179).

(v) Coastal Resources Management Plan (Adopted by Ordinance No. 803) (Amended by Ordinance Nos. 862 and 876).

(vi) Siuslaw River Dredged Material Disposal Plan (Adopted by Ordinance No. 749) (Amended by Ordinance Nos. 861 and 877).

(vii) Housing Plan (Adopted by Ordinance No. 1-78).

(5) Interrelationship of Plan Components. New Comprehensive Plan components shall include a description of relationship to other Plan components within the respective Plan category and to the overall Rural Comprehensive Plan. Existing Plan components not containing such a description of relationship shall, at the next update of that Plan, be amended to include such a description.

(6) Plan Adoption or Amendment - General Procedures. The Rural Comprehensive Plan, or any component of such Plan, shall be adopted or amended in accordance with the following procedures:

(a) Referral to Planning Commission. Before the Board takes any action on a Rural Comprehensive Plan component, or an amendment to such Plan component, a report and recommendation thereon shall be requested from the County Planning Commission and a reasonable time allowed for the submission of such report and recommendation. In the event the Rural Comprehensive Plan component, or amendment applies to a limited geographic area, only the Planning Commission having jurisdiction of that area need receive such referral.

(b) Planning Commission - Hearing and Notice.

(i) The Planning Commission shall hold at least one public hearing before making a recommendation to the Board on a Rural Comprehensive Plan component, or an amendment to such Plan component, and the hearing shall be conducted pursuant to LC 14.300.

(ii) Notice of the time and place of hearing shall be given, pursuant to LC 14.300.

(iii) If an exception to State Planning Goals is to be considered during the hearing, such exception shall be specifically noted in the notices of such hearing.

(iv) The proposed Rural Comprehensive Plan component, or an amendment to such Plan component, shall be on file with the Director and available for public examination for at least 10 days prior to the time set for hearing thereon.

(c) Planning Commission - Consideration With Other Agencies.

(i) In considering a Rural Comprehensive Plan component, or an amendment to such Plan component, the Planning Commission shall take account of and seek to harmonize, within the framework of the needs of the County, the Comprehensive Plans of cities, and the Plans and planning activities of local, state, federal and other public agencies, organizations and bodies within the County and adjacent to it.

(ii) The Planning Commission, during consideration of a Rural Comprehensive Plan component or an amendment to such Plan component, shall consult and advise with public officials and agencies, public utility companies, civic, educational, professional and other organizations, and citizens generally to the end that maximum coordination of Plans may be secured.

(iii) Whenever the Planning Commission is considering a Rural Comprehensive Plan component, or an amendment to such Plan component, it shall be referred to the planning agency of every city and county affected to inform them and solicit their comments.

(iv) The provisions of this subsection are directory, not mandatory, and the failure to refer such Plan, or an amendment to such Plan, shall not in any manner affect its validity.

(d) Planning Commission - Recommendation and Record.

(i) Recommendation of the Planning Commission on a Rural Comprehensive Plan component, or an amendment to a Plan component, shall be by resolution of the Commission and carried by the affirmative vote of not less than a majority of its total voting members.

(ii) The record made at the Planning Commission hearings on a Rural Comprehensive Plan component, or an amendment to such Plan component and all materials submitted to or gathered by the Planning Commission for its consideration, shall be forwarded to the Board along with the recommendation.

(e) Board Action - Hearing and Notice.

(i) After a recommendation has been submitted to the Board by the Planning Commission on the Rural Comprehensive Plan component, or an amendment to such Plan component, all interested persons shall have an opportunity to be heard thereon at a public hearing before the Board conducted pursuant to LC 14.300.

(ii) Notice of the time and place of the hearing shall be given pursuant to LC 14.300.

(iii) If an exception to Statewide Planning Goals is to be considered during the hearing, such exception shall be specifically noted in the notice of such hearing.

(iv) Hearings to consider amendments of the Plan Diagram that affect a single property, small group of properties or have other characteristics of a quasi-judicial proceeding shall be noticed pursuant to LC 14.300.

(f) Concurrent Consideration. The Board and Planning Commission may hold a single joint meeting to consider the proposed Plan amendment consistent with the requirements of LC 16.400(6)(e)(ii),(iii) and (iv) above.

(g) Board Referral. Before the Board makes any change or addition to a Plan component, or Plan component amendment recommended by the Planning Commission, it may first refer the proposed change or addition to the Planning Commission for an additional recommendation. Failure of the Planning Commission to report within 21 days after the referral, or such longer period as may be designated by the Board, shall be deemed to be approval of the proposed change or addition. It shall not be necessary for the Planning Commission to hold a public hearing on such change or addition.

(h) Method of Adoption and Amendment.

(i) The adoption or amendment of a Rural Comprehensive Plan component shall be by Ordinance.

(ii) The adoption or amendment shall be concurrent with an amendment to LC 16.400(4) above. In the case of a Rural Comprehensive Plan adoption, the Code amendment shall place such Plan in the appropriate category. In the case of a Rural Comprehensive Plan amendment, the Code amendment shall insert the number of the amending Ordinance.

(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

(aa) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan component or amendment meets all applicable requirements of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.

(bb) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is:

(i-i) necessary to correct an identified error in the application of the Plan; or

(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment; or

(iii-iii) necessary to comply with the mandate of local, state or federal policy or law; or

(iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; or

(v-v) otherwise deemed by the Board, for reasons briefly set forth in its decision, to be desirable, appropriate or proper.

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(cc) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component does not conflict with adopted Policies of the Rural Comprehensive Plan, and if possible, achieves policy support.

(dd) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is compatible with the existing structure of the Rural Comprehensive Plan, and is consistent with the unamended portions or elements of the Plan.

(i) A change of zoning to implement a proposed Plan amendment may be considered concurrently with such amendment. In such case, the Board shall also make the final zone change decision, and the Hearings Official's consideration need not occur.

(7) Validation of Prior Action. The adoption of a Rural Comprehensive Plan component, or an amendment to such Plan component under the authority of prior acts, is hereby validated and shall continue in effect until changed or amended under the authority of these provisions.

(8) Additional Amendment Provisions. In addition to the general procedures set forth in LC 16.400(6) above, the following provisions shall apply to any amendment of Rural Comprehensive Plan components.

(a) Amendments to the Rural Comprehensive Plan shall be classified according to the following criteria:

(i) Minor Amendment. An amendment limited to the Plan Diagram only and, if requiring an exception to Statewide Planning Goals, justifies the exception solely on the basis that the resource land is already built upon or is irrevocably committed to other uses not allowed by an applicable goal.

(ii) Major Amendment. Any amendment that is not classified as a minor amendment.

(b) Amendment proposals, either minor or major, may be initiated by the County or by individual application. Individual applications shall be subject to a fee established by the Board and submitted pursuant to LC 14.050.

(c) Minor amendment proposals initiated by an applicant shall provide adequate documentation to allow complete evaluation of the proposal to determine if the findings required by LC 16.400(6)(h)(iii) above can be affirmatively made. Unless waived in writing by the Planning Director, the applicant shall supply documentation concerning the following:

(i) A complete description of the proposal and its relationship to the Plan.

(ii) An analysis responding to each of the required findings of LC 16.400(6)(h)(ii) above.

