

COMPREHENSIVE PLAN

for

THE CITY OF HALSEY

Updated
June, 1990

INTRODUCTION

The Comprehensive Plan is the most important land use planning document of the City of Halsey. Its purpose is to establish Goals, Objectives and Policies related to the future development of the community. The Policies in the Comprehensive Plan must be the basis for land use development decisions made by the city. They are intended to guide development over the next 20 years while providing a gradual transition from rural to urban land uses.

Many citizens, as well as members of the Planning Commission and the City Council participated in the preparation of this plan. Through sound planning, the goal is to achieve conditions for development which will be of greatest value to residents of the City.

The plan is not static. The plan must be kept up-to-date to deal with current conditions. In order to insure this, the plan and its implementing ordinances such as zoning and subdivision regulations must be reviewed at least every two years, and changed when circumstances warrant it.

The Comprehensive Plan was prepared under a grant from the Oregon Land Conservation and Development Commission, is intended to conform with the requirements of the Statewide Planning Goals and to meet local needs related to land use and community development.

The Comprehensive Plan was updated in 1990 as a result of an extensive periodic review process. This document contains the amendments resulting from that process.

COMPREHENSIVE PLAN CHARACTERISTICS

The basic characteristics of the plan are:

1. The plan is long-range, or intended to cover an approximately 20 year period. The plan, to be effective must also be able to deal with the present community.
2. The plan is the basis for the development and use of city land use ordinances such as the zoning and subdivision ordinance.
3. The plan is the means by which conflicts are minimized; its interpretation by decision makers, city staff and citizens should be a basis for resolving differences in the use of land.
4. The plan is intended to encourage high quality development in an orderly manner while protecting the natural environment.
5. The plan must be coordinated with other local, state and federal units of government organizations.
6. The plan must have the support of the majority of the community.
7. The plan is not to be used for the benefit of a few property owners or special interests, but for the city as a whole.

8. The plan goals, objectives and policies must be based upon adequate factual information.
9. The plan is a way to make decisions as policy is developed.
10. The plan is a community education tool. It informs people of the community's long-term directions.

HALSEY GOALS AND POLICIES
PLAN ADOPTION AND AMENDMENT

Policies:

1. That the comprehensive plan is to be adopted by ordinance by the city council, based upon the recommendation of the planning commission.
 2. That changes to the plan shall be made only after study and adequate public discussion.
 3. That private individuals or groups requesting a plan amendment to show that circumstances related to the general welfare of the city require such a change, and that the public interest will be better served by the proposed revision.
 4. That findings of fact shall be determined prior to a decision on a plan amendment request which, as a minimum:
 - a. Determine which plan policy represents criteria for amendment;
 - b. Present the facts used in making the decision to change, and;
 - c. Establish reasons for amendment based upon the criteria and the facts.
- Adequate findings of fact shall be made a part of the record in plan change hearings, and shall be made available for public review.
5. That amendments to the plan shall be made only after public hearings conducted by both the planning commission and the city council and the amendment is adopted by ordinance by the city council.
 6. That changes in the zoning ordinance, zoning map, and subdivision ordinance must be consistent with the comprehensive plan.
 7. That quasi-judicial actions related to land use which stem from procedures and standards of the zoning and subdivision ordinances must be consistent with the comprehensive plan.

PLAN DEFINITIONS

- GOALS: General statements describing the kind of community and environment desired in the city.
- OBJECTIVES: Specific statements aimed at achieving the goals. Objectives describe the direction in which the city wishes to progress.

- POLICIES: The position or action the city will take in order to reach the objectives. Policies are intended to be used on a day-to-day basis.
- STANDARDS: Requirements, usually expressed in numerical terms, which regulate the use of land.

PLAN ORGANIZATION

The comprehensive plan is applicable to areas within Halsey's Urban Growth Boundary. Land which is within the urban growth boundary but outside the city limits is a part of both the city and county comprehensive plans, and land use plan decisions must be agreed upon by city and county in accordance with the urban growth boundary agreement.

The plan consists of: 1) goals, objectives, and policies arranged by topic, 2) official maps which are on file at the city hall, general maps are included in the plan for reference purposes, and, 3) an appendix section.

COORDINATION WITH AGENCIES

GOALS: To insure that the programs, projects and activities of public agencies are coordinated throughout the area and that the growth and development effected by those agencies is consistent to the maximum extent with the desires of the citizens of Halsey.

OBJECTIVES: It is the objective of the City of Halsey to work with local, state and federal agencies when plans are prepared, ordinances adopted, and actions are carried out under those plans or ordinances. Communications with agencies can be either formal or informal, but should be continual.

POLICIES:

1. That the city and Linn County shall jointly adopt, maintain, and continually use an urban growth boundary agreement to provide a basis for the joint review and approval of land use activities in the urban growth area outside the city limits but inside the urban growth boundary.
2. That local, state and federal agencies have been and shall be involved in the Halsey planning program. The following agencies or jurisdictions are or have been contacted for assistance or review of the plan.
 - a. State Agencies
 - (1) State Housing Division
 - (2) Department of Environmental Quality
 - (3) Public Utility Commissioner of Oregon
 - (4) Department of Transportation
 - (5) State Highway Division
 - (6) Department of Agriculture

- (7) Department of Energy
- (8) Intergovernmental Relations Division

b. Federal Agencies

- (1) Agricultural Stabilization and Conservation Service
- (2) Farmers Home Administration
- (3) Soil Conservation Service
- (4) Upper Willamette R. C. and D.
- (5) Department of Housing and Urban Development

c. Regional-Local Agencies

- (1) Linn-Benton Intermediate Education District
- (2) Oregon District 4 Council of Governments
- (3) Linn-Benton Community College
- (4) Central Linn School District
- (5) Halsey-Shedd Rural Fire Protection District
- (6) Little Muddy Creek Irrigation District
- (7) Linn County
- (8) City of Brownsville
- (9) Halsey Telephone Company (RTI)
- (10) Pacific Power and Light
- (11) Northwest Natural Gas
- (12) Sweet Home Sanitation Company
- (13) Southern Pacific Company

APPLICABILITY OF STATEWIDE PLANNING GOALS

In 1973, the Oregon State Legislature passed Senate Bill 100 into law, thus creating the State Land Use Goals. There are now 19 state goals in effect, 13 of which apply to Halsey and form the basis of the planning policies. These goals are as follows:

<u>Goal Number</u>	<u>Goal</u>
1	<u>Citizen Involvement</u> - Members of the City Planing Commission comprise the Citizen's Advisory Committee and has been functioning in this capacity since the beginning of the comprehensive planning process. The city has adopted and is using a Citizen Involvement Program.
2	<u>Land use Planning</u> - The land use planning process and a policy framework has been established.
3	<u>Agricultural Lands</u> - Agricultural lands have been identified and planned for.
5	<u>Open Space, Scenic and Historic Areas and Natural Resources</u> Within the Open Space Category, areas with development limitations and areas requiring special preservation or management were identified. Within the Natural Resource Category, the following individual resources were identified and their significance was determined.

- a) Mineral and aggregate resources
- b) Fish and wildlife habitats
- c) Water resources
- d) Groundwater
- e) Historic resources

- 6 Air, Water and Land Resources Quality - The quality of these resources was evaluated.
- 7 Areas Subject to Natural Disasters and Hazards - Within this category, potential hazards were identified and their related dangers were evaluated. These potential hazards included the following:
 - a) Flood areas
 - b) Streambank erosion areas
 - c) Areas with poor foundation soils
- 8 Recreation Needs - The city's recreational areas and facilities were inventoried and related needs were determined.
- 9 Economy - The economic base of the community was outlined.
- 10 Housing - The existing housing resources were valuated and future anticipated needs were outlined.
- 11 Public Facilities and Services - The capacity and extent of the existing public facilities were determined and future anticipated needs were outlined.
- 12 Transportation - The city's transportation system (roadways, sidewalks and other transit facilities) were inventoried, with existing and future needs determined.
- 13 Energy Conservation - Potential conservation practices were considered for the community.
- 14 Urbanization - An Urban Growth Boundary and related policies were developed for the community.

The remaining six goals, Forest Lands, the Willamette River Greenway and the four coastal goals do not apply to the city and will not be addressed in the Comprehensive Plan.

In addition, Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources) addresses topics which are not applicable to the city and will not be considered in the plan. These non-applicable topics include energy sources; ecologically and scientifically natural areas, including desert areas; outstanding scenic views; wilderness areas; potential and approved Oregon recreation trails; cultural areas; and potential and approved federal wild and scenic waterways and state scenic waterways.

CITIZEN INVOLVEMENT POLICIES

GOAL: To insure that citizens have the opportunity to participate in all phases of the planning process.

OBJECTIVES:

1. To inform citizens of planning commission and city council meetings through a well publicized process.
2. To provide citizens the opportunity to express their opinions on the planning process.
3. To provide opportunities for communication between citizens and city officials.

POLICIES:

1. That the citizen advisory committee shall continue to include members of the city planning commission and other interested citizens, and shall represent a cross-section of people in the community.
2. That planning commission members shall be selected by the city council through an open, well-publicized process.
3. That notice of public meetings shall be posted on the door of the Halsey City Hall, and notice of planning commission and city council meetings shall be published in the Brownsville newspaper.
4. That technical information, as well as the comprehensive plan and city ordinances shall be available at the city hall at nominal cost through the city recorder.
5. That citizens shall receive responses from decision makers by direct response at meetings, by letter, or through discussions with city staff.

