



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

12/15/2008

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Dallas Plan Amendment
DLCD File Number 003-07

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL. Friday, December 26, 2008

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

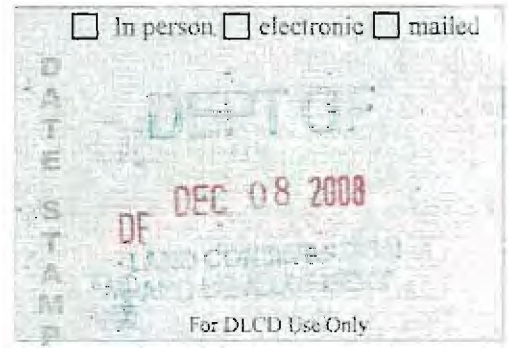
***NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED.

ABOVE

Cc: Jerry Wyatt, City of Dallas
Gloria Gardiner, DLCD Urban Planning Specialist
Steve Oulman, DLCD Regional Representative
Matt Crall, DLCD Transportation Planner

<paa> YA/

Notice of Adoption



THIS FORM MUST BE MAILED TO DLCD
 WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

Jurisdiction: **Dallas**

Local file number: **TSP 1-07**

Date of Adoption: **12/1/2008**

Date Mailed: **12/4/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 1/11/2007

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".
 Adoption of a Transportation System Plan .

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 003-07 (15791) 1 of 2 15288

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Dallas

Local Contact: **Jason Locke**

Phone: (503) 831-3565 Extension:

Address: 187 SE Court St

Fax Number: 503-623-2339

City: Dallas

Zip: 97338-

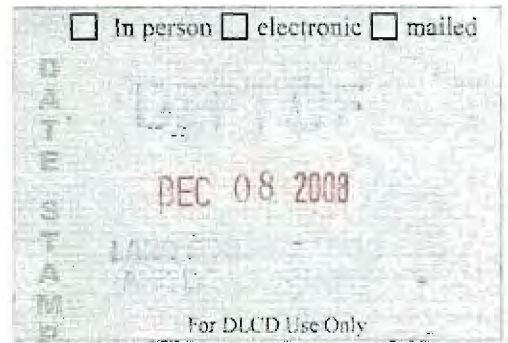
E-mail Address: jason.locke@ci.dallas.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:
ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540
2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing mara.ulloa@state.or.us.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to mara.ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

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Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".
 Revisions to the Dallas Development Code based on the adoption of a Transportation System Plan (TSP.)

Does the Adoption differ from proposal? Yes, Please explain below:

The TSP is being submitted under a different Notice of Adoption.

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

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DLCD file No. 003-07 (15791) 2 of 2 [15288]

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City of Dallas

Local Contact: **Jason Locke**

Phone: (503) 831-3565 Extension:

Address: 187 SE Court St

Fax Number: 503-623-2339

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Zip: 97338-

E-mail Address: jason.locke@ci.dallas.or.us

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2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing mara.ulloa@state.or.us.
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ORDINANCE NO. 1693

An Ordinance adopting the Transportation System Plan (TSP), Volume I, Sections 1-8 and Volume II, Appendices, dated November 17, 2008 as a chapter of the Dallas Comprehensive Plan and repealing current transportation data, projects, language and policies.

WHEREAS, city has determined that the adoption of the Transportation System Plan, dated November 17, 2008, provides for the future transportation needs of the citizens of Dallas; and

WHEREAS, the objectives, policies, projects, and funding mechanisms contained in the Transportation System Plan address the ability of the city to develop in an orderly, efficient, and fiscally responsible manner taking into account all modes of transportation, and

WHEREAS, after due notice, on June 10, 2008, the Dallas Planning Commission held a public hearing on the Transportation System Plan and at the conclusion thereof recommended approval to the City Council; and

WHEREAS, after due notice, on October 20, 2008, the City Council held a public hearing on the Transportation System Plan and at the conclusion thereof found that that the proposal met the requirements of State Law, the Dallas Development Code and was in compliance with the Comprehensive Plan;

NOW, THEREFORE,

THE CITY OF DALLAS DOES ORDAIN AS FOLLOWS:

Section 1. The Transportation System Plan, Volume I, Sections 1-8, and Volume II, Appendices, dated November 17, 2008, is hereby adopted in its entirety and made a part of the Dallas Comprehensive Plan, and by this reference incorporated herein.

Section 2. The Findings and Conclusions set forth in the staff report on this matter, submitted into the record herein on October 10, 2008, a copy of which is attached hereto as Exhibit A and by this reference incorporated herein, are hereby adopted and approved as the Findings and Conclusions in support of the adoption of the Transportation System Plan.

Section 3. The sections of the Dallas Comprehensive Plan, attached hereto as Exhibit B, and by this reference incorporated herein, are hereby amended as set forth therein.

Read for the first time: November 17, 2008
Read for the second time: December 1, 2008
Passed by the City Council: December 1, 2008
Approved by the Mayor: December 1, 2008

ATTEST:



JERRY WYATT, CITY MANAGER



JAMES B. FAIRCHILD, MAYOR

CITY OF DALLAS
CITY COUNCIL
COMMUNITY DEVELOPMENT
DIRECTOR STAFF REPORT



BACKGROUND:

The City of Dallas began to develop the current TSP proposal in 2004. Throughout that time, there has been a number of meetings and workshops for the public and city officials. This final draft is a reflection of the policy choices that have been made to date. The formulation of goals and objectives is an important component of any transportation planning process. The goals and objectives outlined in this section are based on review of the July 1998 City of Dallas Comprehensive Plan and June 1995 Transportation Planning Rule (TPR) Compliance Document, as well as recently completed TSPs for other jurisdictions in western Oregon. They have been refined through agency and community input obtained during TSP preparation.

The Planning Commission held a public hearing on the TSP and recommended approval to the City Council. The City Council has reviewed the TSP during two worksessions, and the matter is now being brought to a public hearing.

The Dallas TSP is organized into nine sections as follows:

- Section 1 explains the purpose and benefits of the TSP, the regulatory requirements behind the plan, the plan's public involvement component, and the plan's goals and policies.
- Section 2 summarizes relevant information from state, regional, and local planning and policy documents and discusses its relation to the TSP.
- Section 3 describes the existing study area and its pedestrian, bicycle, transit, and roadway transportation network. This section analyzes current traffic operations and safety conditions, and identifies existing deficiencies by mode.
- Section 4 forecasts future (2025) growth in Dallas and distributes this growth onto the transportation network. An operational analysis of the future no-build network is conducted and a summary of future transportation needs is listed.
- Section 5 describes the roadway, bicycle, and pedestrian alternatives that were evaluated, and depicts the evaluation process.
- Section 6 summarizes current access spacing along the two state highways in the study area, and analyzes various access management treatments that could be adopted by the City.

- Section 7 details the modal plans for the roadway, transit, pedestrian, bicycle, rail, and air, water, and pipeline transport facilities.
- Section 8 provides planning-level cost estimates for recommended projects, lists current funding sources used by the City, and identifies potential revenue sources to fund recommended projects.
- Section 9 contains language to assist the City in revising local codes and ordinances to implement the TSP.

The inclusion of goals and objectives in the Dallas TSP serves two primary purposes: (1) to guide the development of the Dallas transportation system during the next 20 years and (2) to demonstrate how the TSP relates to other county, regional, and state plans and policies. The goal statements are general statements of purpose to describe how the city, through the TSP, intends to address the broad elements of the transportation system. The objectives will be specific steps that illustrate how each goal is to be carried out.

Goal 1: Multi-Modal Transportation System

Develop a balanced transportation system that will meet the needs of all users, including youth, elderly, and those with physical disabilities. Such a transportation system does not depend solely on one mode of transportation, but rather provides a variety of transportation features to accommodate vehicle travel as well as public transportation, bicycling, and walking.

Objectives

- Work with the Salem Area Mass Transit District to educate residents about existing CARTS transit service and to identify future service improvements, including schedules that better serve the commuting public.
- Encourage residents and business owners in Dallas, especially those that use the Dallas-Rickreall and Kings Valley highways on a daily basis, to make use of existing rideshare matching services provided by Mid-Valley Rideshare.
- Identify ways to encourage freight vehicles to use the existing signed truck route along Levens Street.
- Coordinate with the applicable railroad company to improve freight rail service and public right-of-way crossings.
- Develop, adopt, and enforce design standards for arterials and collectors describing minimum right-of-way width, pavement, pedestrian service, bicycle travel, and other parameters.
- Recognize the need for sufficient, but not excessive, parking for commercial development.

Goal 2: Mobility

Provide a viable transportation system that meets state and local mobility standards. Such a transportation system allows different users of the network a reliable means of getting from origin to destination.

