



FALLS CITY COMPREHENSIVE PLAN

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Land Use Element

Introduction

A land use plan indicates the area where a jurisdiction expects various types of activities to occur. Falls City designates six categories of land uses to be described and located on the land use map.

1. Residential. Areas designated Residential shall not exceed a density of four (4) dwelling units per gross acre.
2. Commercial-Residential. Commercial uses include all activities of a commercial nature. Areas designated Commercial-Residential and used for residential purposes shall not exceed a density of four (4) dwelling units per gross acre.
3. Commercial-Industrial. Industrial use covers the range of manufacturing, warehousing, and wholesaling activities.
4. Public Open Space. Public Open Space uses include all parks and open space areas that are available to the recreational needs of the residents of Falls City. The Comprehensive Plan Map does not identify future public open space lands.
5. Public Assembly / Institutional. Public Assembly / Institutional uses cover the range of public and semi-public land uses currently available to residents of Falls City. The Comprehensive Plan Map does not identify future public lands.
6. Forestry. The Forestry Zone preserves resource uses where such uses exist and where such lands are not needed for urban uses within the planning period of the Comprehensive Plan.

The land use designations in the Comprehensive Plan are of a general nature and are intended to indicate the expected community growth pattern. Implementation of the Plan occurs through specific actions such as zoning, subdivision control, annexation review, and Urban Growth Boundary administration and public facilities planning. Although the Plan is designed to be somewhat flexible, it must be understood that it is a significant policy statement and a great deal of responsibility must be exercised in its use and updating.

In 2001, the city conducted a buildable lands inventory. **Table 1** shows the amount of developed acreage by zoning designation within the city.

Land Use Element - Table 1

Developed Land Uses within the Falls City UGB by Zone, 2000

Zoning Designation	Acres ¹	Percent of Total Area
Residential	145.5	63%
Forestry	27.3	12%
Commercial-Residential	12.4	5%
Commercial-Industrial	23.3	10%
Public Open Space	16.5	7%
Public Assembly / Institutional	5.6	2%
Total	230.6	100%

Source: MWVCOG

¹ Acreage data is from the Polk County Assessor and does not include public rights-of-way.

Buildable Lands Inventory

For each of the following land types, - residential, commercial, and industrial - the analysis was broken into two parts. First, the findings describe the amount of net buildable land, by zone, within the existing city limits. The findings then describe the amount of buildable land located between the city limits and urban growth boundary (UGB). Polk County zones land in its cities' UGB's until a city annexes the UGB areas into the city. The Falls City city limits are the same as the city's UGB.

The analysis of residential lands includes totals for land that is completely vacant, partially vacant, and redevelopable. The analysis of commercial and industrial land includes totals for land that is completely vacant and/or redevelopable. This report uses the following parameters to determine whether land is partially vacant and/or redevelopable.

- Vacant land includes all parcels that are at least 10,890 square feet (0.25 acre) in size with improvement values of less than \$5,000. The minimum lot size for residential parcels in Falls City is 10,890 square feet.
- Within the city limits, partially vacant land consists of residential parcels that are at least 0.50 acre in size with an improvement value of at least \$5,000. This analysis assumes that 0.25-acre is devoted to the existing house, with the remainder considered vacant. This amount is added to the amount of gross buildable land.
- For land between the city limits and the UGB, partially vacant land consists of residential parcels that are at least 1.0 acre in size with an improvement value of at least \$5,000. This analysis assumes that 0.50 acre is devoted to the existing house, with the

remainder considered vacant. This amount is added to the amount of gross buildable land. The larger area attributed to the existing residence in this portion of the urban area is intended to account for the presence of larger homes and an adjacent septic system serving the residence. For Falls City, the city limits is the same as its UGB.

- Redevelopable land includes parcels in the Residential (R), Commercial-Residential (CR) and Commercial-Industrial (CI) zones containing some limited improvements, but where potential for redevelopment for more intense uses is high. This analysis defines redevelopable land as parcels in all zones with improvement values of at least \$5,000, where the ratio of land value to improvement value is 1:1 or greater. For residential parcels, this land may instead be classified as partially vacant. The area of redevelopable parcels is added to the amount of gross buildable land.

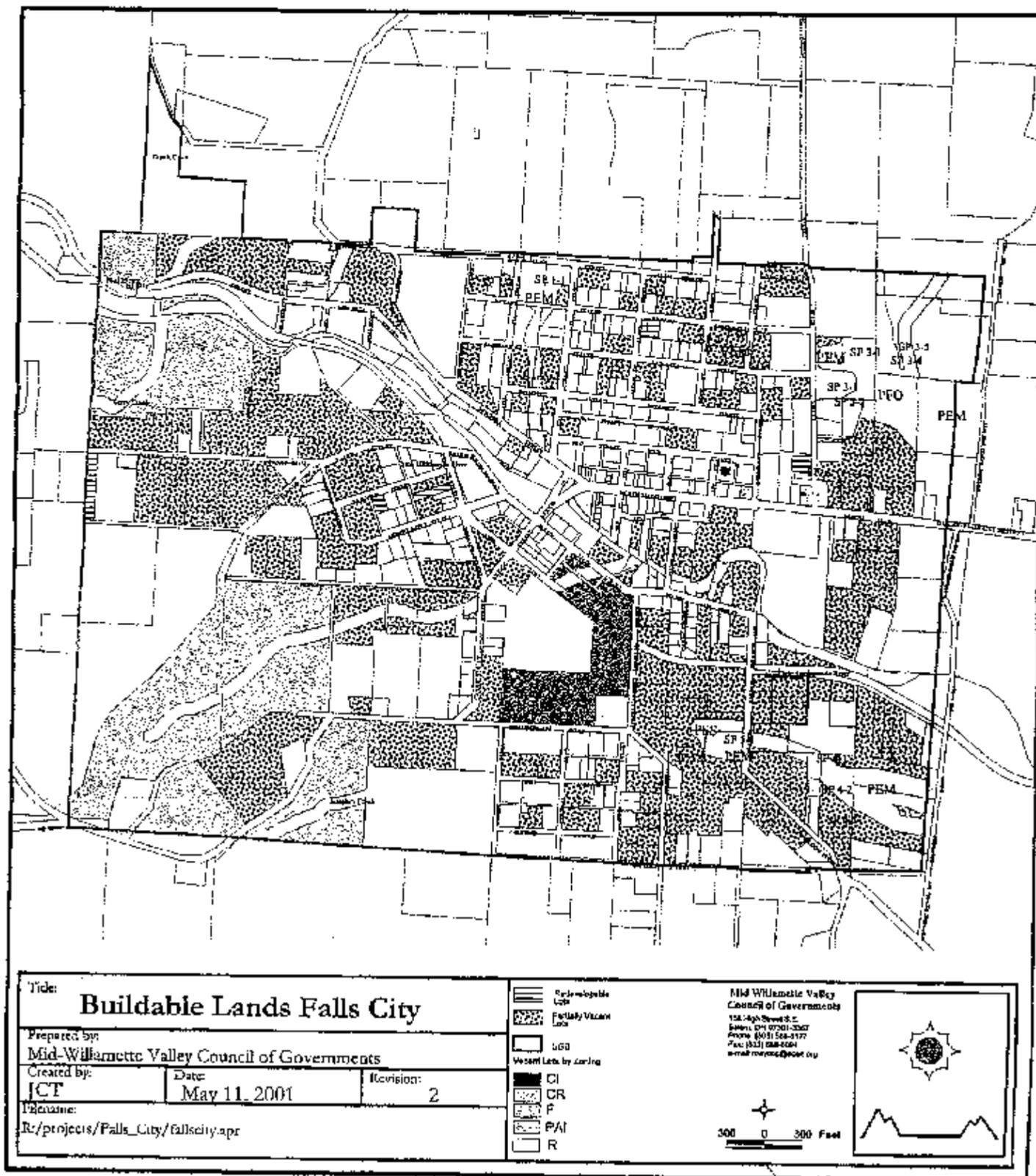
The analysis also includes an assessment of land that is not buildable due to physical constraints such as steep slopes, riparian buffers, floodways, and wetlands. The analysis subtracts these areas from the amount of gross acreage considered buildable.

This analysis also assumes that 25 percent of the gross buildable residential land will be dedicated for use as public facilities (rights-of-way, parks, etc). The analysis subtracts this percentage from the gross amount of buildable residential land.

Based on these refinements, the total amount of buildable land shown in each category (residential, commercial, industrial) represents the net amount of buildable land.

Figure 1 shows vacant, partially vacant, and redevelopable land within the Falls City urban area by zoning designation.

Note: Figure 1 is the attached Draft Buildable Lands Map



Residential Land

Table 2 shows the amount of buildable land for Falls City’s Residential (R) Zone. Approximately 252.6 net buildable acres are available for residential development within the city limits. The analysis considers that within the city limits, approximately 1.7 acres designated for residential use are redevelopable. There are approximately 145 acres developed for residential use within the Falls City city limits.

**Land Use Element - Table 2
Buildable Residential Land
Falls City, 2001**

Zone/Plan Designation	Vacant (acres)	Partially Vacant	Redevelopable	Total
Within the City Limits				
Residential Zone (R)	76.0	174.9	1.7	252.6
Net Buildable Acres Within the City Limits	76.0	174.9	1.7	252.6
Net Buildable Acres Within the Urban Area	76.0	174.9	1.7	252.6

Source: Polk County Assessor data, MWVCOG, 2001

Commercial Land

Table 3 shows that approximately 2.5 net vacant acres are available for commercial development within the Falls City city limits. This analysis considers that within the urban area, approximately 0.9 acre designated for commercial use is redevelopable. Approximately 12.4 acres within the Falls City UGB are currently developed for commercial or residential use within the city’s Commercial-Residential (CR) Zone.

**Land Use Element - Table 3
Buildable Commercial Land¹
Falls City, 2001**

Zone/Plan Designation	Vacant (acres)	Redevelopable	Total
Within City Limits			
Commercial-Residential	2.5	0.9	3.4
Net Buildable Acres within the Urban Area	2.5	0.9	3.4

Source: Polk County Assessor data, MWVCOG, 2001

¹ The Commercial-Industrial Zone allows commercial uses. The vacant land in this zone is shown in Table 4 - Buildable Industrial Land.

Industrial Land

Table 4 shows the amount of buildable land within the Commercial-Industrial Zone within the Falls City city limits. This analysis considers that within the urban area, there is no redevelopable land. No vacant industrial land is located between the city limits and urban growth boundary. Approximately 23.3 acres within the Falls City UGB are currently developed for industrial or commercial, or a nonconforming residential use in the CI Zone.

**Land Use Element - Table 4
Buildable Industrial Land
Falls City, 2001**

Zone/Plan Designation	Vacant (acres)	Redevelopable	Total
Within City Limits			
Commercial-Industrial Zone (CI) ¹	15.1	0.0	15.1
Net Buildable Acres Within the Urban Area	15.1	0.0	15.1

Source: Polk County Assessor data, MWVCOG, 2001

¹ The Industrial Commercial District allows a number of commercial uses.

Land Needs Analysis

This analysis uses the buildable lands inventory in conjunction with the 2020 population projection to determine whether adequate land is available for future residential, commercial, and industrial development.

Average Net Density

To determine the amount of land needed for future residential development, it is necessary to calculate the average net density for the various types of housing developments including single-family, multifamily, and manufactured homes within manufactured home parks.

For single-family development, this analysis used the minimum residential parcel size of 10,890 square feet. For multifamily development, this analysis used the density of the parcel containing the Luckiamute Falls Apartments, the only multifamily dwelling units in Falls City. There are no manufactured home parks in Falls City. The average net densities used to conduct the analysis of future residential land needs are:

- Single-family residential – 4.00 units/acre
- Multifamily residential – 7.86 units/acre

The housing needs analysis (see Housing Element - Table 5) identified 97 new residential units that will be needed to accommodate the projected 2020 population of 1,316 persons. Of the 97

new residential units, 20 percent, or about 20 units, are needed to meet projected need for rental units. Based on 1990 Census figures, about 95 percent of the local rental market is comprised of single-family residences. Therefore, of the additional 20 rental units, it is assumed that 5 percent will be multi-family housing units. Based on this assumption, then, approximately one (1) new multifamily residence will be needed to meet the projected need in 2020. In addition, as shown in Housing Element - Table 3, the current rental market supply is currently about one (1) unit short of meeting the existing need. Consequently, in order to meet existing and projected need for such housing, Falls City needs two (2) additional multifamily units over the next 20 years.

**Land Use Element - Table 5
Projected Housing Mix and Residential Land Needs
Falls City, 2020**

Housing Type	Existing Units 2000	Units Needed 2020	Percent of New Units	Net Density (units/acre)	Acres Needed 2020
Single Family	368	96	99.0%	4.00	24.00
Multi-Family	5	1	1.0%	7.86	0.13
Manufactured Homes in Park ¹	0	0	0.0%	0	0
Total	373	97	100.0%		24.13

Source: MWVCOG, 2001

¹No Manufactured Home Parks in Falls City

Looking back at **Table 2**, adequate vacant, partially vacant, or redevelopable land is available to accommodate future housing needs within the city limits. The buildable lands analysis found that approximately 252.6 acres are available for residential development within the entire urban area. Falls City will need an estimated 24.1 acres to accommodate residential growth through 2020.

Commercial Land use

Commercial land designation, Commercial-Residential (CR), accounts for 5.4 percent of the total land inside the city limits. Most of the commercial business lies along the city’s commercial corridor, the portion of town extending from 1st Street west to Bridge Street along North Main Street.

Approximately 16.71 acres are designated for commercial use, that is, zoned Commercial-Residential within the city limits. Of that total, 12.36 acres are developed with either commercial or residential uses, and 3.36 net acres are vacant or redevelopable.

The City of Falls City wants to maintain its ‘small town feel’ as the city grows. Falls City’s needs for commercial land must take into consideration that the city is located approximately ten (10) miles from more extensive commercial districts in Dallas and less than 20 miles from the Salem metropolitan area.

For the purpose of this Plan, the city uses a standardized ratio of .009 acres of commercial land per person to compare land needs to population estimates. A 1.44 percent annual population growth rate creates an increase of 350 persons between the years 2000 and 2020. Assuming the

current commercial services are adequate, the city needs 3.15 acres to accommodate the city’s population in the year 2020. Table 6 depicts the commercial land surplus.

**Land Use Element – Table 6
Commercial Land Needs**

Population Change	Commercial Ratio	Needed Land	Available Land	Surplus/ Deficit
350	0.009 acre/person	3.15 acres	3.36 acres	0.21

Probably the single most important attitude by the city concerning commercial uses is that they be centrally located to best serve all areas of the community. A well defined downtown enhances both the visual attractiveness of the city, as well as increasing the economic potential of the business located there. A core area allows pedestrian traffic and customers to flow from business to business without needing to drive, which helps promote a “buy in the hometown” atmosphere. Other advantages to a centralized core area are in the energy efficiency gained by being centrally located in the community, as well as providing easy walking access to those living near the city’s commercial corridor.

Allowing residential dwelling units as a permitted use above a business in the Commercial Residential Zone is a way to facilitate easy access for city residents to businesses in the area. It may also help to create stability and vitality to the area by generating additional uses that continue during a complete day versus only during regular business hours. Amendments to the city’s Zoning and Development Ordinance adopted in 2000 permit residential uses above permitted commercial businesses.

Industrial Land Use

The City of Falls City has 39.18 acres designated for industrial development because of its Commercial-Industrial zoning. Of the total, 23.35 acres are developed with a recreational vehicle park. There are 15.15 net acres available for industrial development in the city.

Using a standard ratio of 0.04 acre of industrial land per person, the city can estimate future industrial land needs. The population is expected to increase by 350 persons by the year 2020, creating a need for 14.0 acres of industrial land to accommodate growth. Land Use Element Table 7 shows 15.1 acres available for industrial development.

**Land Use Element – Table 7
Industrial Land Needs**

Population Change	Industrial Ratio	Needed Land	Available Land	Surplus/ Deficit
350	0.04 acre/person	14.0 acres	15.1 acres	1.1 acres

The city wishes to attract large, environmentally clean industry. The city realizes, however, the greatest asset to the community is its rural character and appearance. Therefore, the city

feels that industry choosing to locate in Falls City should not have major environmental impacts on the community.

Table 8 shows a summary of the amount of vacant and redevelopable commercial and industrial land available within the Falls City urban area. Public facilities are available for all of the vacant or redevelopable commercial and industrial properties. Site constraints, such as steep slopes, wetland, or floodways, have been identified in the inventory and have been subtracted from the gross amount of buildable acreage.

Table 8
Commercial and Industrial Buildable Lands Inventory Summary
Falls City, 2001

Zone/Plan Designation	Vacant (acres)	Redevelopable	Total Acres
Within City Limits			
Commercial- Residential Zone (CR)	2.5	0.9	3.4
Commercial-Industrial District (CI)	15.1	0.0	15.1
Total	17.6	0.9	18.5

Source: Polk County Assessor data, MWVCOG, 2000

Table 9 shows a comparison of land needed to accommodate new employment growth (demand) and available supply of vacant and redevelopable land. The comparison shows that sufficient commercial and industrial land is available within the Falls City urban area to meet the forecast demand.

Table 9
Comparison of Supply and Demand for Commercial and Industrial Land
Falls City, 2001

Land Use Type	Vacant/Redevelopable Acres
Supply	
Commercial	3.4
Industrial	15.1
Total Supply	18.5
Demand	
Commercial	3.2
Industrial	14.0
Total Demand	17.2
Surplus (Deficit)	
Commercial	0.2
Industrial	1.1
Total	1.3

Source: MWVCOG.

An adequate amount of vacant or redevelopable commercial and industrial land is available to meet the forecasted need through the year 2020. All vacant and redevelopable properties have services readily available. The type and size of available commercial and industrial sites is typical of sites previously developed.

Housing Element

Existing Conditions

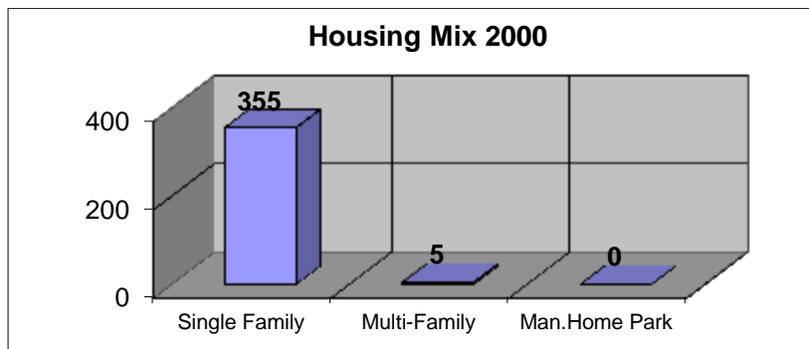
Table 1 shows housing construction from mid 1995 through April 30, 2001, based upon building permit data. The majority of the new construction remains single-family units.

Housing Element - Table 1
Housing Construction, Mid 1995 - April 30, 2001
Falls City, 2001

Year	Single Family	Manufactured Homes	Multi-Family	Total
1995	1	8	0	9
1996	1	8	0	9
1997	2	7	0	9
1998	0	6	0	6
1999	2	1	0	3
2000	0	1	0	1
2001	0	1	0	1
Total	6	32	0	38

Figure 1 shows the existing mix of residential housing units within the city limits. These figures are from the 2000 Census data. Of the 360 residential units, 356 units, or 98.6 percent are single-family residential units. Approximately 1.3 percent of the units are multifamily residences. Multifamily units include manufactured dwelling parks, duplexes, and apartments. Falls City contains one, five-unit apartment complex, no manufactured home parks, and no duplexes.

Figure 1



Single-Family Housing

Conventional single-family homes account for the majority of Falls City's housing stock. Falls City is fortunate in having a number of centrally located older single-family houses that add both attractiveness and character to the community. Not only do older neighborhoods add character to the community, they also provide housing stock that is available at prices typically lower than new construction although repairs to older houses are often more frequent than to newer homes.

Housing rehabilitation programs are projected to occupy a role in residential development because of the high cost of new construction. The three major advantages to rehabilitating housing are: lower costs to the residents, lower energy costs from construction, and increased preservation of natural resources used during construction.

The City of Falls City designates 496.4 acres of land within the city limits for residential development; that is, land zoned Residential. Of that total, 252.6 acres are available for development.

Multifamily/Rental Housing

Multifamily units for the general family population are limited within Falls City. The five (5) units at the Luckiamute Falls Apartments are available to families on a rental basis. While some single-family units are available for rent, the majority (79.6 percent) of houses in Falls City are owner-occupied.

Manufactured Dwellings

Manufactured dwelling units account for approximately 37 percent of the city's residential development. Currently, there are no manufactured home parks operating within the city. Manufactured home parks are classified at a higher density, and are considered multifamily development but are not recognized as such by Oregon Housing and Community Services Department or Department of Land Conservation and Development.

As the economy changes, manufactured dwellings may become a more significant source of housing. Since 1995, 32 (or 84 percent) of the 38 new dwellings placed in Falls City were manufactured homes. Recognizing the manufactured dwellings as a viable and important type of living unit, the city continues to permit the placement of single-family manufactured dwelling units on lots that permit the construction of conventional single-family homes. The placement of manufactured units on individual lots shall be subject to the construction standards and exceptions allowed by State law because the city wishes to preserve the high quality of its housing stock.

Public Assisted Housing

An accounting in 2001 indicated that Falls City has 17 units of assisted housing arrangements, or about five (4.8) percent of the total residential housing.¹ Publicly assisted housing consists of many different housing programs administered under the Polk County Housing Authority and the Farmer's Home Administration.

For information regarding state and federal housing assistance programs and their availability to qualifying low and moderate income persons or contractors interested in financial assistance to construct affordable housing, the city advises contacting the following offices:

1. Polk County Housing Authority
2. State of Oregon Housing and Community Services

Housing Needs Analysis

This section presents estimates of housing need in the city. The needs analysis data in this chapter come from a model created in 2000 by the Oregon Housing and Community Services Department. The data are mostly based on Census figures. Other sources of information include *Regional Consumer Expenditure Survey* that is conducted every year by the U.S. Bureau of Labor Statistics as well as income data collected by *Claritas, Inc.*, a private company. The model uses age, income, and expenditure information to predict the ability of households to afford housing. The analysis is intended to predict need for both owner-occupied and rental housing units at either end of a 20-year period from 2000 to 2020.

The analysis of housing need is based on the following assumptions:

- (1) Vacancy Rates. At any given time, a number of homes within the community are vacant. The analysis assumes a 10.3 percent vacancy rate for 2000 and 2020. The vacancy rate for Falls City in the 1990 Census was 12.8 percent and in the 1980 Census was 8.6 percent. The 9.4 vacancy rate is from 2000 Census data.
- (2) Persons per household. The analysis assumes there are approximately 2.86 persons per household for 2000, and that the household size will remain the same in 2020.²
- (3) Group Quarters. The percentage of persons living in 'group quarters' will remain constant in both 2000 and 2020. The U.S. Census Bureau classifies all persons not living in households as living in group quarters. Persons living in group quarters include persons who are

¹ Source: Polk County Housing Authority, May 2001

² While this information is included in the data, analysis conducted by the Oregon Housing and Community Services Department in developing the housing needs model showed that household size is not necessarily a factor affecting need for particular types of housing.

institutionalized or living in non-institutional group homes, rooming houses, assisted-living facilities, etc. The 2000 Census indicated no institutionalized persons or other persons living in group quarters existed in Falls City.

(4) The ratio of owner-occupied (owned) units to rental units is the same for vacant units as it is for occupied units.

(5) The analysis cannot predict any major changes in the economy and any associated impacts to local household income. The analysis assumes that economic conditions in 2020 are similar to those in 1999. Household incomes, as well as housing costs, are expressed in 1999 dollars for ease of comprehension.

(6) The analysis assumes that no more than 30 percent of gross household income is used to pay housing costs. The 30 percent threshold is the same as that used by the Department of Housing and Urban Development to determine housing affordability.

Current Housing Needs

The July 1, 2000 estimated population for Falls City is 966. This figure is from the Portland State University Population Research Center and is based on a revised estimate of the April 2000 Census count. The 2020 population projection for Falls City is 1,316³. Polk County adopted this projection for the City of Falls City through a coordinated process required under state law (ORS195.036).

Table 2 shows various estimates regarding the local housing need in 2000. The estimated population is 966 persons and the total number of occupied dwelling units is 339. The resulting household size is approximately 2.86 persons per dwelling. The housing needs model shows that Falls City needs approximately 269 owner-occupied units and 69 rental units.

**Housing Element - Table 2
Housing Status
Falls City, 2000**

Population (estimated) ¹	Persons in Group Quarters ²	Persons per Household	Total Dwelling Units ³	Occupied Dwelling Units ⁴	Vacant Units ⁵	Owner-Occupied Units	Rental Units	Owner-Occupied Units (percent)	Rental Units (percent)
966	0	2.86	374	339	35	270	69	79.6	20.4

Source: Oregon Housing and Community Services Housing Needs Model, 2000

¹ Population estimate is for July 1, 2000 and is produced by the Population Research Center at Portland State University based on 2000 Census data.

³This projection is based on Falls City’s average annual growth rate of 1.44 percent between 1956 and 1996. Polk County adopted this figure as part of the Polk County Transportation Systems Plan, 1997.

² Persons living in group quarters includes persons who are institutionalized or living in non-institutional group homes, rooming houses, assisted-living facilities, etc. This definition also includes students living in college dormitories.

³ “Total dwelling units” does not include group quarters dwelling units.

⁴ “Occupied dwelling units” does not include group quarters dwelling units.

⁵ Based on an assumed vacancy rate of 10.3 percent.