LAND USE ELEMENT

This section of the plan deals with the way in which land is intended to be used and developed in Halsey. A purpose of this plan is to influence future development by designating land uses which are harmonious with each other and with the natural environment, as well as compatible with existing uses.

The Halsey land use plan map, shows the pattern of intended land uses. The official plan map is on file in the city hall and should be consulted for the current status of land use designations.

GOAL: To guide land development so that the use of land is orderly, convenient, and harmonious with the natural environment. The uses must fulfill the needs of residents and property owners, and be adequately provided with improvements and facilities.

GENERAL OBJECTIVES:

1. To designate separate land use areas within which optimum conditions can be established for compatible activities and uses.
2. To establish standards and conditions for development which will provide citizens and developers a reliable basis for consideration of improvements and future development.
3. To relate the use of land to the limitations and suitabilities of the natural environment, such as soils, wind, view, sun, and vegetation.
4. To preserve valuable natural resources and historic sites to the maximum extent possible.
5. To regulate and control the use of land in accordance with this plan and with the zoning ordinance. Zoning districts are generally intended to correspond to the land use classifications of the plan.

LAND USE CLASSIFICATIONS

The following land use classifications which are found within Halsey's Urban Growth Boundary are the same in both the Comprehensive Plan and the Zoning Ordinance. In the future, changes to either land use classifications or zoning designations will necessitate a change in both the plan and the ordinance.

1. Agriculture

To provide suitable and desirable areas for agricultural production. These areas are to be outside the Urban Growth Boundary, and be of sufficient acreage to facilitate economic agricultural use. In addition these areas should consist of soils with sufficient agricultural capabilities - Classes I-IV as identified in the Soil Capability Classification System of the United States Soil Conservation Service.

2, Urban Residential

To provide suitable and desirable areas for single and multiple family housing and associated public and institutional services (eg. parks, schools and churches).

3. Mobile Home

To provide suitable and desirable areas for mobile home placement, single family housing and associated public services.

4. Commercial

To provide suitable and desirable areas for all types of commercial development necessary to fulfill the business needs of area residents and highway travelers. Also, to accommodate single and multiple family housing.

5. Light Industrial

To provide suitable and desirable areas for "heavy" commercial uses such as those related to repair, storage, and the sale of bulky materials and equipment, and also for light industrial uses which are not detrimental to the public health and safety due to pollution of air and water, excessive noise, dust, smoke, glare, odor, fumes, fire, or explosive hazards.

The following land use classifications are to be used for designated areas outside Halsey's Urban Growth Boundary but within the planning area. (Refer to the planning area map.)

6. Floodplain

To indicate areas which are subject to recurring flooding and where urban development should be restricted or prohibited due to potential health and safety hazards. The floodplain designation is established as an overlay zone which is supplemental to the existing agricultural, residential, commercial or industrial designation.

7. Heavy Industrial

To provide suitable and desirable areas for various types of industrial activity provided that sufficient controls are utilized to minimize potential hazards such as pollution of air and water, explosion or fire, or excessive emission of noise, smoke, dust odor, glare or fumes.

RESIDENTIAL LAND USE

Halsey's small town, rural atmosphere is important to Halsey residents. Citizens in Halsey would like to have this style of livability remain as an important aspect of the area's residential character, while at the same time provide for an adequate housing mix in order to accommodate future needs.

GOAL: To maintain and create residential living areas which are safe and convenient, which make a positive contribution to the quality of life, and which are harmonious with the present small town, rural atmosphere.

OBJECTIVES:

1. To establish residential densities suited to soil and drainage characteristics, public utilities, accessibility and prior land platting.
2. To encourage new residential development in established areas already zoned, serviced, and developed for residential use.
3. To provide for multiple family dwellings and mobile homes while ensuring their compatibility with the character of existing residential areas and neighborhoods.

Land Use Element







Halsey, Oregon

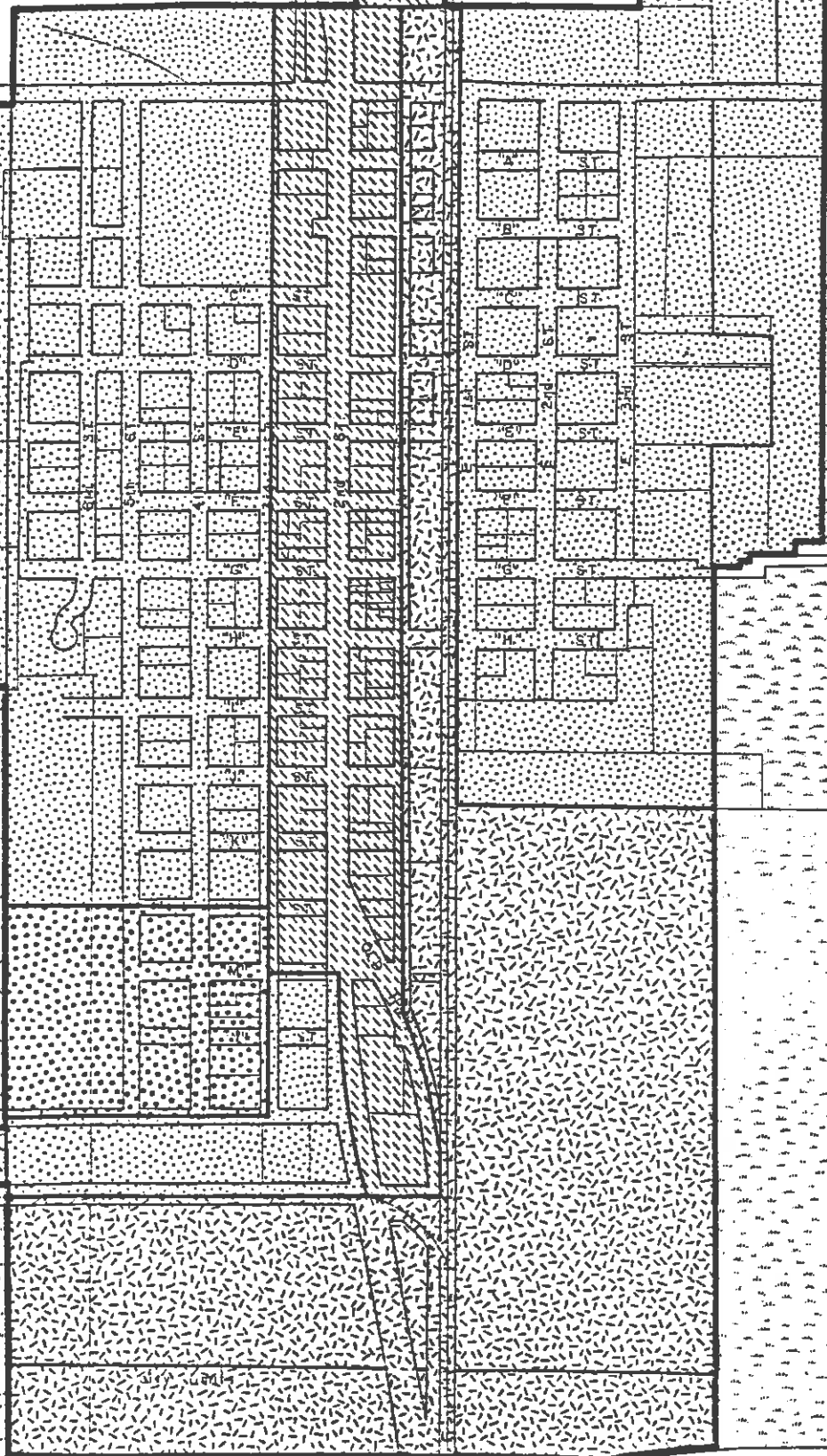
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0 500 ft.

City Limits

-  Residential
-  Commercial
-  Industrial
-  Mobile Home
-  Agricultural
-  Urban Growth Boundary



POLICIES:

1. That maximum net development densities (not including streets) for single family residences in areas designated as Urban Residential R-1, not exceed 5.4 units per acre. This is the equivalent of a minimum lot size of 8,000 square feet.
2. That minimum street frontage for any lot in Urban Residential R-1 be no less than 40 feet so as to assure sufficient space for vehicle parking and access to lots on public streets.
3. That electrical and communication utilities provided in conjunction with any new residential development be installed underground where feasible.
4. That sidewalks and curbs shall be provided as a part of construction of any new residential development within the R-1, C-1, and MH-1 zones.
5. That proposals for public and institutional facilities permitted in residential areas should be evaluated in advance of development in order to determine impacts on the surrounding neighborhood. Concerns related to such facilities which should be analyzed include congestion of streets; design, placement, and size of structures and signs; parking and loading area placement; drainage; lighting; and landscaping. These facilities should be compatible with the surrounding area in order to enhance neighborhood appearance and stability.
6. That certain portions of the area contained within the Halsey Urban Growth Boundary be maintained as open space as development takes place. These would include properties which have significant development hazard. Such area include:
 - a. Designated parks and other public land.
 - b. Areas characterized by severe drainage limitations, particularly those areas following the stream channels.
7. That all new subdivisions be provided with public water supply, sewage disposal systems, storm drainage facilities, paved streets, curbs and sidewalks, either in advance of or in conjunction with development. The installation of the above facilities by the developer shall be a condition of subdivision approval.
8. That within new subdivision developments, streets and roads shall be laid out to conform with those on adjoining property, including width and general direction, unless it is determined that modification of the street or road patterns is necessary to avoid conflicts with natural features or would enhance the character of the area (for example use of a curvilinear street pattern). The appropriate block length shall be between 500 and 800 feet for any new development.