Objectives

- Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct.
- Maintain mobility standards for each functional classification of street (e.g., arterial, collector, local).
- Accommodate local traffic and through travel.
- Minimize travel distances and vehicle-miles traveled.
- Encourage development patterns that offer connectivity and mobility options for all members of the community.

Goal 3: Economic Development and Viability

Provide a transportation system that balances transportation system needs with the City's desire for economic development and viability.

Objectives

- Minimize traffic congestion in the downtown commercial area.
- Discourage through-traffic and high speeds in residential areas.
- Use design techniques to slow traffic through downtown and in other areas of high pedestrian traffic
- Provide efficient street connections between industrial sites and the arterial street network.

Goal 4: Coordination

Maintain a TSP that is consistent with the goals and objectives of the TPR and relevant state, regional, and local plans and policies.

Objectives

- Produce a TSP that is consistent with the objectives of the TPR.
- Provide a transportation system that is consistent with the City of Dallas Comprehensive Plan.
- Ensure that elements of the plan involving or affecting OR 223 Kings Valley Highway and Dallas-Rickreall Highway are consistent with the Oregon Transportation Plan and Oregon Highway Plan.

- Coordinate with Polk County on elements of the plan involving or affecting County-owned roads.
- Coordinate with relevant local and regional partners on land use and transportation decisions.

Goal 5: Pedestrian and Bicycle Facilities

Provide for an interconnected system of pedestrian and bicycle facilities in Dallas to serve commuter and recreational users.

Objectives

- Ensure and strengthen the presence of safe, attractive, and convenient pedestrian and bicycle access to and circulation in the downtown area.
- Develop or maintain safe, connected pedestrian and bicycle facilities near schools, residential districts, and commercial districts.
- Provide or require provision of sidewalks on all new public streets.
- Construct and maintain bike lanes, bike paths, and shared roadway shoulder routes.

Goal 6: System Preservation and Improvements

Be consistent with the City's current strategy to preserve and extend the life of the existing transportation network.

Objectives

- Maintain consistent levels of maintenance to keep roadways, curbs, gutters, and sidewalks in acceptable condition.
- Identify and construct incremental improvement projects to meet future travel demand while minimizing impacts to residents, tourists, and businesses.
- Ensure that development does not preclude the construction of future street connections identified in this TSP.
- Consider transportation system impacts from relevant transportation impact studies when making land use decisions.
- Continue requiring developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, by constructing street improvements to serve new development, and by providing bicycle or pedestrian improvements when appropriate.

Goal 7: Access Management

Address state access management standards as outlined in OAR 734-051 for OR 223 Kings Valley Highway and Dallas-Rickreall Highway, and identify access management strategies for city collectors and arterials.

Objectives

- Develop and apply access control measures (e.g., driveway and public road spacing, median control and signal spacing standards) that are consistent with the functional classification of roads and which limit development on rural land to rural uses and densities.
- Identify opportunities for and work with property owners to develop creative approaches to access management off the arterial street network.
- Require all new subdivision development to comply with access standards as described in City Ordinance.
- Ensure consistency with access management strategies outlined in this TSP.

Goal 8: Transportation Funding

Identify reasonable potential funding sources and a funding strategy for transportation improvements included in this TSP.

Objectives

- Identify a range of funding opportunities for transportation improvements, coordinating with County, State, and Federal agencies.
- Prepare a funding strategy that includes priorities and proposed timelines for transportation improvement projects.
- Develop proposed improvements to a sufficient level of detail to qualify for federal and/or state funding of engineering and construction phases.

Goal 9: Safety

Provide a transportation system that maintains adequate levels of safety for all users.

Objectives

- Identify safe connections for vehicles, bicycles, and pedestrians across OR 223 Kings Valley Highway and Dallas-Rickreall Highway.
- Improve safety at locations where roads cross bicycle, pedestrian, and rail facilities.
- Undertake, as needed, special traffic studies in problem areas, such as around schools, to determine appropriate traffic controls to effectively and safely manage vehicle and pedestrian traffic.

Goal 10: Environment

Provide a transportation system that balances transportation services with the need to protect the environment and significant natural features.

Objectives

- Promote a transportation system that encourages energy conservation, in terms of efficiency of the roadway network and the standards developed for street improvements.
- Balance transportation needs with the preservation of significant natural features and viewsheds.
- Encourage use of alternative modes of transportation such as transit, bicycling and walking that reduce impacts to the natural environment.
- Minimize transportation impacts on wetlands and wildlife habitat.

PUBLIC NOTICE:

The City has provided public notice identifying and describing the project and the scheduled date of the public hearing in accordance with the Dallas Development Code.

PROCEDURE:

The City Council is holding a public hearing on the proposed Transportation System Plan, as recommended by the Planning Commission. At the close of the hearing, the City Council may move to adopt the Transportation System Plan with or without changes to the current draft.

APPROVAL CRITERIA: SECTION 3.7.40(2) OF THE DALLAS DEVELOPMENT CODE

- (2) *Comprehensive Plan Map and Street Designation Amendments. Where a Comprehensive Plan Map amendment is proposed (including an urban growth boundary amendment), the applicant shall demonstrate conformance with the following criteria:*
- (a) *Applicable Statewide Planning Goals.*
 - (b) *Applicable Goals and Policies of the Dallas Comprehensive Plan (Volume I).*
 - (c) *Amendments to collector and arterial street designations shall explicitly address the Transportation Planning Rule (OAR Chapter 660, Division 12) and the Transportation Policies of the Dallas Comprehensive Plan.*

1) Applicable Statewide Planning Goals:

FINDING: *Goal 12- Transportation* is the applicable Statewide Planning Goal for the proposed TSP adoption. Goal 12 provides Planning and Implementation Guidelines for Transportation Planning for local jurisdictions. The TSP has been prepared in accordance with these guidelines.

CONCLUSION: It may be found that the TSP as proposed is in conformance with Statewide Planning Goal 12.

2) Applicable Goals and Policies of the Dallas Comprehensive Plan (Volume I):

FINDING: The current Dallas Comprehensive Plan has policies related to transportation. Section 2 of the proposed TSP has examined and analyzed these policies against state and federal transportation rules. The proposed TSP will replace all existing transportation-related policies, projects, and requirements found in the Dallas Comprehensive Plan.

3) The Transportation Planning Rule (OAR 660-012)

FINDING: The Transportation Planning Rule (TPR), OAR 660 Division 12, implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on the automobile. The TPR requires the preparation of regional transportation systems plans by metropolitan planning organizations (MPOs) or counties and local TSPs by counties and cities. TSP requirements vary by type (regional vs. local) and community size. Through TSPs, the TPR provides a means for regional and local jurisdictions to identify long-range (20-year) strategies for the development of local transportation facilities and services for all modes, to integrate transportation and land use, to provide a basis for land use and transportation decision-making, and to identify projects for the State Transportation Improvement Program. TSPs need to be consistent with the State Transportation Plan and its modal and multimodal elements.

CONCLUSION: Preparation of the TSP follows the requirements of the TPR. The TPR requires the determination of transportation needs and the development of modal plans (the road system, public transportation, bicycles, pedestrians, and air, rail, water, and pipeline transportation) to meet those needs. The proposed TSP includes an inventory of existing services and facilities and a system of planned facilities, services and major improvements, indicating their location and who is responsible for providing them. This plan also includes the evaluation and selection of system alternatives, which include the following elements: improvements to existing facilities or services; new facilities and services; transportation system management measures; demand management measures; and a no build system alternative. The evaluation and selection of alternatives is based on consistency with the community's comprehensive plan; consistency with state and federal standards for the protection of air, water, and land; minimization of adverse social, economic and environmental impacts; minimization of conflicts and facilitation of connections between transportation modes; avoidance of relying on one principal transportation mode; and reduction of the reliance on the automobile. The TSP also includes a financing plan, which is included in the TSP. The TPR also requires communities to amend their land use regulations to implement the TPR and their TSPs. Table 1-3 in Section 1.4.6 evaluates the Dallas Development Code for consistency with the TPR. Where inconsistencies occur, changes are proposed for implementation. (See Section 2 of the proposed TSP for full findings)

TRANSPORTATION PROJECTS AND FISCAL IMPACT:

Cost Estimates for Proposed Transportation Improvements—by Type of Improvement
Short-Term (Next Ten Years)

•Roadway Improvements	\$ 3,381,000
•New Roadways	\$13,010,000
•Bicycle	\$ 553,500
•Pedestrian	\$ 5,814,000
•Total	\$22,768,500

Ten to Fifteen Years

•Roadway Improvements	\$ 0
•New Roadways	\$ 6,750,000
•Bicycle	\$ 61,700
•Pedestrian	\$1,938,000
•Total	\$8,749,700

Fifteen to Twenty Years

•Roadway Improvements	\$1,060,000
•New Roadways	\$15,370,000
•Bicycle	\$ 246,000
•Pedestrian	\$ 5,570,000
•Total	\$22,246,000

Grand Total
\$53,764,200

The total cost of projects recommended in the TSP is approximately \$53.7 million. Over the timeframe of this TSP, this figure represents an annual appropriation of \$2.65 million. While this figure is far greater than the total street fund and SDC budget combined for FY 2008-09 it is not an unreasonable target when considered with the anticipated growth, increases in fees over the planning horizon and mixture of federal, state, county and local sources that can be contributed to fund plan recommendations.