The housing model shows that Falls City currently needs 70 rental units. The rental unit market is comprised of both multifamily residences (apartments, duplexes, etc.) as well as single-family dwelling units. Census and building permit data shows that 5 multifamily units are currently located in Falls City. The 1990 Census showed that approximately 95 percent of all local rental units were single-family residences. Assuming that this figure remains constant, as many as 65.55 single-family units currently comprise rental units in the city. Combined with the five existing multi-family units, the estimated rental supply in Falls City consists of 71 units where the city needs 70 units. As shown in **Table 3**, the estimated supply of rental housing units in Falls City meets the current need for rental units.

**Housing Element - Table 3
Rental Housing Supply and Need
Falls City, 1999**

Rental Units Needed	Existing Multi-Family Units	Single-Family Units Used as Rentals	Total Number of Existing Rental Units	Difference Between Existing Rental Units and Rental Units Needed
70	5	65	70	1 (one)

Source: Oregon Housing and Community Services Housing Needs Model and MWVCOG, 2000

Projected Housing Needs

The projected population of Falls City in 2020 is 1,316 persons, an increase of 350 persons from the year 2000. As shown in **Table 4**, Falls City will need 460 dwelling units to accommodate this population. This represents 86 additional housing units that Falls City will need over the next 20 years (an estimated 10 units will also be removed).

Of the 86 new residential units, Falls City will need about 18 new units to meet the projected need for rental units. This analysis assumes that five percent of the rental market is comprised of multifamily residences, with the remainder comprised of single-family units. Based on this assumption, then, Falls City will need approximately one (1) new multifamily residence to meet the projected need in 2020. In addition, as shown in Table 3, the amount of multifamily units currently available is about one (1) unit short of meeting the existing need. Consequently, to meet existing and projected need for such housing, Falls City will need two (2) multifamily units over the next 20 years.

**Housing Element - Table 4
Projected Housing Status
Falls City, 2020**

Population (projected) ¹	Persons in Group Quarters ²	Persons per Household	Total Dwelling Units ³	Occupied dwelling Units ⁴	Vacant Units ⁵	Owner-Occupied Units	Rental Units	Owner Occupied Units (percent)	Rental Units (percent)
1,316	0	2.86	460	413	47	329	84	79.6	20.4

Source: Oregon Housing and Community Services Housing Needs Model, 2000

¹ The 2020 population projection has been coordinated with the projections for Polk County as required by ORS 195.036.

² Persons living in group quarters includes persons who are institutionalized or living in non-institutional group homes, rooming houses, assisted-living facilities, etc.

³ Total dwelling units do not include group quarters dwelling units.

⁴ Occupied dwelling units do not include group quarters dwelling units.

⁵ Based on an assumed vacancy rate of 10.3 percent.

Table 5 shows the total number of additional dwelling units that Falls City will need by the 2020 population. With the estimated removal of 10 units from the housing supply, Falls City will need an estimated 97 additional dwelling units during this 20-year period.

**Housing Element - Table 5
Additional Dwelling Units Needed in Falls City by 2020**

Total Dwelling Units 2020	Total Dwelling Units 2000 ¹	Dwelling Units Removed	Additional Dwelling Units Needed	Additional Group Quarters Needed
460	373	10	97	0

Source: Oregon Housing and Community Services Housing Needs Model, 2000

PUBLIC FACILITIES & SERVICES ELEMENT

INTRODUCTION

Public facilities and services are of great importance to the general welfare of a community. Various levels of government or nonprofit private institutions either own or operate these facilities for the benefit of the community. Some of the services provided are necessities of life, such as sewer, storm sewer and water, whereas others substantially enhance the quality of life, such as schools, park and recreation facilities. Considering the continued population growth, rising living standards, increased leisure time and educational expectations, the City of Falls City anticipates an increased demand for various types of public services within the planning period. Advance and systematic planning of these public facilities is essential to assuring that the city meets future demands.

A. WATER SYSTEM

1. System Planning

The 1993 Falls City Water Master Plan guides the governing body in the development of the water system. This plan continues to be the design plan for Falls City. The plan consists of several phases to the year 2013. Copies of the plan are available for review through City Hall or for purchase based upon the cost of reproduction.

The 2001 update to the Water System section of the Public Facilities Element includes excerpts and summary information from the Water System Master Plan, prepared by Robert E. Meyer Consultants, Inc., adopted by the City in 1993, and information collected by COG staff members for the City of Falls City Water System Improvement Project Environmental Assessment, November 1996.

2. System Features

Water Sources. The Falls City water system obtains its water from two sources, Teal Creek and Glaze Creek. Before the City upgraded the water system in 1999 and 2000, the City obtained its water from four sources: Teal Creek, Glaze Creek, Albert Teal Spring and the Monmouth Spring. The City abandoned the use of the two springs as municipal water sources.

Teal Creek is a tributary of the Little Luckiamute River. The river intake is located approximately three (3) miles southwest of Falls City. The intake consists of an L-shaped concrete diversion box formed against the rock on the north river bank. The City has water rights on Teal Creek at the intake for 1.0 cubic feet per second (cfs) or 0.65 million gallons per day (mgd). Teal Creek has high levels of turbidity throughout the year. According to City personnel, the intake always collects an adequate amount of water and at times, the City diverts the majority of creek flow into the intake.

Falls City has used Glaze Creek, a tributary of Teal Creek, as a water supply for Falls City since 1982. Glaze Creek, located on the southern slopes of the Teal Creek drainage basin, combines with Teal Creek approximately 1,000 feet downstream of the Teal Creek intake. The intake on Glaze Creek is located approximately 1,500 feet upstream from the junction of the two creeks. The Glaze Creek source has a history of good water quality with turbidity levels consistently low throughout the year. The city uses Glaze Creek as a water source year round. The City has a permit on Glaze Creek to withdraw 2.0 cfs (1.3 mgd).

State Permits. Falls City holds the following water permits with the State of Oregon as shown in Public Facilities Element Table 1.

**Public Facilities Element - Table 1
Falls City Municipal Water Rights Permits**

SOURCE	Permit Number	Quantity	File Date	Status
Teal Creek (Tributary of Little Luckiamute River)	2700	1.00 cfs / 0.65 mgd	1915	Developed / Water Source
Bouhey Creek (Trib. of Teal Creek)	4592	0.50 cfs / 0.32 mgd	1920	Undeveloped
Little Luckiamute River (Trib. Of Big Luckiamute River)	13970	0.50 cfs / 0.32 mgd	1939	Not Used Presently
Albert Teal Spring (Trib. Of Teal Creek)	35215	0.26 cfs / 0.17 mgd	1970	Developed (used as water source - abandoned in 2000)
Rattling Spring (Trib. of Teal Creek)	42509	0.80 cfs / 0.52 mgd	1920	Permit Cancelled
Berry Creek (Trib. Of Little Luckiamute River)	35222	1.00 cfs / 0.65 mgd	1970	Undeveloped
Glaze Creek (Trib. of Teal Creek)	46807	2.00 cfs / 1.29 mgd	1982	Developed / Water Source

Source: Falls City Water System Master Plan, 1993.

cfs: cubic feet per second; mgd: million gallons per day

Up until 1999, the City's storage capacity was a one million gallon, gravity-fed earth impoundment. The City constructed a 600,000-gallon reservoir with slow sand filtration that replaced the earth impoundment in 1999. Starting in 1998, the City also upgraded the treatment system. The reservoir received its final inspection on November 28, 2000, and substantively completed the system upgrades in 2000.

Distribution System in the 1990s

The pipes in the distribution system are mainly asbestos cement (AC) and polyvinyl chloride (PVC). Newer segments of pipe are PVC, and all of the 1998-2000 upgrades to the system used PVC pipe. There are some AC pipes remaining in the system.

Public Facilities Element Table 2 lists the improvements made to the water distribution system during 1999 and 2000.

Public Facilities Element - Table 2
Falls City Water System 1999-2000 Improvements Components

<i>Component</i>	<i>Type</i>	<i>Length</i>	<i>Location</i>
Water Treatment Plant	Slow sand filtration		Camp Kilowan
Water Reservoir	600,000 gallon	24 feet (height)	Forestland southwest of city limits
Water Main	12-inch	2,100 feet	Treatment plant to raw water plant
Water Main	8-inch	1,400 feet	Chamberlain St. to Reservoir
Water Main	12-inch	2,000 feet	Reservoir to Bridge Street
Water Main	12-inch	2,350 feet	Chamberlain Street to N. Main Street
Water Main	10-inch	1,150 feet	Bridge Street to Dayton Street
Water Main	10-inch	825 feet	Dayton - S. Main Streets to N. Main Street
Water Main	10-inch	1,900 feet	Bridge Street to Ellis Street
Water Main	8-inch	1,150 feet	Boundary Street - N. Main Street to Wood Street
Water Main	6-inch	1,115 feet	Fairoaks Street - 5 th Street to Wood Street
Water Main	6-inch	848 feet	Fairoaks Street - Wood Street to Ellis Street
Water main	6-inch	1,115 feet	Bryant Street - 5 th Street to Wood Street
Water Main	6-inch	600 feet	Bryant Street - 7 th Street to Socialist Valley Road
Water Main	6-inch	1,240 feet	S. Main Street - Dayton Street to East Avenue
Pressure Reading Valve	10-inch		Lewis Street
Pressure Reading Valve	10-inch		Bridge Street

Source: Falls City Water System Improvement Project Environmental Assessment, MWVCOG, 1996.

Treatment Plan. The only form of treatment of the water supply is chlorination. In 1993, the system did not comply with the Oregon Health Division's treatment requirements and performance standards for a surface water source. Installation of a filtration plant that includes chlorination facilities and water storage will bring the system into compliance.

Future Demand. In 1993, the Falls City water system served 850 people. With a projected annual growth rate of 1.44 percent, the Water System Master Plan anticipates the system will

serve 1,144 people by 2013. With growth and the upgrade of the water system completed in 2000, water use will increase. The current water supply is adequate to meet the City's needs through 2013.

Water Loss. Water loss can typically be attributed to a number of causes that include leakage, unmetered users, inaccurate meters, water used in fighting fires, flushing pipes, and water theft. In the late 1990's, the consulting engineer was unable to correlate water loss because of unmetered uses in the system. To determine actual water loss, the City needs to meter water used by or for City Facilities, the Fire Station, and backwashing at the Treatment Plant. In 1993, only twenty (20) water services in the city had meters and the City did not routinely read or service them. The lack of meters made it difficult to determine what percentage of the water customers used and what percentage is unaccounted-for water. The major improvements to the water system completed in 2000 included installing meters at all service connections. The City can now more accurately analyze the system for the actual loss of treated water.

Water Quality. There are no reports of any significant occurrences of waterborne diseases in the distribution system. The City does not appear to be receiving contamination from leaking pipes, cross-connections, or backflow within the system due to pressure drops.

Testing for Lead and Copper. The State requires lead and copper testing on a regular basis to determine the condition of the distribution system. Many communities have multiple lead and copper lines. As corrosion occurs, these lines leak into the distribution system. Falls City tested its water for lead and copper, and passed the regulatory requirement.

Water Conservation. Citizens should not confuse water rationing with water conservation. Water conservation is the practice of not wasting water. Water conservation must be practiced and emphasized not only within the Falls City Water System, but also throughout the region as the entire region draws upon the limited natural resources to supply even greater amounts of water. Major new projects may not receive governmental or public support without a water conservation program in place. The State of Oregon may in the future require a water conservation program for all public water systems.

Examples of conservation measures include the following.

1. Using good irrigation practices while watering lawns, flowers, and gardens, and planting grass or plants that require little or no water (xeriscape).
2. Taking fewer and shorter showers with water conserving showerheads or using less water for baths.
3. Waiting until it is full before running a dishwasher.
4. Turning the water off while one brushes their teeth.

5. Using a bucket and brush and turning the water off when washing a car at home, taking the car to a car wash that recycles its water, or not washing the vehicle as often.
6. Using the wastebasket for paper tissue versus flushing the toilet for disposal.

In all likelihood, these measures produce a long-term savings for each individual of approximately 20 to 30 gallons per day, or about 15 to 30 percent. It takes many people throughout the community practicing these conservation measures every day to make a difference. The savings can reduce the size and cost of the water treatment plant, and the need for expanded or new storage reservoirs.

Timing of water use is also very important. If the city reduces its peak day or peak hourly demands, it reduces the amount of water pumped and treated. If most of the people in the community balance their water use by utilizing the following techniques, the city could reduce the size and cost of its water supply system.

1. Watering at different times of the day or on different days--morning versus evening or odd versus even dates.
2. Taking showers and doing laundry at different times and on different days.
3. Not washing the car at the same time as watering the yard, or just not washing the car.
4. Not using more than one garden hose at a time when watering the yard.
5. Using fixed low capacity automatic sprinklers set to come on during low water demand periods.

The City may also include the following actions in their plans to reduce water use.

1. Prepare and distribute water conservation materials (bill inserts, etc.).
2. Distribute conservation retrofit kits.
3. Conduct a public information program including media, and presentations to schools and service organizations.
4. Reduce street and water main flushing.
5. Require pool covers to reduce evaporation.
6. Adopt an ordinance that all (new) residential, commercial and industrial facilities must use low water plumbing fixtures, landscaping and irrigation equipment.
7. Reduce system pressure to minimum allowable for the protection of public health.

8. Convert some of the drinking water used at the wastewater treatment plant from domestic drinking water to the reuse of wastewater, such as lawn irrigation, disinfection and wash-down hoses.

Re-use of Water. In addition to conservation, the reuse of “gray” water or even wastewater may become necessary someday. Gray water is domestic wastewater from sinks, washing machines or showers, etc. that does not contain sewage (urine, feces, vomit, blood, or other potentially infectious or hazardous material). Control becomes harder when the laundry contains baby’s diapers, or the person taking the shower has an infectious skin disease. The City or a citizen would not reuse water for domestic consumption or in places where the public comes in direct contact with the water. The City could reuse water to irrigate large lawns, golf courses, or feed-crops not intended for human consumption.

Emergency Water Source. The City possesses several alternative water sources, specifically from the Little Luckiamute River and its tributaries. If an emergency occurred, the City could connect to the outlets to Monmouth Spring or Albert Teal Springs.

Polk County Water Storage Concept. In 2011, Polk and Lincoln Counties presented a Valsetz Water Storage Concept Analysis (www.co.polk.or.us/cd/eh/valsetz-water-storage-concept-analysis). The two counties are facing increased water demand and scarce water supplies. “Both counties have worked collaboratively to explore whether a water storage reservoir on the South Fork Siletz River at the site of the historic town of Valsetz could meet water demands projected for 2050 for water providers and agricultural users. This potential storage facility would be located near the coastal mountain divide. Impounded water would be diverted to the west to serve Lincoln County and east to serve Polk County.”

The purpose of the study was to “conduct an appraisal level assessment of potential environmental effects and benefits of the Valsetz water storage project. The assessment focuses on three storage concepts alternatives determined by dam height and reservoir storage.” Study Analysis served as “preliminary, concept-level review of the resources that may be affected if a project were developed. The initial investigation” relied on “existing information, and extremely limited amount of field data and some preliminary modeling and analysis. This is a first step in understanding potential effects in the area that would be inundated by a project and the Siletz and Luckiamute Rivers.”

Although City representatives are aware of the Valsetz Water Storage Concept, interested City officials and citizens need to continue to monitor and consider involvement in the currently on-going development discussion.

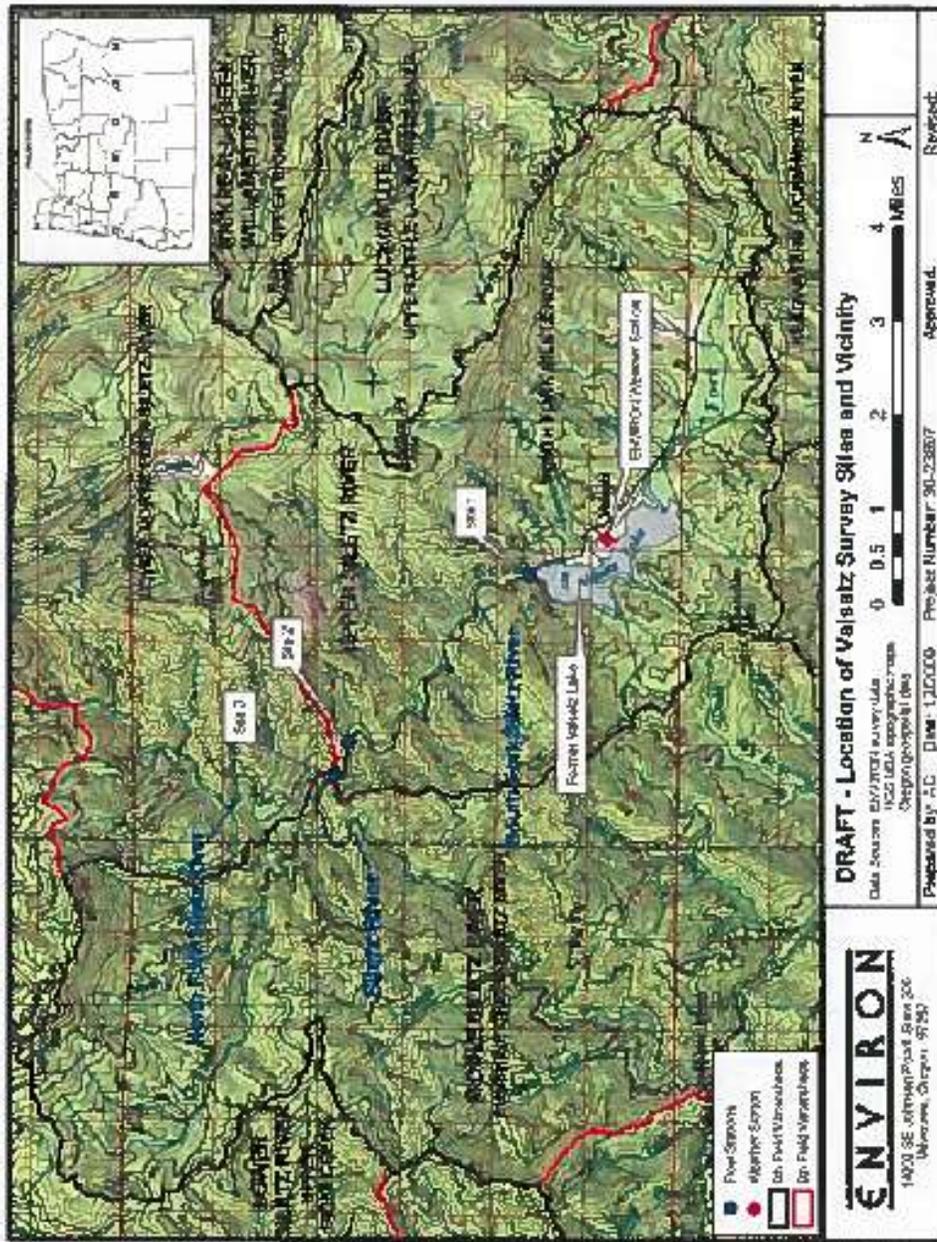


Figure 2. Location of weather station, gage site (Site 1) and sites where continuous temperature was recorded (Sites 1, 2, and 3).

B. SEWAGE TREATMENT FACILITIES

1. System Planning

In 2013, the City was finalizing an update to the Wastewater Master Plan with an anticipated adoption date during the summer of the same year. Upon Adoption, the Master Plan is used as an additional reference for analysis of its sewer treatment facilities.

The 2001 City of Falls City Wastewater Facilities Plan guides the City Council in the development of the sewer system. Copies of the plan are available for review through City Hall or for purchase based upon the cost of reproduction.

The 2001 update to the Public Facilities Element, Sewage Treatment Facilities, includes excerpts and summary information from the Wastewater Facilities Plan, prepared by Wallis Engineering and adopted by the City in 2001.

Falls City constructed the first public sewers in Falls City in 1986. Before that time, private on-site systems exclusively provided sewer service. The public sewer served those areas where private onsite sewer systems were performing poorly. A second phase of public sewer construction occurred in 1993. Like the first phase, it focused on providing sewer service to residences having problems with their onsite systems. The City served approximately 150 of the City's 400 residences by the completion of the two phases.

Falls City constructed the existing sewer system to serve those areas within the City that satisfied one or more of the following criteria:

1. Soils are poorly suited for septic tank drain fields. Soils north of the Little Luckiamute River are less suitable due primarily to high groundwater conditions and shallow depth to bedrock.
2. Existing residences are experiencing septic tank drainfield problems.
3. Clusters of existing homes constructed on small lots and thus unable to provide reserve drainfield area in case of future problems.

Most of these private systems are functioning well. Since the first public sewer became available, Falls City has seen the construction of 160 new homes but only five of these homes connect to the public sewers. There are the equivalent of approximately 165 homes connected to the public sewer system and approximately 250 homes served by private onsite systems. There are currently 154 connections to the public sewer system. Three of these are for connections from the high school, the middle school, and LaRue Apartments. These three connections are equivalent to more than one, single-family residence.

2. System Features

The City of Falls City's existing Wastewater Treatment Plant is located south of the high school. Septic tanks at individual homes and businesses provide primary treatment. Septic tanks at each individual home or business capture gross solids, grease, grit, and other material that may cause problems to transport in the small-diameter gravity mains and treat in the gravel-filter treatment facilities. The collection system provides some additional treatment, but that treatment is hard to quantify.

The City of Falls City operates two types of sewer systems in the City – small diameter gravity (SDG) and septic tank effluent pump (STEP). Both types have a septic tank installed at each service with the septic tank effluent either flowing by gravity through the collection system (SDG) or pumped through a pressure system (STEP) to the collection site.

The City operates a re-circulating gravel filter (RGF) wastewater treatment system. Treatment effluent is diverted either to 1) a subsurface drainfield area or to 2) Ultraviolet (UV) disinfection, and then discharged into the Little Luckiamute River during wet weather peaks. As of 2000, the system is not working properly. Specifically, it is unclear whether construction of the system conforms to its approved design. According to the design specifications, the effluent diverts to a dosing tank. It appears that wastewater from the RGF may be bypassing the dosing tank, and going directly to the UV treatment facility. This results in effluent receiving insufficient treatment before release into the Little Luckiamute River. There are also problems with the Fair Oaks Pump Station. During times of heavy rains, the pumps are unable to handle the load of wastewater entering the pump station. The reasons for these overflows are unclear at this time.

The Falls City Wastewater Treatment Plant is operating under a National Pollutant Discharge and Elimination System (NPDES) permit that is effective until January 31, 2005. The City of Falls City signed a Mutual Agreement and Order (MAO) with the Oregon Department of Environmental Quality (DEQ) on April 4, 2000. The MAO includes interim discharge limits that the City must meet until the completion of the wastewater treatment facility's upgrade improvements.

The current NPDES permit does not allow river discharge during the dry-weather i.e., low-river flow period between May 1 and October 31. The Falls City Wastewater Facilities Plan states that future effluent discharge alternatives would be limited to land or subsurface discharge i.e., no dry-weather river discharge. Falls City currently relies on subsurface disposal except for periods of high inflow.

C. STORM DRAINAGE-SYSTEM

A series of drainpipes along N. Main Street serve to drain the main part of Falls City. A series of ditches drains the rest of the City. The ditches drain into several creeks that eventually drain into the Little Luckiamute River. If a significant increase of traffic occurs, the City may decrease the water quality of the Little Luckiamute River.

Most of the land within Falls City slopes to some extent. There is very little flat land in and around the City. All commercial activity occurs along N. Main Street, the Falls City Highway that along with the Little Luckiamute River divides the City into northerly and southerly sections. Although there are residential developments throughout the community, there are more dwelling units north of North Main Street. Forest lands and agricultural parcels surround the community perimeter.

The system seems to function without any major problems. The system is one of random placement without an overall design concept.

As new development occurs, the City will eventually need a complete Storm Sewer Plan to meet drainage requirements. New developments will increase runoff and tax the existing system to such a point this plan will become a necessity. As development occurs throughout the City, developers shall build additional lines and trunks to carry the surface water. Street criteria will include features for storm drainage, and the design of building sites will include provisions for drainage. New storm drains should connect logically to the existing system. Portions of the existing system will have to be improved and enlarged to accommodate larger volumes of storm water. The City will continue to pursue funding options for system improvements.

Legal Requirements. The State of Oregon adopted the civil law doctrine of drainage. This doctrine directs an adjoining landowner to accept the normal course of natural drainage, but is entitled to protection when the normal drainage changes or substantially increases. The lower landowner may not obstruct the run-off from the upper land, if the upper landowner is properly discharging the water.

In Oregon, for drain water to cross onto other lands, the landowner must initially satisfy the following.

1. The lands must contain a natural drainage course, and;
2. The landowner must have acquired the right of drainage supported by consideration.

In addition, because Oregon has adopted the civil law doctrine of drainage, a property owner must follow three basic elements.

1. A landowner may not divert water onto adjoining land that would not otherwise flow there. "Divert water" includes, but is not necessarily limited to:

- Water diverted from one drainage area to another
 - Water collected and discharged which normally would infiltrate into the ground, pond, and/or evaporate
2. The upper landowner may not change the place where the water flows onto the lower owner's land. (Most of the diversions not in compliance with this element result from grading and paving work, and/or improvements to water collection systems.)
 3. The upper landowner may not accumulate large quantities of water, and then release it, greatly accelerating the flow onto the lower owner's land. This does not mean that the upper landowner cannot accelerate the flow of water at all.

Storm Water Quality Rules and Regulations. As part of the new Environmental Protection Agency (EPA) rules, individuals, companies, or public agencies must obtain National Pollutant Discharge Elimination System (NPDES) permits. The purpose of the permit is to regulate the discharge of storm water. In Oregon, DEQ implements these rules according to their agreement with EPA. These new rules are a result of an increased understanding about the environmental impacts of storm water run-off and several years of litigation.