(iii) An assessment of the probable impacts of implementing the proposed amendment, including the following:

(aa) Evaluation of land use and ownership patterns of the area of the amendment;

(bb) Availability of public and/or private facilities and services to the area of the amendment, including transportation, water supply and sewage disposal;

(cc) Impact of the amendment on proximate natural resources, resource lands or resource sites, including a Statewide Planning Goal 5 "ESEE" conflict analysis where applicable;

(dd) Natural hazards affecting or affected by the proposal:

(ee) For a proposed amendment to a nonresidential, nonagricultural or nonforest designation, an assessment of employment gain or loss, tax revenue impacts and public service/facility costs, as compared to equivalent factors for the existing uses to be replaced by the proposal;

(ff) For a proposed amendment to a nonresidential, nonagricultural or nonforest designation, an inventory of reasonable alternative sites now appropriately designated by the Rural Comprehensive Plan, within the jurisdictional area of the Plan and located in the general vicinity of the proposed amendment;

(gg) For a proposed amendment to a Nonresource designation or a Marginal Land designation, an analysis responding to the criteria for the respective request as cited in the Plan document entitled, "Working Paper: Marginal Lands" (Lane County, 1983).

(9) Addition Amendment Provisions - Special Purpose Plans. In addition to the general provisions set forth in LC 16.400(6) above, the following provisions shall apply to any amendment of Rural Comprehensive Plan components classified in LC 16.400(4) above as Special Purpose Plans. Amendments to Special Purpose Plans may only be initiated by the County. Any individual, however, may request the Board to initiate such amendment. Requests must set forth compelling reasons as to why the amendment should be considered at this time, rather than in conjunction with a periodic Plan update. An offer to participate in costs incurred by the County shall accompany the request.

(10) Designation of Abandoned or Diminished Mill Sites. A minor plan amendment pursuant to LC 16.400(8)(a)(i), to the Rural Comprehensive Plan for an abandoned or diminished mill site on a lot or parcel zoned Nonimpacted Forest Lands Zone (F-1, RCP), Impacted Forest Lands Zone (F2, RCP) or Exclusive Farm Use Zone (E-RCP) to Rural Industrial Zone (RI, RCP) without taking an exception to Statewide Goal 3 (Agricultural Lands), Goal 4 (Forest Land), Goal 11 (Public Facilities and Services), or Goal 14 (Urbanization) may be allowed after submittal of an application pursuant to LC 14.050 and after review and approval of the application pursuant to LC 16.400(6) and (10).

(a) As used in this subsection, "abandoned or diminished mill site" means a mill, plant or other facility engaged in the processing or manufacturing of wood products, including sawmills and facilities for the production of plywood, veneer, hardboard, panel products, pulp and paper, that:

- (i) Is located outside of urban growth boundaries;
- (ii) Was closed after January 1, 1980, or has been operating at less than 25 percent of capacity since January 1, 2003; and
- (iii) Contains or contained permanent buildings used in the production or manufacturing of wood products.

(b) An abandoned or diminished mill site designated as Rural Industrial zone (RI, RCP) pursuant to LC 16.400(10), may be developed for any level of industrial use pursuant to LC 16.292(3)(o), is exempt from the standards of LC 16.292(3)(b), and may occur outside a building or in one or more buildings of any size.

(c) Concurrently with approval of a plan amendment, the Board may approve, without taking an exception to Statewide Goal 11:

- (i) The extension of sewer facilities to lands that on June 10, 2003, were zoned Rural Industrial Zone (RI, RCP), Light Industrial Zone (M-1, RCP), Limited Industrial Zone (M-2, RCP), or Heavy Industrial Zone (M-3, RCP), and that contain an abandoned or diminished mill site. The sewer facilities may serve only industrial uses authorized for the mill site and contiguous lands zoned for industrial use.

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Bold indicates material being added  
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(ii) The extension of sewer facilities to an abandoned or diminished mill site that is rezoned for Rural Industrial (RI, RCP) use under LC 16.400(10) only as necessary to serve industrial uses authorized for the mill site.

(iii) The establishment of on-site sewer facilities to serve an area that on June 10, 2003, was zoned Rural Industrial Zone (RI, RCP), Light Industrial Zone (M-1, RCP), Limited Industrial Zone (M-2, RCP), or Heavy Industrial Zone (M-3, RCP), and that contains an abandoned or diminished mill site or to serve an abandoned or diminished mill site that is rezoned for Rural Industrial Zone (RI, RCP) pursuant to LC 16.400(10).

(d) A local government, as defined in ORS 174.116, may not authorize a connection to any portion of a sewer facility located between an urban growth boundary or the boundary of an unincorporated community and the boundary of the mill site or the industrial zone containing the mill site, except as provided under ORS 197.732 and any goals adopted under ORS 197.225 relating to public facilities and services.

(e) Sewer facilities approved pursuant to LC 16.400(10)(c) shall be limited in size to meet the needs of authorized industrial uses and may not provide service to retail, commercial or residential development, except as provided under any goals adopted under ORS 197.225 relating to public facilities and services, unless all appropriate exceptions are approved under ORS 197.732. The presence of the sewer facilities may not be used to justify an exception to any goals adopted to protect agricultural lands and forestlands or relating to urbanization.

(f) The Board shall determine the boundary of an abandoned or diminished mill site. For an abandoned or diminished mill site that is rezoned for Rural Industrial Zone (RI, RCP) pursuant to LC 16.400(10), land within the boundary of the mill site may include only those areas that were improved for the processing or manufacturing of wood products.

(g) For an abandoned or diminished mill site subject to LC 16.400(10)(f), the Planning Director may approve a permit only for industrial development and accessory uses subordinate to such development on the mill site. The Planning Director may not approve a permit for retail, commercial or residential development on the mill site.

(h) For land that on June 10, 2003, was zoned Impacted Forest Land Zone (F-1, RCP), Nonimpacted Forest Land Zone (F-2, RCP), or Exclusive Farm Use Zone (E-RCP), and that is rezoned for Rural Industrial Zone (RI, RCP) under LC 16.400(10), the Board may not later rezone the land for retail, commercial or other nonresource use unless all appropriate exceptions under ORS 197.732 have been approved.

(11) Periodic Review of Plan Components. All components of the Rural Comprehensive Plan shall contain a provision requiring the Plan be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances. Any Plan component adopted under the authority of prior acts can be assumed to require a review every five years. *(Revised by Ordinance No. 7-87, Effective 6.17.87; 10-02, 11.15.02; 10-04, 6.4.04; 12-04, 6.11.04)*

**RURAL COMPREHENSIVE PLAN AMENDMENTS**  
**RURAL COMPREHENSIVE PLAN**

**16.400 Rural Comprehensive Plan Amendments.**

(1) Purpose. The Board shall adopt a Rural Comprehensive Plan. The general purpose of the Rural Comprehensive Plan is the guiding of social, economic and physical development of the County to best promote public health, safety, order, convenience, prosperity and general welfare. The Rural Comprehensive Plan shall be considered to be a dynamic policy instrument that can be modified to reflect changing circumstances and conditions as well as to correct errors and oversights. It is recognized that the Rural Comprehensive Plan affects the people of Lane County, and it is, therefore, important that the ability by individuals to propose amendments be free of restraint.

(2) Scope and Organization. The Rural Comprehensive Plan shall conform to the requirements of Statewide Planning Goals. The Rural Comprehensive Plan shall consist of components which shall be organized into categories by Plan type or geographic area as described in LC 16.400(3) below.

(3) Plan Categories.

(a) Rural Comprehensive Plan. This category includes all plans relating to lands beyond the Eugene-Springfield Metropolitan Area General Plan boundary and the urban growth boundaries of the cities within Lane County.