- More than 1/3 of the total roadway improvement costs are recommended to serve future development in Dallas, as shown in Table 8-5. Most of this development is expected to occur in the three mixed use nodes. These roadway improvements are expected to be funded through a mixture of SDCs and developer costs.
- According to City of Dallas Development Code, the developer is responsible for that portion of new roadway required by the development, including 30 - 36 feet of roadway plus curb and sidewalk. Based on the recommended cross-sections for major and minor collector roads, this amounts to approximately 2/3 of total costs to build a new roadway (approximately \$14 million).
- It is recommended that residential SDCs be increased to at least \$4,000/edu, which would bring in approximately \$25 million over the 20 year planning horizon. \$8000/edu would fully fund the needed projects over the 20-year planning period. Assuming that

commercial SDCs remain at the same rate, and that available commercial land is developed (see Section 5), another \$13 million is expected to be available for transportation projects from commercial SDCs. Commercial and residential SDCs would be sufficient to cover the leftover costs from building the recommended new roadway network.

Implementation: The TSP will be adopted as a Chapter of the Dallas Comprehensive Plan, supplanting all current transportation data, projects, language and policies. SECTION 9 of the TSP includes a number of proposed changes to the Dallas Development Code and Municipal Code to implement the changes contained in the TSP.

RECOMMENDATION:

Staff recommends that the City Council approve the Transportation System Plan and associated Comprehensive Plan and Development Code Amendments and direct staff to prepare the appropriate ordinances for adoption.

Respectfully submitted,

Jason Locke, Community Development Director
October 10, 2008

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tion & Development Commission (LCDC) to comply with the 14 applicable "Statewide Planning Goals," which are, in effect, state planning requirements that must be met by each city and county in Oregon.

The Dallas Comprehensive Plan includes three volumes: Volume I includes goals and policies that provide specific direction in making "quasi-judicial" land use decisions; *i.e.*, decisions that require judgment in the application of general policies to specific situations, such as zone changes, annexations, conditional use permits and major variances. Goals set a general direction and are not intended to be decision criteria. Policies that are written in mandatory language (e.g., "shall," "must," "will") are mandatory in character: they must be followed when Dallas makes a "quasi-judicial" land use decision. In cases where mandatory policies conflict, the City Council may balance these policies in making a decision. Policies that are written in permissive language (e.g., "should," "may," "encourage") indicate the preferred direction of the City, but are not binding on the Council.

Volume I also includes the Comprehensive Plan Map #1, which indicates on a parcel-specific basis, what land uses will be allowed in the long-term. Where Volume I plan policies conflict with the map #1, the specific text of these policies shall control.

Legislative land use decisions (e.g., changes in the text of Volume I or to the Comprehensive Plan Map #1 that apply generally to the City, and not to a specific property or small group of properties) adopted by the City Council must also conform with Volume I goals, policies and maps; or affected goals, policies and maps must be amended by the City Council to be consistent with the Statewide Planning Goals.

Volume II of the Dallas Comprehensive Plan includes background information that served as the basis for Volume I goals and policies. For example, maps of environmentally-significant stream corridors and the justification for the Dallas UGB is included in Volume II. Thus, Volume II forms a part the "legislative history" that supports the goals, policies and plan map.

1.2 Principal Implementing Documents

The Dallas Comprehensive Plan is implemented by two principal documents:

1. The **Dallas Development Code (DDC)** sets forth zoning, land division and environmental protection requirements, and is a chapter of the Dallas City Code. The DDC is the land use law of Dallas, unless it is found to be inconsistent with the Dallas Comprehensive Plan. Consistency with DDC requirements is a pre-condition to granting of building permits under the City's Building Safety Codes, which are based on state building safety regulations.
2. The **Dallas Public Facilities Plan (PFP)** describes sanitary sewer, water, storm drainage and ~~transportation improvements~~ which must be made in order to provide adequate public facilities to support the types and levels of development prescribed in the Dallas Comprehensive Plan. The public facilities plan is supported by adopted facilities master plans and sets priorities for facilities construction through the six-year capital improvements program and the

~~Chapter 5: Multi-Modal Transportation~~

Transportation Goal

To develop a balanced and safe transportation system that minimizes community disruption and promotes the economic and energy-efficient movement of goods and people around and through the community.

Transportation Policies

5.1 Circulation System

1. The City's transportation system should be fully integrated into the regional and state transportation system. To accomplish this, the City will coordinate and cooperate with the State Department of Transportation, Mid-Willamette Valley Council of Governments, and Polk County in their regional transportation planning efforts.
2. The City will cooperate with the affected transportation facility or service providers to review plans for concurrence with the Dallas Transportation System Plan, whenever a proposed comprehensive plan or land regulation amendment or development action affects a transportation facility (e.g., access to state highway).
3. The transportation system shall provide adequate access to all planned land uses and shall:
 - Focus on direct multi-modal access to business districts;
 - Achieve a balanced traffic flow through each section of the City; and
 - Reduce congestion on arterial streets by providing alternative transportation routes.
4. The major street network should function so that the livability of neighborhoods is preserved and enhanced. Street design should consider the need for landscaping and noise reduction.
5. The City shall adopt an arterial and collector street system plan to ensure that Dallas continues to develop in a grid system, in order to minimize out-of-direction travel and reliance on increasingly scarce state and federal subsidies.
6. Major arterial streets, especially major entrances to the city, should be landscaped.
7. A system of bicycle and pedestrian facilities should be fully integrated into the transportation system as prescribed in the City's adopted Bicycle and Pedestrian Plan.
8. The City will help provide for the needs of the transportation disadvantaged.

9. The City shall coordinate with the Oregon Department of Transportation in the implementation of the ODOT State Transportation Improvement Program (STIP).
10. The City will develop and use land use and land division regulations that set standards for needed transportation facilities and improvements and direct development patterns that enhance opportunities for pedestrian, bicycle and transit travel.
11. The City shall develop and maintain a Transportation System Plan (TSP), as part of the Dallas Comprehensive Plan.
12. The TSP shall:
 - Encourage alternatives to, and reduce reliance upon, the automobile; and
 - Guide comprehensive planning and project development activities.
13. The City shall protect transportation facilities, corridors and sites for their intended functions as identified in this plan.
14. A bridge across Rickreall Creek at Mill Street will be required in the City to support better traffic circulation and an additional north-south traffic route, as shown on the Comprehensive Plan Map #1.

5.2 Rail Transport

The City shall coordinate with the applicable railroad company to improve rail service and public right-of-way crossings.

5.3 Bicycle and Pedestrian Transportation

1. To accommodate the bicyclist and pedestrian now and during the planning period, the City shall plan for bicycle and pedestrian facilities and integrate them into the street circulation system, as prescribed in the City's adopted Bicycle and Pedestrian Plan.
2. The facility needs and safety of individuals walking or using their bicycles as a means of transportation should be given priority over the needs of recreationalists. In other words, bike lanes and bike routes should be given first consideration over bike paths, except where the latter clearly provides for both.
3. Bikeways and pedestrian ways should connect residential neighborhoods to schools, parks, shopping areas, and places of work.
4. Bicycle parking facilities shall be required as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots.

5. Facilities providing safe and convenient pedestrian and bicycle access within and from new subdivisions, planned developments, shopping centers and industrial parks to nearby residential areas, transit stops and neighborhood activity centers, such as schools, parks and shopping shall be required. This shall include:

- Sidewalks along arterial and collectors;
- Bikeways as provided in the Bicycle and Pedestrian Plan; and
- Areas and developments identified in this policy should be connected with separate bike or pedestrian ways, where appropriate to minimize travel distance.

6. Internal pedestrian circulation in new office parks and commercial developments shall be provided through the master planning, design review and planned development processes. To achieve this objective, methods such as clustering of buildings, construction of pedestrian ways or skywalks, and similar techniques shall be considered.