Multiple Family

9. That maximum net development densities (not including streets) for multiple housing (a conditional use in R-1 and C-1) not exceed 10.8 units per acre. This is the equivalent of 8,000 square feet for a duplex, 12,000 square feet for a tri-plex and 16,000 square feet for a four-plex. That multiple family structures be limited to those containing 2, 3, or 4 dwelling units.
10. That multiple family housing be provided as a conditional use in the R-1 and MH-1 zones, but must conform to certain development standards. These standards shall be reasonable, clear, and objective, and must not have the cumulative effect of discouraging a needed housing type. Standards for development should include, but not be limited to:
 - a. Paved streets with full city services.
 - b. Paved sidewalks.
 - c. Maximum height of structures - 35 feet.
 - d. Maximum of 40 percent of the square footage developed with structures.
 - e. Landscaping and screening if the development is located adjacent to established industrial areas.
 - f. Provision of recreation and/or open space areas.

Mobile Homes

11. That minimum lot sizes (not including streets) for areas designated as mobile home shall be one dwelling unit per 8,000 square feet for single family homes, duplexes or mobile homes, 12,000 square feet for a tri-plex, 16,000 square feet for a four-plex, unless within a designated mobile home park.
12. That all mobile home park development shall be provided with public water supply, sewage disposal systems, storm drainage facilities, paved streets, curbs and sidewalks, adequate parking facilities, landscaping and screening, and adequate open space and recreational areas, either in advance of or in conjunction with development. The installation of the above facilities shall be a condition of mobile home park approval. The minimum lot size (not including streets) shall be 4,000 square feet per dwelling unit. Encouragement should be given to curvilinear street patterns in order to enhance neighborhood appearance.

INDUSTRIAL LAND USE

Halsey's citizens would like to encourage industrial enterprises to locate in the area in order to support a more diverse and extensive economic base. Industrial growth, however, shall conform to the desired style of livability in Halsey by avoiding possible conflicts in land uses.

POLICIES:

1. That "light" industrial use in designated areas within the city limits be encouraged between West First Street and the Southern Pacific Railroad from "O" Street to the northern city limits.
2. That the southeast 50 acre portion of undeveloped farm land located within the city limits be designated for light industrial use, due to its direct access to the Southern Pacific Railroad and drainage characteristics which limits its usefulness for residential development.
3. That the land on the southern edge of the city limits to Seefield Drive be designated as an industrial area within the urban growth boundary, due to its location adjacent to a designated industrial area with direct access to the Southern Pacific Railroad.
4. That the city shall encourage economic diversification and growth by actively seeking new industrial development. Each potential industry shall be carefully evaluated by the city as to type and possible location.
5. That industrial development in Halsey shall meet established state and federal air, noise and water quality standards as a prerequisite for development and continued operation.
6. That industrial uses shall be prohibited in residential areas in order to maintain the livability of these areas.
7. That the city will coordinate with Linn County, the Oregon District 4 Council of Governments, the Oregon Department of Economic Development, Farmers Home Administration, and other appropriate local, state, and federal agencies and private organizations in planning for economic development in Halsey.
8. That in encouraging industrial development, the city of Halsey shall make available an inventory of possible industrial sites to interested individuals, groups, and organizations. The inventory shall identify the physical characteristics, available facilities, and transportation for each site.
9. That the city of Halsey shall require industrial activity to be made compatible with surrounding land uses by:
 - a. Use of buffers which could include distance separation, physical barriers such as planting, earth mounds, and fencing.
 - b. Encourage the use of other techniques and methods to achieve compatibility.

COMMERCIAL LAND USE

With an increase in Halsey's industrial land base, the city should be able to support the growth of a variety of commercial enterprises to meet the needs of the community.

POLICIES:

1. That the existing commercial district be maintained at its present location along Second Street from "M" Street on the south to the northern city limits.
2. That an area north of the city limits between Highway 99E and the railroad tracks be designated as commercial and be included within the urban growth boundary.
3. That in order to provide a more diverse commercial center, Halsey should encourage the establishment of those commercial enterprises, goods and services which are not presently locally available to area residents [such as; a barber shop, beauty parlor, clothing stores, hardware store, another market and other retail stores].
4. That new commercial structures be required to provide sufficient off-street parking to meet the needs of their patrons.

DEVELOPMENT LIMITATIONS

POLICIES:

1. That the city shall recommend to Linn County that certain portions of the Halsey planning area be maintained as open space as development takes place. These would include properties which have a particular value for resource preservation or development or which represent a significant development hazard. Lands of this nature include the following:
 - a. Significant fish and wildlife habitat areas, in particular, areas of riparian vegetation along the Calapooia River and Muddy Creek.
 - b. Areas in the floodway of Muddy Creek and Spoon Creek.
2. That standards are needed to assure that development and related streets and facilities in certain areas will not be a hazard to public health and safety. Development is appropriate in these areas providing compliance with development and density standards.
 - a. Areas along the railroad both in the city and in the rural areas, which experience very poor drainage conditions.
 - b. Other areas with soils having poor to very poor natural drainage capacity; such as the 50 acre parcel in southeast Halsey.

3. The City of Halsey will seek to maintain and improve the quality of air, land and water resources in the area. Halsey will cooperate with county, state, and federal agencies which regulate environmental quality and shall comply with applicable regulations and standards established by these agencies when the city is issuing any permits. This policy is intended to cover discharges and emissions which may impair air, water or land quality or exceed the established standards for noise or other emissions.

OPEN SPACE AND NATURAL RESOURCES

This section includes policies relating to the use of land for open space, fish and wildlife habitat, water resources, scenic and historic areas, natural hazards and natural areas.

The planning area land use map which follows this section shows most of the natural resource areas contained in this section.

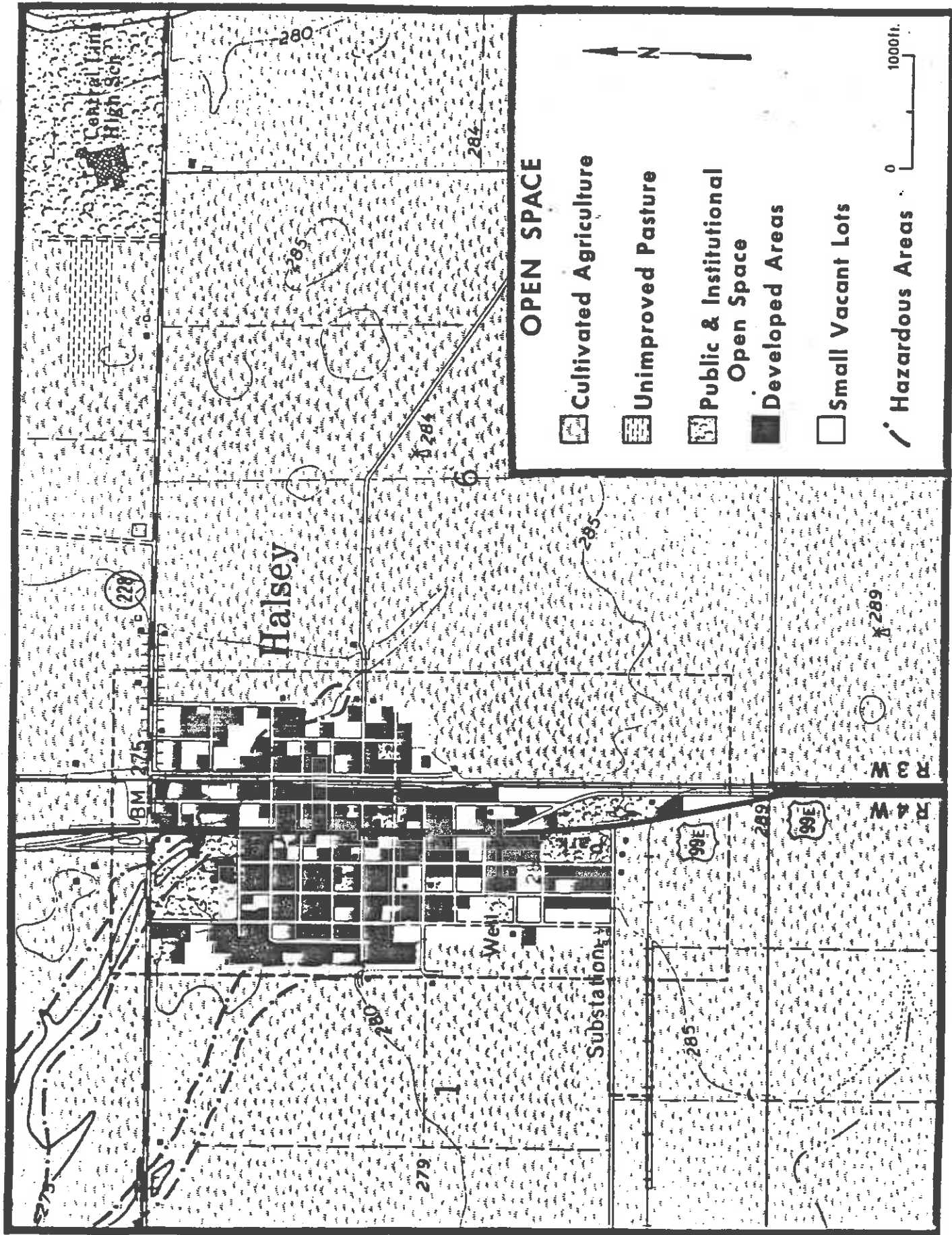
POLICIES:

Open Space







1. That open space land which shall be preserved inside the city limits include the following areas:
 - a. School grounds which are not needed for future school building sites around the middle school.
 - b. The site of the municipal water tanks.
 - c. The two city owned lots to the south which may eventually be included as part of the new drainage canal.
 - d. The present city park.
 - e. Any future city parks.
2. That the city recommend to the county that open space land outside the city limits but inside the planning area include:
 - a. The sewage treatment facility and adjacent city owned lands.
 - b. The high school property.
 - c. Lands in the floodway of Muddy Creek and significant fish and wildlife habitat areas, including the riparian vegetation areas along the Calapooia and Muddy Creek.
 - d. Sites of the Indian mounds in the northwest section of the planning area.