Best Management Practices (BMP's). Best Management Practices (BMP's) are those physical, structural and managerial practices and prohibition of practices, that, when used singly or in combination, control storm water peak flow rates and volumes and prevent or reduce pollution of surface water or groundwater.

Detention Facilities. The City requires detention facilities to detain and treat stormwater run-off. They provide temporary storage of storm water and reduce the rate of run-off during and following a storm event. Detention facilities are generally designed to control the rate of the discharge rather than store all stormwater discharged from an area. Some typical facilities include ponds, concrete basins, and buried vaults.

Detention facilities can also be effective in removing soil particles and suspended solids because of sedimentation. Upon entering a detention facility, storm water velocity reduces and larger particles fall from solution due to the influence of gravity.

Aboveground detention facilities, such as a stormwater detention pond, have associated limitations and concerns, including the following:

- May be a safety hazard to children and others and require fencing.
- Are not effective in removing dissolved pollutants.
- May be constructed only in areas where land is available.
- Only prevent flooding in downstream properties.

Existing Operation and Maintenance Practices. The City’s Public Works Department operates and maintains storm water facilities within the city limits. While the City maintains facilities on a regular basis or as the need arises, there is currently no formal maintenance schedule. For example, the City generally cleans catch basins twice a year, or as conditions warrant. Catch basins once clogged receive immediate cleaning to prevent flooding. Inspection of facilities occurs as part of performing general maintenance activities in the community.

Preventative Maintenance. Preventative maintenance consists of all measures taken to prevent conditions from developing which would reduce the storm water system’s ability to function properly. Maintenance tasks for a preventative program include the following:

- Leaf removal: A leaf removal program reduces the potential for storm sewer blockage and subsequent flooding caused by leaf debris.
- Garbage pick-up: Adequate garbage service ensures that individuals dispose of refuse, that the franchised company serving the City takes the refuse to a sanitary landfill, and that refuse is not left to wash down the storm drain.
- Hazardous waste removal: A municipally sponsored hazardous waste program would give citizens the opportunity to properly dispose of household wastes, such as motor oil, paint, pesticides, and herbicides.
- Sediment control: By requiring builders to implement proper erosion prevention methods, the City controls the amount of sediment associated with new development.

Drainage Requirements. The City requires all properties, at the time of development, to direct storm water run-off to a public storm sewer or natural drainage channel. Receiving waters, including underground storm drainage systems, shall have adequate capacity to carry necessary flow without overflowing or causing damage to public property or welfare. The developer and/or property owner is responsible for the cost of an approved system, including any required improvements or additions to the off-site system.

Calculations. As parts of the development permit application, the City requires design calculations performed and stamped by a Civil Engineer registered in the State of Oregon with all plan submittals. Table 5 shows the storm type frequency used when making design calculations.

**Public Facilities Element - Table 5
Storm Frequency Design Standards**

<i>Development Type</i>	Frequency	Detention Release Rate
Residential	25 year	N/A
Industrial	25 year	5 year
Commercial	25 year	5 year

Run-Off Control. During the development review process, the City requires run-off controls limiting the developed condition’s peak rates of run-off to the pre-development run-off rate.

This usually means detaining the storm water displaced by the addition of impervious surface. Detention is the collection and temporary storage of surface water and restriction of the outflow rate, usually to the pre-developed flow rate. Detention storage is equal to the difference in volume of run-off from the 25-year storm event with post-development conditions and the 5-year storm with pre-development conditions. The city requires detention for all developments on one-half acre or greater.

D. SOLID WASTE FACILITIES & SERVICES

The City of Falls City does not have a solid waste disposal facility. Republic Service of Dallas/ Allied Waste Division (www.disposal.com) provides the solid waste disposal service for the City. The company disposes waste at the Coffin Butte landfill north of Corvallis. According to the City's 2001 version of the Comprehensive Plan, Valley Landfills, Inc., expects the Coffin Butte site to have a 30 to 50 year service capacity.

The City's 2001 Comprehensive Plan indicated that no recycling programs were available to its residents. Since that time the City now contracts for curbside co-mingled recycling but does not provide for recycling of lawn debris.

Republic Service of Dallas/Allied Waste Division currently has representation on the Mid-Valley Garbage and Recycling Association, a group for companies transporting solid waste.

E. POLICE SERVICES

Willamette Valley Communications Center and Polk County Emergency Services both provides the emergency (911) communications services to the area. The Communications Center and Emergency Services receives all emergency calls and off-hours business calls. The Communications Center also dispatches the officers from the County Sheriff's Office, Falls City Fire Department and the Rural Fire District.

Falls City residents may call either 911 or the Sheriff's office directly based upon the severity of the issue. Polk County Sheriff's office offers an on-line reporting system via <http://www.co.polk.or.us/sheriff/report-crime> and a list of reportable crimes may be accessed via <http://www.co.polk.or.us/sheriff/crimes-available-online-reporting>.

Additionally, the Polk County Sheriff's Office will continue participation in Polk County major crime team, the multi-disciplinary Child Abuse Investigation Team, Western States Information Network (W.S.I.N.), the Oregon State Sheriff's Association, and the Oregon Narcotics Enforcement Association.

F. FIRE SERVICES

The Falls City Fire Department (FCFD) provides fire protection for the City and is notified by Willamette Valley Communication Center (WVCC) that is an enhanced 911 call-center. The

FCFD service area includes areas outside the City limits through contract with the Southwest Polk Rural Fire District (SRFPD). The fire department has an average staff of 30 volunteers. The Chief and Assistant Chief are volunteer positions.

The Insurance Service Office (ISO) reviews fire districts/departments and applies a fire suppression-rating schedule. Before assigning the rate, the ISO evaluates fire protection services based upon the available water supply, ability to transport water, the number and type of trained personnel, type of available equipment, and handling emergency alarms. Rating ranges from one (1) to ten (10) with number one (1) being the best and number ten (10) being the worst. In 2011, the City's fire ISO rating was a five (5).

Apparatus available to the district in 2013 includes the following:

SRFPD: Engine 121, Tender 124, Tender 125 and Duty 127, and
FCFD: Engine 122 and Engine 123

Two (2) City engines hold 1400 gallons of water. Engine 122 holds 750 gallons of water and engine 123 holds 650 gallons of water. Each engine carries multiple lengths of hoses and sizes. Both engines carry a variety of fire suppression equipment including wild-land firefighting equipment, and medical equipment.

The Falls City Fire Department's mission is to provide services in these three areas:

- Protect life and property from destructive fires
- Provide non-transported emergency medical services.
- Actively educate the community and its schools about fire prevention.

G. SCHOOL SYSTEM

Falls City School District #57 was formed in 1885. The District is a separate governmental agency within the community.

Total enrollment in the school district during the 2012-2013 (January 2013) school year was 133 students in grades Kindergarten through 12th with an additional 15 students participating in the pre-Kindergarten program. Over the last ten (10) years, the School District has experienced a decline in student enrollment.

Currently, the school district uses four (4) buildings – the elementary school that houses grades K- 8, the high school (grades 9-12), the gymnasium, and a shared building. Half of the building is the location of the Wagner Community/ High School Libraries- both of which are operated by the School District. The other portion of the building is utilized as the Science classroom and lab.

The grade school, 177 Prospect Street, is located on the south side of the street and west of

Boundary Street. The high school, 111 N. Main Street, is located on the south side of the street and east of Boundary Street.

Transportation services for the School District are contracted through Mid Columbia Bus Company with an office in Dallas, OR, and the main office being in Pendleton.

Public Facilities Element - Table 5
Average Elementary and Secondary School Enrollment
Falls City 1985-2000

<u>School Year</u>	<u>K-8</u>	<u>9-12</u>	<u>Total</u>
1985-86	127	67	194
1986-87	143	79	222
1987-88	92	100	192
1988-89	119	92	211
1989-90	127	79	206
1990-91	140	80	220
1991-92	119	85	204
1992-93	107	105	212
1993-94	130	88	218
1994-95	149	94	243
1995-96	119	85	204
1996-97	149	84	233
1997-98	144	96	240
1998-99	134	85	219
1999-2000	154	74	228

GOAL 5 RESOURCES

Introduction

The purpose of Goal 5 is: “*To protect natural resources and conserve scenic and historic areas and open spaces.*” The goal language states that local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations. The goal requires that the following resources be inventoried:

- Riparian corridors, including water and riparian areas and fish habitat
- Wetlands
- Wildlife Habitat
- Federal Wild and Scenic Rivers
- State Scenic Waterways
- Groundwater Resources
- Approved Oregon Recreation Trails
- Natural Areas
- Wilderness Areas
- Mineral and Aggregate Resources
- Energy sources
- Cultural areas

Local governments are encouraged to maintain current inventories of the following resources:

- Historic Resources
- Open Space
- Scenic Views and Sites

Administrative rules to implement Goal 5 were first adopted by the Department of Land Conservation and Development (DLCD) in 1981 and then revised in 1996 for all resources except cultural resources. Cultural resource requirements are still based on the original Goal 5 rules. The rules establish the following standard five-step planning process:

1. Inventory local occurrences of resources listed in Goal 5 and determine which sites are “significant”, i.e. important.
2. Identify potential land uses on or near each resource site and any conflicts that might result.

3. Analyze the economic, social, environmental, and energy (ESEE) consequences of allowing, limiting or prohibiting such conflicting uses.
4. Adopt policies to allow, limit or prohibit conflicting uses at each site.
5. Adopt measures such as zoning and ordinances to put the policies into effect.

The 1996 rule revision made several important changes including making new inventories voluntary for historic resources, open space and scenic resources and adding new “safe harbor” procedures for certain resources that are more prescriptive, requiring less work for local governments.

Safe Harbor and Standard Planning Process Comparison

Safe harbor is an important new element of the revised Goal 5 rules that provides greater certainty and short cuts over the standard five-step planning process, while still providing flexibility. For riparian corridors, wetlands and wildlife habitat local governments have the option of following the standard five-step process or the safe harbor approach. A “safe harbor” consists of an optional course of action that satisfies certain requirements under the standard process. For example, a jurisdiction may adopt a wetland ordinance that meets the requirements of the Goal 5 safe harbor wetland protection program, in lieu of following the ESEE decision process. Depending on the resource, the safe harbor provisions may apply to the inventory, significance determination, analysis, and/or protection program. The standard process give local governments more flexibility, but is more time consuming, costly to apply, and heightens the risk of litigation.

Falls City Goal 5 Process

The following sections outline the process used to address Goal 5 requirements in Falls City.

Resource Inventories and Significance Determinations

Inventories were conducted for the area within the Falls City Urban Growth Boundary (UGB) (Figure 1). Information was collected from federal, state and local agencies, Falls City staff, existing maps and reports, and local citizens. A local wetland and waterway inventory was conducted in the field.

Resource Protection Measures

Resource protection measures include ordinances and protection plans. The protection measures apply to significant resources within the city limits and will apply to resources outside the city limits upon annexation to the city.

Goal 5 Resources

Each Goal 5 resource is addressed separately in the following sections. Each section contains the resource definition(s) from DLCD rules (unless another source is listed), specific requirements in place of or in addition to the standard process, if any, for inventory procedures and significance determinations, the methods used to conduct the inventories and significance determinations, the results of the inventories, a determination of adequacy of inventory information and significance determinations. For resources determined to be significant a description of proposed resource protection measures is provided.

Wildlife Habitat

Definitions

"Wildlife habitat" is an area upon which wildlife depend in order to meet their requirements for food, water, shelter, and reproduction. Examples include wildlife migration corridors, big game winter range, and nesting and roosting sites (OAR 660-23-110 (1)(b)).

Inventory Requirements and Methods

Local governments may determine wildlife habitat significance using the standard inventory process or apply safe harbor criteria. This inventory provides information for the safe harbor method for identifying significant wildlife habitat in Falls City. Additional inventory and assessment work would be required to use the standard process. Under the safe harbor criteria, local governments may determine that "wildlife" does not include fish, and that significant wildlife habitat is only those sites where one or more of the following conditions exist:

- (a) The habitat has been documented to perform a life support function for a wildlife species listed by the federal government as a threatened or endangered species or by the state of Oregon as a threatened, endangered, or sensitive species;
- (b) The habitat has documented occurrences of more than incidental use by a species described in subsection (a) of this section;
- (c) The habitat has been documented as a sensitive bird nesting, roosting, or watering resource site for osprey or great blue herons pursuant to Oregon Revised Statutes 527.710 (Oregon Forest Practices Act) and OAR 629-024-0700 (Forest Practices Rules);
- (d) The habitat has been documented to be essential to achieving policies or population objectives specified in a wildlife species management plan adopted by the Oregon Fish and Wildlife Commission pursuant to Oregon Revised Statutes Chapter 496; or
- (e) The area is identified and mapped by ODFW as habitat for a wildlife species of concern and/or as a habitat of concern (e.g., big game winter range and migration corridors, golden eagle and prairie falcon nest sites, or pigeon springs).

ODFW and the Oregon Natural Heritage Program (ONHP) were contacted for information on wildlife habitat and species of concern.

Inventory Results

ONHP reported no records of rare, threatened or endangered plant or animal species in Falls City. ODFW provided fisheries information but reported no other wildlife information for Falls City.

Adequacy of Information

The available information is adequate to complete the Goal 5 process for wildlife habitat using the safe harbor methodology.

Significant Resources

There is no significant wildlife habitat in Falls City.

Federal Wild and Scenic Rivers

Definitions

Federal Wild and Scenic Rivers are river segments and associated corridors designated by the federal government under the Wild and Scenic Rivers Act (16 U.S.C. 1271-1287).

Inventory Requirements and Methods

All Federal Wild and Scenic Rivers are considered significant. The National Park Service's on-line Wild and Scenic Rivers List was reviewed for current information.

Inventory Results

There are no Federal Wild and Scenic Rivers in Falls City (NPS 2001).

Adequacy of Information

The available information is adequate to complete the Goal 5 process for Federal Wild and Scenic Rivers.

Significant Resources

There are no Federal Wild and Scenic Rivers in Falls City.

State Scenic Waterways

Definitions

State Scenic Waterways are river segments and associated corridors designated by the state under the Scenic Waterways statutes (Oregon Revised Statutes 390.826).

Inventory Requirements and Methods

All State Scenic Waterways are considered significant. The Oregon State Legislature's on-line Oregon Revised Statutes (1999 edition) was reviewed for current information.

Inventory Results

There are no State Scenic Waterways in Falls City.

Adequacy of Information

The available information is adequate to complete the Goal 5 process for State Scenic Waterways.

Significant Resources

There are no State Scenic Waterways in Falls City.

Groundwater Resources

Definitions

"Groundwater" is any water, except capillary moisture, beneath the land surface or beneath the bed of any stream, lake, reservoir, or other body of surface water (OAR 660-23-140 (1)(b)).

Inventory Requirements and Methods

By rule, significant groundwater resources are limited to the following:

- (a) Critical groundwater areas and ground-water-limited areas designated by the Oregon Water Resources Commission (OWRC), and
- (b) Wellhead protection areas delineated following the standards and procedures in Oregon Health Division rules and either:
 - (1) The public water system served by the wellhead area has a service population greater than 10,000 or has more than 3,000 service connections and relies on groundwater from the wellhead area as the primary or secondary source of drinking water; or
 - (2) The wellhead protection area is determined to be significant under criteria established by a local government, for the portion of the wellhead protection area within the jurisdiction of the local government.

Inventory Results

Falls City supplies municipal water from surface sources. There are no wellhead protection areas; critical groundwater areas or groundwater limited areas designated by OWRC in Falls City.

Adequacy of Information

The available information is adequate to complete the Goal 5 process for groundwater resources.

Significant Resources

There are no significant groundwater resources in Falls City.

Approved Oregon Recreation Trails

Definitions

Oregon Recreation Trails are recreational trails for walking, bicycling and horseback riding designated by rule by the Oregon Parks and Recreation Commission (OAR 660-23-150 (1)).

Inventory Requirements and Methods

Local governments are required to designate all recreation trails approved by OPRC as significant resources.

OPRC was contacted for current information.

Inventory Results

There are no Approved Oregon Recreation Trails in Falls City (Loughran 2000).

Adequacy of Information

The available information is adequate to complete the Goal 5 process for Oregon Recreation Trails.

Significant Resources

There are no Approved Oregon Recreation Trails in Falls City.

Natural Areas

Definitions

“Natural areas” include areas listed in the Oregon State Register of Natural Heritage Resources (OAR 660-23-160 (1)).

Inventory Requirements and Methods

All listed natural areas are considered significant.

The most recent published edition of the Oregon State Register of Natural Heritage Resources was reviewed and ONHP was contacted for current information.

Inventory Results

There are no listed Natural Areas in Falls City (ONHAC 1998, ONHP 2000).

Adequacy of Information

The available information is adequate to complete the Goal 5 process for natural areas.

Significant Resources

There are no significant natural areas in Falls City.

Wilderness Areas

Definitions

“Wilderness areas” are those areas designated as wilderness by the federal government (OAR 660-23-170 (1)).

Inventory Requirements and Methods

All federally designated wilderness areas are considered significant.

Inventory Results

There are no federally designated wilderness areas in Falls City.

Adequacy of Information

The available information is adequate to complete the Goal 5 process for wilderness areas.

Significant Resources

There are no federally designated wilderness areas in Falls City.

Mineral and Aggregate Resources

Definitions

“Minerals” includes soil, coal, clay, stone, sand, gravel, metallic ore and any other solid material or substance excavated for commercial, industrial or construction use from natural deposits situated within or upon lands in this state (Oregon Revised Statutes 517.750).

"Aggregate resources" are naturally occurring concentrations of stone, rock, sand and gravel, decomposed granite, lime, pumice, cinders, and other naturally occurring solid materials used in road building (OAR 660-23-180 (1)(a)).

Inventory Requirements and Methods

Local governments are not required to amend acknowledged inventories or plans with regard to mineral and aggregate resources except in response to an application for a post-acknowledgement plan amendment (PAPA), or at periodic review to include procedures and requirements consistent with this rule for the consideration of PAPAs concerning aggregate resources.

An inventory was not conducted. Available information was reviewed.

Inventory Results

There has not been an inventory of mineral and aggregate resources in Falls City to date. DOGAMI inventoried existing and past rock material extraction sites in Polk County in 1981 and did not identify any sites in Falls City.

Adequacy of Information

Not applicable.

Significant Resources

There are no identified significant mineral or aggregate resources in Falls City.

Energy Sources

Definitions

"Energy source" includes naturally occurring locations, accumulations, or deposits of one or more of the following resources used for the generation of energy: natural gas, surface water (i.e., dam sites), geothermal, solar, and wind areas (OAR 660-23-190 (1)(a)).

Inventory Requirements and Methods

Local governments shall amend their acknowledged comprehensive plans to address energy sources using the standard inventory process. Energy sources applied for or approved through the Oregon Energy Facility Siting Council (EFSC) or the Federal Energy Regulatory Commission (FERC) shall be deemed significant energy sources for purposes of Goal 5.

EFSC and FERC on-line sources were reviewed for current information.

Inventory Results

There are no energy facilities applied for or approved by the Oregon Energy Facility Siting Council in Falls City (EFSC 2001). There are no hydroelectric generating facilities approved or exempted by the Federal Energy Regulatory Commission in Falls City (FERC 2001, FERC 2000).

Adequacy of Information

The available information is adequate to complete the Goal 5 process for energy sources.

Significant Resources

There are no significant energy sources in Falls City.

Cultural Areas

Definitions

The term “cultural resources” is not defined in state law or regulation. Cultural resources broadly defined are the physical remains of a people's way of life. Cultural resources include properties and sites with historic or archaeological significance.

Inventory Requirements and Methods

The standard inventory process is required.

The State Historic Preservation Office (SHPO) was contacted for current information.

Inventory Results

SHPO did not have any information on cultural resources in Falls City.

Adequacy of Information

The information is inadequate to proceed with the Goal 5 process.

Significant Resources

Undetermined.

Historic Resources

Definitions

"Historic resources" are those buildings, structures, objects, sites, or districts that have a relationship to events or conditions of the human past (OAR 660-23-200 (1)(d)).

"Historic resources of statewide significance" are buildings, structures, objects, sites, or districts listed in the National Register of Historic Places, and within approved national register historic districts pursuant to the National Historic Preservation Act of 1966 (16 U.S.C. 470).

Inventory Requirements and Methods

Local governments are not required to amend acknowledged plans or land use regulations in order to provide new or amended inventories or programs regarding historic resources, except local governments shall protect all historic resources of statewide significance through local historic protection regulations.

SHPO was contacted for current information and the National Register Information System on-line database was queried.

Inventory Results

An inventory of historic properties has not been completed for the city of Falls City. No information was available from SHPO. The National Register Information System (National Park Service 2001) did not include any listings within the Falls City UGB.

The City of Falls City recognizes that certain significant historic resources located within its boundaries contribute to the unique character of the community and are irreplaceable, and as such, merit preservation. Existing city ordinance establishes an Historic Landmark Commission; a program for the identification, evaluation, and designation of historic resources as landmarks; public incentives for the preservation of Designated Landmarks; and land use regulations regarding the alteration, moving or demolition of Designated Landmarks and Historic Resources of Statewide Significance. The Historic Landmark Commission has completed a number of activities to identify and protect historical resources. These include a "context statement" or history of the city's built environment, adoption of criteria in city ordinance for nominating significant historic resources including historic landmarks, districts, corridors and contributing resources, identifying properties to inventory (15 have been pre-inventoried under a SHPO grant), and developing public incentives for historic resource protection. The Commission is considering the possibility of recommending an historic corridor along the river (since many of the identified and pre-inventoried structures are on North and South Main streets), including the falls, or an historic overlay district.

Adequacy of Information

Not applicable.

Significant Resources

No significant historic resources have been identified in Falls City.

Open Space

Definitions

"Open space" includes parks, forests, wildlife preserves, nature reservations or sanctuaries, and public or private golf courses (OAR 660-23-220 (1)).

Inventory Requirements and Methods

Local governments are not required to amend acknowledged comprehensive plans to identify new open space resources.

Inventory Results

An inventory of this resource has not been conducted in Falls City. There are three city parks; Riverside Park is a tree shaded 2.24-acre (0.91 hectare) area adjacent to the south bank of the Little Luckiamute River near the city center. Its facilities include a tennis court, barbecue grill, playground equipment, and picnic tables. Easy access to the river makes it a very desirable spot for fishing. Evening activities can be accommodated due to the availability of electrical connections. Michael S. Harding Memorial Park is a .50-acre (.20 hectare) area adjacent to the south side of the river about a quarter of a mile from the city center. Its main attraction is a close-up view of the falls for which the city is named. Upper Park is a 9.60-acre (3.88 hectare) area abutting the city's northern boundary in the northwest section. It is the largest of the city parks and offers a wide array of recreational activities. Picnic tables, grills, playground equipment, and a covered entertainment platform are intermingled among towering Douglas fir trees that dominate the park's landscape. Electrical connections make this park a popular site for night activities. Also, a 2.00-acre (0.81 hectare) baseball field equipped with a diamond and dugouts adjoins the park to the north. Although not within the city limits, mention should be made of George Gerlinger State Park. This 3.3-acre (1.34 hectare) area is 1.5 miles (2.4 km) from the western edge of the City on the south side of the Little Luckiamute River. Swimming and fishing are popular at the park as is hiking on any of the scenic trails that lead upstream and downstream.

Adequacy of Information

Not applicable.

Significant Resources

No significant open space resources have been identified in Falls City.

Scenic Views and Sites

Definitions

"Scenic views and sites" are lands that are valued for their aesthetic appearance (OAR 660-23-230 (1)).

Inventory Requirements and Methods

Local governments are not required to amend acknowledged comprehensive plans in order to identify scenic views and sites. An evaluation of scenic resources was conducted in 1979 as part of the comprehensive planning process. A new inventory was not conducted.

Inventory Results

An evaluation of scenic resources was conducted in 1979 using a system employed by the U.S. Forest Service. The goal of this system is to provide an inventory of the visual quality and to provide criteria and standards for proper visual management. Visual quality is defined as a function of the physical variety of the natural features of this land and the natural variety of the land that can be seen from any particular place. Quality is determined by objectively rating the land into relative values to each of the possible quality ratings. The relative values are called visual quality objectives for they are intended to indicate objectives for the visual management of the land. The five visual quality objectives are:

Preservation - Class 1

Only ecological changes should be allowed. All other alterations should be prohibited except for recreation facilities that exhibit a very small visual impact.

Retention - Class 2

Management activities under this objective should follow the characteristic form, line, color and texture of the landscape. This objective provides for management, which should not be visually evident.

Partial Retention - Class 3

Subordinate management activities are allowed under this objective and should repeat form, line, color and texture in conjunction with the landscape. Also, changes of size, amount, intensity, direction, and pattern of these form dominance elements (form, line, color, texture), should remain secondary.

Modification - Class 4

Management activities may modify the landscape in such a way as to visually dominate except when the activity would alter the vegetation or landform that would require that such changes conform completely to the naturally occurring dominance elements of the

nearby area. This is the objective at which such alterations as buildings, woods, and signs etc., are introduced if they are compatible with the guidelines set by this objective.

Maximum Modification - Class 5

This visual quality objective allows the greatest range of management activity. Alterations of vegetation and landform are allowed to dominate the landscape. , Changes should be made, however, in a fashion to blend with the landscape when viewed as part of the background. When viewed as foreground or middle ground, such changes should totally digress from the existing structure of the dominance elements.

Scenic resources in Falls City are limited to the two-acre (0.81 hectare) city park in the northwest section and the Little Luckiamute River and its resource. These are the only two areas that rated the Preservation or Retention visual quality objective. The remaining approximate 95% of the area falls in either Class 3, 4, or 5. Management objectives under these classes dictate that the land can be modified to some extent without visually disrupting the existing scenic quality. Approximately 45% of the land area is classed as Partial Retention, 15% is Modification and 35% is Maximum modification.