5.4 Street Improvement Policies

5.4.1 Developer's Obligation

All new development shall be responsible for providing an adequate vehicular, bicycle and pedestrian access through the following methods:

1. All streets, bicycle and pedestrian facilities within a new subdivision or development shall be fully improved to City standards.
2. Owners of abutting properties shall pay the total cost of abutting street improvements, including the paved surface, curbs, sidewalks, bicycle facilities and drainage to City standards.
3. "Over-width" street improvements (greater than local street standards) may be paid for with funds accumulated in the System Development Charge Fund as determined by City Council as to the need.
4. Benefiting property owners may be required to sign a "non-remonstrance" agreement stating their willingness to participate in future off-site street improvements on a proportional, "fair share" basis.

5.4.2 Transportation Project Funding

To plan for and fund needed transportation projects, the City should consider the following methods:

1. Local Improvement Districts (LID);
2. Initiation of full improvement projects on existing unimproved streets when 50 percent or more of the property abutting said street is developed or improved.

3. Elections to seek voter approval for a serial tax levy or bond measure to be used exclusively for street improvements.
4. Preparation of a 5-year Capital Improvements Program (CIP) to identify alternative funding sources for needed transportation improvement projects.

5.5 Access Management Policies

5.5.1 Access Management Methods

The purpose of access management is to ensure the effective functioning of streets, especially arterial and collector streets. To achieve this objective, the City shall:

1. Develop and apply access control measures (e.g., driveway and public road spacing, median control and signal spacing standards) that are consistent with the functional classification of roads and which limit development on rural land to rural uses and densities.
2. Adopt standards to protect future operation of roads, transit ways and major transit corridors.
3. Provide for the coordinated review of future land use decisions affecting transportation facilities, corridors or sites, including a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites.
4. Work with adjacent property owners to develop creative approaches to access management, in light of competing demands on arterial and collector streets.
5. Adopt regulations to provide notice to public agencies providing transportation facilities and services, including the Oregon Department of Transportation, of land use applications that affect private access to roads.
6. Adopt regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and levels-of-service of facilities identified in Chapter 7 of the Comprehensive Plan.
7. Remain flexible in its response to future development proposals on its arterial/collector streets, considering creative access solutions but maintaining a firm commitment to negotiating agreements that uphold the objectives of safety and mobility.

5.5.2 Access Management Coordination

Recognizing that the City of Dallas, Polk County and the Oregon Department of Transportation (ODOT) each have a role to play in effective access management, the City shall cooperate with these agencies in order to:

1. Ensure that ODOT and Polk County are notified of development proposals that impact the state highways or county roads.
2. Maintain an acceptable level of service on County and State roads (good mobility).
3. Minimize capital costs by ensuring efficient use of existing and proposed facilities.
4. Improve safety by minimizing potential conflict points.
5. Improve bicycle/pedestrian access and mobility.

5.5.3 Access Management Techniques

In order to accomplish the access management objectives, the City shall consider access management techniques, such as the following, in the review of development applications:

1. Provide for Common driveways (sharing access with adjacent properties);
2. Provide access to collector and local streets;
3. Encourage connections between adjacent properties;
4. Construct local service roads; and
5. Avoid offsetting streets and major driveways, especially in commercial areas.

7.1.5 Solid Waste Disposal Policies

1. Dallas shall support a regional solid waste management program.
2. Dallas shall support Polk County in its efforts to implement a regional solid waste disposal program.

7.1.6 Schools

1. The City of Dallas shall coordinate with the Dallas School District to ensure that sufficient suitable sites are available within the Dallas UGB to meet anticipate school needs.
2. Master Plans required for specific geographic areas of the City prior to annexation shall consider identified school needs.

7.1.7 Parks

Park policies and level-of-service standards are found in Chapter 4 of the Dallas Comprehensive Plan.

7.1.8 Transportation

~~Transportation policies and level-of-service standards are found in Chapter 5 of the Dallas Comprehensive Plan.~~

7.2 Level-of-Service (LOS) Standards

1. The Dallas Development Code shall establish "level-of-service" standards that must be met in order for new development to be approved. LOS standards shall be included in the Master Planning, Land Division and Planned Development chapters of DDC and are interpreted by engineering policies on file with the City Engineer.
2. Plans showing how public facilities deficiencies identified in this chapter and on accompanying public facilities maps will be corrected and financed shall be provided to the City's satisfaction prior to annexation, approval of master plans, rezoning, or site plan review approval.
3. Prior to annexation, zone change or development approval, the City must make an affirmative determination that adequate sanitary sewer, water, storm drainage, transportation and park services are available to service the area to be annexed or rezoned, or the site to be developed.
4. Master Plans shall be required prior to annexation or planned development approval, and must show how key urban services can be provided in an efficient and timely manner, at levels prescribed in the Public Facilities Plan or applicable master sewer, water, transportation, parks, school facility or storm drainage master plans.

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Task #4: Land, Air & Resource Quality / Natural Hazards

New information regarding floodplain location and water quality impacts from development has been considered in making decisions regarding the siting of new development.

Subtasks:

1. Floodplain and water quality impact areas have been mapped. This information has been incorporated into the buildable land inventory under Task #1. (See Chapter 4 of this document and Buildable land inventory, Map #6.)
2. Draft amendments to the Comp Plan to include clear and objective policies regarding the siting of development near floodplains and stream corridors have been drafted. (See Volume I, Chapter 4: Parks & Open Space.)

~~Task #5: Land Use & Transportation Connection~~

~~Dallas has reviewed its transportation policies and implementation measures to foster greater reliance on alternative modes of transportation and to recognize that the Cards Airport is no longer operational. The basis for this review was the TSP prepared by Mid-Willamette Valley COG in 1995.~~

~~Subtasks:~~

- ~~1. The Comp Plan has been amended to remove reference to the Cards Airport.~~
- ~~2. The transportation impacts of allocating land for employment and residential use, as indicated in Tasks #1 and #2, have been specifically considered, through the nodal development concept. Commercial and multi-family land has been redesignated to minimize travel distance and encourage alternative transportation modes. Comp Plan and Map amendments reflect these changes. (See Chapters 2, 3 and 5 of this document; Volume I, Chapter 2: The Dallas Economy; Chapter 3: Residential Neighborhoods, and Chapter 5: Transportation; see also Dallas Comprehensive Plan Map #1.)~~
- ~~3. Draft amendments to the Comp Plan have been prepared to identify known bicycle and pedestrian links and to include policies to recognize and accommodate these transportation modes when approving new development. (See Map #5, Bicycle & Pedestrian Transportation Plan.)~~
- ~~4. Draft amendments to the Development Code to include clear and objective bicycle and pedestrian development and improvement standards. (Projected Completion Date: FY 1997-98.)~~

Task #6: Urban Growth Boundary Amendments

Based on the results of Tasks #1-3, amendments to the Dallas UGB were recommended, to provide for alternative industrial sites.

Subtasks:

1. Draft amendments to the Comp Plan have been prepared to include sufficient buildable (i.e., vacant or likely to be developed) land to accommodate long-term (20-year) need for urban

~~Chapter 5: Transportation Element~~

~~5.1 Introduction~~

As noted in Volume I, Goals and Policies of the Dallas Comprehensive Plan, the City's Transportation Goal is:

To develop a balanced and safe transportation system which minimizes community disruption and promotes the economic and energy efficient movement of goods and people around and through the community.

The transportation element serves as an analysis and guide for improvements in the City's street circulation system, as well as other modes of transport (public transit, air, rail, bicycle and pedestrian) as they relate to Dallas. Together with public facilities, the creation of streets and highways and the provision of other forms of transportation have great impact on the direction of growth and form the community takes. Their impact can be both positive and negative. For example, traffic is sometimes forced onto neighborhood streets by the inability of the major street network to carry the traffic load. In this case, street improvements may have a positive impact on the neighborhood by relieving through-traffic on streets within its boundaries. On the other hand, a widened street may produce the desired results of improved traffic flow, but may also have a negative impact on local neighborhood residents through increased traffic, noise and air pollution.

It is essential, however, that the community take full advantage of its existing street network in light of the great costs that may be associated with the development of new facilities. In order to protect the integrity of its residential areas, the community must carefully weigh the advantages and disadvantages of changes to the circulation system. This was the responsibility and guiding principle of the Citizens Committee on Transportation during the 1987 Comprehensive Plan Update process, and was carefully considered in the 1995 Transportation System Plan process.

~~5.2 The Transportation Systems Plan (TSP)~~

In April 1994, Dallas received a Transportation and Growth Management Program (TGM) grant to prepare a Transportation Systems Plan (TSP) for the Dallas Urban Growth Boundary, in conformance with the Transportation Planning Rule (TPR, or OAR Chapter 660, Division 12). In 1995, the City worked closely with the District 4 Council of Governments in the preparation of the TSP, which supports specific policy changes made to Chapter 2, Transportation, of Volume I, Goals and Policies, of the 1997 Dallas Comprehensive Plan. The TSP is hereby incorporated by reference into Volume II of the Dallas Comprehensive Plan as Technical Appendix 5.1, and serves as the principal transportation background document for the 1997 Dallas Comprehensive Plan.