FISH AND WILDLIFE HABITAT

1. The open space areas within the Halsey planning area contain significant bird and fish habitat and that the city recommend to



OPEN SPACE

-  Cultivated Agriculture
-  Unimproved Pasture
-  Public & Institutional Open Space
-  Developed Areas
-  Small Vacant Lots
-  Hazardous Areas



the county and appropriate state agencies that efforts should be made to preserve these habitat areas including:

- a. Riparian vegetation along the Calapooia and Muddy Creek.
 - b. Oregon Fish and Wildlife Commission property near the Interstate 5 interchange as an upland waterfowl habitat.
2. That water quality of the Calapooia and Muddy Creek is vital to the maintenance of the existing fish population and would be enhanced by the community's awareness and cooperation with the county and with other state and local agencies in:
- a. Maintaining the riparian vegetation, which would retard streambank erosion and resulting siltation, control water temperatures and prevent some pollutants from reaching the river.
 - b. Effective monitoring of pollutants entering this water to prevent the accumulation of amounts that would threaten the health of the fish population.
3. That the city shall review all development proposals within or adjacent to areas that are on the city's inventory of wetlands.

GROUND WATER RESOURCES

1. That ground water and surface water sampling points (spring, shallow wells, small streams) should be established and monitored periodically if it appears that ground water sources are being depleted or contaminated. The city should encourage appropriate agencies to monitor water quality in the area and should notify the environmental health officials or the Department of Environmental Quality (DEQ) if such a problem arises.
2. That wells in the floodplain, or in other areas where surface water may accumulate, should be properly sealed by property owners or by environmental health officials, to prevent the penetration of any polluted surface water.

SURFACE WATER RESOURCES

1. That the Calapooia River and Muddy Creek are the primary water resources of the planning area and although the city does not enjoy the benefits of either water resource, the community should cooperate with the county and appropriate state agencies in taking the following steps to improve or preserve river quality:
 - a. That existing riparian vegetation should be preserved as it helps to keep water temperatures cooler, prevents erosion and accompanying siltation and prevents some pollution from reaching the river.
 - b. That in areas where riparian vegetation has been removed, consideration should be given to allow this vegetation to replace itself.

- c. That pollutants which are potentially hazardous to health be prevented from entering the rivers.

HISTORIC RESOURCES

1. In accordance with OAR 660-16, Halsey will determine the significance of the 14 resources recorded in previous surveys making a 1A (do not include the resource on the Inventory) or 1C (include the resource on the Inventory) decision.
2. That the city recommend to the county preservation of the Indian Mounds in the northwest section of the planning area as importance historical sites.
3. That the city recommend to the county preservation of the Pine Grove Cemetery, the Smith Cemetery, and the Yarbrough (Hill) Cemetery as pioneer cemeteries.
4. Resources ranked as significant (1C) shall be listed on the Halsey Register of Historic Resources.
5. The Halsey Register of Historic Resources is the official city list of significant historic resources which warrant preservation. The Halsey Register of Historic Resources is established by the Historic Resource Provisions of the Halsey Comprehensive Plan. (See Appendix A).
6. Conflicting uses identified for historic resources are alteration and demolition.
7. Significant historic resources shall be protected from alteration and demolition through the implementation of review procedures established in the Halsey Zoning ordinance.
8. A number of other potentially significant historic resources have been identified in a windshield survey. Development of historic resource inventories is a continuing process and other resources will be listed on the inventory as data on these resources is collected.
9. There are a number of historic resources in Halsey which are eligible for the National Register. Owners of these resources should be informed of this fact and provided with information on available incentives.

NATURAL HAZARDS

1. That low density and open space uses that are least subject to loss of life or property damage such as open storage, forestry, agriculture and recreation should be allowed in floodplains, especially the floodway portion. The floodway portion shall be given special attention in order to avoid development that is likely to impede the flow of flood waters, through the use of standards located in the zoning ordinance.

2. That the preservation of vegetation and appropriate drainage systems in developments in areas with doubtful soil stability be required so that erosion and slippage may be prevented.
3. That drainage measures be undertaken for streets, large roofed buildings and paved parking areas. These should adequately handle storm runoff, prevent flooding, reduce surface water pollution and preserve natural drainage ways.
4. Development proposals in areas considered to pose hazards, such as flooding, poor drainage, ponding and high water table, and soils that affect building suitability, shall be reviewed by the city to ensure that environmental problems or hazards to life and property will not result from development.
5. The city of Halsey, upon annexation of land that is determined to be within flood hazard areas, shall review development for adequate safeguards according to the flood hazard provisions of the Halsey Zoning Ordinance.

NATURAL AREAS

1. That the city recommend to the county that wildlife habitat and streambank stability be preserved by discouraging the removal of trees along streams.
2. That the city recommend to the county that streambank (riparian) vegetation along the channel of Muddy Creek be maintained by designating the floodway as open space.

OTHER

1. That as Halsey grows in population, there may be a need to reduce the speed of Southern Pacific trains traveling through the city in order to avoid excessive noise levels.

PUBLIC FACILITIES ELEMENT

GOAL: To encourage the development of public and private facilities that meet the social, cultural and educational needs of the Halsey community.

OBJECTIVES:

1. To provide a safe and orderly extension of public services to area residents in keeping with the quality of the natural environment.
2. To ensure that adequate space will be provided for the extension of present facilities, either on present sites or in an area designated to receive these services.

POLICIES:

Schools

1. That school facilities in the Halsey area are adequate in size and condition to meet present and foreseeable future needs.
2. That school grounds and playfields shall remain readily available for public use.
3. That use of school facilities by recognized community organizations shall be encouraged when facilities are not in use by the schools.

City Buildings and Facilities

1. That the city hall is adequate as a meeting place and as the city recorder's office.
2. That the city shop has an adequate location, condition and capacity to meet anticipated needs of the community.

Other Public Facilities

1. That with an increase in growth, the post office will need to expand its present facilities or relocate within the downtown business area.

Recreation Facilities

1. That the city park and school playground facilities are adequate to meet present needs of the community.
2. That there will be a need for more types of recreational opportunities along with an increase in growth. This need may be partially fulfilled by coordinating recreation programs and facilities between the schools, the city, and major area industries.
3. That the need for regional recreation facilities in the Halsey area is unwarranted due to Halsey's location in the valley and the poorly suited soils in the area.

Police and Fire Protection

1. That an increased level of police protection will be needed with future city growth.
2. That the city should seek funding to support a better police protection program.
3. That the city shall work with the Halsey-Shedd Rural Fire Protection District to assure adequate fire protection services to the city.

4. That the city shall coordinate future ambulance services with the fire district and the county through the 911 system.

Water System

1. That the present water delivery system is adequate to meet present demands.
2. That a third well shall be needed in the future in order to accommodate anticipated development.
3. That extension of water service outside the urban growth boundary shall not be permitted except in unique circumstances, such as preventing a safety or health hazard, requiring planning commission and city council approval.

Sewerage and Drainage Systems

1. That extension of the present sewage treatment facility shall be accomplished before a large increase in growth occurs.
2. That extending sewer lines to areas outside the urban growth boundary shall not be allowed, except in unique circumstances, such as preventing a safety or health hazard, and shall require planning commission and city council approval.
3. That any new development within the city be required to connect to the sewer system.
4. That plans for an extensive drainage system on the west side of the city be approved along with any other future plans for drainage within the urban growth boundary to enhance the present limited drainage system.

Other Utilities

1. That the community's telephone and electrical services have the capacity to meet future needs.
2. That substations, power facilities and other public facilities be landscaped and the site design be approved by the planning commission.
3. That all new subdivision utilize underground public facilities including telephone and electrical wiring where feasible.

Solid Waste Disposal

1. That the City of Halsey shall participate in any committee which is formed:
 - a. To evaluate the status of the Lebanon Landfill.
 - b. Which has the responsibility of selecting a new site for a solid waste landfill.

2. That the City of Halsey shall cooperate with the county and with interested individuals, groups and organizations to implement all or portions of a solid waste plan.

Implementation

That the city shall adopt a short and long-term financial plan for major public improvements.

TRANSPORTATION ELEMENT

GOAL: To provide and encourage a safe, convenient and economic transportation system.