If Falls City is to maintain its present level of scenic quality, growth with its accompanying land modifying implications must be kept in the areas of Classes 3, 4, and 5. These are the areas in which landscape modification is allowed to a greater extent because of poor existing scenic quality. In the large area of Partial Retention (Class 3), caution must be used and care exercised in modifying the landscape. Any modification must follow the guidelines set forth under this quality, objective to retain the existing visual quality. Any proposed changes in either the Preservation (Class 1) or Retention (Class 2) zones should be carefully examined and guidelines for modification in those areas strictly adhered to.

Adequacy of Information

The available information is adequate to complete the Goal 5 process for energy sources.

Significant Resources

The two-acre (0.81 hectare) city park in the northwest section and the Little Luckiamute River are significant open space resources.

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(Figure 1) Falls City Urban Growth Boundary (UGB)

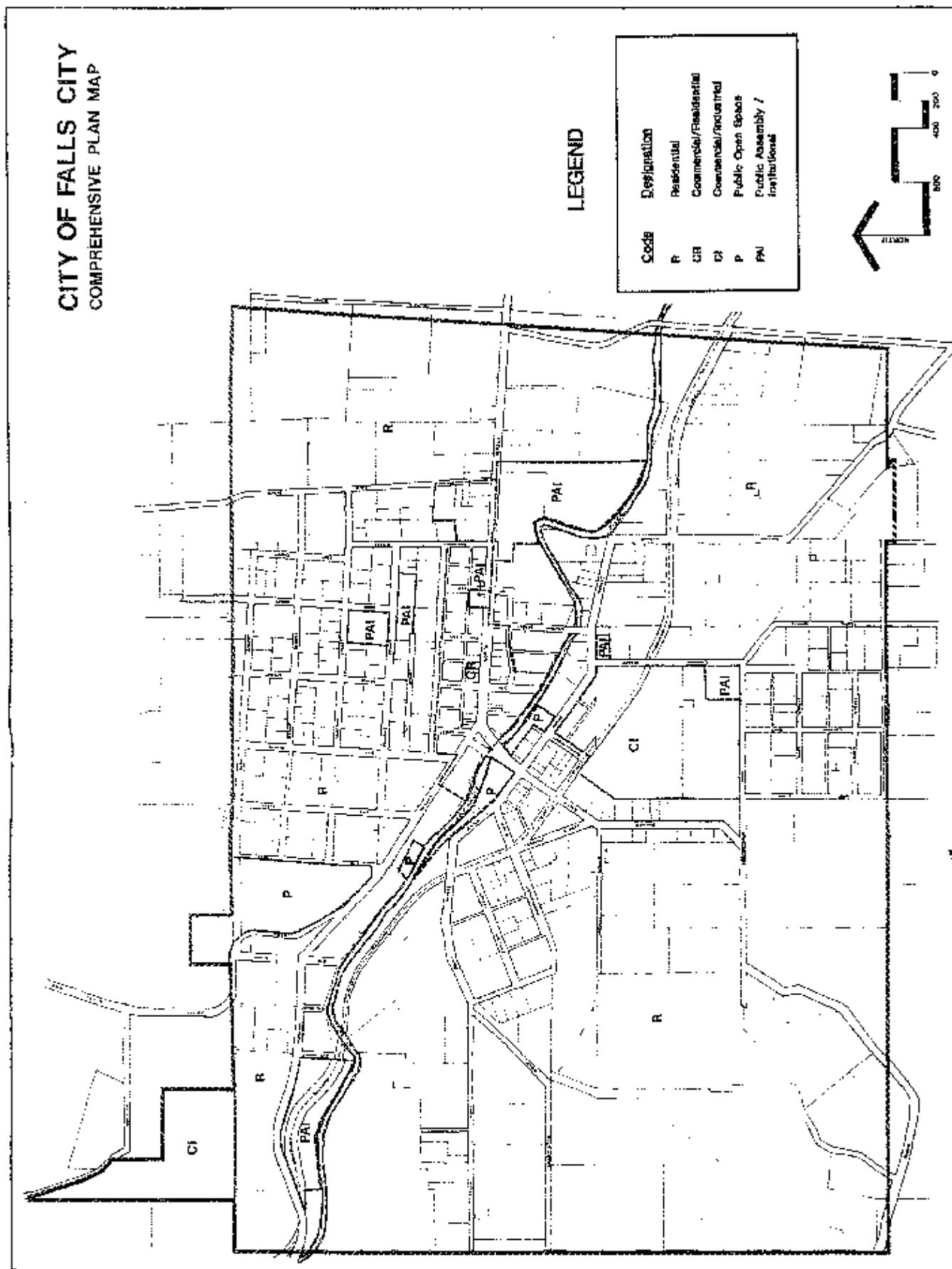


Table 1. Goal 5 Resources Summary				
Resource	Inventory Type	Inventory Results	Significant Resources	Goal 5 Process
<i>Wildlife Habitat</i>	Safe Harbor	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Federal Wild and Scenic Rivers</i>	Standard	Resource does not occur in Falls City	NO	Complete; no further action required
<i>State Scenic Waterways</i>	Standard	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Groundwater Resources</i>	Critical groundwater areas; groundwater limited areas; wellhead protection areas delineated per OHD rules	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Approved Oregon Recreation Trails</i>	Standard	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Natural Areas</i>	Standard	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Wilderness Areas</i>	Standard	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Mineral and Aggregate Resources</i>	None; not required	Inventory not conducted	NO	Complete; no further action required
<i>Energy sources</i>	Standard	Resource does not occur in Falls City	NO	Complete; no further action required
<i>Cultural areas</i>	Standard	Inadequate information	NO	Delay until adequate information available
<i>Historic Resources</i>	National Historic Register only; standard inventory not required	No National Historic Register sites occur in Falls City	NO	No further action required
<i>Open Space</i>	None; not required	Inventory not conducted	NO	Complete; no further action required
<i>Scenic Views and Sites</i>	Existing inventory in 1979 Comprehensive Plan.	City park in the northwest section of city and the Little Luckiamute River	YES	Protect resource

AIR, WATER, and LAND RESOURCES QUALITY

Oregon's statewide planning goals and guidelines include a goal to maintain and improve the quality of air, water, and land resources of the state. This goal is mainly accomplished by local compliance with state and federal regulations. A variety of state agencies administer resource quality protection programs and maintain databases about resource quality but the lead state agency is the Department of Environmental Quality (DEQ).

The purpose of this section is to briefly summarize existing regulations and information in agency databases regarding land, air, and water quality in the Falls City area. Local governments must comply with, and sometimes enforce, existing regulations and this section is intended to be a quick overview of existing environmental requirements. Requirements are complex and ever changing. DEQ publishes a useful document called "*An Oregon Guide to Environmental Requirements for Local Governments*" (DEQ, 1997).

DEQ regulates the discharge of pollutants into the environment. Currently the following activities will require a permit or plan approval from DEQ or other state agencies:

- Discharging any material into waters of the state;
- Disposal of wastewater to the land surface or injection of wastewater into the ground;
- Discharge of storm water associated with industrial activity, directly or indirectly, through the storm sewers or storm drainage to surface waters;
- Disturbance of five or more acres of land with clearing, grading, excavating, and/or construction activities;
- Removal of friable asbestos-containing material;
- Ownership or operation of a landfill, transfer station, incinerator, or septage lagoon for non-hazardous wastes; and
- Treatment of petroleum contaminated soil from underground storage tank release on-site or off-site.

The following activities may require a permit or plan approval from DEQ or other state agencies:

- Handling or storing petroleum products above ground;
- Discharge of any emission to the air;
- Use of solvents, degreasers, and paint; and gasoline storage by a business;
- Treatment, collection, storage, or disposal of hazardous wastes that are corrosive, toxic, reactive, or ignitable;

- Storage or transport of waste tires;
- Installation or removal of an underground storage tank;
- Construction of a parking lot; and
- Purchase or lease of land for project development (environmental assessment).

Some DEQ permit and plan approval actions affect land uses and, therefore, require a Land Use Compatibility Statement (LUCS) from the city and/or county. The following list of applications must include a LUCS from the affected local government:

- Approval Of Air Quality Notice Of Construction
- Air Contaminant Discharge Permits
- Oregon Title V Air Quality Operating Permit
- Noise Impact Boundaries For Racing Facilities
- Airport Abatement Plan/ Noise Impact Boundaries
- Air Indirect Source Construction Permits.
- Parking And Traffic Circulation Plans
- Solid Waste Disposal Permits/Authorization Letter
- Commercial Composting Facility
- Waste Tire Storage Permits
- Hazardous Waste/Polychlorinated Biphenyl (PCB) Storage, Treatment, And Disposal Permits
- Pollution Control Bond Fund Request
- Wastewater System Facility/Sewer System Plans
- Water Quality Construction Grants
- Municipal Wastewater Treatment System State Revolving Loan Request
- Certification Of Water Quality Standards For Federal Permits
- On-Site Sewer Permits
- Water Discharge Permits: National Pollution Discharge Elimination System (NPDES) and Water Pollution Control Facility (WPCF).

The Oregon Health Division (OHD) requires information about project compatibility with local land use plans and ordinances in the following situations:

- New public water systems
- Major additions, alterations, and extensions of water transmission mains
- Development of new water sources
- Relocation of water treatment or storage facilities.

Additional information and permit assistance for the above activities is available from DEQ's offices in Salem and/or Portland and OHD's offices in Portland or the Polk County Environmental Health Department offices in Dallas. The following sections present what is known about air, water, and land quality in Falls City and provide more detail about permit requirements.

AIR QUALITY

The Oregon Department of Environmental Quality (DEQ) monitors ambient air quality by a statewide air-quality surveillance network. Air Pollution Index (API) values, based on the monitoring information, are calculated for Portland, Salem, Eugene, Medford, and Bend. The monitoring stations closest to Falls City are located in Salem. These stations continuously monitor for carbon monoxide, ozone, sulfur dioxide, nitrogen dioxide and particulate levels. Lead samples have also been obtained in Salem. Ambient air quality is related to the amount and types of discharged pollutants and meteorological events (DEQ 2001).

Available data from Salem stations indicates that air quality is generally good (DEQ, 1996). DEQ monitoring records indicate that air quality standards in Salem were not exceeded for ozone, fine particulate matter, or lead; and exceeded for carbon monoxide twice, in 1991 and 1993. In 1994, the summary of API values, categorized as good, moderate, and unhealthful, showed no unhealthful values for Portland or Eugene, and 74 and 48 moderate values for Portland and Eugene respectively (DEQ, 1995).

Air pollution permits include Air Contaminant Discharge Permits and Oregon Title V Operating Permits, and are dependent on:

- The type of facility proposed
- The amount of emissions
- The type of emissions
- Regional air quality is the area in "attainment" of existing air quality standards (DEQ, 1996).

Activities that typically require a permit include asphalt plants, incinerators, grain elevators, rock crushers, boilers, and other major sources of air pollution. In general, facilities that emit more than 10 ton of pollutants per year require a permit and facilities that emit more than 100 ton of pollutants per year require a permit and must meet standards that are more stringent. Contact DEQ for more information and assistance regarding air contaminant discharge permits.

The DEQ maintains a database of Air Contaminant Discharge Permits. Facilities that emit over certain levels of particulates, carbon monoxides, nitrogen oxides, sulfur dioxide, or volatile organic compounds are required to obtain a discharge permit. The DEQ database does not list any Air Contaminant Discharge Permits in Falls City.

Other local air quality concerns can include asbestos, outdoor burning, dust and fugitive emissions, chlorofluorocarbons, and wood stove pollution.

- DEQ regulates demolition, renovation, repair, construction or maintenance activities that involve material containing asbestos.
- Construction of large parking lots (150 to > 1000 spaces) in certain areas of the state requires a permit.
- Most western Oregon counties (including Polk County) require that certain activities take precautions to prevent particulate matter (dust and fugitive emissions) from becoming airborne. Construction and renovation activities, equipment operation, and materials handling are examples of potentially affected activities.
- DEQ, and other state agencies, regulate all types of outdoor burning (e.g. backyard incinerators, construction debris, and field burning) some local governments have added additional restrictions by local ordinances.
- Controlling wood smoke pollution from wood stoves may be mandatory or voluntary, depending on regional air quality.
- The service, maintenance, repair, installation, and disposal of air conditioners and refrigerators are strictly regulated. The chlorofluorocarbons used in these units interact with the atmosphere and create smog and damage the ozone layer.

Air toxics are generally defined as air pollutants known or suspected to cause serious health problems. Serious health effects include cancer, birth defects, lung damage and nerve damage. The U.S. Environmental Protection Agency (EPA) has recently released the first of two phases of the National Air Toxics Assessment (NATA), a new evaluation of 32 high priority toxic air pollutants. The first phase of NATA includes estimated air toxics emissions and outdoor concentrations. The second phase will provide estimates of exposure and health risk.

In the Willamette Valley, there are concentrations of 12 toxic air pollutants estimated to exceed health-based benchmarks, or guidelines for safe levels. These pollutants are acetaldehyde,

acrolein, benzene, beryllium, 1,3 butadiene, carbon tetrachloride, chloroform, chromium, 1,3 dichloropropene, ethylenedibromide, ethylene dichloride and formaldehyde. Five of those air pollutants are present in concentrations estimated at ten times or more above benchmarks. Major sources are large industrial facilities, like wood products manufacturers and steel mills. Area sources include smaller manufacturers and service industries, such as auto body shops and service stations, and consumer activities. On-road mobile sources are cars and trucks. Non-road mobile sources include motorized watercraft, farm equipment, and all terrain vehicles.

Because motor vehicles emit the most air toxics, people can help by driving less (reducing trips using public transportation, carpooling and telecommuting). Using alternatives to gas powered equipment, such as electric lawnmowers and weed trimmers will also reduce air toxics. As consumers, we can choose products that emit fewer volatile organic compounds, which are usually air toxics as well. Many paints and other products are now available in low toxicity formulations. Other ways of reducing air toxics include reducing woodstove use, doing regular vehicle maintenance and avoiding household pesticide use.

Air quality in the Willamette Valley is affected by all activities occurring in the airshed. The metropolitan areas influence air quality in the rural areas and vice versa. People typically think of the large point sources when considering air quality and underestimate the cumulative impact of individuals operating small engines, driving their cars, and backyard burning.

WATER QUALITY

Information about surface and groundwater quality in the Falls City area was obtained from the DEQ, Oregon Health Division (OHD), and other background reports. This information is compiled from monitoring programs run by state agencies to comply with water quality standards set by the U.S. Environmental Protection Agency. The United State Geological Survey for surface water and groundwater has undertaken water quality investigations for the Willamette Basin.

SURFACE WATER QUALITY

The Clean Water Act (CWA) requires that states publish a list of surface water bodies that fail to meet water quality standards. This list is called the 303(d) list and is published by the DEQ every three years. The most current list is the 1998 list. Plans to improve water quality must be developed when a water body is placed on the 303(d) list.

There are no 303(d) listed streams in Falls City. DEQ assessed the Little Luckiamute in 1988 by DEQ and complied with water quality standards.

Watershed councils are created to improve and maintain the condition of local watersheds. The councils are voluntary, non-regulatory and are typically composed of citizens and representatives from local, state and federal government and private industry. The Little Luckiamute River is part of the Luckiamute River watershed and is included in the area covered by the Luckiamute Watershed Council. This watershed council will soon be conducting a watershed assessment that will include the Little Luckiamute as it flows through Falls City. The Luckiamute Watershed

Council will gather information about the history of the area, riparian habitat, channel types and other watershed characteristics for the Luckiamute River watershed.

DEQ administers the water quality permit process. National Pollutant Discharge Elimination System (NPDES) permits regulate discharges to surface waters from commercial or industrial facilities, municipal sewage treatment plants, confined animal feeding operations with point source discharges, and mining operations. Water Pollution Control Facility (WPCF) permits regulate discharges of waste waters land to the land surface or subsurface with no direct discharge to surface waters. Examples include land irrigation, evapotranspiration lagoons, industrial seepage pits, and subsurface sewage disposal systems with flows greater than 2,500 gallons per day.

The application process for NPDES permits includes a review and approval of treatment facilities. In some cases, interested parties may request public notice and hearings. Storm water associated with industrial activity, directly or indirectly, and discharged to through storm sewers or storm drainage to surface water may require a permit if the industry is covered by federal storm water regulations. An NPDES permit is also required when clearing, grading, excavation, or construction activities disturb more than 5 acres. The permit requires that an erosion control plan be submitted to the DEQ before any activity commences. On-site sewage disposal systems require a site evaluation and a permit. **Table 1** shows the water discharge permits in the Falls City area. These permit holders are required to pretreat the wastewaters before release and the information in Table 1 only characterizes the kinds of waste discharges in the area.

TABLE 1: SURFACE WATER DISCHARGE PERMITS IN THE FALLS CITY AREA

Permit Number	Permit Holder	Permit Type	Location
12935	City of Falls City	Domestic Wastewater Treatment Facilities (NPEDES)	Little Luckiamute
31056	Richard & Patricia Bowman (Green Haven RV Park)	On-site sewage system 5,000 gallons per day or less (WPCF)	200 Church St.

Data Source: Oregon Department of Environmental Quality, National Pollutant Discharge Elimination System Permits

Sewer

Falls City has been experiencing problems with its public sewer system. The city began the process of upgrading the sewer system by hiring an engineering firm to produce a wastewater facilities plan. In January 2001, Wallis Engineering distributed a draft Wastewater Facilities Plan. The plan described existing conditions and proposed different sewer system alternatives. The following information was obtained from that plan.

Falls City is served by a public sewer system constructed in 1986. The system was built to serve areas of the city that were unsuitable candidates for septic tanks due to poor soil conditions, small lot size or failing septic systems. Currently, there are the equivalent of 165 homes connected to the public sewer system and approximately 250 homes served by private onsite systems.

The city operates a re-circulating gravel filter (RGF) wastewater treatment system. Treatment effluent is diverted either to 1) a subsurface drainfield area or to 2) Ultraviolet (UV) disinfection, and then discharged into the Little Luckiamute River during wet weather peaks. As of 2000, the system is not working properly. Specifically, it is unclear whether construction of the system conforms to its approved design. According to the design specifications, the effluent diverts to a dosing tank. It appears that wastewater from the RGF may be bypassing the dosing tank, and going directly to the UV treatment facility. This results in effluent receiving insufficient treatment before release into the Little Luckiamute River. There are also problems with the Fair Oaks Pump Station. During times of heavy rains, the pumps are unable to handle the load of wastewater entering the pump station. The reasons for these overflows are unclear at this time.

The Falls City Wastewater Treatment Plant is operating under a National Pollutant Discharge and Elimination System (NPDES) permit that is effective until January 31, 2005. The City of Falls City signed a Mutual Agreement and Order (MAO) with the Oregon Department of Environmental Quality (DEQ) on April 4, 2000. The MAO includes interim discharge limits that the city must meet until the completion of the wastewater treatment facility's upgrade improvements.

The current NPDES permit does not allow river discharge during the dry-weather i.e., low-river flow period between May 1 and October 31. The Falls City Wastewater Facilities Plan states that future effluent discharge alternatives would be limited to land or subsurface discharge i.e., no dry-weather river discharge. Falls City currently relies on subsurface disposal except for periods of high inflow.

Drinking Water

The 1993 Falls City Water System Master Plan describes the condition of the public water system and includes plans through 2013. The Falls City water system obtains its water from two sources, Teal Creek and Glaze Creek. Before the city upgraded the water system in 1999 and 2000, the city obtained its water from four sources: Teal Creek, Glaze Creek, Albert Teal Spring and the Monmouth Spring. The city abandoned the use of the two springs as municipal water sources.

Teal Creek is a tributary of the Little Luckiamute River. Teal Creek has shown high levels of turbidity, especially between October and April. During this period, Teal Creek is not used as a water source due to high turbidity events.

Glaze Creek is a tributary of Teal Creek. Glaze Creek has a history of good water quality with low turbidity levels throughout the year.

In 2000, the DEQ completed a source water assessment of the two creeks. The creeks and their watershed were assessed for potential sources of pollutants or contamination. The DEQ found that the risks from pollution or contamination were low. The only water quality risk identified by the DEQ is from forest management activities occurring upstream from Falls City.

Most of the forested areas in the watershed are privately owned. The Oregon Forest Practices Act regulates forest management activities for private and state-owned forests. The Forest Practices Act requires that streams be protected from contamination by herbicides and pesticides as well as sedimentation from harvests or road building.

Stormwater

The main part of Falls City is served by a series of drainpipes along North Main Street. Open ditches drain storm water in the rest of the city. The ditches drain into tributaries of the Little Luckiamute River.

There are no documented problems created by the existing system of stormwater, but the system will need to be improved to accommodate new development and protect surface water resources. In addition, the city will need to obtain a NPDES storm water permit in accordance with new Environmental Protection Agency (EPA) rules.

Groundwater Quality

Natural groundwater quality, from a regional perspective, is generally good, though some groundwater is saline or high in iron/manganese and arsenic content (Oregon Water Resources, 1992). Recent studies suggest that chemicals associated with human activities affect shallow (< 80 feet) groundwater supplies in the Willamette Valley (Hinkle, 1997). Nitrate concentrations are higher downgradient of irrigated agriculture. About nine (9) percent of the wells tested exceeded the drinking water quality standard for nitrate. Low concentrations of pesticides were also detected in about one-third of the sampled wells, but only one chemical; dinoseb a common herbicide used to control weeds; exceeded the drinking water standard. A higher concentration of volatile organic compounds (degreasers and solvents) was associated with urban land use. This study also dated groundwater and found that about one-fifth of the waters sampled were recharged before 1953. This suggests a potential lag time between the surficial use of a substance and its presence in groundwater.

LAND QUALITY

Oregon protects land quality by regulation of hazardous waste and waste tire storage and transfer; and regulation of underground storage tanks and solid waste. Land quality can ultimately affect water and air quality. Hazardous waste permits are required for activities that:

- Generate useless, unwanted or discarded pesticide or manufacturing residue that is toxic, corrosive, ignitable, or reactive, and

- Establish a hazardous waste disposal site.

Hazardous waste permits may be required for activities that:

- Generate hazardous waste and store it on site for more than 90 days, and
- Store and/or treat hazardous waste on site.

Currently, there are no registered hazardous waste generators in Falls City.

Solid waste permits are required to operate a site where garbage, demolition waste, industrial waste, land clearing debris, or sludge is stored, received, processed or placed in landfills. Operations that plan to store large amounts of tires or chipped tires on a site also need a permit. A review of DEQ's listing of active solid waste facilities in Oregon shows that the closest facility to Falls City is The Garden Grow Company in Independence, located about 15 miles east of Falls City. The facility is an industrial composting site. Municipal waste from Falls City is transported approximately 30 miles to Coffin Butte Landfill in Benton County.

Permits are required for underground storage tanks that:

- Contain petroleum products or listed chemical products such as gasoline, diesel, solvents, pesticides, and herbicides; and
- Are larger than 1,100 gallons; and
- Have more than 10 percent of the total volume (including piping) underground.

Either removing the tank or filling it with an inert substance must permanently decommission underground storage tanks that are unused for a period of 12 months. DEQ must be notified prior to activity, and a report and checklist must be submitted after the work is completed. A licensed service provider must perform the activity. Plans to treat petroleum contaminated soils from an underground storage tank release, on or off the site, will require a Solid Waste Letter of Authorization from DEQ and be submitted with a Soil Treatment Plan.

DEQ databases indicated permits for two active underground storage tanks (USTs) and two leaking underground storage tanks (LUSTs) in the Falls City area. The two active USTs and one LUST are located at the Joe's Market 319 N Main. Clean up of the LUST was completed in 1993. The other LUST in the city is located at the Falls City Shop. Clean up is underway on this LUST. The tanks described above should be considered the minimum number of tanks in the city since not all tanks are permitted and not all old tank locations are known.

Brownfields are vacant or underutilized commercial or industrial property where known or perceived contamination has hindered the property's reuse or redevelopment. DEQ provides a number of programs to facilitate evaluation, clean up and redevelopment of brownfields. In 1997, Falls City requested that the former Atlas Mill site be included in a DEQ brownfield program. The former lumber mill site was a vacant 2-acre parcel located along the Little

Luckiamute River. The city wished to redevelop the site into a municipal park, but was concerned about contaminants left in the soil from the activities associated with the lumber mill. DEQ tested the site for pesticides, polychlorinated biphenyls (PCBs), metals, volatile organic compounds (VOCs) and polynuclear aromatic hydrocarbons (PAHs). DEQ found that the site would be safe for development as a park without any clean up required. Further testing and analysis would be required if the city decided to use the site for a more intensive use.

SUMMARY OF NATURAL RESOURCE QUALITY

Table 3 summarizes air, water and land resource quality in the Falls City area.

REFERENCES

DEQ. 2001. Air Quality Index. http://www.deq.state.or.us/aq/aqi_home.htm

TABLE 3. SUMMARY OF RESOURCE QUALITY

Resource Type	Quality	Comments
AIR	Regional air quality currently meets standards. No documented local problems.	Population growth could result in declines in air quality. Stay current with changes in state and federal standards, regulations, and assistance programs.
WATER		
Surface Water	Quality of the Little Luckiamute in Falls City unknown. City drinking water sources: Teal Creek and Glaze Creek meet drinking water standards, with chlorination.	Stay current with changes in state and federal standards, regulations and assistance programs. Support or participate in the Luckiamute Watershed Council. Develop surface water management plan that includes water quality components. Note listing status of steelhead and salmon species and determine the effect on city surface water management practices. Work with forestland owners in watershed to protect Teal and Glaze Creeks.
Groundwater	Regional water quality problems in shallow aquifer documented (nitrate, pesticides, VOCs).	A variety of activities in the Falls City area has the potential to degrade groundwater quality. Drinking Water Protection Plan includes proactive, voluntary actions to prevent contamination. Require new development to locate and properly abandon unused wells on property.
LAND	Two leaking underground storage tanks have been identified. One has been cleaned up. The other is in the clean up process. One brownfield site (the Atlas Mill site) has been tested for pollutants. It was determined to be safe for use as a park. No other problems documented.	Stay current with changes in state and federal standards, regulation, and assistance programs. Surface Water Management Plan will include elements that apply to land quality.