The 1995 TSP:

- Determines transportation needs, both now and in the future, within the Dallas UGB;
- Includes a preliminary road plan for arterial and collector streets (which has been supplemented on the 1997 Comprehensive Plan Map #1.)
- Provides a public transportation plan;

- Amends the 1988 City of Dallas Bicycle Path Study Group Final Report as the 1995 Bicycle/Pedestrian Plan (Technical Appendix 5.2);
- Includes a brief, but sufficient air, rail, water and pipeline transportation plan;
- Recommends policy amendments to the Dallas Comprehensive Plan (which, for the most part, are adopted in Volume I, Chapter 5);
- Recommends code amendments to Dallas land use regulations (some of which have been adopted; others require further consideration); and
- Provides a "transportation financing plan."

5.3 *Street Classification System*

The traffic circulation system in Dallas is based upon three distinct yet inter-related types of streets: arterial, collector, and local. The streets are classified as to their particular function with respect to the degree of access provided abutting property or the movement of through traffic.

Arterials

The plan recognizes that arterial streets are the principal mover of traffic within and through the community. They interconnect the major traffic generators and links with important rural routes. Arterial streets should never penetrate identifiable residential neighborhoods and usually perform only a secondary access service function to individual properties. For this reason, access control and landscape buffer treatment are often necessary.

Collectors

Collector streets, as the name implies, collect traffic within an area or neighborhood and distribute it to the arterial streets network. There are two levels of collector streets: minor or neighborhood collectors serve smaller areas or neighborhoods; major collectors serve groups of minor collector streets. Minor collectors usually provide the same level of access to abutting properties as local streets, but are given priority over local streets in any traffic control installation. Major collectors usually require access control. Although the principal function of collector streets is to move traffic, conflicts arise when collectors are used in lieu of the arterial street network. Care should be taken to control the movement of through traffic (traffic not having origin or destination within the neighborhood) on collector streets, especially neighborhood collector streets.

Local Streets

A local street serves primarily to provide direct access to abutting land and offers the lowest level of traffic mobility. Extensive through traffic on local streets is deliberately discouraged. At the same time, it is expected that connected local streets will have traffic from adjoining neighborhoods. Cul-de-sacs are specifically discouraged, because they usually result in out-of-direction travel and shift traffic congestion problems to other local streets.

5.3.1 *Comprehensive Plan Map #1*

The 1997 Dallas Comprehensive Plan Map shows existing and proposed arterial and collector streets within the Dallas UGB as an extension of the existing "grid" street system in Dallas. The general locations of proposed arterial and collector streets are shown on Map #1 to emphasize the importance

of providing an inter-connected street system to serve all areas within the UGB. Proposed arterial and collector streets shown on Map #1 recognize that state and federal funding is unlikely to be available to construct major streets in Dallas, and that new development will be the primary funding source for extension of the grid street system to new areas of the City. For this reason, City staff have made every effort to realistically locate arterial and collector street in relation to property lines and existing development, and to emphasize the partnership that exists between the developers and the community in providing adequate access to all land within the UGB. All proposed collector and arterial streets shown on Map #1 must be constructed in order for a development that is served by the street to be approved; however, their precise location may be determined through the development review process.

The 1997 arterial and collector plan explicitly rejects the notion of exclusive "cul-de-sac" developments that are walled off from the remainder of the community. Rather, the plan supports a connected grid street system that minimizes out-of-direction travel and reinforces the inter-connectiveness of Dallas' neighborhoods, parks, schools and commercial areas.

5.3.2 Transportation Systems Plan

The 1995 TSP includes more precise definitions of arterial and collector streets, and describes the location, functional classification, length, jurisdiction (Dallas, Polk County, or ODOT), pavement width, surface condition, year of construction, number of lanes, presence of sidewalks, curbs and bikeways for each arterial and collector street within the 1995 Dallas UGB.

5.4 Transportation Levels-of-Service (LOS)

The level-of-service provided by the existing circulation system is determined by a combination of conditions such as travel speed, width of roadway, and extent and type of on street parking. Transportation LOS is the principal means that Dallas uses to determine traffic impacts resulting from land use decisions. Generally speaking, LOS D or below is considered unacceptable for collector or arterial street links or intersections.

Transportation LOS standards are included in both the Dallas Zoning Ordinance and the Dallas Land Division Ordinance to ensure that new development is provided with adequate transportation facilities, and that undue congestion does not occur as a result of new development.

5.5 Required System Improvements

The Transportation System Plan (Technical Appendix 5.1) identifies a number of system improvements that are required to support planned development in Dallas. These improvements include:

- Traffic signals NE Polk Station Road/E Ellendale to support the planned mixed commercial/multi-family node at this location;
- Intersection, signalization and vehicle movement improvements at Main/SE Hankel, Main/SE and SW Walnut, and SE Jefferson/Washington to support Dallas' downtown and General Commercial districts;

- Bridges over Rickreall Creek at SW Mill/River Drive to facilitate east-west traffic flow through Dallas; and
- Intersection improvements at SW Maple/Fairview, SW Oakdale/Fairview and SW Bridlewood/Fairview in southwest Dallas.

The Dallas Comprehensive Plan Map #1 identifies two major collector street improvements located outside the 1996 Urban Growth Boundary.

- The first is located north of the UGB, and would connect James Howe Road with State Highway 223. The purpose of this street is to provide an alternative (to W Ellendale) truck route through the City. Dallas recognizes that, in order for this street to be constructed, a Statewide Planning Goal exception (to allow an urban facility outside the UGB) would be required, or the UGB itself would have to be amended.
- The second is located immediately to the southeast of the UGB, and would extend Fir Villa Road to connect with the Monmouth Cut-Off. This extension is necessary to provide an alternative (to E Ellendale) truck route through the City, and to serve the southeast industrial area. Dallas proposes to expand the UGB to include industrial land abutting this road to the west.

5.6 The 1987 Transportation Plan

As part of the 1987 update of the Dallas Comprehensive Plan, the Citizens Committee formulated policies which remain substantially intact in Chapter 5, Volume I of the 1997 Dallas Comprehensive Plan. This document also provides a useful historical reference for identifying previous transportation problems and issues in Dallas, but has been effectively replaced by the 1995 TSP.

5.7 Street Standards

To function adequately as primary traffic movers, in contrast to local streets, arterial and collector streets must be constructed to greater standards. Therefore, street standards are described in the TSP and have been incorporated into the Dallas Land Division Ordinance.

In order to adequately finance the street system discussed in the Plan, the TSP includes a financing program. In addition, Chapter 5, Volume I of the Dallas Comprehensive Plan includes financing policies.

5.8 Alternate Transportation Modes

5.8.1 Public Transportation

The Mass Transit Division of the Oregon Department of Transportation estimates that fully one-third of all Oregonians are "transportation disadvantaged". They are either too old, too young, too poor, physically incapable, or for some other reason unable to operate an automobile. Public transportation services to these individuals are limited in Dallas, as they are in most non-metropolitan cities. Dallas does not have an intra-City bus system, nor does it have taxicab service. Taxicab franchises have been issued in the past but have proven uneconomical to their operators. Simply put, the Dallas urban area has had an insufficient population base to financially support an intra-City bus system without subsidies.

Wheels

"Wheels" (Oregon Housing and Associated Services) services in Polk County are designed to accommodate the elderly and handicapped residents of Dallas, Monmouth and Independence and may be used by the general public on a space available basis.

Other providers in the area include:

- Ron Wilson Center (clients only)
- Polk Enterprises (clients only)
- DHR Volunteer Program (DHR medical clients only)

Despite the City's reliance upon the privately-owned automobile, there is a large and growing segment of the population that does not have access to an automobile. The individuals must rely on other forms of transportation. Fortunately, the transportation needs of the elderly are partially met by the Polk Senior Transportation District, but the other transportation disadvantaged of the community must rely upon friends with automobiles, bicycles, or their own feet for intra-City transportation.

Inter-City Bus Service

Inter-city bus service was provided by the Hamman Stage Line, however, this low-cost commuter bus service ceased operations on December 6, 1983.

Unfortunately, the prospect of establishing an intra-City bus system in Dallas is not good. Conventional public transportation systems are generally not feasible in smaller urban areas. Capital investments and operational costs are simply too high to permit regular bus service to low-density residential areas. This generally holds true even if the system is subsidized. However, a publicly-subsidized limited form of dial-a-ride, subscription bus service, or modified taxi service may be within the grasp of the community.