OBJECTIVES:

1. To assess the existing condition of Halsey's transportation system and prioritize needed improvements on the basis of the city's ability to finance these improvements.
2. To designate standards which the city can apply to its transportation system.
3. To designate standards which future subdivisions must comply with in order to maintain Halsey's residential character.
4. To provide an adequate system of arterial and collector streets to meet the needs of the residential, commercial, and industrial areas of the community.
5. To utilize and expand existing railroad facilities as needed to the maximum benefit of the community in attracting industry.
6. To consider present and future energy conservation needs in developing all aspects of transportation including streets, bikeways and sidewalks.

POLICIES:

Street Functions

1. Principal Arterials: Streets that carry traffic from one community to another.
2. Minor Arterials: Streets that carry traffic between areas of high use, such as the business district, major industrial areas and the schools.
3. Collector Streets: Streets that carry traffic between local streets and arterials.
4. Local Streets: Streets that provide access to abutting property with only incidental service to through traffic; have short trip length and low traffic volume.

Street Standards

1. General. The location and width of future streets shall be considered in their relation to existing and planned streets, drainage conditions and public convenience and safety.
2. Minimum Street Width Standards.

<u>Type of Street</u>	<u>Minimum Right-of-Way Width</u>	<u>Minimum Roadway Curb-to-Curb Width</u>
Highway (Principal Department Arterial)	(to be determined by State Highway and the City of Halsey)	
Arterial - Minor	70 feet	42 feet
Collectors	60 feet	36 feet
Minor Streets over 1,800 feet in length, or which can be extended to at least that distance.	60 feet	36 feet
Minor Streets which cannot be extended to 1,800 feet in length.	50 feet	28 feet
Turn-around radius at end of cul-de-sac	45 feet	37 feet

Street Plan

1. Street Designations: The following streets have been assigned different designations according to their planned type and intensity of use:
 - a. That Highway 99E running north-south through Halsey and Highway 228 from Interstate 5 to Halsey have been designated as existing principal arterials because of their high use by highway travellers.
 - b. That American Drive and "O" Street from Highway 99E to the pulp and paper mill have been designated as minor arterials due to their high use by local residents and their role in carrying local and regional traffic to the mill.
 - c. That the following streets have been designated as collectors due to their location and use:
 - (1) "D" Street, to carry traffic from residential areas to the arterial system.
 - (2) "G" Street from 6th Street to 2nd Street, to carry traffic from the residential area to downtown arterials.
 - (3) West 1st Street, to service commercial and industrial related traffic.

Transportation Element

Halsey, Oregon

1980



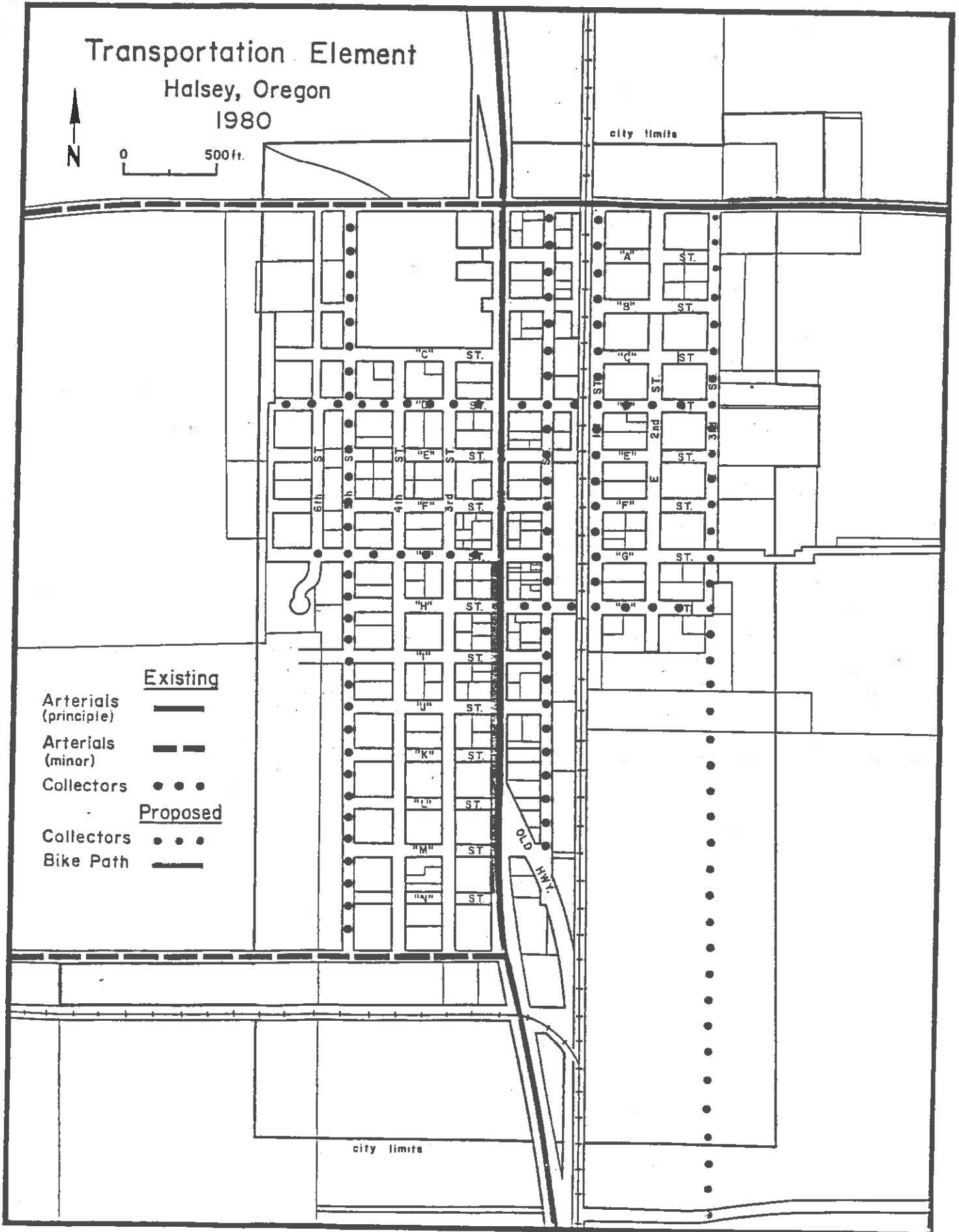
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city limits

- | | |
|-----------------------|-----------------|
| | <u>Existing</u> |
| Arterials (principle) | ———— |
| Arterials (minor) | - - - - |
| Collectors | • • • |
| | <u>Proposed</u> |
| Collectors | • • • |
| Bike Path | ———— |

city limits

OLD HWY.



- (4) "H" Street from East 3rd Street to 2nd Street, to carry traffic from the residential area to downtown arterials.
- (5) East 1st Street, to connect the east side residential area with Highway 228.
- (6) 5th Street from American Drive south, to carry residential traffic to the minor arterials.

2. Needed Improvements:

- a. That resurfacing and widening of many residential streets are the major improvements needed in Halsey.
 - b. That traffic controls be used such as "stop" and "yield right-of-way" signs for intersecting local streets in order to discourage through traffic on the minor streets.
3. That the city shall, on an annual basis, prioritize those projects needed to improve the street system.
 4. That future streets should be developed in conjunction with urban expansion in order to discourage scattered development and to provide for a logical and economic transition from rural to urban land uses.
 5. That the city will cooperate with the Oregon Department of Transportation (ODOT) in the implementation of the ODOT Six-Year Highway Improvement Program.

Subdivisions

1. That city street standards shall apply to all proposed subdivisions, major partitions and to the maximum extent feasible, major street improvements sponsored by the city, county or adjacent property owners.
2. That street construction in new subdivisions and rights-of-way where no street existed previously be the responsibility of the subdividers.
3. That subdividers will conform with street design standards found in the subdivision ordinance concerning: the location and width of streets, reserve strips, alignment, future street extensions, intersection angles, existing streets, half streets, cul-de-sacs, street names, curves, access streets, streets adjacent to railroad right-of-ways and easements for pedestrian or bicycle paths.
4. That public streets partially or completely within a subdivision shall be improved.
5. That improvements shall be made to the paving line of existing streets which intersect with streets in the subdivision.
6. That catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways.

7. That street center lines, crosswalks, bikeways and other traffic control symbols shall be marked.
8. That curbs and sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision.

Other Transportation Facilities

1. Pedestrian

- a. That pedestrian traffic facilities be improved by repairing the sidewalk at northwest "G" and 3rd Street and by constructing a sidewalk at south 3rd Street near the city park.
- b. That sidewalks and curbs in future developments be required as a part of the plat information.

2. Bicycles

- a. That there is a need for a bike path extending east from the city limits along Highway 228 to the high school.
- b. That the city needs to investigate various opportunities for funding bicycle paths.

3. Rail Transit and Crossings

- a. That rail dependent industries should be encouraged to locate in Halsey in order to boost the economy and use an available resource.
- b. That as the east side of town becomes more fully developed, there will be a need to provide for additional rail crossings.
- c. That when the time comes to build up the east side of the city, permission for right-of-way should be obtained from the railroad company for drainage purposes, and that the city and the railroad should work together to alleviate the problem.

4. Bus Service - That public bus serve to the city shall be encouraged.

5. Air Transit - That the city's airport needs are adequately met by the air services in nearby cities and no local airport facilities will be needed in the foreseeable future.

Implementation

That the city shall adopt a short-term and long-term financial plan for major public improvements.