(b) Special Purpose Plan. This category includes Plans addressing a single or special need. The Plans may apply Countywide or to a limited area.

(4) Rural Comprehensive Plan Described. The Rural Comprehensive Plan of Lane County shall consist of the following components:

(a) Rural Comprehensive Plan.

(i) General Plan Policies and Plan Designations applying throughout Lane County outside of the Metropolitan Area General Plan and outside of all urban growth boundaries (Adopted by Ordinance No. 883).

(b) Special Purpose Plans.

(i) Transportation System Plan (Adopted by Ordinance No. 3-80 and Amended by Ordinance No. 10-04PA 1202) and the following component of the Transportation System Plan:

(aa) Coburg/Interstate 5 Interchange Area Management Plan (Adopted by Ordinance No. PA 1258).

(ii) Willamette Greenway Plan Ordinance No. 783).

(iii) Parks and Open Space Plan (Adopted by Ordinance No. 850).

(iv) Solid Waste Management Plan (Adopted by Ordinance No. 771) (Amended by Ordinance Nos. 79-80, PA 918 and PA 1179).

(v) Coastal Resources Management Plan (Adopted by Ordinance No. 803) (Amended by Ordinance Nos. 862 and 876).

(vi) Siuslaw River Dredged Material Disposal Plan (Adopted by Ordinance No. 749) (Amended by Ordinance Nos. 861 and 877).

(vii) Housing Plan (Adopted by Ordinance No. 1-78).

(5) Interrelationship of Plan Components. New Comprehensive Plan components shall include a description of relationship to other Plan components within the respective Plan category and to the overall Rural Comprehensive Plan. Existing Plan components not containing such a description of relationship shall, at the next update of that Plan, be amended to include such a description.

(6) Plan Adoption or Amendment - General Procedures. The Rural Comprehensive Plan, or any component of such Plan, shall be adopted or amended in accordance with the following procedures:

(a) Referral to Planning Commission. Before the Board takes any action on a Rural Comprehensive Plan component, or an amendment to such Plan component, a report and recommendation thereon shall be requested from the County Planning Commission and a reasonable time allowed for the submission of such report and recommendation. In the event the Rural Comprehensive Plan component, or amendment applies to a limited geographic area, only the Planning Commission having jurisdiction of that area need receive such referral.

(b) Planning Commission - Hearing and Notice.

(i) The Planning Commission shall hold at least one public hearing before making a recommendation to the Board on a Rural Comprehensive Plan component, or an amendment to such Plan component, and the hearing shall be conducted pursuant to LC 14.300.

(ii) Notice of the time and place of hearing shall be given, pursuant to LC 14.300.

(iii) If an exception to State Planning Goals is to be considered during the hearing, such exception shall be specifically noted in the notices of such hearing.

(iv) The proposed Rural Comprehensive Plan component, or an amendment to such Plan component, shall be on file with the Director and available for public examination for at least 10 days prior to the time set for hearing thereon.

(c) Planning Commission - Consideration With Other Agencies.

(i) In considering a Rural Comprehensive Plan component, or an amendment to such Plan component, the Planning Commission shall take account of and seek to harmonize, within the framework of the needs of the County, the Comprehensive Plans of cities, and the Plans and planning activities of local, state, federal and other public agencies, organizations and bodies within the County and adjacent to it.

(ii) The Planning Commission, during consideration of a Rural Comprehensive Plan component or an amendment to such Plan component, shall consult and advise with public officials and agencies, public utility companies, civic, educational, professional and other organizations, and citizens generally to the end that maximum coordination of Plans may be secured.

(iii) Whenever the Planning Commission is considering a Rural Comprehensive Plan component, or an amendment to such Plan component, it shall be referred to the planning agency of every city and county affected to inform them and solicit their comments.

(iv) The provisions of this subsection are directory, not mandatory, and the failure to refer such Plan, or an amendment to such Plan, shall not in any manner affect its validity.

(d) Planning Commission - Recommendation and Record.

(i) Recommendation of the Planning Commission on a Rural Comprehensive Plan component, or an amendment to a Plan component, shall be by resolution of the Commission and carried by the affirmative vote of not less than a majority of its total voting members.

(ii) The record made at the Planning Commission hearings on a Rural Comprehensive Plan component, or an amendment to such Plan component and all materials submitted to or gathered by the Planning Commission for its consideration, shall be forwarded to the Board along with the recommendation.

(e) Board Action - Hearing and Notice.

(i) After a recommendation has been submitted to the Board by the Planning Commission on the Rural Comprehensive Plan component, or an amendment to such Plan component, all interested persons shall have an opportunity to be heard thereon at a public hearing before the Board conducted pursuant to LC 14.300.



(ii) Notice of the time and place of the hearing shall be given pursuant to LC 14.300.

(iii) If an exception to Statewide Planning Goals is to be considered during the hearing, such exception shall be specifically noted in the notice of such hearing.

(iv) Hearings to consider amendments of the Plan Diagram that affect a single property, small group of properties or have other characteristics of a quasi-judicial proceeding shall be noticed pursuant to LC 14.300.

(f) Concurrent Consideration. The Board and Planning Commission may hold a single joint meeting to consider the proposed Plan amendment consistent with the requirements of LC 16.400(6)(e)(ii),(iii) and (iv) above.

(g) Board Referral. Before the Board makes any change or addition to a Plan component, or Plan component amendment recommended by the Planning Commission, it may first refer the proposed change or addition to the Planning Commission for an additional recommendation. Failure of the Planning Commission to report within 21 days after the referral, or such longer period as may be designated by the Board, shall be deemed to be approval of the proposed change or addition. It shall not be necessary for the Planning Commission to hold a public hearing on such change or addition.

(h) Method of Adoption and Amendment.

(i) The adoption or amendment of a Rural Comprehensive Plan component shall be by Ordinance.

(ii) The adoption or amendment shall be concurrent with an amendment to LC 16.400(4) above. In the case of a Rural Comprehensive Plan adoption, the Code amendment shall place such Plan in the appropriate category. In the case of a Rural Comprehensive Plan amendment, the Code amendment shall insert the number of the amending Ordinance.

(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

(aa) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan component or amendment meets all applicable requirements of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.

(bb) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is:

(i-i) necessary to correct an identified error in the application of the Plan; or

(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment; or

(iii-iii) necessary to comply with the mandate of local, state or federal policy or law; or

(iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; or

(v-v) otherwise deemed by the Board, for reasons briefly set forth in its decision, to be desirable, appropriate or proper.

(cc) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component does not conflict with adopted Policies of the Rural Comprehensive Plan, and if possible, achieves policy support.

(dd) For Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is compatible with the existing structure of the Rural Comprehensive Plan, and is consistent with the unamended portions or elements of the Plan.

(i) A change of zoning to implement a proposed Plan amendment may be considered concurrently with such amendment. In such case, the Board shall also make the final zone change decision, and the Hearings Official's consideration need not occur.

(7) Validation of Prior Action. The adoption of a Rural Comprehensive Plan component, or an amendment to such Plan component under the authority of prior acts, is hereby validated and shall continue in effect until changed or amended under the authority of these provisions.

(8) Additional Amendment Provisions. In addition to the general procedures set forth in LC 16.400(6) above, the following provisions shall apply to any amendment of Rural Comprehensive Plan components.

