

ORDINANCE BILL NO. 8 FOR 2005

ORDINANCE NO. 1172

AN ORDINANCE AMENDING THE SWEET HOME COMPREHENSIVE PLAN; ADOPTING THE TECHNICAL STUDY KNOWN AS THE 2005 TRANSPORTATION SYSTEM PLAN AS AN ADDENDUM TO THE COMPREHENSIVE PLAN.

WHEREAS, the City Council has participated in joint work sessions with the Planning Commission and held a public hearing on proposed revisions and amendments; and,

WHEREAS, the Planning Commission reviewed and commented on the proposed amendments;

NOW, THEREFORE, THE CITY OF SWEET HOME DOES ORDAIN AS FOLLOWS:


Section 1. Purpose: The purpose of this ordinance is to promote the public health, safety, and general welfare of the City of Sweet Home and to assist in implementing the adopted Statewide Planning Goals.

Section 2. Comprehensive Plan: The amendments to the Comprehensive Plan, as attached to this Ordinance, are approved, based on the Findings of Fact as presented in "Appendix G" of the Transportation System Plan and testimony received by the Sweet Home City Council after holding a public hearing on June 14, 2005.

Section 3. Studies and Inventories: The following study is added as a specific technical resource documents to the Comprehensive Plan, replacing the Sweet Home Transportation System Plan by W & H Pacific done in 1998. This study is adopted and incorporated into the Comprehensive Plan by reference and serves as an official document of the specific topic:

Sweet Home Transportation System Plan. Satre Associates. 2005.

PASSED by the City Council and approved by the Mayor this 12th day of July, 2005.


Mayor

ATTEST:


City Manager - Ex Officio City Recorder



City of Sweet Home Comprehensive Plan



August 11, 2005

City of Sweet Home Comprehensive Plan

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Table of Contents

	<u>Page</u>
Chapter 1: Introduction to the Comprehensive Plan	1
Chapter 2: Land Use Element	7
Chapter 3: Natural Features, Parks and Open Space	14
Chapter 4: Residential Lands and Housing	22
Chapter 5: Economic Development and Lands for Economic Growth ..	30
Chapter 6: Transportation Systems	37
Chapter 7: Public Facilities	43
Chapter 8: Plan Management	49

Tables:

1: Summary of Comprehensive Plan Land Use Designations	10
2: Existing Sweet Home Parks	17
3: Park Standards	19
4: Needed Housing Units in Sweet Home - 2000 - 2020	24
5: Existing Buildable Residential Lands in Sweet Home by Comprehensive Plan Designation	25
6: Comparison of Land Supply by Plan Designation and Land Need	26
7: Comprehensive Plan Map Residential Land Designations	29
8: Forecasts of Employment - Linn County and Sweet Home	33
9: Lands Needed to Support Employment Growth	34
10: Buildable Lands for Economic Development - Comparison of Available and Needed Lands - 2000-2020	34
11: Comprehensive Plan Land Designations for Economic Development	36
12: Functional Street Classification Guidelines	39
13: Proposed Public Facilities Projects	45

Appendices:

Appendix A - Ordinance Adopting the Comprehensive Plan and Supporting Documents	53
Appendix B - Supporting Documents List	56
Appendix C - Intergovernmental Agreements	57
Appendix D - Key Persons Who Worked on 2003 Update	78
Appendix E - Amendments to Comprehensive Plan	80

Chapter 6: Transportation Systems

Community Goal

The City of Sweet Home wants a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all users.



Overview

This chapter revolves around the *Sweet Home Transportation System Plan* (TSP), prepared in 2005. The Transportation System Plan analyzes existing policies and conditions, examines the impacts of future growth on transportation systems, and identifies alternatives designed to address Sweet Home's transportation system needs.

Statewide Planning Goal 12: Transportation

Oregon Statewide Goal 12 requires cities to provide and encourage a safe, convenient, and economic transportation system. The goal requires that cities achieve this by developing an effective transportation system plan. Similar to other statewide goal requirements, the State requires transportation system plans to consider the following:

- ◊ Existing local, regional, and state transportation needs within the community;
- ◊ Avoiding principal reliance upon any one mode of transportation;
- ◊ Ways to minimize adverse social, economic, and environmental impacts and costs;
- ◊ Ways to conserve energy;
- ◊ Ways to meet the transportation needs of the disadvantaged;
- ◊ Compliance with local and regional comprehensive plans.

Street System Plan

The Transportation System Plan describes and illustrates in detail the Sweet Home street system. All of the roads in Sweet Home have been classified according to their function. Each classification has specific guidelines that determine how the road shall be improved and used, including posted speed limits, lane widths, parking requirements, bike amenities, and maximum grade.

Principal Arterial

Function: A principal arterial carries traffic from one community to another, carries through-traffic, and provides for maximum mobility and continuity of movement.

Access: Traffic mobility is favored over direct access to abutting properties. Limited access control exists along Highway Route 20. Access permits are required as well. On Highway Route 228, access is controlled through permits. New accesses are permitted only where there is no reasonable access to a side street.