URBANIZATION ELEMENT

GOAL: To include urbanizable land inside the urban growth boundary that will adequately provide for the growth needs of Halsey while ensuring an orderly and efficient transition from rural to urban land uses.

Urban Growth Boundary Lines

1. All land within the city limits shall be included within the urban growth boundary due to the existing level of development in the area and the level of public facilities and services which can be provided.
2. Approximately 55.25 acres of Class IV agricultural land contiguous to the city limits on the north, east and west sides of the city shall be included with the Halsey Urban Growth Boundary for residential and commercial uses. These areas have been included because they:
 - a. Can be served with east extension of sewer and water lines;
 - b. Are close to major transportation routes;
 - c. Are close to Central Linn Middle School and Central Linn High School, and;
 - d. Are experiencing residential growth in recent years.
3. Approximately 16.6 acres of Class IV agricultural lands contiguous to the southern city limits, shall be included with the city urban growth boundary for possible industrial use because they are:
 - a. Within easy extension of sewer and water lines;
 - b. Close to Highway 99E and the Southern Pacific Railroad;
 - c. Adjacent to other industrial areas;
 - d. Located an adequate distance from residential areas to ensure some reduction in possible conflicts in land use, and;
 - e. Able to provide a definite southern boundary line for the urban growth area.
4. The urban growth boundary shall follow the city boundary and shall deviate from this line at the following five (5) locations:
 - a. An area extending north 420 feet from the northern city limits with Highway 99E bounding the west side and the railroad tracks on the east side (approximately 9.15 acres).
 - b. An area extending east of the city limits from the northeast corner of the adjacent property and directly south from that

Urbanization Element

Halsey, Oregon
1980



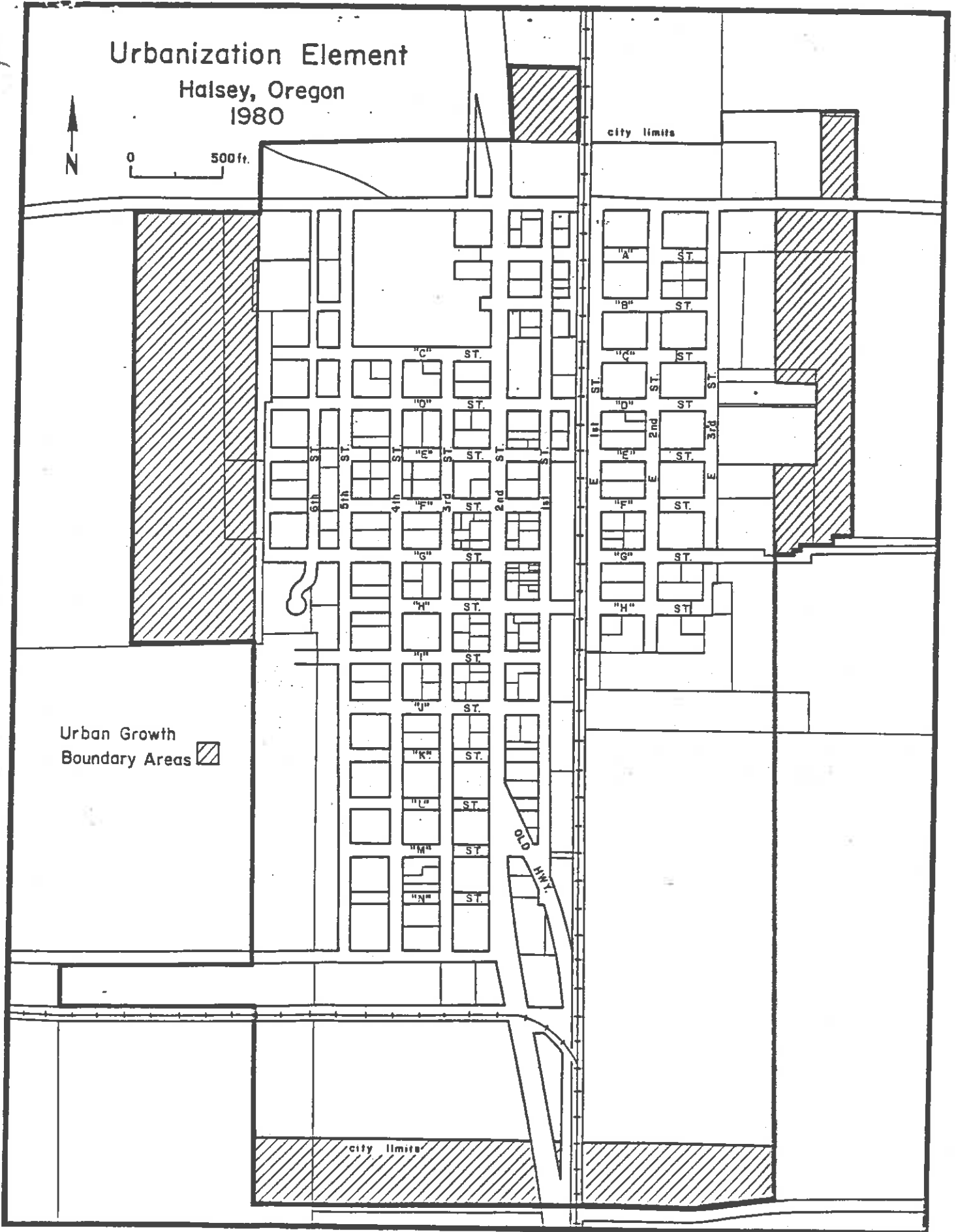
0 500 ft.

city limits

Urban Growth
Boundary Areas 

city limits

OLD
HWY.



point to the next major east-west road which is the eastern extension of "G" Street. The city limits form the western boundary (approximately 17.1 acres).

- c. An area extending west 560 feet from the western city limits with American Drive as the northern boundary and the probable extension of "I" Street as the southern boundary (approximately 29 acres).
- d. An area extending south from the southern city limits with the Southern Pacific Railroad as its western boundary, Seefield Drive as its southern boundary and a line extending from the southeast corner of the city, down to Seefield Drive bounding the east (approximately seven acres).
- e. An area extending south from the southern city limits with Highway 99E its eastern boundary, the probable extension of Seefield Drive as its southern boundary and a line extending from the southwest corner of the city limits down to Seefield Drive as its western boundary (approximately 9.6 acres).

Planning Review Area

The city shall retain a Planning Review Area which extends beyond the urban growth boundary. Within this area, Linn County will give Halsey the opportunity to review and comment on development proposals, zoning and comprehensive plan land use designation changes. The planning area boundary lines are generally described as follows:

- 1. North - a line paralleling Linn West Road, approximately 2,800 feet to the north.
- 2. South - a line paralleling Irish Bend Road to the west and Lake Creek Road to the east, about 1,800 feet to the south.
- 3. East - a line paralleling Interstate 5 about 3,700 feet to the east.
- 4. West - the Burlington Northern Railroad tracks.

The majority of soils in the Planning Review Area will not support septic systems and only areas within the urban growth boundary are eligible for city sewer and water service. Rural homesite development may be possible on specific sites within the planning area that include soil and foundation characteristics favorable to development. If there are such sites located in areas that do not interfere with surrounding agricultural practices and are suitable for septic systems, then rural homesite development may be possible. A city/county agreement should stipulate appropriate zoning and development review procedures which would safeguard against prematurely committing these lands to urban uses.

OBJECTIVES:

1. To avoid possible environmental and health hazards by requiring that all new development within the urban growth boundary hook up to the city sewer system.
2. To provide future developers with a choice in building sites due to space limitations within the city limits.
3. To develop an agreement between the city and the county pertaining to development of lands within the urban growth areas (the area between the city limits and the urban growth boundary).