(a) Amendments to the Rural Comprehensive Plan shall be classified according to the following criteria:

(i) Minor Amendment. An amendment limited to the Plan Diagram only and, if requiring an exception to Statewide Planning Goals, justifies the exception solely on the basis that the resource land is already built upon or is irrevocably committed to other uses not allowed by an applicable goal.

(ii) Major Amendment. Any amendment that is not classified as a minor amendment.

(b) Amendment proposals, either minor or major, may be initiated by the County or by individual application. Individual applications shall be subject to a fee established by the Board and submitted pursuant to LC 14.050.

(c) Minor amendment proposals initiated by an applicant shall provide adequate documentation to allow complete evaluation of the proposal to determine if the findings required by LC 16.400(6)(h)(iii) above can be affirmatively made. Unless waived in writing by the Planning Director, the applicant shall supply documentation concerning the following:

(i) A complete description of the proposal and its relationship to the Plan.

(ii) An analysis responding to each of the required findings of LC 16.400(6)(h)(ii) above.

(iii) An assessment of the probable impacts of implementing the proposed amendment, including the following:

(aa) Evaluation of land use and ownership patterns of the area of the amendment;

(bb) Availability of public and/or private facilities and services to the area of the amendment, including transportation, water supply and sewage disposal;

(cc) Impact of the amendment on proximate natural resources, resource lands or resource sites, including a Statewide Planning Goal 5 "ESEE" conflict analysis where applicable;

(dd) Natural hazards affecting or affected by the proposal;

(ee) For a proposed amendment to a nonresidential, nonagricultural or nonforest designation, an assessment of employment gain or loss, tax revenue impacts and public service/facility costs, as compared to equivalent factors for the existing uses to be replaced by the proposal;

(ff) For a proposed amendment to a nonresidential, nonagricultural or nonforest designation, an inventory of reasonable alternative sites now appropriately designated by the Rural Comprehensive Plan, within the jurisdictional area of the Plan and located in the general vicinity of the proposed amendment;

(gg) For a proposed amendment to a Nonresource designation or a Marginal Land designation, an analysis responding to the criteria for the respective

request as cited in the Plan document entitled, "Working Paper: Marginal Lands" (Lane County, 1983).

(9) Addition Amendment Provisions - Special Purpose Plans. In addition to the general provisions set forth in LC 16.400(6) above, the following provisions shall apply to any amendment of Rural Comprehensive Plan components classified in LC 16.400(4) above as Special Purpose Plans. Amendments to Special Purpose Plans may only be initiated by the County. Any individual, however, may request the Board to initiate such amendment. Requests must set forth compelling reasons as to why the amendment should be considered at this time, rather than in conjunction with a periodic Plan update. An offer to participate in costs incurred by the County shall accompany the request.

(10) Designation of Abandoned or Diminished Mill Sites. A minor plan amendment pursuant to LC 16.400(8)(a)(i), to the Rural Comprehensive Plan for an abandoned or diminished mill site on a lot or parcel zoned Nonimpacted Forest Lands Zone (F-1, RCP), Impacted Forest Lands Zone (F2, RCP) or Exclusive Farm Use Zone (E-RCP) to Rural Industrial Zone (RI, RCP) without taking an exception to Statewide Goal 3 (Agricultural Lands), Goal 4 (Forest Land), Goal 11 (Public Facilities and Services), or Goal 14 (Urbanization) may be allowed after submittal of an application pursuant to LC 14.050 and after review and approval of the application pursuant to LC 16.400(6) and (10).

(a) As used in this subsection, "abandoned or diminished mill site" means a mill, plant of other facility engaged in the processing or manufacturing of wood products, including sawmills and facilities for the production of plywood, veneer, hardboard, panel products, pulp and paper, that:

- (i) Is located outside of urban growth boundaries;
- (ii) Was closed after January 1, 1980, or has been operating at less than 25 percent of capacity since January 1, 2003; and
- (iii) Contains or contained permanent buildings used in the production or manufacturing of wood products.

(b) An abandoned or diminished mill site designated as Rural Industrial zone (RI, RCP) pursuant to LC 16.400(10), may be developed for any level of industrial use pursuant to LC 16.292(3)(o), is exempt from the standards of LC 16.292(3)(b), and may occur outside a building or in one or more buildings of any size.

(c) Concurrently with approval of a plan amendment, the Board may approve, without taking an exception to Statewide Goal 11:

(i) The extension of sewer facilities to lands that on June 10, 2003, were zoned Rural Industrial Zone (RI, RCP), Light Industrial Zone (M-1, RCP), Limited Industrial Zone (M-2, RCP), or Heavy Industrial Zone (M-3, RCP), and that contain an abandoned or diminished mill site. The sewer facilities may serve only industrial uses authorized for the mill site and contiguous lands zoned for industrial use.

(ii) The extension of sewer facilities to an abandoned or diminished mill site that is rezoned for Rural Industrial (RI, RCP) use under LC 16.400(10) only as necessary to serve industrial uses authorized for the mill site.

(iii) The establishment of on-site sewer facilities to serve an area that on June 10, 2003, was zoned Rural Industrial Zone (RI, RCP), Light Industrial Zone (M-1, RCP), Limited Industrial Zone (M-2, RCP), or Heavy Industrial Zone (M-3, RCP), and that contains an abandoned or diminished mill site or to serve an abandoned or diminished mill site that is rezoned for Rural Industrial Zone (RI, RCP) pursuant to LC 16.400(10).

(d) A local government, as defined in ORS 174.116, may not authorize a connection to any portion of a sewer facility located between an urban growth boundary or the boundary of an unincorporated community and the boundary of the mill site or the

industrial zone containing the mill site, except as provided under ORS 197.732 and any goals adopted under ORS 197.225 relating to public facilities and services.

(e) Sewer facilities approved pursuant to LC 16.400(10)(c) shall be limited in size to meet the needs of authorized industrial uses and may not provide service to retail, commercial or residential development, except as provided under any goals adopted under ORS 197.225 relating to public facilities and services, unless all appropriate exceptions are approved under ORS 197.732. The presence of the sewer facilities may not be used to justify an exception to any goals adopted to protect agricultural lands and forestlands or relating to urbanization.

(f) The Board shall determine the boundary of an abandoned or diminished mill site. For an abandoned or diminished mill site that is rezoned for Rural Industrial Zone (RI, RCP) pursuant to LC 16.400(10), land within the boundary of the mill site may include only those areas that were improved for the processing or manufacturing of wood products.

(g) For an abandoned or diminished mill site subject to LC 16.400(10)(f), the Planning Director may approve a permit only for industrial development and accessory uses subordinate to such development on the mill site. The Planning Director may not approve a permit for retail, commercial or residential development on the mill site.

(h) For land that on June 10, 2003, was zoned Impacted Forest Land Zone (F-1, RCP), Nonimpacted Forest Land Zone (F-2, RCP), or Exclusive Farm Use Zone (E-RCP), and that is rezoned for Rural Industrial Zone (RI, RCP) under LC 16.400(10), the Board may not later rezone the land for retail, commercial or other nonresource use unless all appropriate exceptions under ORS 197.732 have been approved.