AREAS SUBJECT TO NATURAL DISASTERS and HAZARDS

Oregon's statewide planning goals and guidelines include a goal to protect life and property from natural disasters and hazards. Identifying and inventorying the types of potential natural disasters and hazards that might affect the community accomplish this goal. Inventory information is the basis of subsequent planning and implementation activities. The purpose of this section is to identify the types and locations of natural disasters and hazards within the Falls City UGB, based on existing information.

SEISMIC HAZARDS

Recent earthquakes in the northern Willamette Valley area and studies of estuaries on the Oregon Coast suggest that damaging earthquakes are likely to occur in Oregon. The Scotts Mills quake of 1993 (Maldin and others, 1993) had a Richter magnitude of 5.7 (moment magnitude of 5.6), and caused widespread, though generally minor, damage in the central and northern Willamette Valley. The preliminary damage estimate for this quake was 28.4 million dollars, and fortunately included no loss of life (Black, 1996). Quake damage was most intense in a northwest-southeast trending area that included Newberg, Woodburn, Mt. Angel, and Molalla (Madin and others, 1993). The Scotts Mills event indicated that faults in this area are still active. Great subduction earthquakes are the most powerful types ever recorded and recent investigations have found evidence that quakes along the Cascadia subduction zone affect Oregon every 400 to 600 years (Wang, 1997).

Due to increased awareness of potentially damaging earthquakes in Oregon, the Oregon Building Codes Division changed construction standards for western Oregon. Before 1993, all of Oregon was in Seismic Zone 2b. In 1993, the Oregon Building Codes Division upgraded the western half of Oregon (west of the Cascades) to Seismic Zone 3. This increased the structural standards for buildings constructed in this zone. For example, masonry and concrete structures require additional construction provisions and wood walls require additional bracing in Seismic Zone 3.

The Polk County Comprehensive Plan identifies two areas of faulting in the county. A major fault, approximately nine (9) miles north of Falls City, runs east/west for several miles from the western border of the county to just north of the City of Dallas. Other faults are located near Valsetz Lake, approximately six (6) miles from Falls City. There have been two minor (magnitude of 2 or below) earthquakes experienced in northwestern Polk County since 1997.

Despite evidence of local seismic activity, the greatest risk of damage to the Falls City area is most likely from a large-scale earthquake on the Cascadia subduction zone. Three factors can affect the severity of damages that occur during an earthquake: ground shaking amplification, liquefaction and landslides. Falls City has not been specifically evaluated for risks from these types of damage, but it is possible to draw some general conclusions based on geomorphic information about Falls City.

Ground shaking amplification can be determined by examining the types of soils and rocks near the surface. These materials can increase or decrease the strength or frequency of shaking experienced at the surface. In general the softer the soils or rock are at the surface, the greater amplification of shaking.

Liquefaction occurs during an earthquake when shaking causes a saturated soil to act as a liquid instead of a solid. Potential damages include differential vertical settlement of foundations and structures, and horizontal flow in the downhill direction or toward the drainages. Soil moisture enhances the liquefaction hazard. Liquefaction is higher during the wet winter months and occurs more often near ponds, drainages, and streams. Flat areas of the city near the river have the greatest risk of damage from liquefaction, especially in soil types with a high water table.

Hazards from earthquake-induced landslides are calculated by examining the steepness of slopes in an area. Slopes of less than five degrees have a low risk of earthquake-induced landslides. Slopes with an angle between five and 25 degrees have a moderate risk. Slope angles exceeding 25 degrees have a high risk of landslides caused by earthquakes.

FLOOD HAZARDS

Riverine Floods

There are two types of flood hazards that could impact the City of Falls City: riverine floods and urban flooding. Riverine floods – overbank flooding of rivers and streams – are the most common of all natural disasters. Most communities in the United States have the potential to experience this type of flooding after spring rains, heavy thunderstorms or snowmelt. These floods can be slow or fast rising, but generally develop over a period of days.

Flooding in large river systems typically results from large-scale weather systems that generate prolonged rainfall over wide geographic areas, causing flooding in hundreds of small streams, which then drain into major rivers. The most severe flooding conditions generally occur when snowmelt augments rainfall. If the soil is saturated or frozen, stream flow may increase due to the inability of the soil to absorb additional precipitation. The danger of riverine flooding occurs mainly during the winter months, with the onset of persistent, heavy rainfall and during the spring with the melting of snow in the Cascade and Coast Ranges.

The City of Falls City adopted floodplain overlay zoning regulations in 2001 to participate in the National Flood Insurance Program (NFIP). Participation in the National Flood Insurance Program makes flood insurance available to the city. The floodplain overlay zone will regulate the area designated as the 100-year floodplain by the Flood Insurance Rate Map (FIRM).

In 1988, the Federal Emergency Management Agency adopted a revised Flood Insurance Study (FIS) and FIRM for Falls City. **Map 1** shows the 100-year floodplain along the Little Luckiamute River that passes through the middle of town and Boughey Creek near the southern

city limits, between Chamberlain Street and West Boulevard. The 100-year floodplain is defined as those areas having at least a one percent chance of flooding within any given year.

Urban Flooding

Urban flooding results when land is converted from fields or woodlands to roads and parking lots, causing the land to lose its ability to absorb rainfall. This transition from pervious to impervious surfaces results in more water running off instead of filtering into the ground. Thus, water moves more quickly to watercourses, with resulting water levels rising above historic, pre-development levels. During periods of urban flooding, streets can become swift moving rivers and basements can fill with water. Storm drains often back up with yard waste causing additional, localized flooding.

Another cause of urban flooding is grading associated with development. Grading may cause changes in drainage direction from one property to another. Although this is a small, isolated impact of development, it may be significant to the adjacent property owner. The Falls City Zoning and Development Ordinance prohibits grading of a site that would lead to runoff or erosion onto adjacent sites.

Falls City lacks a comprehensive public storm drainage system. A series of drainpipes along South Main Street provide drainage to the main part of the city. Open ditches that flow into tributaries of the Little Luckiamute River drain the rest of the city. While there are no documented problems with the existing storm drainage system, the city will need to develop a storm-drainage system plan to handle the impacts of new development and protect the water quality of the Little Luckiamute and its tributaries.

HIGH GROUNDWATER TABLE

A high groundwater table refers to a situation where the top of the water table is at or near land surface for a part of the year. The water table is defined as the depth where all the empty spaces in the soil, usually occupied by gas, are filled by water.

The soils in Falls City are included in the Bellpine-Suver-Rickreall map unit. Soils in this map unit tend to be silty clay loams that formed in colluvium weathered from sedimentary rock. These soils range from deep to shallow and from well drained to somewhat poorly drained. Table 1 lists the specific soil types found in Falls City and their characteristics.

**TABLE 1: SELECTED CHARACTERISTICS OF SOILS IN
THE FALLS CITY AREA**

Map Symbol	Mapping Unit	Erosion Hazard¹	Runoff Rate²	Shear Strength/Load Bearing Capacity³	<i>Permeability</i>	Shrink-Swell Potential⁴	Development Limitations
12A	Briedwell silt loam	Moderate	Medium	Low	Moderate	Low to moderate	Moderate: slopes
13	Camas gravelly sandy loam	Slight	Slow	Moderate	High	Low	Severe: subject to occasional flooding
15C	Chehulpum silt loam 3-12 percent slopes	Moderate	Medium	Moderate	Moderate	Low to moderate	Major: shallow depth to bedrock
17	Cloquato silt loam	Moderate	Slow	Low	Moderate	Low to moderate	Major: subject to occasional flooding
18	Coburg silt loam	Slight	Slow	Low	Moderately slow	Moderate	Major: low strength, slow permeability, seasonal high water table
34D	Honeygrove silty clay loam 3-25% slopes	Moderate	Medium	Low	Moderately slow	Low to moderate	Major: slopes
35 (C,D,E)	Jory silt loam 2-30% slopes	Low to high depending on slope	Medium to high, depending on slope	Low	Moderately slow	Low to moderate	Major: moderately slow permeability, slopes in steep areas
40 (D, E)	Kilowan gravelly silty clay loam 3-50 percent slopes	Moderate to high, depending on slope	Medium to high, depending on slope	Low	Moderately slow	Moderate	Major: slope
41 (D, E)	Klickitat gravelly clay loam 3-50 % slopes	Moderate to high, depending on slope	Medium to high, depending on slope	Moderate	Moderate	Low	Major: slopes

55E	Peavine silty clay loam 30-60% slopes	High	High	Low	Moderately slow	Moderate	Major: slopes
64 (B, C)	Salkum silty clay loam 2-12 percent slopes	Low	Slow to medium depending on slope	Low	Moderately slow	Low to moderate	Major restriction on septic tanks due to moderately slow permeability
67 (C, D)	Steiwer silt loam 3-20 percent slopes	Moderate to high, depending on slope	Medium		Moderately slow	Low	Major restrictions to septic tanks due to slow permeability and shallow bedrock in all areas, slope in steep areas.
68C	Suver silty clay loam, 3-12 percent slopes	Low	Slow	Low	Very slow	Low to High	Major: season high water table, shrink-swell potential, weak soils
72	Waldo silty clay loam	Low	Very slow/slow, or ponded	Low	Slow	Moderate to high	Major: seasonal high water table, high shrink-swell potential, occasional flooding

Table 1 details the various soil types found in Falls City. The Soil Survey of Polk County identifies three soil types with seasonally high water tables: Waldo silty clay loam, Suver silty clay loam and Coburg silty loam. As shown in **Map 2**, Coburg silty loam is found in the southeast part of the city. Suver silty clay loam covers a large part of the northeast corner of Falls City. Waldo silty clay loam is found in small areas in the northeast and southeast corners of the city.

A high water table can be a hazard for certain types of development and construction. Examples of hazards include: failing basement walls; differential settling of structures; overwhelmed storm water systems; difficulty in maintaining underground utilities; poor surface drainage during the winter; and underground tanks hydrostatically forced out of the ground (Schlicker, 1977).

WEAK FOUNDATION SOILS

The shear strength and load-bearing capacity of many soils in Falls City (**Table 1**) have low to very low shear strength and low load-bearing capacity. Shrink-swell potential for most soils in the city are low to moderate.

EROSION

The erosion hazard for many soil types in Falls City is moderate to high due to steep slopes. Vegetation removal, earthwork, inadequate storm drainage, or increasing the steepness of slopes are all factors that

could cause increased erosion problems in the city. The Falls City Zoning and Development Ordinance requires new development to submit storm drainage and erosion plans to avoid damages from erosion.

Topography of Falls City is a result of differential erosion. The steep landscape is young and generally more resistant to erosion than the less steep areas. East of the city, the landscape is less resistant to erosional forces, being older and rolling in character. West of the city, the landscape is young and steep in character and is more resistant to erosional forces.

LANDSLIDE HAZARDS

Landslides are a natural process defined as the perceptible downslope movement of soil, rock, and vegetation under the influence of gravity (Wold and Jochim, 1995). Natural and human-induced changes trigger landslides. Landslide hazards in a particular area are studied beginning with an inventory of existing landslides in order to identify the key local causal factors. Natural landslide hazards are related to several factors that include slope, soil and rock strength, and ground and surface water. In general, areas with steep slopes, high groundwater tables, and highly weathered rock are prone to sliding. Human activity can increase natural slide hazards.

There are three major types of landslides: falls, slides and flows. Falls move through the air and land at the base of a slope. Material is detached from a steep slope or cliff and descends through the air by free fall or by bouncing or rolling down slope. Slides move in contact with the underlying surface. Slides include rockslides—the down slope movement of a rock mass along a plane surface; and slumps—the sliding of material along a curved (rotational slide) or flat (translational slide) surface. Flows are plastic or liquid movements in which mass breaks up and flows during movement. Debris flows normally occur when a landslide moves down slope as a semi fluid mass scouring or partially scouring soils from the slope along its path.

The Falls City area is underlain by igneous and sedimentary bedrock. The igneous bedrock (volcanic in origin) is found generally in the higher and steeper southwest portion of the city and along the Little Luckiamute River from the bridge upstream. The igneous rock is either a gabbro intrusive (granular limestone or ferromagnesian) or a diorite intrusive (crystalline granular volcanic rock). The falls in Falls City are an example of one such intrusive. The sedimentary rock is predominantly siltstone with some sandstone and dip slightly toward the east.

Sedimentary rock is less resistant to stream action than the igneous rocks. The sedimentary rock is eroded away and thus leaves the igneous rock undermined, causing large-scale block sliding. Waterfalls are an example of this action. Development on these slide areas could be hazardous and should be prevented as much as possible.

RAPIDLY MOVING LANDSLIDES

In 1999, the state legislature approved Senate Bill 12, directing state and local governments to protect people from rapidly moving landslides. Rapidly moving landslides are channelized (moving through canyons or streambeds) or open-slope debris flows.

Senate Bill 12 provided funding to the Oregon Department of Forestry and the Department of Geology and Mineral Industries (DOGAMI) to map areas in the state at risk from rapidly moving landslides. County maps produced by ODF are available now, but are too large in scale to evaluate hazards for individual communities. The DOGAMI maps, scheduled for release in Spring 2002, will provide more localized information. The maps produced by DOGAMI will identify “Further Review Areas” - areas that require site-specific review before land management or building activities. Senate Bill 12 also funded development of a model ordinance for local governments to use to regulate any identified Further Review Areas.

The Oregon Forest Practices Act applies within the city because there is land with a forestry zoning designation in Falls City. Senate Bill 12 requires ODF to adopt rules to reduce the risks associated with rapidly moving landslides. Until ODF adopts these rules, there are prohibitions on certain types of forest operations on steep slopes.

WILDFIRES

Falls City is within the North Coast Adaptive Management Area (AMA). The North Coast AMA is a cooperative management area formed by the Forest Service and the Bureau of Land Management. In 1997, the Forest Service produced the North Coast AMA guide. This guide provides background information on the North Coast area and information on the goals and policies guiding management of the federal forestland within the area. According to the guide, the North Coast area wildfires are infrequent due to the moist climate, but when they do occur, they are “severe, stand-replacing fires.”

Forestland is in much of the area around Falls City, particularly to the west. There is also a Forestry zoning designation within the city limits. Due to the close proximity of forested areas to the community, plans must be made to protect the residents and their property from wildfire damage.

There are two chapters of the Oregon Revised Statute (ORS) that specifically apply to wildfire protection in Falls City: ORS 215.730 and ORS 477.015-061.

Oregon Revised Statutes Section 215.730: *Additional Criteria for Forest Land Dwellings* provides specific requirements for dwellings located on land zoned for forest uses. The following requirements apply to dwellings located within the city’s Forestry Zone:

1. Dwelling has a fire retardant roof;
2. Dwelling shall not be sited on a slope of greater than 40 percent;
3. Evidence is provided that the domestic water supply is from a source authorized by the Water Resources Department and not from a Class II stream as designated by the State Board of Forestry;
4. Dwelling is located upon a parcel within a fire protection district or is provided with residential fire protection by contract;
5. If dwelling is not within a fire protection district, the applicant provides evidence that the applicant has asked to be included in the nearest such district;

6. If dwelling has a chimney or chimneys, each chimney has a spark arrester; and
7. Dwelling owner provides and maintains a primary fuel-free break and secondary break areas on land surrounding the dwelling that is owned or controlled by the owner.
8. If a governing body determines that meeting requirement number four is impractical, local officials can approve an alternative means for protecting the dwelling from fire hazards. This can include a fire sprinkler system, on-site equipment and water storage, or other methods that are reasonable, considering the site conditions.
9. If a water supply is required under this subsection, it must be a swimming pool, pond, lake or similar body of water that at all times contains at least 4,000 gallons of water or a stream that has a minimum flow of at least one cubic foot per second. Road access must be provided to within 15 feet of the water's edge for firefighting pumping units, and the road access must accommodate a turnaround for fire-fighting equipment.

The Oregon Department of Forestry (ODF) is responsible for fire protection of approximately 16 million acres of forestland in the state including mostly private and Bureau of Land Management (BLM) land. One of biggest expenses of fire protection is fighting and suppressing wild land fires near urban and suburban areas adjacent to forests. In Oregon, these costs are rising because of increasing development in these urban/forest interface areas.

To help manage these rising costs, state legislators passed Senate Bill 360, the Oregon Urban-Interface Fire Protection Act, in 1997. ORS 477.015-016. The State will fully implement Urban Interface Fire Protection on or after January 1, 2002. The following will be accomplished as directed by the statute:

1. Directs the State Forester to establish a system of classification for forestland-urban interface areas;
2. Defines forestland-urban interface areas;
3. Provides education to property owners about fire hazards in forestland-urban interface areas. Allows a forestland-urban interface county committee to establish classification standards;
4. Requires maps identifying classified areas to be available to the public;
5. Requires public hearings and mailings to affected property owners on proposed classifications;
6. Allows property owners appeal rights;
7. Directs the Board of Forestry to promulgate rules that set minimum acceptable standards to minimize and mitigate fire hazards within forestland-urban interface areas; and
8. Creates a certification system for property owners meeting acceptable standards. Establishes a \$100,000 liability limit for cost of suppressing fires if certification requirements are not met.

TRANSPORTATION ELEMENT

This chapter of the Falls City Comprehensive Plan provides a guide for improvement of the City's streets and circulation system. Consideration of other modes of transportation is also incorporated into the Plan.

Street Network Plan

In 2010, the City of Falls City adopted a “Street Improvement Plan” that first developed a street network plan and evaluated how well the City's transportation system might serve existing and planned development. The evaluation process consisted of reviewing how the proposed street network achieves stated goals and objectives in light of the projected build-out of the urban area and projected 2015 traffic volumes. Other criteria included potential environmental constraints, overlapping jurisdictions, impacts on rural/resource lands and financial feasibility. The street network plan is intended to: (1) provide the local jurisdiction and developers direction for the location of future streets; (2) ensure a safe and efficient street circulation system; (3) guide and assure the dedication or acquisition of rights-of-way for streets to establish adequate pavement widths; and (4) aid in the development of a capital improvement program including priorities for expenditures and design standards.

While the street network plan identifies certain streets of particular importance for traffic circulation, most local streets are built as development occurs. It is important that the City requires local streets to connect with existing and planned streets wherever possible. Residential areas with only one primary access point places residents at risk in the event of a major emergency. Multiple access points, achieved through a well-connected street network, is important to ensure that emergency services are not cut off and that local access is not eliminated or greatly lengthened in the event that one access is closed. In addition, a well-connected street network with numerous alternative routes reduces the overall traffic volume on any one route which results in a more efficient use of existing transportation resources and also creates a more bicycle and pedestrian friendly environment. Good connectivity is achieved through the application of standards contained in the Falls City Zoning and Development Ordinance.

In 2013, under a grant provided by the Traffic Growth Management Program (funded by the Oregon Departments of transportation and Land Conservation and Development), the City adopted its first Transportation System Plan (TSP). The TSP expanded the work completed by the 2010 Street Improvement Plan and provides a 20-year planning time frame.

Functional Classification of Streets

Streets serve a variety of needs including transportation through an area and direct access to adjacent property. In order to serve this wide range of uses effectively, the street network is designed to serve a primary function within a structured hierarchy. The street network plan should also achieve a balance between the demands for mobility and access.

The roadway functional classification system groups city streets into categories based upon the character of service they are intended to provide. Identification of the appropriate roadway functions is the basis for planning roadway improvements and establishing appropriate standards (right-of-way, roadway width, design speed).

The three (3) general types (that include sub-categories for local streets) of roadway functional classifications are described as follows:

- *Arterials* – Intra- and inter-community roadways connecting community centers with major facilities. In general, arterials serve both through traffic and local traffic. Access should be partially controlled with infrequent access to abutting properties.
- *Collectors* - Streets connecting residential neighborhoods with smaller community centers and facilities as well as access to the arterial system. Property access is generally a higher priority for collector arterials; through-traffic movements are served as a lower priority.
- *Local (Minor) Streets* - Streets within residential neighborhoods connecting housing (also can be commercial, industrial, etc.) with the arterial system. Property access is the main priority; through traffic movement is not encouraged. Sub-categories include Local Street with a “walkway,” Local Street with a “Shoulder,” and allowances for street configuration in the form of a cul-de-sac.

Inventory and Evaluation of the Street Network

The street network plan evaluates how well the City's street system can accommodate existing and projected future traffic volumes. Based on the functional classifications identified above, the City's arterial network is designed to provide a higher level of mobility than collectors and local streets by carrying the highest traffic volumes and the longest trip lengths. As a result, capacity deficiencies on the arterial system will also affect the performance of the local and collector street systems as well. An inventory of the city street system is provided in **Appendix – A**.

The following describes the functional classifications of the street system:

Arterial Streets

The City has designated the following streets as arterials within the city limits:

- Bridge Street,
- Main Street, North N. Main Street),
- Main Street, South (S. Main Street),
- Mitchell Street, and
- Sheldon Avenue

Collector Streets

The City has designated the following streets as collectors within the City

- Chamberlain Road,
- Clark Street,
- Ellis Street,
- Fairoaks Street (5th to Ellis Street)
- Lombard Street,
- Montgomery Street,
- Parry Street,
- 5th Street (from Mitchell to Fairoaks Street)

Local Streets

Local streets comprise the remainder of the City's street system. These streets provide direct access to the adjoining land uses and efficient connectivity to the City's collector streets.

Traffic Circulation

Transportation Element – **Figure 1** included a map of the existing City street network, identifies functional classification, and future streets. **Figure 2** includes a map of the streets paved and unpaved streets within the City limits for the year 2013.

Streets in the northern part of the city are laid out in a grid pattern. In the southern part of the City, streets are in a more irregular pattern. Traffic circulation is impeded in the City, not by high traffic volumes, but because of limited development of platted streets. Many streets only have a paved or graveled area wide enough to accommodate one car at a time. In many cases, street right-of-ways have not been developed for the full length of the street, leading to streets that dead-end or exist only on paper.

Another issue that impacts traffic circulation is the lack of vehicle bridges over the Little Luckiamute River. There is only one bridge that allows automobiles to travel over the river – Bridge Street. If the Bridge Street Bridge were damaged or destroyed, residents and visitors of Falls City would have to venture several miles outside of the city to travel between the north and south portions of the City. All emergency response vehicles must also take Bridge Street. Two pedestrian-only bridges are at the south terminus of Third Street and Dayton Street. The Dayton Street Bridge was once used for vehicles. The City would like to develop a secondary vehicle access across the Little Luckiamute River within the city limits.

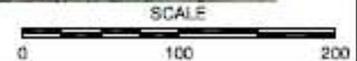
A long-term(10-20 years) transportation improvement was identified by the City in 2013 to address the intersection of the N. Main/Bridge Street/Mitchell Street. The project description is as follows: Reconfigure the intersection to provide a more defined and delineated Mitchell Street approach. Provide curb modifications to shorten the Mitchell Street pedestrian crossing. Combine the Mitchell Street left

and right- turn lanes into one single lane. An estimated capital cost was \$9000.

See **Transportation Element, Design 1**, which graphically presents the recommended re-alignment delineated over an intersection aerial photograph.

Transportation Element, Design 1

N. Main Street/Bridge Street/Mitchell Improvement Project



Street Signage

The 1998 Falls City Strategic Plan identified the need to improve street signage in the City. Street signs do not mark many of the streets in town. In many cases the signs are broken, faded or simply missing, making it impossible for out-of-town visitors to find their way around. The strategic plan recommends replacing signs in the downtown core area (some replaced in 2000 but more work could be done) and constructing directional signage to Falls City Parks.

In 2013 in conjunction with the City's adoption of a TSP, the City confirmed the need to replace any deteriorating street signs in the downtown core area, expand uniform street identification signs throughout the City, and provide directional and wayfinding signage to the Falls City parks and other City points of interest.