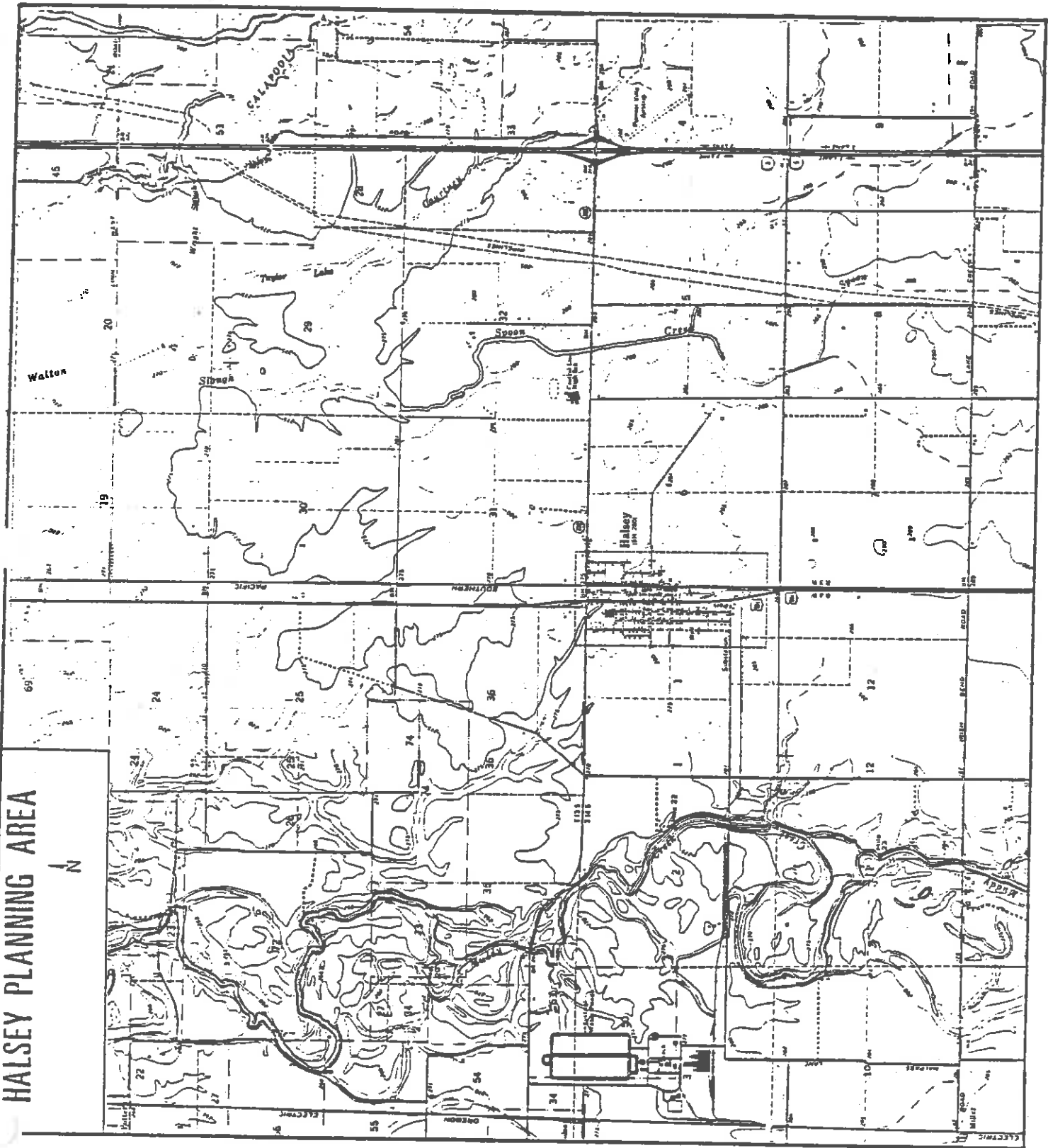
POLICIES:

1. That all new development within the urban growth boundary shall hook up to the city sewer system.
2. That annexation must occur prior to extending city services to areas inside the urban growth boundary and outside the city limits.
3. That annexations of land outside the urban growth boundary constitute an amendment of the boundary itself and shall follow required procedures for annexation and plan amendment specified in the urban growth boundary agreement.
4. That the cost of providing public services to new developments be the responsibility of the developer.
5. That the city council continue to make decisions on the city's ability to extend city services to new developments.
6. That the city be involved in the decision making process concerning the Planning Review Area. Within this area, Linn County shall give Halsey the opportunity to review and comment on development proposals, zoning and comprehensive plan land use designation changes.
7. That involvement by citizens in the review process shall continue through the citizens advisory committee, made up of citizens and planning commission members.
8. That there will continue to be open hearings on land use matters and public notices of all scheduled public meetings.
9. That the city planning commission review the urban growth boundary every four to seven years.

Urban Growth Boundary Agreement

1. That the city and county shall maintain the adopted urban growth boundary agreement which sets forth a formal process for review and action on development proposals (subdivision, planned unit

HALSEY PLANNING AREA



developments, etc.), comprehensive plan amendments and implementing regulations and programs (annexations, conditional uses, rezones, etc.) which pertain to areas situated:

- a. Inside the urban growth boundary and outside the city; and
- b. Inside the Planning Review Area and outside the urban growth boundary.

APPENDIX A

HISTORIC RESOURCE PROVISIONS

Section 1 Purpose

The purpose of the Historic Resource Provisions is to provide procedures for the identification and preservation of significant historic resources located in Halsey.

Section 2 Halsey Register of Historic Resources

The Halsey Register of Historic Resources is hereby created. The register is the official city list of significant historic resources which warrant protection.

(1) Designation Procedure:

- (a) A request for inclusion of an historic resource on the register may be made by the owner of an historic resource or his or her authorized representative, by the Halsey Planning Commission, the Halsey City Council, or by the State Historic Preservation Office;
- (b) The Halsey Planning Commission shall hold a public hearing to review the request for inclusion of an historic resource on the register;
- (c) Notice of public hearing shall be given not less than 21 days nor more than 28 days prior to the date of the public hearing by one publication in a newspaper of general circulation in Halsey; and
- (d) Written notice of the public hearing shall be mailed to the applicant, the owners of the affected property, the State Historic Preservation Office, and the Department of Land Conservation and Development. Such notice shall be mailed not less than 21 days nor more than 28 days before the scheduled public hearing. Failure of any party to receive mailed notice shall not invalidate any scheduled proceeding.

(2) Designation Criteria: After public hearing, the planning commission shall include an historic resource on the register if it finds that the resource possesses integrity of the original or historically evolved design and/or materials, and/or workmanship, and if one or more of the following criteria apply:

- (a) It exemplifies or reflects special elements of the cultural, social, economic, political, aesthetic, engineering, or architectural history of Halsey, Linn County, the state, or the nation;
- (b) It is identified with persons or events significant in local, state, or national history;

- (c) It embodies distinctive characteristics of a style, type, period, or method of construction;
 - (d) It is representative of the notable work of a builder, designer, engineer, or architect; and
 - (e) It is representative of a type or style of construction that was once common and now is among the last examples surviving in the county or state.
- (3) Planning Commission Decision: Within 35 days of the conclusion of the hearing, the planning commission shall either:
- (a) Approve the request as submitted;
 - (b) Approve the request with modifications; or
 - (c) Deny the request.
- (4) Removal of an Historic Resource From the Register:
- (a) If an historic resource has been demolished or destroyed, the planning commission may remove the resource from the register without first holding a hearing;
 - (b) Requests for removal of an historic resource from the register for any other reason other than demolition or destruction shall be reviewed according to the procedures of Section 2(1) for inclusion of a historic resource on the register. To remove an historic resource from the register, the planning commission must determine that the finding(s) made for inclusion on the register, as per Section 2(2) no longer apply.
 - (c) Removal of an historic resource from the register is a land use decision which must be consistent with statewide land use Goal 5 and which is reviewable under the statewide planning goals.
- (5) Appeals: Any decision made by the planning commission to approve or deny a request for inclusion of an historic resource on the register, or to remove an historic resource from the register, can be appealed to the Halsey City Council.
- (a) An appeal may be initiated by the owner of an historic resource or his or her authorized representative, or the city council may review the decision at its own request;
 - (b) A notice of appeal or of a city council decision to review a request must be filed with the city recorder within 21 days after the planning commission decision;

- (c) In the case of appeal, the notice filed by the appellant shall clearly state the grounds upon which the appeal is filed; and
- (d) The city council shall hold a hearing within 42 days of the planning commission decision;
- (e) Notice of the public hearing or meeting shall be published not less than 21 days nor more than 28 days prior to the date of the public hearing by one publication in a newspaper of general circulation in Halsey. Written notice shall be mailed to the applicants, the owners of the proposed designated historic resource, the State Historic Preservation Office, and other persons who have requested such notice not less than 21 days nor more than 28 days before the scheduled hearing. Failure of any party to receive mailed notice shall not invalidate any scheduled proceeding;
- (f) The designation criteria contained in Section 2(2) shall be used by the city council in making a decision on an appeal. The city council shall render a final determination in the matter within 35 days of concluding the public hearing or meeting; and
- (g) A copy of the city council's decision shall be mailed within seven (7) days of the decision to the appellant, the owner of the property involved, and other persons who have requested such notification.

Section 3 Functions, Duties, and Powers of the Halsey Planning Commission with Respect to the Halsey Register of Historic Resources

The planning commission shall have the following functions, powers, and duties:

- (1) Receive and take action on requests to include an historic resource on, or remove a listed resource from, the Halsey Register of Historic Resources.
- (2) Review and act on permit applications for proposed alterations or demolitions of historic resources listed on the Halsey Register of Historic Resources as provided by Section 6.150 of the Halsey Zoning Ordinance.
- (3) Review and act on historic resource district applications.
- (4) Review and comment on proposed land actions and programs that may impact resources on the Halsey Register of Historic Resources.
- (5) Perform any other duties relating to historic resources upon the request of the city council.