(11) Periodic Review of Plan Components. All components of the Rural Comprehensive Plan shall contain a provision requiring the Plan be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances. Any Plan component adopted under the authority of prior acts can be assumed to require a review every five years. *(Revised by Ordinance No. 7-87, Effective 6.17.87; 10-02, 11.15.02; 10-04, 6.4.04; 12-04, 6.11.04)*

**FINDINGS AND CONCLUSIONS IN SUPPORT OF ADOPTION OF ORDINANCE No. 11 - \_\_\_\_**

The Lane County Board of Commissioners ("Board") finds as follows:

1. The Board is adopting an Official Interchange Area Management Plan Combining Zone Map and applying this combining zone to the properties shown in Exhibit C of Ordinance No. PA - \_\_\_\_\_. The Board is also adopting new code language for the Interchange Area Management Plan Combining zone to be included in Lane Code Chapter 16 as Section 16.297, attached to Ordinance 11-\_\_\_\_. Additionally, the Board is amending Lane Code Sections 16.012 to reference the new Interchange Area Management Plan Combining zone. Finally, the Board is correcting a reference in Lane Code Section 16.400(4)(b)(i) to the adopting ordinance for the amendment of the Lane County Transportation System Plan as Ordinance No. PA 1202, as well as amending 16.400(4)(b)(i) to add "and the following component of the Transportation System Plan" and to add (aa) Coburg/Interstate 5 Interchange Area Management Plan. These changes will be referred to as the "Coburg Interchange Area Management Plan implementation updates" throughout these findings. The Interchange Area Management Plan Combining zone will be applied to the management areas of Interchange Area Management Plans (IAMP) as they are co-adopted and implemented by Lane County.
2. Lane Code 16.252 sets forth procedures for rezoning lands within the jurisdiction of the Rural Comprehensive Plan. Adopting Ordinance No. PA - \_\_\_\_\_ accomplishes these requirements.
3. Pursuant to Lane Code 16.252(2), the Board may apply the Interchange Area Management Plan Combining zone to the properties shown Exhibit C of Ordinance No. PA - \_\_\_\_\_ upon making findings to address the following criterion:

***LC 16.252(2) Zonings, rezonings and changes in the requirements of this chapter shall be enacted to achieve the general purpose of this chapter and shall not be contrary to the public interest. In addition, zonings and rezonings shall be consistent with the specific purposes of the zone classification proposed, applicable Rural Comprehensive Plan elements and components, and Statewide Planning Goals for any portion of Lane County which has not been acknowledged for compliance with the Statewide Planning Goals by the Land Conservation and Development Commission. Any zoning or rezoning may be effected by Ordinance or Order of the Board of County Commissioners, the Planning Commission or the Hearings Official in accordance with the procedures in this section.***

The area affected by the Interchange Area Management Plan Combining zone for Coburg has been acknowledged for compliance with the Statewide Planning Goals by the Land Conservation and Development Commission (LCDC). Similarly, the Lane County Rural Comprehensive Plan has been acknowledged by LCDC as being in compliance with the Statewide Planning Goals. Therefore, the proposed Coburg Interchange Area Management Plan implementation updates are consistent with the criterion of LC 16.252(2) with respect to Rural Comprehensive Plan elements and components and the Statewide Planning Goals. Findings of consistency with the general purpose of Lane Code Chapter 16 follow.

4. The "general purposes" of Lane Code Chapter 16 are found in LC 16.003 (1)-(14). The Coburg Interchange Area Management Plan implementation updates achieve the applicable requirements of LC 16.003(1)-(14) as follows:

***(1) Insure that the development of property within the County is commensurate with the character and physical limitations of the land and, in general, to promote and protect the public health, safety, convenience and welfare.***

The Coburg Interchange Area Management Plan implementation updates will apply only to properties within the management area of an adopted IAMP. The updates are, in part, designed to promote and protect the public health, safety, convenience and welfare by implementing measures that further the safety and mobility of the travelling public in the vicinity of interchanges subject to an adopted IAMP.

***(2) Protect and diversify the economy of the County.***

The Coburg Interchange Area Management Plan implementation updates will enhance the mobility and efficiency of the existing transportation system, supporting economic activity across Lane County.

***(3) Conserve the limited supply of prime industrial lands to provide sufficient space for existing industrial enterprises and future industrial growth.***

The above general purpose statement is not relevant to the Coburg Interchange Area Management Plan implementation updates.

***(4) Conserve farm and forest lands for the production of crops, livestock and timber products.***

This purpose statement is otherwise addressed by Agriculture and Forest zone provisions.

***(5) Encourage the provision of affordable housing in quantities sufficient to allow all citizens some reasonable choice in the selection of a place to live.***

While the above general purpose statement is not directly relevant to the Coburg Interchange Area Management Plan implementation updates, the updates are not contradictory to this purpose.

***(6) Conserve all forms of energy through sound economical use of land and land uses developed on the land.***

Findings addressing statewide planning Goal 13, found on pages 5 and 6 of Exhibit B to Ordinance No. PA 1258 demonstrate that the Coburg Interchange Area Management Plan implementation updates are consistent with the above general purpose statement, and are incorporated herein

by reference. The Coburg Interchange Area Management Plan implementation updates will carry out the purpose of adopted IAMPs by preserving the function of interchanges through access management and coordinated land use review.

***(7) Provide for the orderly and efficient transition from rural to urban land use.***

The above general purpose statement is not relevant to the Coburg Interchange Area Management Plan implementation updates.

***(8) Provide for the ultimate development and arrangement of efficient public services and facilities within the County.***

The findings addressing statewide planning Goal 11 found on page 5 of Exhibit B to Ordinance No. PA 1258 demonstrate that the Coburg Interchange Area Management Plan implementation updates are consistent with the above general purpose statement, and are incorporated here by reference. Further, the updates are being applied in areas where public services and facilities already exist and where adopted IAMPs will provide for any necessary improvements to enlarge or extend those services to accommodate their use.

***(9) Provide for and encourage a safe, convenient and economic transportation system within the County.***

Implementation of the Coburg Interchange Area Management Plan implementation updates will provide for the continued operation and vitality of highway interchanges in Lane County, promoting convenient transportation opportunities and encouraging safety on Lane County roads subject to adopted IAMPs. Findings addressing statewide planning Goal 12, found on page 5 of Exhibit B to Ordinance No. PA 1258, demonstrate that the updates are consistent with the above general purpose statement, and are incorporated here by reference.

***(10) Protect the quality of the air, water and land resources of the County.***

Prior to construction of the improvements described in Coburg IAMP Section 5 Recommended Alternative, ODOT is required to obtain National Environmental Policy Act (NEPA) environmental clearances. An initial review found that the most relevant concerns with regard to air, water and land resources involve hydrology, floodplain, and wetlands associated with Muddy Creek to the west of I-5, and Urr Stream to the east of I-5. Additional environmental work addressing these resources must and will be completed and any necessary permits obtained prior to commencement of construction of transportation facilities described in the IAMP. The Coburg IAMP design calls for on-site primary stormwater treatment as part of the construction of transportation facilities described in the IAMP, which will serve to protect the quality of the water resources of Lane County.

***(11) Protect life and property in areas subject to floods, landslides and other natural disasters and hazards.***

No lands subject to the Interchange Area Management Plan Combining zone are located within regulated floodplains or other areas subject to known natural hazards. Other natural disasters and hazards are not known to be associated with the proposed Interchange Area Management Plan Combining zone. Additionally, during natural disaster situations, interchanges subject to adopted IAMPs may potentially be used for emergency service delivery or response, evacuation and fire fighting operations.

***(12) Provide for the recreational needs of residents of Lane County and visitors to the County.***

Findings addressing statewide planning Goal 8, found on page 5 of Exhibit B to Ordinance No. PA 1258 demonstrate that the Coburg Interchange Area Management Plan implementation updates are consistent with the above general purpose statement, and are incorporated here by reference.