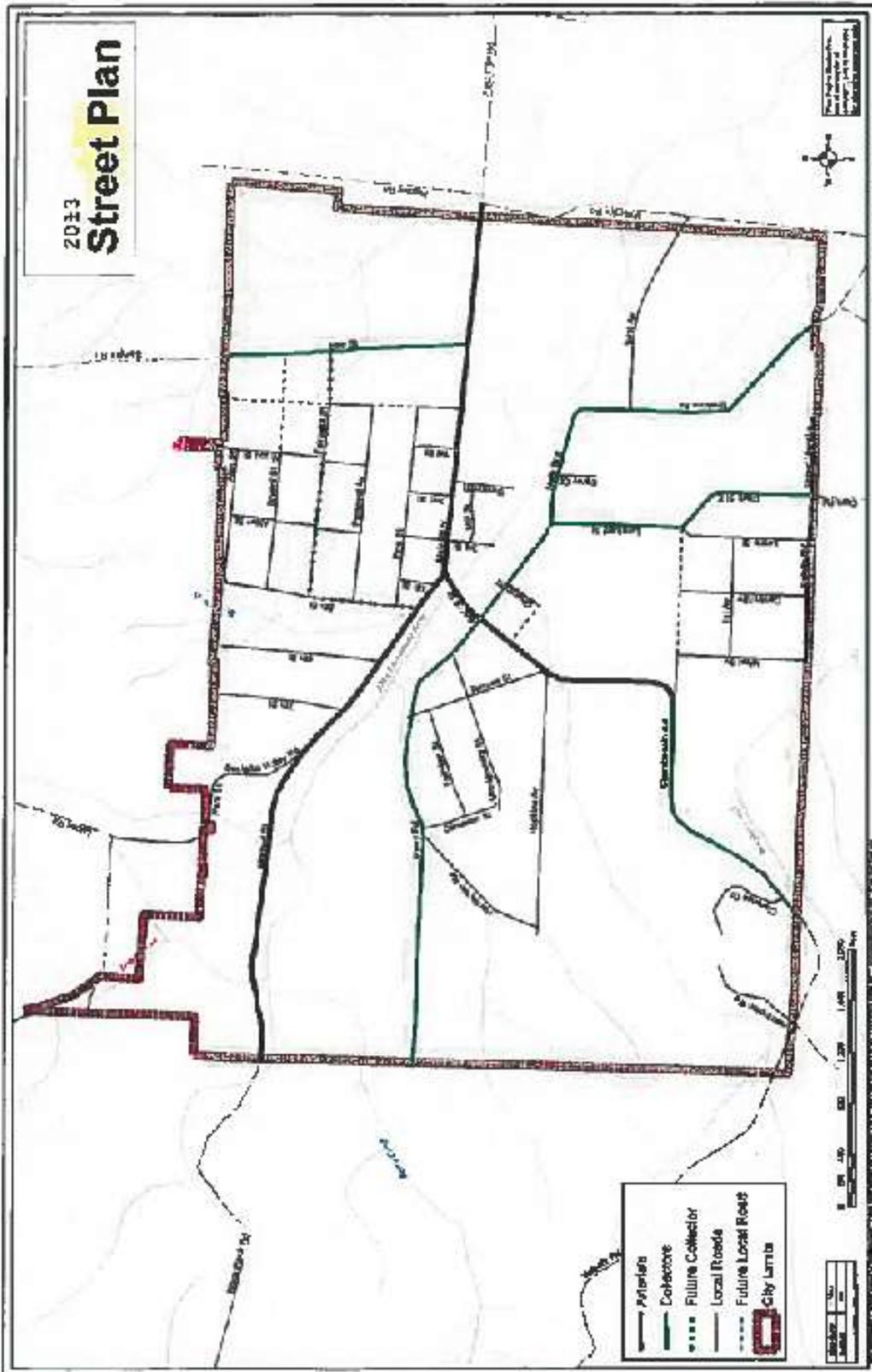
Street Addressing

An issue related to street signage is the process of assigning street addresses to new development. Several properties within the City have addresses that do not follow the standard street addressing grid pattern. Improper street addressing makes it difficult to find locations within the city, and can present a safety hazard in the event of an emergency.

Electric Car- Charging Stations

In January 2013, the City of Falls City located two (2) electric car- charging stations at City Hall (299 Mill Street). The stations are Level II chargers, meaning a full charge takes about two (2) hours. The locations are listed on both National and State maps. After the City filed an application, installation costs were paid for through an incentive program sponsored by the U.S. Department of energy.

Transportation Element - Figure 1 - 2013 Falls City Street Plan



The purpose of a Street Plan is to identify future rights-of-way that the City may need for circulation and to the extent possible, a balanced street network in accordance with the Oregon Transportation Planning Rule (TPR). The plan designates:

1. where existing streets could be developed to collector/arterial street standards;
2. where new local access streets could be located to provide better connection between existing streets (grid infill); and
3. where new local streets could be located to provide adequate connection to significant local destinations for both automobiles and pedestrians.

Transportation Element Figure 1 provides a map of the Street Network Plan. Locations for the right-of-way and improvements were identified based on review of the existing street grid, existing parcel boundary locations, physical constraints (such as steep slopes and floodways that might preclude economical road construction) and research on existing rights-of-way.

If the City determines the need for additional rights-of-way (ROW), ROWs are generally placed along current parcel boundaries to facilitate dedication as development occurs. Existing parcels have been traversed (where necessary) in a configuration that should be conducive to future development. Layout of additional local roads should remain flexible and be performed by local developers to suit market and site constraints. However, suitable pedestrian access ways to all sides of the street network are required to the maximum extent possible.

As development occurs, the street plan will continue to be refined as the site constraints and opportunities of each property are addressed. The plan is intended to provide some flexibility in alignments and primarily serve to define the desired level of connectivity in each area. The City's maximum block length standard of 1,000 feet helps provide a consistent tool to evaluate modifications to the future street plan as development occurs.

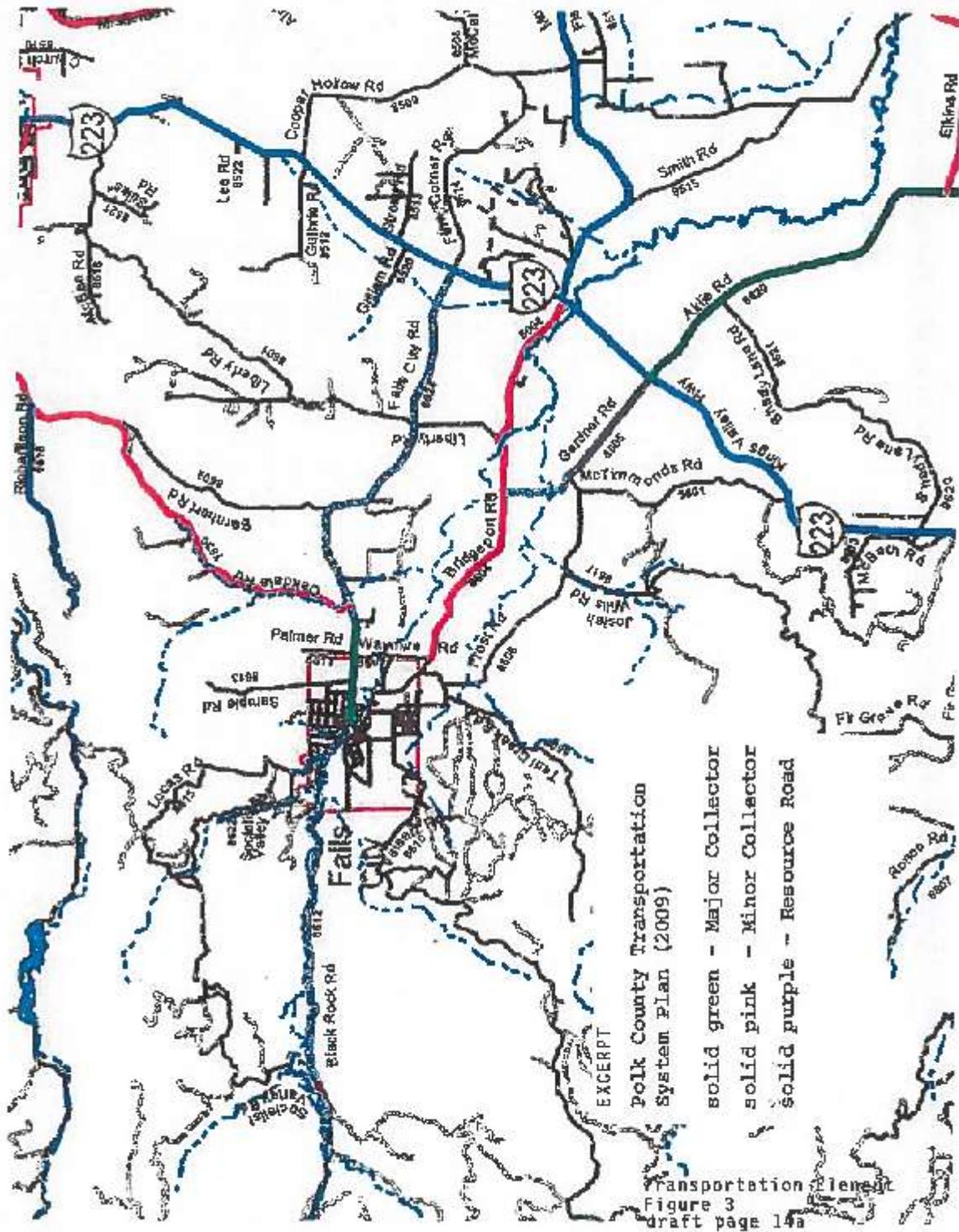
Potential Bypass/Truck Route

Large truck traffic through Falls City generally consists of logging trucks and delivery vehicles. Currently truck traffic travels through the City using the arterials Mitchell and N. Main streets, in addition to Chamberlain/Bridge Street from the south.

During the development of the City's TSP the potential development of a truck by-pass to route truck traffic out of the downtown, off Chamberlain Road and Mitchell Streets, along the periphery of the city limits was discussed. Local access to these roads would be severely limited to protect the through movement of these streets. A future roadway would also provide a secondary bridge access in the vicinity of Waymire Road to aid emergency response efforts. Because these roadways adjacent to southerly and easterly City limits are under the County's jurisdiction—the roadways that could potentially be used to re-route truck traffic—the City needs to enter into discussion with Polk County staff prior to any designation any truck routes. For reference purposes, see an excerpted portion of the Polk County 2009 TSP roadway map—**Transportation Element, Figure 3**

Due to the economic, financial and political implications associated with creating a by-pass, further transportation analysis is needed. Prior to designating a truck by-pass, the City needs to consider potential impacts to the commercial viability of the downtown associated with creating a by-pass. While the creation of a truck by-pass would help slow the deterioration of Main Street and create a more pedestrian- friendly downtown, it can also divert other vehicle traffic, thereby reducing the visibility and commercial viability of the downtown. Further transportation analysis is also needed to determine any optimum alignment **of the bypass.**

Transportation Element, Figure 3



Street Standards

Oregon Administrative Rules (OAR), Chapter 660, Division 12, Section -045, Paragraph (3)(b)(D) require local governments to establish their own standards or criteria for providing streets, while Paragraph (7) states that local governments shall establish standards for local streets and accessways that minimize pavement widths and total right-of-way consistent with the operational needs of the facility. Paragraph 7 also states that this requirement need not be adopted as land use regulations.

As determined during the development of the City’s TSP, Section 4 of the Falls City Zoning and Development Ordinance includes the following standards:

**Transportation Element – Table 2
STREET RIGHT-OF-WAY AND WIDTHS**

Functional Classification	ROW Width	Paved Width	Travel Lanes	Turning Lane	Parking	Landscape Strip	Sidewalk Width	Bike Lane
Arterial	60 feet	40 feet	1	1	None	Optional	5 feet	5 feet
Collector	60 feet	40 feet	1	1	Both Sides	Optional	5 feet	³
Local Road (with Walkway)	50 feet	32 feet	2 Lanes	None	One Side	Optional	5 feet	³
Local Road (with Shoulder)	40 feet	24 feet	2 lanes	None	Both Sides ²	None	²	³
Residential Cul-de-sac (Length > 200 ft)	50 feet	30 feet	-	-	None	Optional	5 feet	-
Residential Cul-de-sac (Length < 200 ft)	45 feet	30 feet	-	-	None	Optional	5 feet	-
Alleys ⁴	20 feet	20 feet	-	-	No	No	No	No

¹The number of travel lanes for Arterial and Collector roadways shall be determined by the volume of traffic. The City may require additional turning lanes based on situational analysis or a traffic engineer’s report evaluating the need for additional turning lanes.

² 8’ shoulder that could be used as an on-street parking lane or a pedestrian/biking walkway.

³ Traffic volumes are projected to be low enough such that vehicles and bicyclists can share the travel lane.

See Transportation Element – Figure 4 – Street Configuration by Functional Classification

BIKE/PEDESTRIAN NETWORK

With the exception of several small trails in the city parks there are no bicycle facilities and few pedestrian facilities in the city. A downtown revitalization project completed in 2002 added pedestrian facilities in the downtown area of Falls City. These pedestrian improvements included sidewalks, Americans with Disability Act (ADA) complaint curb cuts and curb extensions at intersections.

In the 1998 Falls City Strategic Plan, the City identified a goal of building a pedestrian network for Falls City. Currently, pedestrians from the City's neighborhoods must negotiate a maze of disconnected sidewalks to walk to important destinations such as the North Main Street downtown district (City Hall, Falls City High School, grocery store and churches), and post office. Even on Falls City's most traveled roads, in most cases, pedestrians must walk in the roadways to reach their destinations. This situation is made all the more dangerous by the high volume of logging traffic that threads its way through the City on any given day.

To alleviate these issues, the City is proposing to develop pedestrian networks on the south and north sides of town. On the south side of town, the goal is to develop a pedestrian route from residential areas to the downtown core area. Currently many "southside" residents use the Bridge Street vehicular bridge to cross to the north side of the city. Sidewalks on the vehicular bridge are very substandard; specifically, they are 3.5 feet wide, elevated over one foot off the roadway, and without ramps for persons in wheelchairs. This bridge is particularly hazardous due to the high volume of truck traffic that crosses the bridge every day.

In an effort to address the substandard sidewalks on the bridge, the City's pedestrian network plan calls for pedestrian traffic bound for the north side of the City to be diverted away from the vehicular bridge on Bridge Street and over the pedestrian bridges on Dayton and Third Streets. To accomplish this, the City proposes to build new sidewalk and repair existing sidewalk on South Main Street (the street that runs parallel to the river), Bridge Street, and Lombard Street on the north and south approaches to the Dayton Street Bridge. Upon completion of this element of the project, pedestrian traffic is collected from the south side's residential neighborhoods onto the Bridge Street and Lombard Street collectors. From Bridge and Lombard Streets, pedestrians will make their way down to South Main Street where they may safely access the Dayton or Third Street pedestrian bridges. (Note: Due to the steps in the design of the Third Street bridge, the Dayton Street bridge provides better accessibility.) These improvements, a mix of construction of new sidewalk, and repair of existing sidewalk, enables Falls City "southside" citizens to get to the downtown core without walking on the City's busier roads.

The City also proposes to complete a new section of sidewalk directed eastward that will connect existing sidewalk adjacent the post office on Parry Road with existing sidewalk on South Main Street.

Improvements to the development of a pedestrian network on the north side of town include the continuation of sidewalk improvements along North Main Street and the installation of an ADA accessible ramp at the crosswalk in front of Prospect Street Grade School. Currently, individuals with disabilities are unable to cross the street between the grade school and the school playground without

outside assistance due to the absence of an ADA ramp. As previously stated, sidewalks along portions of North Main Street have been developed with the downtown improvements in 2002.

The City does not have the resources to develop all of the proposed pedestrian or bicycle facilities. Some pedestrian or bicycle facilities may be constructed as land is developed. Section 5.030 of the Falls City Zoning and Development Ordinance requires construction of sidewalks as a condition of approval for land divisions. In areas of the City that are already developed, funding for pedestrian or bicycle facilities must be obtained through grants or loans.

Potential pedestrian and bicycle improvements were further examined when the city developed its Transportation System Plan in 2013. **Transportation Element, Table 3**, indicates potential improvement projects by location; describes the projects, estimates project and rights-of-way costs in 2012 “dollars” and identifies whether the project is near term (5 to 10 years) or far term (10 to 20 years). Also see **Transportation Element, Figure 4**, that identifies the location of the potential improvements projects.

Transportation Element – Table 3

Project	Location	Description	Capital Cost ¹	ROW Cost ²	Priority
Roadway Projects					
R1	N. Main Street/ Bridge Street/ Mitchell Street	Reconfigure the intersection to provide a more defined and delineated Mitchell Street approach. Provide curb modifications to shorten the Mitchell Street pedestrian crossing. Combine the Mitchell Street left- and right-turn lanes into one single lane.	\$9,000	N/A	Long-term
Pedestrian/Bicycle Improvements					
P1	Ellis Street	Construct an 6’ wide gravel walkway along the east side of Ellis Street from N. Main Street to Fair Oaks Street	\$38,000	N/A	Near-term
		Install sidewalks on the east and west sides of Ellis Street from N. Main Street to Fair Oaks Street	\$210,000 or Development Driven	Development Driven	Long-term
P2	Fair Oaks Street	Construct an 6’ wide gravel walkway along the north side of Fair Oaks Street from Ellis Street to 5 th Street	\$35,000	N/A	Near-term
		Install sidewalks on the north and south sides of Fair Oaks Street	\$395,000 or Development Driven	Development Driven	Long-term
P3	Boundary Street	Construct an 6’ wide gravel walkway on the west side of Boundary Street from Fair Oaks Street to Prospect Avenue	\$5,600	N/A	Near-term
		Install sidewalks on the west side of Boundary Street	\$35,000 or Development Driven	N/A	Long-term

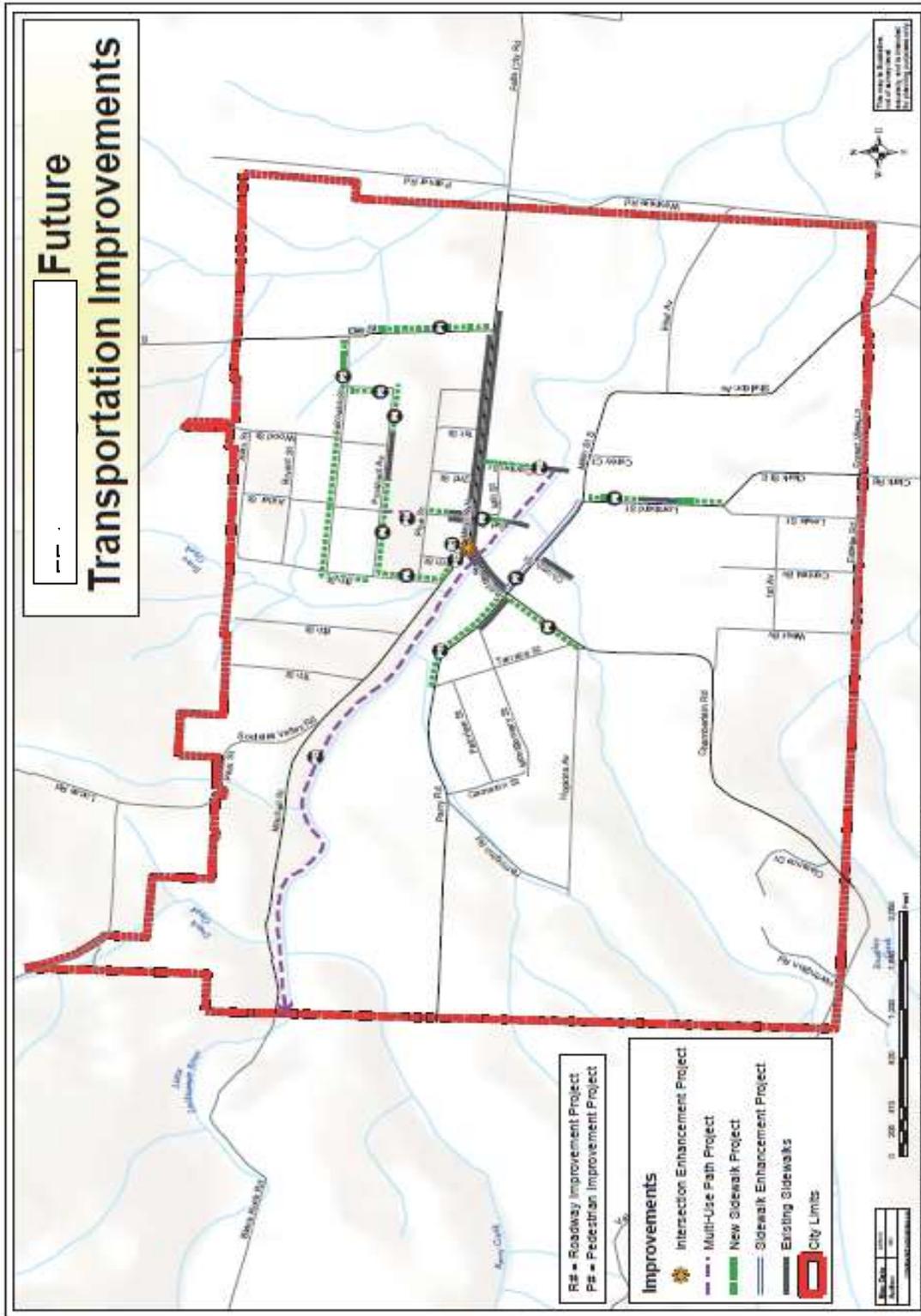
P4	Prospect Ave	Install sidewalks on the south side of Prospect Avenue	\$140,000 or Development Driven	N/A	Long-term
P5	5 th Street	Construct an 6' wide gravel walkway on the east side of 5 th Street from Mitchell Street to Fair Oaks Street	\$16,400	N/A	Near-term
		Install sidewalks on the east side of 5 th Street from Mitchell Street to Fair Oaks Street	\$85,000 or Development Driven	N/A	Long-Term
P6	Bridge Street	Construct an 6' wide gravel walkway on the west side of Bridge Street from S. Main Street to Hopkins Avenue	\$9,000	N/A	Near-term
		Install sidewalks on the west side of Bridge Street from S. Main Street to Hopkins Avenue	\$70,000 or Development Driven	N/A	Long-term
P7	S. Main Street	Reconstruct/Install sidewalks on the north side of S. Main Street from Bridge Street to Lombard Street	\$95,000	N/A	Near-term
P8	Lombard Street	Construct a wide shoulder along the east side of Lombard Street from S. Main Street to Lewis Street	\$16,900	N/A	Near-term
P9	3 rd Street	Install sidewalks on the east side of 3 rd Street from N. Main Street to the river bridge	\$20,000 or Development Driven	N/A	Long-Term
P10	Dayton Street	Install sidewalks on the west side of Dayton Street from N. Main Street to the river bridge	\$50,000 or Development Driven	N/A	Long-term
P11	Parry Road	Install sidewalks on the north side of Parry Road from Bridge Street to falls parking area	\$55,000	N/A	Long-Term
P12	Mitchell Street	Install sidewalks on the north side of Mitchell Street from 4 th Street to 5 th Street	\$20,000 or Development Driven	N/A	Long-term
P13	Little Luckiamute River	Conduct an engineering study and, if feasible, construct a multi-use path along the Little Luckiamute River	To be determined	To be determined	Long-Term
P14	3 rd Street	Acquire right-of-way and complete a side walk at the top of the existing pathway/stair connection between Pine Street and Prospect Avenue.	\$16,000	\$58,500	Near-Term

Source: KAI ROW = Right-of-way

¹ All cost estimates include mobilization (10%), traffic control (5%), contingencies (30%), engineering fees (15%), and construction management (10%) (in 2012 dollars).

² Planning level cost of right-of-way estimated at \$15 per square foot. Actual right-of-way acquisition cost will vary.

Transportation Element - Figure 4
 Future Transportation Improvement



RECREATIONAL TRAIL SYSTEM

The City of Falls City is located near and has roadway access to the Black Rock Mountain Bike area with the trailhead located approximately three (3) miles west of Falls City. The area offers multiple trail systems, featuring four (4) main trails available for beginners to advanced riders and covering approximately nine (9) miles. A parking area (if used without driving or parking past a private camp archway) is available at the edge of Camp Tapawingo. Riders may cycle on socialist Valley Road through the camp while staying on the roadway.

The trail system (located on 500 acres of property under the jurisdiction of the department of Forestry- (DOF) is built and maintained by a non-profit organization- Black Rock Mountain Bike Association (BRMBA). The discussion for development of bike trail system began with the DOF in the year 2000.

The City of Falls City in 2012 discussed development opportunities in combination with the Black Rock Mountain Bike area. Topic ideas included potential use of abandoned railroad rights-of-way, development of multi-use trails paralleling sections of the Luckiamute River including areas adjacent the river within City limits, and development of staging/parking areas for shuttling riders to the Black Rock bike trails.

In regard to other multi-use paths, the City may explore the construction/installation of trails that connect City parks, the waterfall located within City limits, other sites of interest, and commercial activities within the community.

RAILWAY

There is no rail service to Falls City. Rail right-of-way transverses the City, but the tracks have been removed. There is no evidence to indicate that rail service will return to Falls City in the near future. There have been suggestions that the rail right-of-way be converted to pedestrian trails.

AIRPORT

The nearest airport is located 15 miles away in Independence. For commercial air travel, however, Falls City residents must travel over 70 miles to either Portland or Eugene.

PUBLIC TRANSPORTATION

Public transportation is not currently available in Falls City. The nearest public transportation system provides service between Dallas, Independence, Monmouth and Salem.

IMPROVEMENTS/ACTIONS

There are no major improvements or actions necessitated by this element; however, the steps below are documented for the City's consideration.

1. Develop a bicycle and pedestrian plan that inventories and identifies existing deficiencies prioritizes future improvements and provides initial engineering cost estimates for prioritized bicycle and pedestrian improvement projects.
2. Build an ADA accessible sidewalk network that connects the city's "southside" residential neighborhoods with the city's downtown commercial area, schools, churches and post office. The completion of the proposed improvements will allow the City's children, senior citizens, and other pedestrians to utilize a safe network of pedestrian right-of-ways.
3. Construct north side sidewalk improvements resulting in the completion of one continuous stretch of sidewalk on N. Main Street throughout Falls City's downtown. These improvements will also result in the completion of an ADA accessible sidewalk ramp for the Prospect Street Crosswalk between the Falls City Grade School and the school playground.
4. Replace street signs in the downtown core area and construct directional signage to Falls City parks.

FINANCING

Transportation system improvements are usually capital-intensive projects that can place a great fiscal burden on a community. For this reason, transportation projects are often paid for using a combination of funding and financing. Funding describes methods that generate revenue for transportation projects. Financing refers to how projects are paid for over time.

The City can investigate a number of funding and financing sources to construct transportation improvement projects. The following is a list and brief description of transportation funding and financing opportunities. No effort has been made to screen alternatives according to their political or legal feasibility. The intent of the discussion is to provide an overview of a number of alternative revenue sources.

Federal Resources

The Federal government offers a variety of grant and loan programs for transportation-related capital projects. As with all special assistance programs provided by State and Federal governments, funding for special projects is highly competitive. Two of the programs currently offered are the Transportation Investments Generating Recovery (TIGER) Program that provides grants, and the Transportation Infrastructure Finance and Innovation Act (TIFIA) that provides loans and other forms of credit assistance. (Note: There is speculation that the TIGER program will be discontinued in the future.) Also see MAP-21 listed below.

