

# Yamhill County Comprehensive Land Use Plan

Revised Goals And Policies - Adopted December 30, 1996  
Incorporating Goal and Policy amendments through Ordinance 618

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## SECTION III. Transportation, Communications and Public Utilities

### A. Transportation

#### SUMMARY

Efforts need to be coordinated among local, regional, state and federal agencies in order to develop a sound transportation system for the county.

The regional transportation needs must be addressed primarily in respect to the utilization of the county's arterials as State thoroughfares.

A major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents.

Due primarily to the increasing traffic load and traffic hazards on all county roads, there is a need to control access points for future development.

In view of the rapidly increasing cost and decreasing supply of energy, it is imperative that all transportation decisions take into account the conservation of energy.

The provisions of adequate bicycling and pedestrian paths within the county is a concern of the county residents. Such modes of transportation lend themselves particularly to the rural nature of the county.

There is a potential for the McMinnville Municipal airport to be developed into a Basic Transport facility.

Rail freight service to the county is provided by Southern Pacific Railroad. The county operates a limited public transit system.

In order to protect the scenic resources of the county, outstanding highway views should be designated as scenic areas.

#### GOAL STATEMENT

1. To provide and encourage an efficient, safe, convenient and economic transportation and communication system, including road, rail, waterways, public transit and air, to serve the needs of existing and projected urban and rural development within the county, as well as to accommodate the regional movement of people and goods and the transfer of

energy, recognizing the economic, social and energy impacts of the various modes of transportation. (142)

## POLICIES

- A. Yamhill County will encourage the establishment of a transportation system supportive of a geographically distributed and diversified industrial economy for the county including coordination with all city comprehensive plans.
  
- B. All transportation-related decisions will be made in consideration of land use impacts including but not limited to adjacent land use patterns, both existing and planned, and their designated uses and densities.
  
- C. Yamhill County will cooperate and establish close liaison with the State Department of Transportation, the cities of the county, the Tri-County Metropolitan Transportation District of Oregon (Tri-Met), the Southern Pacific Railroad, the Federal Aviation Administration, Federal Highway Administration, and private utility companies operating in the county, in respect to matters relating to the location, design and programming of roads, railroads, public transit facilities, airports, transmission lines, pipelines, waterways, energy corridors and communications facilities to guide and accommodate the emerging development patterns of the county. (142)
  
- D. Yamhill County will, in cooperation with the State Highway Division and the cities of the county, establish a comprehensive list of recommended road improvements throughout the county, establish a suitable review mechanism for arriving at and amending priorities on a continuing basis and work towards the creation of an on-going capital improvement program closely coordinated with all agencies of government responsible, including cities for road location, construction, finance and maintenance. (145)
  
- E. Yamhill County will cooperate with and support the State Highway Division, the Mid-Willamette Valley Council of Governments, and any other county or regional transportation agency in an effort to establish a viable and productive regional transportation planning process and operations system geared to identifying, prioritizing and resolving both present and future transportation needs, with special reference to our county and regional network. (145)

- F. Yamhill County will establish by ordinance in cooperation with the State Highway Division, the cities of the county, adjoining counties, the U.S. Postal Service and all affected special purpose districts, including fire protection districts, a system for naming all public roads and numbering property as prescribed by ORS 215.110(1)(c), and in doing so will give full consideration to the costs, benefits and timeliness of such action. (152)
- G. Yamhill County will appoint a committee of interested citizens to study all State highways within the county and inventory and evaluate the aesthetic features of the views from such highways, consider the eligibility of specific sections for designation as scenic areas under the provisions of the Scenic Areas Act, and make appropriate recommendations to the Planning Commission and Board of Commissioners in respect to a petition to the Scenic Area Board to hold hearings on the possible designation of scenic areas within Yamhill County. (153)
- H. Yamhill County will, in cooperation with the cities of the county, and in consultation with the MidWillamette Valley Council of Governments, the State Public Transit Division, the Public Utility Commissioner, and private companies providing transit services, make a comprehensive study of public transit possibilities, including bus and rail, and if economically feasible, will seek such services as are found to be safe, efficient, and convenient in serving the transportation needs of the residents of the county. (155)
- I. Yamhill County will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation. (158)
- J. Yamhill County will require new development to:
1. Limit access points on highways designated as arterials when alternative access points are feasible.

2. Provide a frontage setback requirement of 50 feet from the public right-of-way of all designated arterials within the county for commercial and industrial development; and
  3. Minimize direct access points onto arterial right-of-ways by encouraging the utilization of common driveways.
- K. All county transportation-related decisions will be made in particular consideration of energy efficiency and conservation.
- L. Yamhill County will establish programs, such as van or car pooling to increase vehicle occupancy and reduce unnecessary passenger car travel.
- M. Transportation needs for the disadvantaged, such as the low income, the handicapped, and the elderly, will be considered in the development of the county transportation system.
- N. Yamhill County will utilize existing facilities and right-of-ways to the fullest extent possible provided that such use is consistent with the county comprehensive plan.
- O. All transportation-related decisions will be made in support of the efficient and economic movement of people, goods, and services throughout the region, and will be based on the location and adequacy of facilities for such goods and services.
- P. The county plan and zoning ordinance will continue to recognize the need for protecting the McMinnville Municipal Airport as a vital county-wide transportation facility and efforts will be made to regulate land use in the environs of the airport to prevent the erection of further airport hazards and obstructions, at the same time preventing any residential encroachment upon the critical noise contours.

- Q. The status and proposed location or expansion of all airport facilities will be specifically designated in the plan map, as amended, and, if under county jurisdiction, will be accorded a planned-unit development designation in the zoning ordinance, in order to assure a compatible association of airport growth with surrounding urban development. (161)
- R. The county will continue to work with the State, the City of Newberg, and the City of Dundee on alternatives for routing Highway 99W traffic through or around Newberg and Dundee. (Ord. 517)

### **B. Utilities**

#### **SUMMARY**

Transmission lines and pipelines cross miles of land, consume many acres of right-of-way, and have a significant impact on land use. The Public Utility Commission has allowed for local review of utility location with its agency coordination program.

The county recognizes the effects that the development of utilities has on land use and sees a need for close consideration and cooperation with the utility companies.

#### **GOAL STATEMENT**

(See goal statement under Public Facilities and Services)

#### **POLICIES**

- A. Yamhill County will review all right-of-way acquisitions for utility lines and facilities and, where appropriate, require:
1. That the route or corridor chosen locate on or parallel to existing public or private right-of-ways and avoid the creation of unusable parcels;
  2. That the route or corridor chosen have a minimum visual impact along highways and in residential areas, blend well with the natural landscape, and create minimum conflict with present and planned uses of the land;
  3. That clearing for, and construction of, transmission lines, pipelines and other utility facilities be performed in a manner which will maximize preservation of

natural beauty and conservation of natural resources, and which will minimize scarring of the landscape or siltation of streams;

4. That following construction of utility facilities, construction areas will be cleaned up and efforts will be made to restore the landscape and the land capability to its original condition prior to construction; and
  
5. That a maintenance program for utility facilities include maintenance of the environmental preservation and restoration achieved during all phases of construction.

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