***(13) Conserve open space and protect historic, cultural, natural and scenic resources.***

Findings addressing statewide planning Goal 5, found on page 4 of Exhibit B to Ordinance No. PA 1258 demonstrate that the Coburg Interchange Area Management Plan implementation updates are consistent with the above general purpose statement, and are incorporated here by reference.

In addition to the requirement that zonings and rezonings meet the general purposes criteria of Lane Code Chapter 16, as discussed above, LC16252(2) also requires that zonings and rezonings shall:

***not be contrary to the public interest [and;]***

***shall be consistent with the specific purposes of the zone classification proposed, applicable Rural Comprehensive Plan elements and components, and Statewide Planning Goals for any portion of Lane County which has not been acknowledged for compliance with the Statewide Planning Goals by the Land Conservation and Development Commission. Any zoning or rezoning may be effected by Ordinance or Order of the Board of County Commissioners, the Planning Commission or the Hearings Official in accordance with the procedures in this section.***

In regard to these criteria the Board finds as follows:

- The Coburg Interchange Area Management Plan implementation updates are not contrary to the public interest because they implement the policies of an adopted IAMP that further the safety and mobility of the travelling public in the vicinity of interchanges subject to an adopted IAMP.
- The Coburg Interchange Area Management Plan implementation updates are consistent with the purpose of the proposed Interchange Area Management Plan Combining zone because



the zone will be applied only to the management area of the adopted Coburg IAMP and will be consistent with the purpose of the IAMP.

- The Coburg Interchange Area Management Plan implementation updates are consistent with the applicable Rural Comprehensive Plan elements as discussed in the findings in Coburg IAMP Appendix B and Ordinance No. PA 1258 Exhibit B beginning on page 6, incorporated here by reference.
  - The Coburg Interchange Area Management Plan implementation updates are consistent with Statewide Planning Goals based upon the finding in Section 3 above, incorporated herein.
6. Based upon the findings above, the Board concludes that the proposed Coburg Interchange Area Management Plan implementation updates are consistent with the requirements set forth in the applicable approval criteria. Therefore, the Board concludes the evidence and findings support adoption of the proposal.

## SECTION 6

# IAMP Recommended Alternative—Policies and Implementation Measures

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Adopting policies and other implementation measures are critical to protecting the Recommended Alternative infrastructure investments. IAMP Section 6 summarizes policies to be adopted by the City of Coburg, Lane County, and the OTC. IAMP Section 7 summarizes development code language to be adopted by the City of Coburg, Lane County, and the OTC. Section 8 summarizes the adoption process and the processes for monitoring and updating the IAMP.

## 6.1 Policy Framework

The following policy framework is to be adopted by the City of Coburg, Lane County, and the OTC.

### 6.1.1 IAMP Definition and Purpose

The City of Coburg (City), Lane County (County), and Oregon Department of Transportation (ODOT) recognize the importance of Interstate 5 in the movement of people and goods, and are committed to protecting the function of the Coburg/I-5 interchange (Milepost 199.15). The Coburg/I-5 Interchange Area Management Plan and Boundary is defined as the following:

*A City of Coburg Special District in the City of Coburg Comprehensive Plan map and a Lane County Combining (Overlay) zone in the Lane County Comprehensive Plan map within which ODOT will monitor and review development proposals and proposed land use changes and coordinate with the City and County to meet ODOT access safety spacing standards, mobility standards, and address other possible traffic impacts on the subject interchange, as appropriate.*

The Coburg/I-5 Interchange Area Management Plan (IAMP) is intended to (1) describe plans for operational, physical, and access improvements; and (2) anticipate and provide direction for the development of land inside the interchange management area in a manner that does not compromise the function or operation of the interchange.

### 6.1.2 IAMP Policies and Actions

The following policies and actions shall be adopted and implemented by ODOT (through this IAMP and development of the interchange improvement project), and Lane County and the City of Coburg (through amendments to their respective Transportation System Plans and Comprehensive Plans).

1. ODOT and the City of Coburg and Lane County establish the Coburg/I-5 Interchange Management Area overlay as depicted in Figure 6-1.

2. If full construction of the improvements described herein as the Recommended Alternative (Alternative B), and depicted in Figures 4-2 and 5-1, occur in advance of the City of Coburg expanding its urban growth boundary and updating its comprehensive plan and zoning to fully accommodate its regional population and employment forecasts<sup>16</sup>, in order to preserve capacity for future City of Coburg comprehensive plan updates, ODOT shall establish alternative mobility standards to protect any excess capacity provided by an improvement at the Coburg/I-5 interchange ramps as follows.

| Intersection                  | Van Duyn Road/I-5 Northbound Ramps | Pearl Street/I-5 Southbound Ramps |
|-------------------------------|------------------------------------|-----------------------------------|
| Alternative Mobility Standard | 0.55 V/C Ratio                     | 0.65 V/C Ratio                    |

3. If full construction of the improvements described herein as the Recommended Alternative (Alternative B) occur in advance of the City of Coburg expanding its urban growth boundary and updating its comprehensive plan and zoning to fully accommodate its adopted population and employment forecasts, in order to preserve capacity for future City of Coburg comprehensive plan updates, the City of Coburg shall establish an alternative mobility standard to protect any excess capacity provided by an improvement at the Pearl Street/Coburg Industrial Way intersection as follows.

| Intersection                  | Pearl Street/Coburg Industrial Way |
|-------------------------------|------------------------------------|
| Alternative Mobility Standard | 0.80 V/C Ratio                     |

4. The City and County will coordinate with ODOT prior to amending their transportation system plans, proposing transportation improvements that could affect the function of the Coburg/I-5 Interchange Area, or proposing changes that are inconsistent with the IAMP.
5. If the City expands its urban growth boundary and updates its comprehensive plan and zoning to fully accommodate its adopted population and employment forecasts after construction of the interchange and local access and circulation improvements described herein as the Recommended Alternative (Alternative B), ODOT will work with the City and Lane County to amend the IAMP, as necessary, to support those updates provided those updates are consistent with the planned function of the interchange as stated in the Goals and objectives of the IAMP. This amendment shall include adjustment of the Alternative Mobility Standards at the interchange ramps to accommodate the additional growth, but not to exceed the mobility standards in the OHP that apply to the Coburg/I-5 interchange (ramp terminal  $V/C \leq 0.8$ ). ODOT will also work with the County to modify the alternative mobility standards set for the Pearl Street/Coburg Industrial Way intersection.
6. If the City expands its urban growth boundary to fully accommodate the population and employment forecasts in the Regional Transportation Plan (RTP) before construction of the interchange and local access and circulation improvements described herein as the Recommended Alternative (Alternative B), the mobility standards in the OHP that apply

<sup>16</sup> As adopted for the federally designated Metropolitan Planning Organization planning area, by the Metropolitan Policy Committee (MPC).

to the Coburg/I-5 interchange (ramp terminal  $V/C \leq 0.8$ ) shall be applied to any subsequent comprehensive plan and zoning updates initiated by the City for the purposes of complying with Oregon Administrative Rule 660-012-0060.