MAP-21 (Moving Ahead for Progress in the 21st Century)

The current federal transportation funding bill is the Moving Ahead for Progress in the 21st Century (commonly known by the acronym, MAP-21), which authorizes funding for the Nation's surface transportation programs. It was signed into law in July 2012 and replaced the expired Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (commonly known by the acronym SAFETEA-LU). The law establishes funding levels and policies for the federal

government's highway, highway safety, transit, motor carrier, and some rail programs administered by the U.S. department of Transportation (DOT). Funds to local agencies within the state of Oregon are primarily allocated by the Oregon Department of Transportation (ODOT) unless dedicated to a local agency through a specific project earmark. MAP-21 expires September 30, 2014. While previous transportation bills provided funding for six (6) years, Map-21 is only for two (2) years, which many anticipate as the pattern for future Federal legislation.

Potential: The potential for Falls City to take advantage of the next bill will likely be through lobbying to get their projects on the next ODOT State Transportation Improvement Plan (STIP) and applying for funds dedicated to specific types of projects, such as pedestrian and bicycle projects or downtown revitalization. No specifics are available regarding how much funding will be available for local agencies. It is advisable that the City maintain contact of its representative to the Mid-Willamette Valley area Transportation Committee (MWACT) in regards to the STIP planning and funding process(es). Representative information is available by contacting the Mid-Willamette Valley Council of Governments (MWVCOG), Transportation section.

Community Development Block Grants (CDBG)

Some of the past grants to the City of Falls City have been CDBG Program funds, which are offered through the Federal Department of Housing and Urban Development. To receive CDBG funds, cities must compete for grants based upon a formula that includes factors such as rural/urban status, demographics, local funding match, and potential benefits to low-to-moderate income residents, including new job creation. CDBG funds can also be used for emerging public work needs.

Potential: In small rural communities this program has limited application but may be a source of street funds for roads serving new developments supporting job creation or multifamily housing. A CDBG grant was used in 2002 to help fund street improvement to N. Main Street.

Federal Economic Development Administration (EDA)

The Federal Economic Development Administration provides annual grant funding on a competitive basis for public works improvements that directly generate or retain jobs in local communities. These funds can be used for local utilities and transportation facilities that serve new development sites.

Potential: EDA funds are difficult to obtain but could be considered for targeted improvements for local industry expansion. Funding requests for EDA grants should be coordinated with Polk County and the OECDD.

Potential: These funds are limited to situations where it can be documented how a project will contribute to economic development and family-wage job creation.

Special Small City Allotment (SCA)

Description: SCA funding is available to incorporated cities with populations less than 5,000. This funding comes from state gas tax funds and provides grants up to \$ 50,000 to selected cities. Cities are asked by ODOT annually to apply for funding for projects they select on their local street system. Cities can apply only if previous SCA Grants are complete and paid for. ODOT regions evaluate project proposals from each city and rank each proposal.

Application: Region 2 is allocated several grants per year for small cities. Falls City has received several SCA Grants through ODOT in the past for pavement maintenance and sidewalk projects. Funding was awarded for additional 2013 street improvements on Bridge Street from its intersection with S. Main Street/Parry Road to the intersection of Terrace Street.

ODOT Enhancement and Fix-It Program

Description: In 2012, the Oregon Department of Transportation formed the Active Transportation Section in order to combine and promote programs that focus on multi-modal and sustainable transportation solutions. As a result, the Transportation Enhancement and Oregon Bicycle and Pedestrian Programs joined for the purpose of issuing grants. Through the Fix-It and Enhance Program the communities can obtain funds to carry out a variety of pedestrian, bicycle, streetscape and other sustainable transportation systems. Enhance is defined as activities that enhance or improve the transportation system and Fix-It is activities that fix or preserve the system.

Existing Application: Applications filed with ODOT are reviewed and prioritized by the Area Commissions of Transportation (ACT) with the Mid-Willamette Valley ACT providing representation for the Falls City area. For projects proposed to begin construction in 2017-2020, applications are due in 2014 for inclusion in the state transportation Improvement Plan. (STIP) that is updated every two (2) years. Projects selected for funding are determined by the Oregon Transportation Commission (OCT)

Oregon Transportation Investment Act (OTIA)

Description: The goal of OTIA signed into law in 2003 is to provide a boost to the State's economy, ensure efficient delivery routes for products and services and help solve city and county transportation challenges. More than half of the funding is designated for repairing and replacing bridges.

Existing Application: Funds are distributed by a formula: 40 percent to the cities and 60 percent to the counties. Local governments select individual projects for city and county roads.

State Parks Funds

Description: Recreational Trails Grants are national grants administered by the Oregon Parks and Recreation Department (OPRD) for recreational trail-related projects, such as hiking, running,

bicycling, off-road motorcycling and all-terrain vehicle riding. For additional details, contact the Department's web site: www.Oregon.gov/OPRD/Pages/index.aspx and "visit" the "grant categories."

Existing Application: OPRD gives more than \$4 million annual to Oregon communities for outdoor recreation project, and has awarded more than \$40 million in grants across the state since 1999. Grants can be awarded to non-profits, cities, counties, and state and federal agencies.

Potential: Funding is primarily intended for recreational trail projects. Eligible projects could include a trail system paralleling the Luckiamute River and connecting City parks within the City with links to other points of interest.

Local Funding Options

The following programs are used by cities in the funding of transportation improvements:

General Obligation Bonds (G.O. Bonds)

Description: Bonds are often sold by a municipal government to fund transportation (or other types) of improvements, and are repaid with property tax revenue generated by that local government. Under Measure 50, voters must approve G.O. Bond sales with at least a 50 percent voter turnout.

Existing Application: Subject to voter approval, the City can issue general obligation (GO) bonds to finance capital improvements. Debt service for GO bonds is provided by a bond levy that increases property taxed outside the limitation of Measure 5.

Potential: Depending on (1) the criticality of the planned projects and (2) the willingness of the electorate to accept increased taxation for transportation improvements, voter-approved GO bonds may be a feasible funding option for specific projects. Proceeds may not be used for ongoing maintenance.

Serial Levy/Property Taxes within the Limits of Ballot Measure 50

Description: Local property tax revenue (city or county) could be used to fund transportation improvements through a serial bond levy.

Existing Application: Revenue from property taxes ends up in the local government general fund where it is used for a variety of uses. Precedents for the use of property taxes as a source of funding for transportation capital improvements can be found throughout the state. However, with the limitations resulting from Measure 50, use of property taxes for transportation capital improvements will continue to compete with other general government services under the three percent assessed value increase allowed by Measure 50 and the local tax limits of \$15 per \$1,000 of assessed value established under Measure 5. Under Measure 50, however, there is no limit on assessed value generated by new construction.

Potential: Because the potential for increased funding from property tax revenue is limited by Ballot Measures 5 and 50 and by competition from other users who draw funds from the general fund, it is not

a practical source for financing major local street improvements but could finance a package of minor improvement projects.

Revenue Bonds

Description: Like general obligation bonds, revenue bonds are a form of debt that can be used to finance capital improvements. However, revenue bonds are secured and repaid not by a property tax levy but by a pledge on a specific revenue stream.

Existing Application: Revenue bonds are a common source of financing capital improvements in traditional utilities (water and sewer) where rate revenues can be pledged to repayment of the debt. Transportation utilities that impose fees for the maintenance of City streets are less common than traditional utilities, but they are becoming more numerous among jurisdictions in Oregon. (See TUF below for more details.) Fees generated by a transportation utility fee can be pledged to the replacement of revenue bond debt.

Potential: Once a transportation utility has a stable stream of rate revenue, the City Council can issue revenue bonds without voter approval. Interest rates depend on market conditions and the City's credit rating. Upon establishing a revenue bond, the city is required to comply with certain covenants (such as debt service coverage ratio) for the life of the bonds.

Local Transportation Utility/User Fee (TUF)

Description: A transportation utility fee is based on the fact that streets are utilities used by citizens and businesses just like a public water or sewer system. The general objectives are to (1) ensure reliable, ongoing funding and property maintenance for the City's transportation infrastructure and (2) recover costs in a way that is equitable among users (rate equity).

Several potential rate structures often serve as the basis for a TUF with peak-hour and daily trips providing the strongest link between the charge basis and transportation costs. In a study completed by FCS Group in 2013 in conjunction with the City's preparation of its TSP, the consultants recommended using the number of daily trips generated by its customers (residences and employers).

Existing Application: This fee is used in many Oregon cities through a monthly fee charged to local dwelling units and businesses. Typically the revenue generated by these fees are used for operations and maintenance of the street system but the ability to use these fees for capital projects, including pedestrian and bicycle projects should be explored.

Potential: If the City council chooses to adopt an ordinance initiating a TUF, FCS Group recommends a rate ranging from \$3.00 to \$5.00 per month with the options of charging only residential customers or both residential and non-residential customers.

Local Improvement District (LID)

Description: Oregon Revised statutes (ORS) 223.387 to 223.401 authorized local governments to have the ability to establish local improvement districts (LIDs) and levy special assessments on a benefitted property to pay for capital improvements.

Existing Application: LID programs have wide application for funding new or reconstructed streets, sidewalks, water/sewer or other public works projects. The LID method is used primarily for local or collector roads, though arterials have been built using LID funds in certain jurisdictions.

Potential: LIDs continue to offer a good mechanism for funding projects such as new sidewalks and street surface upgrades. An example of a good application for a LID may be for sidewalk projects on collector streets. In the developed areas of Falls City where there are no sidewalks in front of existing developed properties, the City may be able to fund the cost of sidewalks on collector streets to provide a connected pedestrian system for current and future residents.

Specific procedures that are applicable to the City are found in Section 43 of its Charter and Chapter 3.12 of its Municipal Code.

Urban Renewal District

Description: ORS Chapter 457 authorizes cities and counties to establish Urban Renewal Areas (URAs) in which a dedicated stream is known in statutory language as “division of taxes.” When a URA is formed, the assessed value within the area’s boundaries is frozen for the incumbent taxing jurisdictions. To the extent that assessed value rises above that frozen base, the URA receives the property tax revenue that all overlapping jurisdictions would have otherwise received.

Existing Application: Urban Renewal Districts have been formed in over 50 cities in Oregon, generally focused on revitalizing downtowns. Revenues generated can be substantial but by no means quickly raised. For that reason, capital improvements within a URA are typically financed with debt, and the tax increment is used to service that debt.

Potential: Urban Renewal dollars can be used to fund infrastructure projects such as roadway, sidewalk, or transit improvements. Falls City does not currently have an URA, but the City could consider one for areas that are expected to experience potential redevelopment over the next 10 to 20 years- areas with the potential.

Developer Dedications of Right-of-Way and Local Street Improvements

Description: New local streets required to serve new development areas are provided at the developer’s expense to the City in accordance with the tentative and final plan approvals granted by the City Council.

Existing Application: Current City ordinance requires local streets and utilities to be provided in accordance with the adopted Land Use Plan, and the zoning ordinance and subdivision ordinance. This includes dedication of street/utility right-of-way and construction of streets, pedestrian/bicycle facilities, and utilities to City design standards.

Potential: Private developer street dedications are an excellent means of funding new local street/utility extensions, and are most effective if guided by a future street plan. This funding mechanism can apply to all new local street extensions in Falls City within the 20-year planning period.

Systems Development Charges (SDCs)

Description: Another option is to exact fees from developers to pay for off-site or oversize improvements. Sometimes fee systems generate money that goes into a common fund to pay for system wide capital facilities.

Existing Application: The Falls City Charter currently prohibits the collection of SDCs. Due to the limited availability of funds to construct street improvements, and limitations on the amount of exactions the City can require through the development review process, the City may want to consider amending this Charter provision in the future.

Potential: SDCs can only be used to address growth-related transportation needs. SDCs cannot be used to fund any existing transportation deficiencies.

PLAN EVALUATIONS, REVISIONS AND AMENDMENTS

The Comprehensive Plan must be periodically evaluated and revised when new information reveals the need. Since Falls City is in the process of upgrading both its sewage treatment and water systems, the Plan may need to be revised or updated in several years. Since the Plan is a guide for the growth of the City, as the City begins to change, the Plan must be kept current to accurately provide for the urbanization of this predominantly rural area.

The procedure for evaluating the Falls City Comprehensive Plan will be similar to the procedure used to develop this current plan. The Planning Commission will hold a series of meetings to discuss the current situation, the plan, its shortcomings and how to best revise it. Public hearings (as well as Town-Hall meetings will be convened to explore alternatives and present solutions and, eventually, revise the plan.

It is anticipated that the Plan will need a thorough review every five years, the Urban Growth Boundary evaluated at least every ten years.

AMENDMENTS

Amendments to the Plan are executed when, after a careful consideration of the effects of the proposed amendment to the Plan, it is deemed necessary and proper.

The amendment process is briefly discussed below. Any owner of real property may initiate a plan amendment. The Planning Commission shall hold a public hearing to gather information and receive public input. The Planning Commission shall present their findings on the proposed amendment, along with their recommendation for either denial or approval to the City Council, who shall take action.

Amendments to the Urban Growth Boundary shall be coordinated with Polk County and approved by the County. Any amendments that are quasi judicial in nature shall be adopted in accordance with relevant Oregon law for taking quasi-judicial actions.

IMPLEMENTATION

The Comprehensive Plan would not be effective as a guide to growth and development unless there is a method for implementing the goals and policies contained within. Zoning is one method of ensuring those policies are followed. This together with the Subdivision and Partitioning Ordinance, form the main implementing techniques for Falls City.

The Zoning and Development Ordinance adopted in 2000 was developed from the information contained in the Plan, current statutory requirements, and public input. The Zoning and Development Ordinance is designed to ensure that lots are a proper size and width, there is proper sewage disposal and available water, and that provision has been made for adequate levels of the necessary public services.

The partitioning section of the Zoning and Development Ordinance is designed to ensure that even small numbers of lot divisions conform to the adopted goals and policies, for public safety and well being, and to preserve the livability of Falls City.

In addition to the above-mentioned techniques, Falls City has several additional ordinances and resolutions that serve to further accomplish the adopted goals. Among them is a resolution regarding extension of water services. A list of ordinances and resolutions can be found at City Hall.

SECTION II. GOALS AND POLICIES

CITIZEN INVOLVEMENT

GOAL: To develop a citizen involvement program that gives ample opportunity for the residents of Falls City to participate in the planning process.

Citizen participation in all aspects of the planning effort is necessary to insure the success of the comprehensive plan.

Policies:

1. To encourage residents to attend and participate in planning commission meetings, city council meetings and all public hearings.
2. To make public notices of meetings, zoning or other land use changes, and other planning issues.

LAND USE

GOAL: To provide adequate lands to service the needs of the projected population to the year 2020, and to ensure the conversion of property to urban uses in an orderly and timely manner

Policies: General:

1. Zoning is an important means of regulating land uses. Future zoning and rezoning should be in conformance with this plan and its policies.
2. The Planning Commission and City Council should only make any amendments or changes to this plan after public hearings and official action.
3. Development should occur as extensions of existing city services occur.
4. The city will establish and maintain a buildable lands inventory at intervals requested by the City Council.
5. Vacant lands within the city with full urban services will be encouraged over annexation of additional lands.
6. The city will consider annexation of property contiguous to the city limits if the developer can provide adequate city-approved water, sanitary sewer, storm drainage facilities, and transportation facilities, if the city can provide adequate public safety services to the property and if other issues of importance to the city are adequately addressed.
7. The city will consider urban growth boundary expansions based upon consideration of the following factors:
 - a. Accommodation of additional population;
 - b. Housing, employment opportunities, and livability;
 - c. Orderly and economical provision of public facilities and services;
 - d. Maximum efficiency of land uses within and on the fringe of the existing urban area;
 - e. The long-term environmental, energy, economic, and social consequences of the locality, the region, and the state as the result of allowing Land Use and not preserving and maintaining the land for agricultural or forestry uses, and
 - f. Compatibility of the proposed urban use with nearby agricultural and forestry activities.

Policies Residential Land:

1. The city will encourage residential development to continue an overall density of a minimum of four (4) units per acre.

2. All residential development within the City of Falls City shall conform to the state building, electrical, plumbing, and fire codes. Residential development shall be encouraged in a compact and efficient manner to provide the needed housing units for varying income levels, reduce the amount of land used for residences, conserve energy supplies, and facilitate the provision of public facilities and services in an efficient and economic manner.
3. The planned unit approach to residential development will be encouraged.
4. Multifamily units should be located close to arterial or collector streets and interspersed with single-family residential when new subdivisions are developed.
5. Houses and structures of historical value should be preserved and protected from encroachment by other non-compatible uses.
6. Open spaces and parks will be encouraged in larger subdivisions and multifamily developments.

Policies Commercial Land:

1. Commercial development should be located to provide adequate and convenient services to the resident as well as the visitor.
2. Assure that commercial activities are compatible with adjacent land uses and consistent with the environmental and economic goals of the community.
3. Commercial centers should be oriented toward pedestrians, with adequate parking provided.
4. The North Main Street business area should be a coordinated development that will add to the charm and beauty of the city. North Main Street is the first thing a visitor sees when entering the city, so businesses along North Main Street should reflect the character of the community.
5. A mix of commercial activities with accessory or second-story uses is encouraged between Boundary Street and Bridge Street.
6. The mixing of uses in the commercial area will provide a means of access to transportation, housing and shopping to those persons who need to locate near the various facilities.
7. The city supports maintaining existing businesses and encouraging a variety of new business activities to locate in the city.

Policies Industrial Land:

1. Provide for an adequate amount of industrial sites for future industrial growth.
2. Provide for industrial development that is reflective of the community's attitudes and character.

3. Industry should only be located in an area that can effectively be served by public utilities, including water, sewer, and storm water drainage facilities, or provided as part of the development proposal in a manner that will not impact the surrounding properties or adjacent development.
4. Encourage the consolidation of smaller parcels into larger holdings suitable and desirable for industrial uses.
5. Discourage industrial activities that produce excess amounts of dust, smoke, odors, or other harmful or obnoxious discharges.
6. Encourage light manufacturing processes that are energy saving and do not pollute air, water, and land resources.

Policies Public and Semi-Public Land:

1. Encourage a high level of cooperation and coordination between the school district, Polk County and various State agencies, and the City of Falls City.
2. Require adequate park, open space and rights-of-way in residential and commercial developments.
3. Encourage the preservation of stream corridors to maintain a buffer from the creeks and the Little Luckiamute River in the city, to allow an area for storm water management, and to maintain the benefits of the vegetative riparian habitat.
4. Open spaces and recreational sites and facilities should be encouraged to provide for the leisure time needs of the resident and visitor.

HOUSING

GOALS AND POLICIES

GOALS: To obtain a variety of housing types and densities to meet the needs of the present and future residents of the community.

To preserve the rural character of existing residential development.

POLICIES:

1. Conserve and improve structurally sound residential areas that lend character to the community.
2. Encourage an active code enforcement program to maintain existing dwellings at minimum structural standards.
3. Direct interested parties to the appropriate agencies for access to federal funds for the rehabilitation of existing housing.
4. Pursue feasible policies to assist in the provision of adequate rental housing and an adequate supply of housing for the elderly.
5. Expand the variety of housing types available at varying cost in the city.
6. Encourage the availability of necessary programs that will assist in the provision of adequate housing for low-income families.

PUBLIC FACILITIES and SERVICES

The City of Falls City adopts the following general goals, objectives, and policies regarding the provision and development of public facilities and services:

General

GOALS: To provide for an orderly, efficient and economical system of delivery of city services.

To seek and maintain cooperation and coordination of public services with other governmental agencies.

Objectives:

1. Maintain and enhance the quality of public facilities and services, and provide them in a timely cost-effective manner.
2. Direct new development to locations where facilities and services exist, or to buildable areas adjacent to the existing service area.
3. To maximize on existing investment, consider service line extension policies that encourage infill development within the existing city.

Policies General:

1. The sizing and location of sewer, water and storm drainage lines are to reflect the requirements of desired land use arrangements and densities of the service area.
2. Utilize the provision of community facilities and services as a guide to urban development by phasing and directing growth based on facility and service capability and capacity.
3. Encourage development of vacant land within the city before urbanization of rural land within the urban growth boundary to achieve maximum utilization of public investment.
4. The installation, repair or resizing of municipal service lines should be done prior to, or concurrent with, street improvements.
5. Development costs of approved land development projects shall be paid by the developing agent or agencies, except in cases where over sizing of facilities is a determined need or result of such development; wherein the city may pay for the added cost investment related to over sizing.

Water System

GOALS: To maintain and enhance the quality of water service to all customers.

To conserve water and encourage its wise use.

Objective: Implement the water facilities plan adopted in 1993.

Policies: Water System

1. All land use developments are required to install distribution lines that will provide at least minimum water pressure and flow for the proposed land use and future land uses.
2. To maintain adequate water flow and pressure, the city continually strives to loop the system and requires a standard pipe size based upon the level of development.
3. Discourage the development of land uses that require high water consumption.
4. Develop supply, storage and distribution facilities that are able to satisfy insurance fire-flow requirements and provide a given reserve for maximum daily use and emergency needs.
5. The city shall continue the policy of paying the cost of maintaining and improving the existing water system with funds derived from user fees.
6. Waterlines and fire hydrants serving a subdivision or new development and connecting to city mains shall be installed at the developers' expense. The installation shall take into account provisions for extension beyond the subdivision or development to adequately grid the city system.
7. Encourage water conservation and the development of a water-conservation education program.
8. Actively participate in efforts to develop regional or shared water system facilities.
9. Meet the requirements of the Federal Safe Drinking Water Act.

Sewage Treatment Facilities

GOAL To provide a continuing program for sanitary sewer service that represents the most cost-effective approach for providing service to existing and future residents.

Objective: Strive for the most cost-effective approach to provide sewage treatment capacity that accommodates the projected sewerage flows, and that meets the objectives of DEQ's state water quality management plan.

Policies: Sewage Treatment Facilities

1. The city should promote development at the highest density allowed by septic systems.
2. The city should balance the review of any development proposal against any impact on the treatment system and other line operation and maintenance costs, and desired direction and type of growth.
3. The city will further investigate alternatives for sewer system improvements needed to accommodate planned future population growth. A Capital Improvements Program will be prepared to guide and schedule needed improvements.

4. New subdivisions and areas of development shall pay for the cost of sanitary sewers installed to serve the subdivision and to connect the subdivision to existing mains.
5. The city shall continue the policy of paying the cost of maintaining and improving the existing distribution system with funds derived from user fees.
6. The sizing and location of wastewater line is to reflect the requirements of the desired land use arrangements and densities of the service area.

Storm Drainage System

GOAL: To provide existing and future development areas with an adequate storm drainage system.

Objectives:

1. Adopt and implement a storm drainage master plan.
2. Eliminate flooding from stormwater runoff within the service area.

Policies: Storm Drainage System

1. All storm drainage shall be channeled into an effective storm drainage system.
2. All new developments shall install engineered and city-approved storm drainage facilities along with other improvements.
3. Developers shall provide their subdivisions and developments with drainage facilities that connect to drainage ways and storm sewers outside the subdivision at the developers' expense. The design shall consider the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision.
4. The city will improve its storm drainage system through already-improved lands as the need arises using resources of bond issues or other funds depending upon the scope and expense of the project.

School System

GOALS: To ensure that the schools are developed, maintained and enhanced as the center for quality educational opportunities, and as a recreation and activity center.

To maintain or improve the capability of the School District as a viable resource for local public education.

Objective: Coordinate school facilities planning with land use planning so that the quality of educational opportunities and the schools as a recreation and activity center are not sacrificed due to the lack of land use and facilities planning.

Policies: School System

1. Support school revenue raising efforts to ensure the capacity to meet needs of the community.

2. Plan and develop school facilities expansion according to city generated growth trends and the resulting projected school population growth.
3. Maintain communication with school district concerning development projects that could affect school operations and functions.
4. Cooperate with the School Board and School District personnel in the maintenance and improvement of public education programs.
5. Consider and provide for present and future School District needs in the preparation and implementation of local land use, urbanization, and/or economic development.

Policies: Library Services

The library provides a valuable service to the community. It is the City's policies to:

1. Support efforts to enlarge the capacity of the library.
2. Encourage use of the library by the community.

Policies: Community Health and Social Services

Providing health and social services for those who need it and are not able to afford it is an important task. It is the policies that:

1. Encourage Polk County to maintain health and social services at present levels.
2. Encourage establishment of a community health center.

GOAL 5 RESOURCES (NATURAL RESOURCES, SCENIC and HISTORIC AREAS, and OPEN SPACES)

Falls City adopted a number of goals and policies to protect natural resources, maintain a livable community and support sustainable development.

GOAL: Protect natural resources and conserve scenic and historic areas, and open spaces.

Objective: To support regional efforts to improve water quality, wildlife habitat and restore fish habitat in the Luckiamute River Watershed.

Policies:

- 1. Falls City will participate in watershed-based efforts to improve fish and wildlife habitat and water quality in the Luckiamute River Watershed. Participation will include having a representative on the Luckiamute River Watershed Council or coordinating with the small-city representative.
- 2. Falls City will contribute to, or comment upon, regional water quality improvement planning and fish recovery plans undertaken by state and federal agencies by reviewing and responding to proposed policies and plans.

Objective: To identify and protect historic and cultural resources in Falls City.

Policies:

- 3. Falls City will implement the existing development code provisions that establish a Historic Landmark Commission; a program for the identification, evaluation, and designation of historic resources as landmarks; public incentives for the preservation of Designated Landmarks; and land use regulations regarding the alteration, moving or demolition of Designated Landmarks and Historic Resources of Statewide Significance.
- 4. Falls City will cooperate with state agencies and other historic organizations to catalog and preserve historic buildings, artifacts, and archaeological sites.