APPENDIX B

SUMMARY OF BACKGROUND STUDIES

1. Halsey is a Willamette Valley community located at the junction of U.S. Highway 99E and Oregon Highway 228. Corvallis is located 18 miles northwest of Halsey, Albany is 20 miles to the north and Brownsville is six miles due east.
2. The Halsey Planning Area is approximately five miles square with the town of Halsey located directly in the middle. The planning area is bounded by Interstate 5 on the east, Peoria Road on the west, Oak Plain Drive to the north and Irish Bend Road to the south. Two major water ways run through the planning area; the Calapooia River on the east side and Muddy Creek along the west side.
3. The town of Halsey was incorporated in 1876 and was originally established as a railroad town by Ben Halsey. Today, there are two railroad lines in the planning area. The Southern Pacific Railroad bisects Halsey on a north-south axis, and the Oregon Electric Line runs through the western part of the planning area.
4. Halsey is surrounded on all sides by agricultural lands that also intrude within the city limits. Agricultural lands comprise 36 percent of all the land inside the city limits. About 53 percent of the agricultural land in the planning area is considered Class IV by the Soil Conservation Service and is dominated by the Dayton and Bashaw soil series. These particular soils have very poor drainage characteristics and at present, are best suited for rye grass seed production.
5. The best soils in the planning area and also the least dominant, covering approximately seven percent of the total area, are the Class I soils, the Chapman, Malabon and Willamette soils which are capable of producing a wide variety of crops. The second most common group of soils are those in Class II which include the Amity, Willamette and Woodburn soils and are also capable of producing a wide variety of crops. These soils cover about 30 percent of the total area. The Class III soils in the area, the Concord, Conser and Holcomb soils are also capable of producing a variety of crops but with smaller yields than those in Class II, and cover about 10 percent of the planning area.
6. Due to the poor drainage characteristics of most of the local soils and a high water table during the winter months which often causes water ponding, foundation hazards are common in the area requiring special engineering considerations when development occurs. The most hazardous areas are those close to Muddy Creek, the Calapooia River, and their tributaries.
7. Use of septic tanks for waste and sewage disposal is generally severely limited in the Halsey area, requiring special engineering

considerations to prevent contamination of water systems. Where septic tanks are used, normally outside the city limits, alternate systems should be installed and/or soil modifications made when a failure occurs. Septic tank permits are often denied due to the presence of a seasonally high water table, to restrictive impervious soil layers, and to "heavy" soil textures, common in the Halsey area.

8. Within the city limits, most homes are serviced by the city sewage treatment plant which is operated by gravity flow. This system is currently (Sept. 1979) operating at full capacity and any additional growth will require an expansion of the present facilities. Future expansion will probably be in the form of a third sewage lagoon and the city currently has land available for this purpose near the site of the present lagoons.
9. About 40 percent of the planning area is located within the 100 year floodplain and has a one percent probability of being inundated in any given year. The majority of the floodplain is located along the water ways in the area. There has not been any serious flooding since the 1964 flood, but some seasonal flooding along the banks of the Calapooia and Muddy Creek is quite common. These flood prone areas should be carefully examined before implementing any future zoning and subdivision regulations. Within the City of Halsey, due to drainage projects, flooding is not a problem.
10. There are certain areas along the Calapooia and Muddy Creek where the streambanks are beginning to erode. These areas can be identified and must be avoided in terms of land uses that may further the erosion process.
11. Halsey receives its water from groundwater sources. Water is pumped from two wells located in the southwest part of the city and is stored in a reservoir with a holding capacity of 250,000 gallons. There are plans for a third well to be dug in the near future. As the groundwater aquifer yields moderate to large quantities of water to the available wells, there are no problems foreseen in spatially extending water lines to accommodate new service areas on the periphery of the present service area. In addition to the city wells, there are over 20 individual wells within the city.
12. Several wells in the planning area exhibit an objectionable "hardness" that can be attributed to higher than normal quantities of minerals. To the west and east of the area, groundwater quality is substantially inferior due primarily to the aquifer of "marine deposits" that yield substantial quantities of sodium, calcium and chloride.
13. The quality of air in Halsey is above the minimum standards required by the Department of Environmental Quality (DEQ). DEQ has issued and monitors a discharge permit to the city's sewage treatment plant indicating adequate water quality. Both Muddy Creek and the Calapooia are experiencing some effects of pollution

but at the moment, the levels are very low. Major sources of noise include the railroad that passes through town, two grain elevators, a veneer lumber company, a seed processing plant, and motor vehicles on Highways 99E and 228. DEQ has received no noise complaints for Halsey.

14. There are two aggregate sites east of the city limits which were used during construction of Interstate 5 but which are no longer in use.
15. Outside the city limits, landholdings are relatively large (usually more than 40 acres). Two landowners hold contiguous property of over 1000 acres, however most landowners own from 100 to 200 acres. There are two major locations in the planning area which contain landholdings of predominately less than five acres. One area is north of town on Oak Plain Drive and the other is to the east of town near the high school.
16. The majority of land outside the city is in private ownership although there are a few parcels which are owned by the public. The city's sewage treatment plant and lagoons, the high school, and the Oregon Wildlife Commission property are all within the planning area.
17. In the Halsey area, the most buildable lands were determined to be those outside the flood prone areas, those areas with slight to moderate foundation hazards and in close proximity to the city sewer system. These lands are intended for residential use but can also include small businesses and light industry. The majority of these buildable lands tend to be outside the city limits to the west and to the east.
18. The majority of land within the planning area, outside the city limits is zoned for Exclusive Farm Use. There are two areas owned by the Oregon Wildlife Commission on the east side of the planning area which are zoned Open land Use. The American Can plant is zoned Urbanizing Heavy Industrial and there is some Commercial zoning to the east of the city near the freeway intersection and to the west of the city. There is a cluster of rural homes on Oak Plain Drive zoned Suburban Residential.
19. Within the city limits, only 52.64 percent of the land has been urbanized. Of the developed lands within the city limits, 33.07 percent are in residences and 2.84 percent are in commercial use. Railroads and industry comprise 7.16 percent of the land area, 10.25 percent is in public or semi-public use and street rights-of-way (both developed and undeveloped) occupy 46.71 percent of the land.
20. Outside the city limits, only 1.70 percent of the lands have been developed in any way other than for agriculture, which comprises 90.41 percent of the total area. The remaining 7.86 percent is either undeveloped or out of production.

21. Within Halsey, most of the residential development has been occurring in the western sector of the city.
22. Outside the city limits, development appears to be the expansion of agricultural lands at the expense of woodlands.
23. Agricultural land in the Halsey planning area is considered open space. In addition, the State Department of Fish and Wildlife owns two pieces of land on the east side of the planning area, which due to their marshy environs, could be preserved as a wildlife refuge for upland water fowl. There may also be a need to preserve as open space, wooded areas along the streams to save them from encroachment of agricultural lands.
24. Halsey's economy is based principally on the grass seed industry and on the pulp and paper plant. Forty-one percent of the people employed full-time are engaged in some form of agricultural activity. Seventy percent of all the people employed within the planning area work for the American Can Plant.
25. Halsey is primarily a commuter town. Only 17.6 percent of all employees in Halsey reside within the planning area. Thirty percent of Halsey's population commutes to jobs outside the planning area. The major commuter areas are: Albany, Eugene, Corvallis, Brownsville, Harrisburg, and Lebanon.
26. There are two schools within the planning area. Central Linn Middle School is located on the northwest side of town and serves children in grades 5 through 8. Central Linn High School serves grades 9 through 12 and is located east of Halsey on Highway 228. Both schools provide community services year-round and according to the school superintendent, both facilities are adequate for the needs of the community.
27. There are no regular social services in Halsey, people who need them must commute to other areas.
28. Recreational facilities are provided for through one city park on the south end of town and the playground facilities provided by the two schools in the area.
29. Halsey contracts with the Linn County Sheriffs Department for police protection in the form of one part-time deputy. The degree of service depends upon the particular deputy employed and the policy of the Linn County Sheriffs Department.
30. Halsey's City hall is located on 1st Street and includes the office of the city recorder and a meeting room. The city hall is also used by the mayor and the water superintendent. This building was recently remodeled and is adequate for the city's needs.
31. Although Halsey does not have a library and will not form one until there is sufficient demand, the high school may be able

to provide service during the summer months. A post office is located next to the city hall and is currently operating at full capacity. There may be a need to expand this facility if Halsey's population grows. There is also a fire station which is adequate to serve the needs of the area.

32. Due to the poor water holding capacity of the soils in the area, Halsey has a storm drainage system which covers mainly the downtown area, and is considered adequate at present. Plans for an extensive drainage system covering the west side of town and planning area has been completed.
33. Within the Halsey city limits, there are about 15 known historical buildings. Outside the city limits there are four areas near Muddy Creek that are possible locations for Indian Mounds.
34. Due to Halsey's location, one-third of the traffic through the city is local. Traffic counts are slowly increasing especially on Highway 228 which connects to the east with Interstate 5.
35. Twenty-two trains pass through Halsey daily. Twenty, are freight trains and two are passenger trains. Halsey does not enjoy passenger service at this time.
36. There are currently three crossings over the Southern Pacific line in Halsey. Two of these crossing have warning gates and lights. The one without warning devices is facing possible closure. Most Halsey citizens are against this closure due to a need to maintain existing access routes. The southeast section of the city will probably require a crossing when that area becomes developed.
37. Halsey is serviced by the Greyhound Bus service on a regular basis.
38. There are a large number of unimproved or vacated streets in the city, most of which are narrow with few curbs. These streets should be studied to determine areas needing improvement.
39. There are no bicycle paths in Halsey. Bicycle and pedestrian traffic must compete with heavy auto and truck traffic on the major roadways. The area most in need of a bike path is along Highway 228 out to the high school. There may be funds available for this through the state or the federal governments.
40. Halsey's population by the year 2010 is estimated at 1,100 people. The average Halsey household in 1990 is expected to have 2.34 people.
41. As of March, 1978, there were a total of 225 housing units located within Halsey. Of these, 188 were single family, 32 were multiple family housing and five were mobile homes.
42. The quality of housing in Halsey is on the whole, very good with only a few premises needing major repairs or being beyond repair.

43. There are, as of 1978, 147 acres of undeveloped land in the city. It has been determined that of this, 22.8 acres are available for future housing. This means that an additional 124 new single family units can be built within the city limits.