7. The City and County shall coordinate with ODOT in the review of land use applications for areas within the interchange area management boundary. Land use actions within the interchange management area that may affect the performance of an interchange, such as zone changes, land development applications, and requests for new local access, will be consistent with the adopted IAMP. The City Planner shall include ODOT as an agency referral partner. Actions not consistent with the IAMP may only be approved by also amending the IAMP and related transportation system plans consistent with OAR 660-012-0050 and 0055.
8. The City of Coburg shall adopt traffic impact analysis (TIA) requirements as outlined in Section 7 for the interchange management area. Lane County developments are subject to Lane County TIA requirements, specified in Lane County's TSP, adopted in 2004.
9. In the event that Coburg seeks to expand its urban growth boundary east of I-5, the City of Coburg, Lane County, and ODOT shall reassess the viability of the IAMP local circulation recommendations and shall identify and ensure any new facilities needed to serve the resulting growth pattern are properly planned for, including an implementation strategy – this reassessment may include consideration of a new or enhanced I-5 bridge crossing to reduce potential travel demand on Pearl Street at the interchange ramp intersections.
10. Access spacing requirements shall be implemented consistent with and to meet or exceed the minimum standards in the 1999 Oregon Highway Plan, Policy 3C, as follows:
  - (a) When new approach roads are planned or constructed near the interchange, unless no alternative access exists, the nearest intersection on a crossroad shall be no closer than 1,320 feet from the interchange. Measurement is taken from the ramp intersection or the end of a free flow ramp terminal merge lane taper;
  - (b) Existing private accesses shall be closed along Pearl Street and Van Duyn Road where access control has been purchased by ODOT and when alternative access to public roads is provided.
  - (c) Deviations
    - i. Deviations shall be permitted as identified in Section 5.3.3 of this IAMP.
    - ii. Deviations not identified in Section 5.3.3 may be permitted for new access for farm and forestry equipment and associated farm uses, as defined in ORS 215.203, on lands zoned for exclusive farm use, and accepted forest practices on those lands that are within the interchange management area, but only when access meeting the standards in 10(a) above is unfeasible.
  - (d) Until such time as ODOT purchases access rights on any County Road or City Street that is designated for restricted access by this IAMP, any redevelopment of property within the IAMP area that would result in a greater number of average daily trips or an increase in large truck trips will require written approval from the Oregon

Department of Transportation pursuant to an Intergovernmental Agreement to be established between the City of Coburg, Lane County, and ODOT, and subject to the limits of applicable county or city codes. When ODOT has purchased access rights, any redevelopment of property within the IAMP area that would result in a greater number of average daily trips or an increase in large truck trips will be subject to the provision of ODOT's Access Management Administrative Rule (OAR 734-051).

- (e) ODOT shall purchase access control east of I-5 along both sides of Van Duyn Road from the NB interchange ramp terminal to a point 2,000 feet east of the NB terminal and west of I-5 along both sides of Pearl Street from the interchange ramp terminal to a point 1,000 feet west of Coburg Industrial Way. New approaches shall be deed restricted to specific uses.
- 11. The City and County shall work with ODOT to implement the operational, physical, and access recommendations included in Section 5 of this IAMP.
- 12. Work with Lane Transit District to expand bus rapid transit to Coburg (City of Coburg, Lane County).
- 13. Market Lane Transit District's Group Pass Program to employers, and promote carpool and vanpool services (City of Coburg).
- 14. As Coburg develops, monitor the need for a park-and-ride (City of Coburg, ODOT).



# Oregon

John A. Kitzhaber, MD, Governor

## Department of Transportation

Region 2 Tech Center  
455 Airport Rd. SE Bldg. A  
Salem, OR 97301  
Phone (503) 986-2990

DATE: April 18, 2011 *DK*  
FROM: *Carol A. Cartwright*  
Carol Cartwright, Interim Region-2 Technical Center Manager  
TO: Candice Stich, Project Leader  
SUBJECT: Approval of Access Management Strategy  
I-5 @ Coburg Interchange Section  
Key ID No. 14649  
Lane County

The above referenced project is a Modernization project which is the first phase of an Interchange improvement project at the I-5/Coburg Interchange.

In accordance to OAR 734-051-0285, Section (3): The Region Manager shall develop Access Management Strategies for modernization projects, projects within an influence area of an interchange where the project includes work along the crossroad, or projects on an expressway and may develop Access Management Strategies for other highway projects.

The Access Management Strategy is hereby approved for the above described project.

Enclosure (1)

cc: Harold Lasley, ODOT Access Management Manager  
Sonny Chickering, ODOT Area-5 Manager  
Angela Kargel, Interim ODOT Region 2 Traffic Manager  
David Knitowski, ODOT Region-2 Access Management Engineer  
Jamie Hollenbeak, ODOT Region 2 Access Management Project Delivery Coordinator  
Preston Miller, ODOT Right-Of-Way Project Manager



# Oregon

John A. Kitzhaber, M.D., Governor

## Department of Transportation

Region 2

455 Airport Road SE, Bldg. A

Salem, Oregon 97301-5395

Phone: (503)986-2732

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April 18, 2011

**SUBJECT:** Access Management Sub-team Project Narrative  
I-5 @ Coburg Interchange Section  
Key ID No. 14649  
Pacific Highway, No. 1, (I-5) @ Van Duyn Road/Pearl Street  
Crossroad  
Lane County

### Project Description

This project is a Modernization project and is the first phase of an Interchange improvement at the I-5/Coburg Interchange. An Interchange Area Management Plan (IAMP) has been developed for this interchange and this Access Management Sub-team (AMST) Narrative follows the goals of the IAMP.

On the west side of the interchange this phase will realign Roberts Road with the signalized Coburg Industrial Way intersection. An east-west connection between the realigned Roberts Road and the original Roberts Road will be constructed. The existing Roberts Road connection to Pearl Street will be closed. Pearl Street will be widened from the ramp terminals to Coburg Industrial Way to accommodate two lanes in each direction, a center turn lane and dual turning movements onto the southbound I-5 onramp. The project will close all accesses from the ramp terminals to the Coburg Industrial Way intersection.

Access Control will be acquired at locations identified in the "Access Management Strategy" section of this document. Additional improvements include roadside drainage, pavement preservation, signal installation, curb and sidewalk, striping and signing.

### Highway Inventory - Existing Features

#### Classification

The Pacific Highway (I-5) is classified an Interstate Highway in the 1999 Oregon Highway Plan (OHP). The OHP defines Interstate Highways as follows:

*Interstate Highways (National Highway System (NHS)) provide connections to major cities, regions of the state and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan areas. Interstate Highways are major freight routes and their objective is to*

I-5 @ Coburg Interchange Section  
Access Management Project Narrative  
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*provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.*

The Van Duyn Road/Pearl Street road is the crossroad of the interchange. Pearl Street is west of the interstate and is under the jurisdiction of Lane County. Van Duyn Road is east of the interstate and is under the jurisdiction of Lane County.

The spacing standard for accesses on the crossroad (Van Duyn Road/Pearl Street) is 1,320 feet from the ramp terminals to the first approach.

#### **Posted Speed**

Posted speed on the Interstate is 65 miles per hour. Van Duyn Road and Pearl Street are posted at 35 mph.

#### **Horizontal and Vertical Alignment**

The horizontal alignment for the Pacific Highway and Van Duyn Road/Pearl Street is tangent. The majority of the vertical alignment through the project is flat like most of the surrounding topography except for a vertical curve on Van Duyn Road/Pearl Street to provide clearance over Pacific Highway.