Objective: To identify and protect scenic resources in Falls City.

Policy:

- 1. Falls City will implement the existing development code provisions for open space resources.

AIR, WATER and LAND RESOURCES QUALITY

GOAL: To maintain and improve the quality of air, water, and land resources in Falls City.

Objective: To support regional efforts to improve water quality in the Luckiamute Watershed.

Policies:

1. Falls City will ensure that land use and development do not degrade water quality associated with fish habitat.
2. Falls City will promote water conservation by periodically providing residents with information about water conservation in their utility bill and displaying pamphlets/literature at city hall.

Objective: To reduce the risk of natural resource contamination in Falls City.

Policies:

1. All development and activities within the city shall adhere to applicable federal and state air, water, and land quality regulations and standards.
2. Falls City will work with private forestland owners in the Teal and Glaze Creek watershed to protect the city's drinking water supply.
3. Falls City will support the formation of a regional solid waste management program.
4. Future development activities that generate a significant amount of noise will be required to meet all noise regulation of the State of Oregon.
5. Falls City will educate residents about resource contamination by periodically providing information to residents in their utility bill and displaying pamphlets/literature at city hall. The importance of protecting surface and groundwater will be emphasized.

Objective: To maintain, and when and where feasible, enhance the air quality resources of the community.

1. Falls City will request technical assistance from the Department of Environmental Quality in evaluating development that may adversely impact air resources.
2. When possible, Falls City will encourage alternative forms of transportation to reduce automobile emission pollution.

AREAS SUBJECT TO NATURAL DISASTERS and HAZARDS

GOAL: To protect life and property in Falls City from natural disasters and hazards.

Objective: Develop and integrate a hazard mitigation plan for natural hazards in Falls City.

Policies:

1. Falls City will require additional geotechnical investigations and hazard mitigation measures for development and construction occurring in Building Limitations areas or on slopes in excess of 25 percent. Development shall not occur unless the geotechnical investigation demonstrates that the property can be safely developed as proposed.
2. In hazard areas outside the floodplain, Falls City shall review proposed development plans for compatibility with public safety.

Objective: To reduce earthquake damages in Falls City.

Policies:

1. Falls City will support earthquake preparedness and hazard mitigation planning led by other governmental agencies.
2. Falls City will require higher building standards for new schools, fire stations, and medical facilities.

AGRICULTURE

GOAL: To establish agriculture as an accepted use within the city limits.

Production of food for home use conserves energy and enhances the rural character of the city.

Maintenance of the ability to raise livestock and gardens is essential to preserve Falls City's rural lifestyle.

Policies:

1. To allow the raising of livestock (with the exception of swine) for home consumption.
2. To allow continued agricultural usage of residential lands.

FOREST LANDS

GOAL: To protect forest lands for wood production and allow that the growing and harvesting of timber is the primary use of all lands zoned as forest lands.

Forest lands are important to Falls City for several reasons. They provide income to residents, contribute to the scenic beauty of the Falls City area, and provide wildlife habitat.

Policies:

1. To use the Oregon Forest Practices Act as a guideline for all rules and regulations pertaining to timber management and harvest in Falls City.
2. To allow Falls City to present recommendations to the Forest Practices Officer concerning the effect of timber cuts on the environment and residents of the City.
3. To encourage current and future forestland owners to maintain and preserve their forest lands for forest uses.
4. To encourage forest land owners to keep the City abreast of their management plans concerning harvesting and reforestation schedules so that the City can prepare for inherent changes in land values, tax revenues, and the general character of the City.
5. To deny extension of City development services (water, street, sewerage) on forest lands unless these services will be used for an accepted non-forest usage.

RECREATIONAL NEEDS

GOAL: To provide the necessary facilities, activities and programs to fulfill the recreational needs of community citizens and visitors from surrounding areas.

Falls City has many areas serving to fulfill the recreation needs of its residents. However, needs change over time and the city must keep aware of these changing needs. Recreation areas may serve as open spaces and as community centers that utilize residents' leisure time in constructive ways.

Policies:

1. To annually update the review of the community's recreational needs, and adjust the corresponding priorities.
2. To establish an ongoing program of leisure-time activities for senior citizens and youth.
3. To encourage and support the provision and use of recreational facilities in nearby areas that would assist the local residents in meeting recreational needs.
4. To encourage a study toward the development of a multi-use trail that parallels the Luckiamute River and connects City parks, the falls, and provides areas for parking, staging, and/or transportation services to facilitate access to the Black Rock Mountain Bike area
5. To support the construction of a trailhead at Michael Harding Park or adjacent city-owned land, with eventual connection to the Coast Trail proposal presently on file with Polk County.

TRANSPORTATION

GOALS:

1. Provide a circulation system which is safe and efficient for vehicle users, pedestrians and bicyclists.
2. Establish a street system which is consistent with orderly growth, maximizes quality of life, and minimizes conflicts with adjacent land uses.
3. Encourage energy conservation through efficient transportation planning.
4. Consider methods to create a more equitable and cost effective system of financing street development and improvement.
5. Encourage the provision of street crossing improvements to enhance the mobility of citizens who are elderly or experience physical disabilities.
6. Provide a street system which is consistent with all applicable roadway design standards.
7. Continue communication with public transportation providers in an effort to seek such transportation services for the community.

POLICIES:

1. All new land divisions and significant developments are to provide fully improved streets and other public improvements.
2. New building construction in areas already provided with street access shall provide street improvements, where necessary, and shall install curbs and sidewalks, where lacking, along its frontage.
3. New construction shall provide bicycle and pedestrian facilities that provide safe and convenient access within, to, and from new land divisions, planned developments, shopping and industrial areas to nearby residential areas, and neighborhood activity centers, such as schools, parks and shopping.
4. Assure that all structures fronting arterial and collector streets are set back the required minimum distance from the established right-of-way.
5. Traffic movement on streets shall be facilitated by controlling access points wherever possible. Access control shall include restrictions on the number and location of individual encroachments and street intersections.
6. The City shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with county and state Transportation System Plans (TSPs).

7. The major street network should function so that livability of neighborhoods is preserved.
8. Promote new street development standards to encourage access to, and development of existing odd shaped and land-locked parcels.
9. Street design should consider the need for landscaping and noise reduction.
10. Give priority to street improvements that are necessary to achieve safety, lower maintenance costs and increase efficiency.
11. The City should seek cooperation with government agencies, private developers and property owners to provide an equitable and cost effective system of financing street development and improvement.
12. The City shall seek available revenue sources and funding mechanisms to finance identified transportation system needs.
13. Whenever possible, existing streets shall be extended to serve urban and urbanizable areas.
14. The City will require, when technically feasible, that streets within a proposed development connect to existing streets at more than one point.
15. The City shall designate future street locations and extensions of existing streets on the Future Street Network_Map and shall use this Map to help guide the design of future development.
16. In those areas where the City has designated a future street location, the City will ensure the preservation of right-of-way by requiring that all structures and other permanent improvements be located outside the proposed street right-of-way by maintaining the applicable setback standards.
17. The City will consider vacating unused right-of-way based upon the following factors:
 - a. The street vacation is consistent with the City's transportation goals and policies.
 - b. The right-of-way is not identified as a planned future street on the City's Future Street Network Plan.
 - c. The right-of-way is not needed for existing or future private or public utility, which cannot be reasonably accommodated through the creation of utility easements.
 - d. The proposed vacation would not be detrimental to the public health, safety and welfare.
18. The City will pursue traffic calming techniques for neighborhood and local streets so as to reduce travel speeds and dust and create a more livable neighborhood environment for residents.

IMPLEMENTATION:

1. Identify streets, curbs and sidewalks, bikeways and pedestrian ways that need repair/construction including considering minimal improvements such as adding gravel surfacing on unimproved streets as the budgeting process allows. Prioritize their improvement into a capital improvement program.
2. Consider a reduction of rights-of-way and paving width.
3. Develop access control standards for arterial and collector streets within the planning area to assure adequate spacing and site distance between driveways and street intersections.
4. Coordinate with Polk County the control of access, alignment of intersecting streets and off-set of streets along the City's major streets that fall under the County's jurisdiction.
5. Designate a city committee to identify and respond to local traffic concerns, including the need for traffic calming measures in residential areas. Develop a process for addressing citizen concerns that would include identifying possible alternatives to address those concerns, and making a recommendation to the Council.
6. Develop and implement a strategy to create a standardized street addressing system and construct new street signage. Examples of specific actions include: develop a grid base system for assigning street addresses in a GIS mapping system; coordinate street addressing needs with Polk County, emergency response services and the post office; complete an analysis to identify incorrect addresses; notify properties with incorrect addresses; and obtain cost estimates to install new street signs.
7. Monitor the need and periodically contact the Chemeketa Regional Transportation System (CARTS) and/or other providers to communicate with the agencies regarding the need to provide public transportation services to the City of Falls city to serve its "senior" population and those without access to personal vehicles.

ENERGY CONSERVATION

GOAL: To conserve energy.

The costs of energy are rising dramatically. The more dependent Falls City is upon outside sources of energy, the more vulnerable the City is to shortages and high fuel costs. It is in the City's best interest, then, to conserve energy.

Policies:

1. To develop bike and pedestrian paths when feasible.
2. To institute energy saving measures in municipal buildings and other properties when money is available.
3. To encourage energy saving by Falls City residents.

ECONOMY AND URBANIZATION

GOAL: To increase the viability and stability of the economy of Falls City as a rural residential and commercial center.

The economic health of Falls City is dependent upon improving the viability of the commercial sector and developing vacant residential lands. Falls City must consider the effects of the local economy and urbanization upon each other.

Policies:

1. To conduct economic development planning by implementing the following steps:
 - a. Complete an inventory of economic needs.
 - b. Identify urban growth potentials and priorities.
 - c. Consider industrial, commercial and residential land use needs when planning future sewage, water, or other major public works improvements.
 - d. Incorporate the above data into a plan for economic and urban development within the City boundaries.
2. To require that all future proposals for land annexations to the City be jointly considered and approved by both Falls City and Polk County. Mutually approved annexation proposals shall be subject to the policies and procedures of the Marion-Polk Boundary Commission. Proposals by individuals for land annexations shall be submitted on forms prescribed by the City, and shall include sufficient information from the applicant to enable a decision.
3. To require that future proposals or plan amendments requiring a revision of the Urban Growth Boundary be jointly considered and approved by both Falls City and Polk County. Actions to revise the Urban Growth Boundary must be based on a determination of satisfactory compliance with the criteria of State Land Use Goal #14, Urbanization. Changes in the Urban Growth Boundary shall be instituted through a Cooperative Urban Services Agreement adopted by Polk County.
4. To restrict additional or new urban services to within the existing City Boundaries. Urban services provided outside City boundaries prior to the adoption of the Comprehensive Plan shall be maintained.
5. To review the Urban Growth Boundary at least every five years, or concurrently with periodic reviews of the Comprehensive Plan.

SECTION III. BACKGROUND INFORMATION

ORDINANCE 532 -2013

**AN ORDINANCE ADOPTING A TRANSPORTATION SYSTEM PLAN (TSP) AND
TEXT AMENDMENTS TO THE CITY OF FALLS CITY COMPREHENSIVE PLAN
AND THE CITY'S ZONING AND DEVELOPMENT ORDINANCE**

WHEREAS, the City of Falls City determined the need to adopt a Falls City Transportation System Plan (TSP) and amend applicable and accompanying text of the Falls City Comprehensive Plan and the City's Zoning and Development Ordinance (FCZDO) as presented in Exhibit A; and

WHEREAS, the City Council acting in the role of the Planning Commission conducted a public hearing to consider the draft document and proposed amendments on April 11, 2013, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, at the close of the public hearing, the Council voted while serving as the Planning Commission to recommend City Council approve of the draft TSP and revised documents at the public hearing; and

WHEREAS, the City Council conducted a public hearing to consider the requests on May 9, 2013, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, at the close of the public hearing on May 9, 2013, the City Council voted to approve the requests subject to the revisions stated at the public hearing; and

WHEREAS, proper notice of the said public hearings was given to the public pursuant to applicable state statutes for legislative amendments; and

WHEREAS, the City Council of the City of Falls City hereby adopts the findings of fact set forth in the staff report dated April 29, 2013, prepared for the May 9, 2013, public hearing,

NOW THEREFORE THE CITY OF FALLS CITY ORDAINS AS FOLLOWS:

Section 1. The adoption of the Falls City Transportation System Plan (TSP), amendments to the City of Falls City Comprehensive Plan, and the City of Falls City Zoning and Development Ordinance (FCZDO), as provided in Exhibit A; and

Section 2. The City Council for the City of Falls City completed its first reading of Ordinance on June 13, 2013; with a second reading July 11, 2013., the City of Falls City notes that this Ordinance becomes effective within thirty (30) days, and therefore, this Ordinance shall be in full force and effect August 9, 2013.

First Reading: June 13, 2013

Second Reading: July 11, 2013

First reading PASSED by the City Council of the City of Falls City on this 13th day of June 2013, by the following votes.

AYES: 5 NAYS: 0

Second reading PASSED by the City Council of the City of Falls City on this 11th day of July 2013, by the following votes.

AYES: 6 NAYS: 0

 7/11/13
Amy Houghtaling
Attest:

 7/11/13
Amber Mathiesen, City Recorder/Administrator

ORDINANCE NO. 525-2010

AN ORDINANCE ADOPTING THE FALLS CITY STREET IMPROVEMENT PLAN, AND RELATED AMENDMENTS TO THE FALLS CITY COMPREHENSIVE PLAN, ZONING AND DEVELOPMENT ORDINANCE AND PUBLIC WORKS DESIGN STANDARDS; AND DECLARING AN EMERGENCY

WHEREAS, the City of Falls City deemed it necessary to develop a Street Improvement Plan and update related ordinances, including the Carlton Comprehensive Plan, Zoning and Development Ordinance and Public Works Design Standards; and

WHEREAS, the Falls City Council held a public hearing on Legislative Amendment 10-01 to adopt the Falls City Street Improvement Plan and related amendments on June 8, 2010, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of the said public hearing was duly given to the public;

NOW THEREFORE; the people of the City of Falls City ordain as follows;

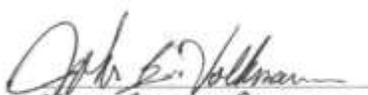
SECTION 1. Adoption. The Falls City Street Improvement Plan and related amendments to the Falls City Comprehensive Plan, Zoning and Development Ordinance and Public Works Design Standards, attached and hereto marked as Exhibit A, are hereby adopted.

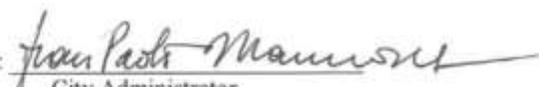
SECTION 2. Emergency Clause. The Council desires and deems it necessary for the preservation of the health, peace, and safety of the City of Falls City that this ordinance take effect at once, and therefore, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Passed by this Council this 10th day of August, 2010, by the following vote:

AYES: 3 NAYS: 1 ABSTAINED 0 ABSENT 2

Approved by the ^{COUNCIL PRESIDENT} ~~Mayor~~ this 19th day of AUGUST, 2010.


MAYOR COUNCIL PRESIDENT
JOHN VOLKMANN

ATTEST: 
City Administrator

35

ORDINANCE NO. 5-03

AN ORDINANCE AMENDING THE HOUSING ELEMENT OF THE FALLS CITY COMPREHENSIVE PLAN

WHEREAS, the City of Falls City has developed amendments to the Housing Element of the Comprehensive Plan; and

WHEREAS, the City of Falls City Planning Commission conducted work sessions and a public meeting on the proposed amendment on June 25, 2003, and the City Council conducted a public hearing on the proposed amendments on July 21, 2003, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of the said public hearing was duly given to the public pursuant to the State's public notice requirements;

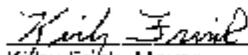
NOW THEREFORE, THE CITY OF FALLS CITY ORDAINS AS FOLLOWS:

The City Council of the City of Falls City does hereby amend the Comprehensive Plan and adopts the Housing Element as set forth in Exhibit "A".

Passed and adopted by the City Council of the City of Falls City on this 21st day of July 2003, by the following votes:

AYES: 6 **NAYS:** 0

Approval by the Mayor on this 21st day of July 2003.



Kirby Frink, Mayor

ATTEST:


April McClure, City Clerk

ORDINANCE NO. 5-03

AN ORDINANCE ADOPTING A TRANSPORTATION (GOAL 12) ELEMENT OF THE FALLS CITY COMPREHENSIVE PLAN

WHEREAS, the City of Falls City has developed a Transportation Element (Goal 12) of the Comprehensive Plan; and

WHEREAS, the City of Falls City Planning Commission conducted work sessions and a public meeting on the proposed Transportation Element on June 25, 2003, and the City Council conducted a public hearing on the proposed amendments on July 21, 2003, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of the said public hearing was duly given to the public pursuant to the State's public notice requirements;

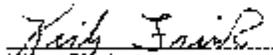
NOW THEREFORE, THE CITY OF FALLS CITY ORDAINS AS FOLLOWS:

The City Council of the City of Falls City does hereby amend the Comprehensive Plan and adopts the Transportation (Goal 12) Element as set forth in Exhibit "A".

Passed and adopted by the City Council of the City of Falls City on this 21st day of July 2003, by the following votes:

AYES: 6 NAYS: 0

Approval by the Mayor on this 21st day of July 2003.


Kirby Fink, Mayor

ATTEST:

April McClure, City Clerk

ORDINANCE NO. 497

AN ORDINANCE AMENDING THE AIR, WATER AND LAND RESOURCES QUALITY (GOAL 6); AREAS SUBJECT TO NATURAL HAZARDS AND DISASTERS (GOAL 7); HOUSING (GOAL 10); AND PUBLIC FACILITIES AND SERVICES (GOAL 11) ELEMENTS OF THE FALLS CITY COMPREHENSIVE PLAN

WHEREAS, the City of Falls City has developed amendments to the following elements of the Comprehensive Plan:

Air, Water and Land Resources Quality (Goal 6); Areas Subject to Natural Hazards and Disasters (Goal 7); Housing (Goal 10); and Public Facilities and Services (Goal 11); and

WHEREAS, the City of Falls City Planning Commission conducted a public hearing on the proposed amendments on June 20, 2001, and the City Council conducted a public hearing on the proposed amendments on July 9, 2001, at which times the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of said public hearings was duly given to the public pursuant to the State's public notice requirements:

The City of Falls City does ordain as follows:

Section 1. Amendment. The City of Falls City does hereby amend the Comprehensive Plan Elements as set forth in Exhibit 'A', 'B', 'C', and 'D' as attached hereto and incorporated herein by reference.

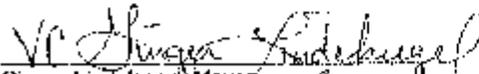
Section 2. Severability. If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses and parts shall remain in full force and effect.

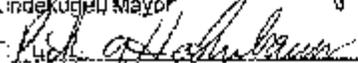
READ for the first time the 30th day of July 2001.

READ for the second time on the 30th day of July 2001.

PASSED by the Falls City Council on this 30th day of July 2001.

Approved by the Mayor on this 21st day of August 2001.


Ginger Lindenkugel, Mayor

ATTEST: 
Rick A. Hohnbaum, City Administrator

ORDINANCE NO. 496

AN ORDINANCE AMENDING THE NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES (GOAL 5) ELEMENT OF THE FALLS CITY COMPREHENSIVE PLAN

WHEREAS, the City of Falls City has developed amendments to the Natural Resources, Scenic and Historic Areas, and Open Spaces (Goal 5) Element of the Comprehensive Plan; and

WHEREAS, the City of Falls City Planning Commission conducted a public hearing on the proposed amendment on June 20, 2001, and the City Council conducted a public hearing on the proposed amendments on July 9, 2001, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of the said public hearings was duly given to the public pursuant to the State's public notice requirements;

The City of Falls City does ordain as follows:

Section 1. Amendment. The City of Falls City Comprehensive Plan Natural Resources, Scenic and Historic Areas, and Open Spaces (Goal 5) Element is amended as set forth in Exhibit "A" as attached hereto and incorporated herein by reference

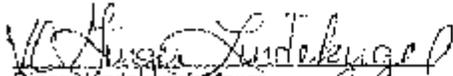
Section 2. Severability. If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses and parts shall remain in full force and effect.

READ for the first time the 30th Day of July 2001.

READ for the second time on the 30th day of July 2001.

PASSED by the Falls City Council on this 30th day of July 2001.

Approved by the Mayor on this 21st day of August 2001.


Ginger Lindenberg, Mayor

ATTEST: 
Rick A. Hohnbaum, City Administrator

ORDINANCE NO. 495

AN ORDINANCE AMENDING THE LAND USE ELEMENT OF THE FALLS CITY COMPREHENSIVE PLAN

WHEREAS, the City of Falls City has developed amendments to the Land Use Element of the Comprehensive Plan; and

WHEREAS, the City of Falls City Planning Commission conducted a public hearing on the proposed amendment on June 20, 2001, and the City Council conducted a public hearing on the proposed amendments on July 9, 2001, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of the said public hearings was duly given to the public pursuant to the State's public notice requirements;

The City of Falls City does ordain as follows:

Section 1. Amendment. The City of Falls City does hereby amend the Comprehensive Plan and adopts the Land Use Element as set forth in Exhibit 'A' as attached hereto and incorporated herein by reference.

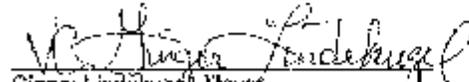
Section 2. Severability. If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses and parts shall remain in full force and effect.

READ for the first time the 30th Day of July 2001.

READ for the second time on the 30th day of July 2001.

PASSED by the Falls City Council on this 30th day of July 2001.

Approved by the Mayor on this 21st day of August 2001.


Ginger Lindekugel, Mayor

ATTEST: 
Rick A. Hochbaum, City Administrator

ORDINANCE NO. 393

AN ORDINANCE ACCEPTING CERTAIN AMENDMENTS TO THE FALLS
CITY COMPREHENSIVE PLAN.

WHEREAS the Falls City Comprehensive Plan was adopted on May 8, 1979, and

WHEREAS the Falls City Planning Commission has initiated procedures for an amendment to the Falls City Comprehensive Plan, pursuant to those procedures set forth in said Plan, and

WHEREAS the Falls City Planning Commission has sensed to be held a Public Hearing on proposed amendments, pursuant to public notice and publication requirements as set forth in said Plan, and

WHEREAS said Public Hearing was duly held on September 18, 1979, and

WHEREAS following said Public Hearing, the Falls City Planning Commission adopted a recommendation endorsing the proposed plan amendments, and

WHEREAS the City Council has received and considered the facts as presented:

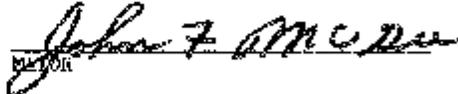
NOW THEREFORE BE IT ORDAINED by the City Council that the amendments contained in Attachment "A", attached to this Ordinance, and by reference, made a part thereof, are hereby adopted, and by their adoption, are incorporated into the Falls City Comprehensive Plan.

Read for the first time this 8th day of October, 1979.

Read for the second time this 8th day of October, 1979.

ADOPTED by unanimous vote of the City Council at its regular meeting held on this 8th day of October, 1979.

APPROVED:


MAYOR

ATTEST:


CITY REGISTER

ORDINANCE NO. 391

AN ORDINANCE ADOPTING A COMPREHENSIVE PLAN,
URBAN GROWTH BOUNDARY AND LAND USE MAP FOR
THE CITY OF FALLS CITY, OREGON.

WHEREAS, Chapter 197, Oregon Revised Statutes, directs that each City in the State of Oregon prepare and adopt a comprehensive plan consistent with the state-wide goals and guidelines approved by the Land Conservation and Development Commission of the State of Oregon; and

WHEREAS, a comprehensive plan for the City of Falls City has been prepared pursuant to Chapter 197, Oregon Revised Statutes, and the state-wide goals and guidelines adopted by the Land Conservation and Development Commission of the State of Oregon, which said plan includes an urban growth boundary and a land use map; and

WHEREAS, in the preparation of said comprehensive plan, the statutes of the State of Oregon and the rules and regulations adopted by the Land Conservation and Development Commission and other affected agencies relating to the adoption of such plans have been followed and complied with, and the concurrence and approval of all governmental bodies and agencies whose concurrence and approval are required in connection with the preparation of comprehensive plans, urban growth boundaries and land use maps have been obtained; and

WHEREAS, the City Council of the City of Falls City has determined that the comprehensive plan which has been prepared and presented to it, the urban growth boundaries set forth therein and the land use map which is a part thereof, all of which are contained in the document entitled "Falls City Comprehensive Plan", should be the comprehensive plan, urban growth boundary and land use map of the City of Falls City, Oregon, NOW, THEREFORE,

THE CITY OF FALLS CITY DOES ORDAIN AS FOLLOWS:

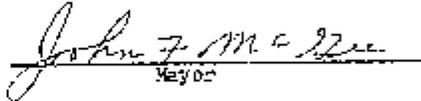
Section 1. The comprehensive plan, the urban growth boundary and the land use map set forth and contained in the document entitled "Falls City Comprehensive Plan", to and they are hereby adopted as the comprehensive plan, urban growth boundary and land use map of the City of Falls City, Oregon.

Section 2. Not less than three copies of the Document referred to Section 1 above shall be on file and available for public inspection and reproduction in the office of the City Recorder of the City of Falls City at all times during normal business hours.

Read for the first time on February 5, 1979.

Read for the second time on the 8th day of May, 1979.

Passed by vote of the City Council on May 8, 1979.


 Mayor

ATTEST:


 Acting City Recorder

APPENDICES

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