Summary

In the Regional Transportation Plans needs summary, the data revealed that Dallas is the hub of Polk County travel and that the need for transportation is high. The Polk Senior Transportation District is helping to meet some of that need. Inter-city public transportation, which received a subsidy from Polk County, was provided by the Hamman Stage Line. Unfortunately, Hamman ceased operations in December 1983.

5.8.2 Air, Water, Rail and Pipeline Plan

Air

Until recently, airport facilities in Dallas were provided by Joe Card's Air Park, a privately-owned airfield located on Orchard Drive just north of Ellendale Avenue. This facility was closed in 1990. There is a State airport in Independence. This facility is located seven miles from downtown Dallas and is the largest airport in Polk County. It has an asphaltic concrete paved runway that is 60 feet wide and 3,100 feet long, lighted with low intensity lights. This airport will accommodate business and privately-owned aircraft of 20,000 pounds or less. Land is available on site for private hangars. Services offered at the airport include fuel, aircraft and helicopter maintenance, air-taxi, flight lessons, and charter services.

Rail

Rail freight service is provided by the Union Pacific Railroad and links Dallas to important regional and national markets. The Dallas spur connects to Union Pacific's main line serving Portland and Eugene near Rickreall and then continues eastward to Salem. The Salem line has not been used in a number of years, however. Freight service is provided on a daily basis, but passenger service is neither provided nor planned.

To lessen the potential for conflicts and to help ensure continued rail service to Dallas, it is proposed that the City maintain liaison with the Union Pacific Railroad in a cooperative effort to improve rail service and public right-of-way crossings. Cooperation on such things as maintenance and signing of crossings, scheduling of service, and development of new industries should prove mutually beneficial to both the City and to Union Pacific.

Water

There are no significant navigable waterways within the Dallas UGB.

Pipelines

No major pipelines exist within the Dallas UGB.

5.8.3 Bicycle and Pedestrian Ways

The popularity and usage of the bicycle as a means of short-range transportation, physical fitness, and recreation has shown a phenomenal nationwide increase in recent years. In 1971 the Oregon State Legislature responded to renewed bicycle popularity and passed into law legislation commonly known as the Bicycle Bill. This law, codified in ORS Chapter 366, provides that not less than one percent of the funds received by the Highway Commission, or by any City or County from the State Highway Fund, shall be expended as necessary for the establishment of footpaths and bicycle trails. This law also permits the funds to be accumulated for a period not to exceed ten years.

This following summary is based on the City of Dallas Bicycle/Pedestrian Plan (Revised in April of 1995), which was incorporated into the Transportation Systems Plan as the "City of Dallas Bicycle/Pedestrian Plan." This 1995 document is incorporated into Volume II, Chapter 5 by reference as Technical Appendix 5.2, and serves as the official "bicycle and pedestrian plan" for the City of Dallas.

To accommodate the bicyclist now and during the planning period, the City must provide bikeway facilities and integrate them into the street circulation system. Bikeway facilities generally consist of one or more of the following types:

- **Multi-Use Path** - A path physically separated from motorized vehicular traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, for use by bicyclists, pedestrians, joggers, skaters and other means of non-motorized transportation.
- **Bike Lane** - A bike lane utilizes the existing right-of-way of a street or highway but is separated from the traffic lane by means of painted stripes or physical barriers.
- **Bike Route** - A bike route utilizes the right-of-way of a street or highway and is designated by sign only. This type of facility is by far the least costly of any bikeway.
- **Bikeway** - Any road, path or way which is open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes.
- **Shared Roadway** - A type of bikeway where bicyclists and motor vehicles share the same roadway.

- Shoulder Bikeway - A type of bikeway where bicycle travel is designated on the shoulder of the roadway.

Table 5.1 identifies bicycle routes in Dallas (see "City of Dallas Bicycle/Pedestrian Plan" for more details):

Table 5.1 Dallas Bicycle Routes

Location	Type
Ash/Miller	Shared roadway/Shoulder bikeway
Maple Street	Shared roadway
Kings Valley/Fairview	Bike lanes
Hayter Street/Levens	Shared roadway
W Ellendale/Orchard/Kings Valley	Shared roadway/bike path or sidewalk bikeway
Walnut Street	Shared roadway
Uglow/Hanke/LaCreole	Shared roadway/bike lane or bike path
Mill Street/Uglow	Shared roadway
Rickreall Bridge/Mill Street	Shared roadway

Pedestrian Facilities

Dallas requires sidewalks on all new public streets providing for a continually expanding pedestrian network. The City can achieve the best pedestrian access by ensuring a well-connected street system. The connectivity of the street network can best be achieved through the subdivision and development review processes, by requiring street connections and extensions that consider both existing and future development, especially where future streets are shown on the 1997 Dallas Comprehensive Plan Map. The City will actively discourage the use of cul-de-sacs, and will require bicycle and pedestrian accessways where long blocks or cul-de-sacs are necessary due to existing topography or development.

into the North Dallas area drainage on SE Uglow Street. The proposal is to improve the drainage channel as development occurs.

- District 7** Northwest Hillcrest area: Existing drainage is by culvert to W. Ellendale through private property with City easements and then by way of culverts and drainage channels in City right-of-way to Rickreall Creek. When developed, the Mill Valley Shopping Center area will be drained by culvert in the City right-of-way along SW Harder Street to Rickreall Creek. Existing drainage channels are proposed to be improved with development.
- District 8** SW Levens and SE Uglow main lines. The majority of area south of Rickreall Creek, east of Fairview, and west of Uglow Streets, within existing City Limits, is drained by culvert to SW Levens and SE Uglow main lines, which flow to Rickreall Creek.
- District 9** Ash Creek Drainage Basin. Ash Creek drains the Kings Valley Highway area (south end of Fairview Avenue) to the east side of the City Limits and south of the railroad tracks. The district is predominantly industrial property with private drainage to Ash Creek. Existing drainage ditches are proposed to be improved with development.
- District 10** North of E. Ellendale. A natural swale drains this area to the East to Baskett Slough. Urban development (other than existing residences along Polk Station Road and E. Ellendale) has not occurred in this area. A drainage system of the area will be created with development.

Rickreall Creek is the major open creek channel flowing from west to east in the middle of the City. Rickreall Creek flows through both private and City property under the property owners' maintenance. Ash Creek is a major open creek channel draining the south area of the City through private property. The maintenance of the drainage area east of SE Holman Street and south of the Southern Pacific Railroad is in the Ash Creek Drainage District. The remaining drainage basin in the City is an existing natural drainageway which will be improved for drainage at time of development.

~~7.2.4 Transportation System~~

~~1. Arterial & Collector Streets~~

~~Arterial and Collector streets are designated on the Dallas Comprehensive Plan Map #1. Arterials convey traffic through the City in either a north-south or an east-west direction.~~

~~The current transportation plan proposes SE Fir Villa Road - Miller Avenue to be improved to accommodate traffic traversing from the east to the south and as the alternate route to the State Highway. This transportation system will help alleviate the congestion of the North Dallas Intersection. The intersection of State Highway 22 and 223 will be redesigned to encourage traffic to use Kings Valley Highway and thereby reduce traffic congestion on E. Ellendale (Salem-Dallas Highway).~~

~~2. The Arterial Street System~~

~~The following is a description of the condition of existing arterial streets in Dallas:~~

- ~~1. **Orchard Drive** from Ellendale Road to the City Limits is a paved street in fair to good condition with curbs and sidewalks and no additional planned improvements. It should be noted that Orchard Drive and NE Kings Valley Highway run concurrently from Ellendale Avenue north approximately 400 feet.~~
- ~~2. **NE Kings Valley Highway** from Ellendale Avenue to the City Limits is a paved State Highway in good condition. Future improvements include the extension of curbs and sidewalks and pavement widening for a center turn lane to the City Limits, and intersection improvements at the State Highway 223 and 22 junction.~~
- ~~3. **Main Street** from Ellendale Avenue to Washington Street is a paved State Highway in fair condition with curbs and sidewalks. Future improvements include traffic signalization at Walnut Street and possibly other intersections according to traffic conditions.~~
- ~~4. **SE Jefferson Street** from Main Street to SE Washington Street is a paved State Highway in fair condition with curb and sidewalks. Future improvements include traffic signalization according to traffic conditions.~~
- ~~5. **SE & SW Washington Street** from SE Uglow Avenue to SW Fairview Avenue is a paved roadway in good condition with curbs and sidewalks. Washington Street from SE Jefferson Street to SW Fairview Avenue is a State Highway. Future improvements include traffic signalization and left turn lanes according to traffic conditions.~~
- ~~6. **SW Fairview Avenue** from SW Washington Street to the City Limits is a paved State Highway in poor to fair condition with curbs and sidewalks to Oakdale Avenue. Future improvements will extend curbs and sidewalks to the City Limits with traffic signalization, left turn lanes and deceleration lanes according to traffic conditions.~~
- ~~7. **Ellendale Avenue** from Main Street to the City Limits is a paved City and County street with curbs and sidewalks along the City portion to River Drive. The street in the curbed section is in fair condition and in the remaining section is poor to fair condition. Future improvements include the extension of curbs and sidewalks with pavement widening. Future consideration of improvements will be necessary to accommodate additional truck traffic from outside the City Limits through the City.~~
- ~~8. **Ellendale Avenue** from Main Street to the City Limits is a paved State Highway in good condition with curbs and sidewalks to SE LaCreole, and with a traffic signal at SE LaCreole Drive. The State Highway 6-Year Plan calls for widening the pavement to include a left turn lane with curbs and sidewalks from SE LaCreole east, and installation of traffic signals according to traffic conditions.~~
- ~~9. **SE Uglow Avenue** from SE Washington to SE Monmouth Cutoff is a paved street in good condition with curbs and sidewalks with a traffic signal at SE Miller and SE Washington Street. The intersection of SE Washington Street and SE Miller Avenue is a signalized intersection at SE Uglow which will provide improved traffic flow in the area.~~