#### **Land Use and Surrounding Development**

The properties surrounding the highway corridor on the east side of I-5 are primarily rural farmland with some adjoining residences. There is a fuel station in the south east corner of the interchange along with a restaurant, a large recreational vehicle park and some vacant developable land. On the west side of I-5 there are developed businesses and Pearl Street is a connector to the City of Coburg.

#### **Crash History**

I-5 is not being modified with this project other than adding a lane to the southbound on-ramp. Therefore compiling the crash data for I-5 was not needed. The crash data for Van Duyn Road and the easterly section of Pearl Street is shown in the Table below. The date is for the years 2003 - 2007.



**I-5 @ Coburg Interchange Section  
Access Management Project Narrative  
Page 3 of 7**

Van Duyn Road/Pearl  
Street  
Intersection of Miller  
St. to ½ Mile East of I-  
5 Interchange

| Type of Accident      | # of Crashes |   |
|-----------------------|--------------|---|
| Rear-end              | 3            |   |
| Fixed/Other Object    | 0            |   |
| Angle                 | 0            |   |
| Turning               | 7            |   |
| Side Swipe            | 0            | 2 |
| Meeting or Overtaking |              |   |
| Pedestrian            | 0            |   |
| Backing               | 0            |   |
| Head-on               | 0            |   |
| Non-collision         | 0            |   |
| Intersection crashes  | 0            |   |
| Total Accidents       | 12           |   |
| Fatalities            | 0            |   |

*Accident Summary Table*

### Summary of Crash History Findings

The majority of the accidents can be attributed to turning and rear-end type crashes. Additionally, there were no recorded fatalities.

\* \* \* \* \*

### Proposed Project

#### Purpose and Need

The purpose and need for this project is to construct the first phase of an Interchange Improvement project to address and improve the functionality and safety of the interchange for today and future use.

#### Need for Access Management Sub-team

The purpose of the access management Sub-team is to provide guidance to project teams specifically in the area of access management. A primary task of the Sub-team is to recommend an Access Management Strategy to the project team for implementation. Guidance and structure for the Sub-team is outlined in Highway Division Project Delivery Leadership Team Operational Notice PD-03. The operational notice has direct correlation to the following policies.

- OAR Chapter 734, Division 51
- Oregon Transportation Plan (OTP)
- Oregon Highway Plan (OHP)

This is a Modernization project located on the cross road (Van Duyn Road/Pearl Street) over the Pacific Highway (I-5). According to PD-03 an Access Management Sub-team is required.

#### **Access Management Sub-team Members**

The Sub-team is comprised of individuals internal and external to ODOT. The members of the Sub-team include:

Candice Stich, ODOT Project Leader  
Jamie Hollenbeak, ODOT Region Access Management Project Delivery Coord.  
Victor Alvarado, ODOT Right-of-Way, Project Manager  
Chris Bailey, ODOT Roadway Designer  
Terry Cole, ODOT Region 2 Planner  
Celia Barry, Lane County  
Brad Lemhouse, Lane County  
Jack Harris, City of Coburg

#### **Access Management Research**

Research was conducted by the ODOT Right-of-way Engineering Unit to determine if the highway frontage on either side of the highway is access controlled. This information is used to determine if abutting properties have a legal right of access to the highway. A reservation of access is a limitation of a common law right of access to a specific location where the Department has acquired access control subject to restrictions that are designated in a deed. Research confirmed that the Pacific Highway frontage is access controlled and access control exists on the south side of Van Duyn from the northbound off-ramp to Station 43+60.

#### **Access Management Strategy**

One of the primary tasks of the Sub-team is to prepare and recommend to the Project Development Team an Access Management Strategy. The Strategy is to be applied consistently throughout the entire project. The Strategy should also support the purpose and need for the project. The specific purpose and source of funding for this project is to address the functionality and safety of the Interchange. The Access Management Sub-team (AMST) evaluated the existing approaches with the purpose of developing an Access Management Strategy.

There are no accesses on I-5 that will be impacted. All access modifications will occur on Lane County and City of Coburg facilities.

The AMST is recommending the following Access Management Strategy to the project team for adoption. The general Strategy approach is:

1. Close or modify approaches (driveways) to the highway if necessary to meet the classification of highway or highway segment designation, mobility standards, spacing standards or safety factors.
2. Close or modify approaches (driveways) to the highway if a property has multiple approaches to the highway or if a property with an approach to the highway has reasonable alternate access in addition to the highway approach.
3. Create shared approaches (driveways) where it serves the planned use of the property.
4. Close approaches (driveways) to the highway that are illegal.
5. Acquire Access Control where a need has been determined.

Specifically for this project the Strategy is:

#### West of I-5

- Access Control is to be acquired on the north and south side of Pearl Street from the ramp terminals to the eastern edge of the nearest residential areas approximately 1000 feet west of Coburg Industrial Way.
- Access Control is to be acquired along Coburg Industrial Way, north of Pearl Street, from the intersection of Pearl Street 275 feet to the north on the east and west sides of the roadway.
- Tax Lots 16-03-3300-1700, 16-03-3300001-102 and 16-03-3300D001-103 shall access Coburg Industrial Way, north of Pearl Street, from the intersection of Pearl Street 275 feet to the north on the east side of the roadway.
- Access Control is to be acquired along the future extension of Coburg Industrial Way, south of Pearl Street, from the intersection of Pearl Street 220 feet to the south on the east and west sides of the roadway.
- The accesses along both sides of Pearl Street are to be closed from the ramp terminals to the intersection of Coburg Industrial Way.
- Access to the Shell Station on tax lot 16-03-33-00-501 from Pearl Street will be closed and access provided on the east side of Coburg Industrial Way.

- Access for Truck and Travel on tax lot 16-03-33-24-2900 is to be provided as follows:
  - Access along the future extension of Coburg Industrial Way, south of Pearl Street, will continue as it currently exists with a right in only access at the approach nearest the intersection and a full movement access at their second access south of the intersection which serves the Country Pride Restaurant. Upon redevelopment of the property these two accesses are to be closed. The owner may then apply for an access to the south that falls outside the access control area.
  - The existing access on the south side of Pearl Street approximately 150 feet east of Stewart Street currently functions as right-in/right-out. This approach will remain open with this project but is to be closed upon property redevelopment.
  - The intersection of Stuart Way and Pearl Street lies within 1,320 feet from the interchange ramp. The City of Coburg has permitted Stuart Way to be vacated. In the interim, this access shall be allowed to stay open for access to the Truck 'n Travel site (the portion of the Anderson property east of Stuart Way). Upon redevelopment of the portion of the Anderson property west of Stuart Way (tax lot 2800), the Stuart Way access reservation shall be required by ODOT permit to be relocated to a point somewhere between the existing Stuart Way intersection and the far west side of tax lot 2800. The purpose of this relocation is to provide improved access spacing between the relocated (formally Stuart Way) access point and the intersection of Pearl Street and Coburg Industrial Way. The precise location of the relocated access point will be determined through the City's site plan review process and the traffic analysis required by ODOT's permit process. Upon redevelopment of tax lot 2800 or the Truck 'n Travel Site, the present location of Stuart Way will be closed and Truck 'n Travel will begin using the relocated Stuart Way across tax lot 2800.
  - All construction costs associated with the construction of new approaches to the property are the responsibility of the owner.

The ODOT project team adopted the Strategy by e-mail voting during the month of August 2010.

#### **Approach Road Permit Research**

The approaches within the project limits being modified, mitigated, or removed are currently on City or County facilities and do not have approach road permits.