Features: Channelization to control turning movements at intersections; traffic signals at appropriate intersections (i.e., intersections with significantly high volumes) and stop signs for all other intersecting streets; pedestrian crosswalks at grade; parking restricted where it conflicts with smooth traffic flow, particularly near intersections; sidewalks needed in all urban areas.

Minor Arterial

Function: To provide access and circulation within residential neighborhoods and commercial/industrial areas.

Access: Minor arterials serve neighborhoods and distribute vehicle trips through the area to their ultimate destinations. Controlled access may not be required for all minor arterials.

Features: The standard minor arterial includes a range of uses that typically result in a greater intensity of development along its route or at major intersections with other collectors or arterials.

Collectors

Function: Collectors minimize the impact of traffic to adjacent land uses and that serves a less intense residential area. Collectors carry traffic between minor streets and the arterial system and function as a primary traffic carrier within a neighborhood.

Access: Controlled access is generally unnecessary.

Features: Traffic controls, such as "stop" and "yield right-of-way" signs for intersecting minor streets in order to discourage through traffic on the minor streets; pedestrian crosswalks at intersections; sidewalks needed in all urban areas; provision for bicycle paths shall be considered on road shoulders in outlying areas as part of new construction projects.

Local Streets

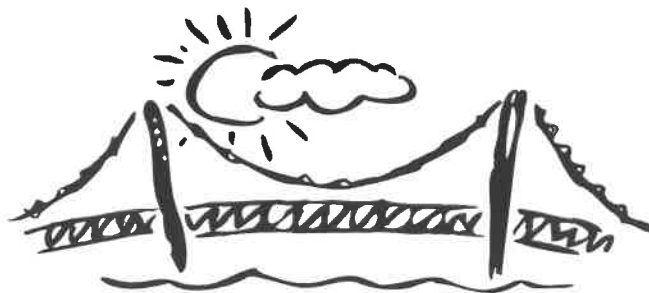
Function: Local streets provide access to immediately adjacent land. Local streets provide access to abutting property with only incidental service to through traffic.

Features: Local streets have identified traffic calming techniques, which may be constructed at the time of development.

Access: Local streets shall be designed to minimize the impact of traffic on adjacent development.

Proposed Street Improvement Projects

The projects identified in Chapter 8 of 2005 Transportation System Plan are to be considered during the 20 year planning period. More information on each of the identified projects can be found in the TSP.



Other Transportation Facilities

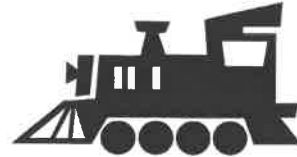
Pedestrian and Bicycle

Pedestrian and bicycle facilities provide a safe alternative route for non motorized transportation. The City has a Pedestrian and Bicycle Plan, found in Chapter 6 of the TSP, including needed facilities and implementation strategies



Rail

One rail line serves Sweet Home, owned by Burlington Northern. ODOT - Rail Division Crossing Log indicates nine legal crossings in Sweet Home.



Air

Langmack Airport lies south of Airport Road, between 43rd and 47th Avenues. State and Federal agencies designate Langmack as a privately owned, private use airport. A Conditional Use Permit allowed the airport's location in a Single Family Residential zone. The approval included a 2,200 foot runway.

Bus Transportation

No regional, commercial bus lines provide service to Sweet Home. Trail Ways bus lines used to serve Sweet Home. A shuttle, provided in association with the Sweet Home Senior Center, provides service that links Albany, Lebanon and Sweet Home.



Transportation Policies

- Policy 1 As a general guideline, all streets shall carry volumes and speeds at the appropriate range for all street classifications as described the Functional Classifications Guidelines.
- Policy 2 To achieve consistency in construction, operation, and maintenance within street classifications, Sweet Home shall classify streets according to their function.
- Policy 3 The roadway design standards in the Transportation System Plan shall be implemented in the land development and land division ordinances for the development of future roadway facilities.
- Policy 4 Private streets must be built to City standards as approved as part of the development plan.
- Policy 5 The Standards for Pedestrian and Bicycle System improvements listed in the Transportation System Plan, shall be implemented when reviewing new development.
- Policy 6 The City shall encourage access management actions that:
- ◊ Minimize the number of potential conflicts among all users of the street system.
 - ◊ Minimize local cost for transportation improvements needed to provide additional capacity and/or access improvements along unimproved roadways.
- Policy 7 The City seeks to encourage transportation projects that enhance overall system continuity. Where ever possible, the City shall consider, the street connectivity when reviewing new street development.
- Policy 8 Many existing streets in Sweet Home do not meet the standards and it may not be possible to improve the streets to the maximum extent feasible to meet access conditions and "traffic feature" standards. It may be necessary in some circumstances to prohibit parking on one or both sides of the street, particularly on designated arterials and collectors.
- Policy 9 The City shall study and implement financing options for needed street improvements.