10. **Monmouth Cutoff** from SE Uglow to the City Limits is a paved street in poor to fair condition with narrow gravel shoulders and drainage ditches. Future improvements include reconstruction of the existing roadway to two travel lanes, a left turn lane and curbs and sidewalks.
11. **SW Levens Street** from W. Ellendale to SW Washington Street is a paved street in poor to fair condition with curbs and sidewalks, and a traffic signal at SW Washington Street. Future improvements include traffic signalization according to traffic conditions. This section of roadway is on the Truck Route.
12. **SW Oakdale Avenue** from SW Fairview to the City Limits is a paved street in poor condition with narrow gravel shoulders and drainage ditches. Future improvements include widening for a left turn lane and curbs and sidewalks.
13. **SE Miller Avenue** from SE Uglow to SE Fir Villa is a paved street in good condition with curbs and sidewalks to SE Godsey Road; then gravel narrow shoulders and with a bicycle and pedestrian way from SE Godsey to SE Fir Villa, with drainage ditches to SE Fir Villa. Future improvements will widen the street from SE Godsey to SE Fir Villa with curbs and sidewalks.
14. **SE Fir Villa** from E. Ellendale to SE Miller Avenue is a County roadway in fair to poor condition with gravel shoulders and drainage ditches. Future improvements would be to widen the street with curb, sidewalk, and intersection control improvements.
15. **SE Uglow Avenue** from SE Monmouth Cutoff to the City Limits is a paved street in poor condition, with narrow gravel shoulders and drainage ditches. Future improvements include reconstruction and widening of the roadway with curbs and sidewalks.

3. The Collector Street System

The following is a description of the condition of existing collector streets in Dallas:

1. **Main Street** south from SW Washington Street to SW Church Street is a paved street in fair to good condition with curbs and sidewalks. Future improvements will facilitate safer truck movement.
2. **SW Church Street** from Main Street to the City Limits is a paved street in poor condition with no gravel shoulders. Future improvements will include widening the roadway with curbs and sidewalks.
3. **SE and SW Mill Street** from SE Uglow to SW River Drive is a paved street in fair condition with curbs and sidewalks. Future improvements include constructing a bridge over Rickreall Creek to connect SW Mill Street to SW River Drive.
4. **SW River Drive** from W. Ellendale south is a paved street in fair condition with curb from SW Park Street to W. Ellendale. Future improvements would be to construct a roadway from SW Mill Street at Rickreall Creek to SW Park Street with curbs and sidewalks and extending curbs and sidewalks with pavement widening from SW Park Street south.
5. **NW Douglas Street** from W. Ellendale north is a paved street in fair condition with curbs and sidewalks. Future improvements include constructing a roadway with curbs and sidewalks for approximately 500 feet to the City Limits when the adjoining properties develop.

6. **SE Maple Street** from Main Street to SE Uglow Avenue is a paved street in fair to good condition with curbs and sidewalks. Future improvements include reconstruction of the intersections to improve truck movement.
7. **SW Clay Street** from SW Fairview Avenue west to the City Limits is a paved narrow street in poor condition with narrow gravel shoulders. Future improvements include reconstruction and widening of the roadway with curbs and sidewalks.
8. **SE Hankel Street** from Main Street to the east City Limits is a paved street in poor to good condition; from Main Street to Davis Street it is in poor condition; and from SE Davis Street to City Limits east of SE LaCreole Drive it is in fair to good condition. Future improvements include reconstructing and widening the street from Main Street to SE Davis Street.
9. **SE LaCreole Drive** from E Ellendale to SE Miller Avenue is a paved street in good condition. A bridge was constructed this year over Rickreall Creek and a traffic signal was installed at its intersection with E. Ellendale. Future improvements include traffic signalization according to traffic conditions.
10. **SE and SW Academy Street** from Main Street to SW Levens and from SE LaCreole Drive east approximately 900' is a paved street in fair condition with curbs and sidewalks. Future improvements include traffic signalization according to traffic conditions and new street, curb and sidewalk improvements as development occurs.
11. **SW Bridlewood Drive** is a paved street in good condition with curbs and sidewalks. Future improvements include improvements to the intersection with Kings Valley Highway.
12. **NW James Howe Road**, a County Roadway, from W. Ellendale to the City Limits is a paved street in poor to fair condition with gravel shoulders and drainage ditches. Improvements include widening with the addition of curbs and sidewalks.
13. **NW Denton Avenue** from Orchard Drive to NW Douglas Street is a paved street in good condition with curbs and sidewalks from Orchard Drive to Tilgner Lane and from NW Douglas Street east approximately 800 feet. Remaining street connection between the two areas would include a new street with curbs and sidewalks as development occurs.
14. **NW Jasper Street** from W Ellendale to NW Reed Lane will be a new street improved with curbs and sidewalks as development occurs. The roadway section 900 feet North to 600 feet South of the NW Denton Avenue intersection is currently under construction.
15. **NE Polk Station Road** from E. Ellendale to North of Kings Valley Highway is a paved roadway with gravel shoulders in poor to fair condition; North of Kings Valley Highway has ½ paved roadway in poor to fair condition with curbs and sidewalks on one side. Future improvements include widening with curbs, sidewalks and traffic signals when traffic warrants.
16. **SE Barberry Avenue** from SE LaCreole East approximately 1500 feet is a new paved roadway with curbs and sidewalks in good condition. Future improvements include paved roadway with curbs and sidewalks as development occurs.

~~17. SW Hayter Street from SW Washington Street to SW Oakdale Avenue is a paved street with curbs and sidewalks. Future improvements include intersection controls and extension to the South.~~

~~18. SE Godsey Road from SE Miller Avenue to SE Monmouth Cutoff is a paved street in poor condition with gravel shoulders and drainage ditches. Future improvements include reconstruction and widening of the roadway with curbs and sidewalk.~~

7.2.5 Emergency Services

Police

The Dallas Police Department is composed of 17 full-time personnel; 16 sworn and 1 civilian employee. The Department is located at City Hall and occupies approximately 1,190 square feet of space. According to national standards, 200-300 square feet of floor space is needed for each employee. It would appear the facility is less than adequate. If the Department is to maintain its present level of service as the population increases, additional space will be needed during the planning period.

An exact assessment of future manpower needs cannot be made, but a range of 1.5 - 2.5 sworn persons per 1,000 population has been established for municipal police departments of cities over 10,000 population. The City's police force now averages 1.4 sworn persons per 1,000 population. Dallas is expected to increase its population by approximately 7,400 persons by 2020. This will mean an addition of approximately 10 new positions if the present level of service is maintained. Floor space requirements will increase accordingly.

Several alternatives exist for providing additional space:

- The City could build a new police facility.
- The City could move part of the police function to another part of City Hall (presently the resource division is occupying space behind the Civic Center.)
- Non-police functions (dog control, records) could be moved to another City department.

It is apparent that more space will be needed for police functions during the planning period. The City should undertake a study to determine which alternative or combination of alternatives, should be implemented to facilitate this expansion. Since the City presently contracts some parts of police functions outside City hall, that might forestall the need for additional space. The City presently contracts with Polk County Sheriff's office for the provision of jail facilities. Full time, 24-hour dispatching services for the Dallas Police Department are provided through a contract agreement with the Mid Willamette Valley Communications Center. Polk County provides for central communications operations at their Emergency Services Communications Center located on the ground floor of the County Courthouse in Dallas.

The City should begin, however, to consider the long-term needs for a new facility. For example, should the police function be separate from City Hall? Could a new police building be shared by City, County, and State Police? Should the City acquire land during the planning period for additional law enforcement activities? Ideally, decisions should be made on these questions and other related concerns as soon as possible.

~~7.3.4 Transportation~~

~~Needed transportation improvements are addressed in Chapter 5, Transportation, and in the Transportation System Plan (TSP), Technical Appendix 5.1.~~

7.3.5 Summary of Needed Public Facilities Projects, Timing and Costs

Table 7.1 Sanitary System Short Range Facility Needs - (five year)

Project Title	Year	Estimated Cost	Funding
Wastewater Treatment Facility, Phase I	1999	\$13.26 Million	Loans, Economic Development Grants, System Development
Phase II	2003	\$4.10 Million	Loans, Economic Development Grants, System Development
SE LaCreole Interceptor	2000	\$0.91 Million	Loans, Economic Development Grants, System Development
Ash Creek Swale Interceptor	2000	\$1.56 Million	Loans, Economic Development Grants, System Development
Sanitary Line through City Park	1998	\$ 80,000	System Development
Inflow-Infiltration Management Plan and Correction	1998-2008	\$1.68 Million	Loans, Economic Development Grants
Sanitary Line Extensions	Upon Development	78" Pipe Size	System Development

Table 7.2 Sanitary System Long Range Facility Needs - (20 year)

Project Title	Year	Estimated Cost	Funding
Wastewater Treatment Facility Phase III		\$4.01 Million	Economic Development Grant, Loans, Bond
Inflow-Infiltration Correction		\$2.97 Million	Economic Development Grant, Loans
West Ash Creek Sanitary Line SW Fairview to Main Street		\$ 300,000	Upon Development, Economic Development Grant

Table 7.5 Storm System Short Range Facility Needs - (five year)

Project Title	Year	Estimated Cost	Funding
Acquisition of Storm Easements & Drainage Improvements - SE Hankel Street SE to Rickreall Creek	1998	\$ 90,000	System Development Revenue Sharing
SW Harder Storm Line	1999	\$ 128,000	Developer's Cost, System Development
W Ellendale-Douglas Street Intersection	2000	\$ 30,000	Revenue Sharing, System Development
Storm Extension	Upon Development	18" Pipe Cost	System Development

Table 7.5 Storm System Long Range Facility Needs - (20 year)

Project Title	Year	Estimated Cost	Funding
Acquisition of Storm Easements & Drainage Improvements		\$50 lf	System Development, Economic Development Grant

Table 7.6 Street System Short Range Facility Needs - (five year)

Project Title	Year	Estimated Cost	Funding
Main-Walnut Street Intersection Improvement - Traffic Signal	1998	\$ 275,000	System Development, State Highway Modernization Grant
Washington-Jefferson Traffic Signal	2002	\$ 200,000	System Development, State Highway Modernization Grant
W. Ellendale Improvement w/Curb & Sidewalk	1999	\$ 800,000	Property Owner, System Development
SE Godsey Road w/Curb & Sidewalk	1999	\$ 580,000	Property Owner, Development Grant
Kings Valley Highway - Highway 22 Intersection	2002	\$ 600,000	State Highway 6-Year Program
North Dallas Intersection Planning	1998	\$ 100,000	State Economic Development Grant
Main-Hankel Street Intersection	2000	\$ 150,000	State Economic Development Grant, System Development
Street Extensions w/Bike Route & Lanes	Upon Development	36' Traveled Width	System Development

~~Table 7.7 Street System Long-Range Facility Needs - (20 year)~~

Project Title	Year	Estimated Cost	Funding
SE Miller Street Improvements w/Curb & Sidewalk		\$200.00 per lf	Property Owner, System Development
SE Fir Villa Street Improvements w/Curb & Sidewalk		\$200.00 per lf	Property Owner, System Development
SE Fir Villa - E Ellendale Traffic Signal		\$ 200,000	State Highway Modernization Grant
SE Polk Station-E Ellendale Traffic Signal		\$ 200,000	State Highway Modernization Grant
SW Levens-W Ellendale Intersection Improvements		\$ 200,000	System Development
Mill Street Bridge: SW Mill Street-SW River Drive		\$ 1.5 Million	Bond, System Development
SE Miller-LaCreole Drive Traffic Signal		\$ 200,000	System Development

7.4 Level-of-Service (LOS) Standards

Volume I of the Dallas Comprehensive Plan (Chapter 5 and 7, Transportation and Public Facilities) identifies level-of-service standards that must be met in order for an annexation, zone change or a land development application to be approved. LOS standards are also incorporated into the Dallas Development code in the zone change and land divisions sections.

The Public Facilities Deficiency Areas Map (Map 10), identifies specific geographic areas of the community where there are (a) sanitary sewer collection, (b) potable water distribution, storage, or pressure, (c) storm sewer collection or storage, and/or (d) transportation deficiencies that must be resolved prior to annexation, zone change or development approval.

Listed below are the main public improvements needed for various areas within the Urban Growth Boundary:

~~7.4.1 James Howe~~

- ~~1. Plan a street circulation system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantities from the development to Rickreall Creek.
3. Install a 15" sanitary sewer through the City Park from SW Park Street to SW Levens. Install a parallel sanitary line for additional capacity in SW Bryson from SW River Drive to SW Westwood.

4. Development above 400 ft. elevation is in second level water system and a water line will need to be installed up from W. Ellendale Ave.
5. ~~Ellendale needs to be improved with pavement widening, storm, curbs and sidewalks.~~
6. ~~James Howe Road needs to be improved with pavement widening, storm curbs and sidewalks.~~
7. ~~Area needs to develop according to the W. Ellendale Traffic Safety Corridor Study.~~
8. Improvements of Woods Lane including storm, curbs and sidewalks, needs to be completed for traffic circulation and development of the property to the North. In addition, extend sanitary and water in NW Woods Lane from W Ellendale Ave.
9. SW River Drive from the area of SW Park Street South needs street and storm improvements including curbs and sidewalks.
10. The main traffic travel in the NW section of Dallas uses the SW Levens Street - W Ellendale Ave. intersection. The Mill Street bridge will need to be constructed for the area Transportation system.
11. Properties outside the City Limits need to be annexed prior to development.

7.4.2 Douglas

1. ~~Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantity from the development to Rickreall Creek.
3. Install a 15" sanitary sewer through the City Park from SW Park Street to SW Levens. Install a parallel sanitary line for additional capacity in SW Bryson from SW River Drive to SW Westwood.
4. Development above 400 ft. elevation is in second level water system and the Douglas Street pump size will need to be increased or have 700 ft. of 18" waterline and 1400 ft. of 8" waterline installed in W. Ellendale necessary for level 2 water system in order to eliminate the Douglas Street pump station.
5. Area needs to develop according to the W. Ellendale Traffic Safety Corridor Study.

7.4.3 Hillcrest

1. ~~Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Development above 400 ft. elevation is in second level water system and the Douglas Street pump size will need to be increased or have 700 ft. of 18" and 1400 ft. of 8" waterline installed in W Ellendale Ave. in order to eliminate the NW Douglas Street pump station.
3. Area needs to develop according to the W Ellendale Traffic Safety Corridor Study.

7.4.4 Jasper

- ~~1. Plan a street circulating system, in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm sewer is required for additional capacity: 1700 ft. of 30" along SW Harder Ave. and SW Jasper Street, from the alley west of SW Levens Street to W Ellendale Ave.
3. Development above 400 ft. elevation is in second level water system and the pump size on Orchard Dr. will need to be increased or have 700 ft. of 18" water line, 1400 ft. of 8" waterline on W Ellendale Ave. and the 8" waterline in NW Denton Street from the West installed to NW Fairhaven Lane for the level 2 water system in order to eliminate the NW Douglas Street and Orchard Drive pumps.

7.4.5 Orchard

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Rickreall Creek.
3. Development above 400 ft. elevation is in second level water system and the pump size on Orchard Drive will need to be increased or have 700 ft. of 18" waterline, 1400 ft. of 8" waterline on W Ellendale Ave. and the 8" waterline in NW Denton Street from the West installed to NW Fairhaven Lane for the level 2 water system in order to eliminate the NW Douglas Street and Orchard Drive pumps.
4. Street improvements including storm, curbs and sidewalks are needed along SE Dimick Street and SE Davis Street and SE Rowell Street and NE Polk Station Road.
5. North Dallas intersection and the Main Street - SE Hankel intersection both need to be planned and improved for the future traffic.

7.4.6 Polk Station

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm runoff is the beginning of a drainage basin to Baskett Slough. Storm design will need engineering design for detention of large areas and special residential design for storm detention.
3. Sanitary Plan is to install a lift station in Oak Villa Road to E Ellendale Ave. Intermediate lift stations to E Ellendale Ave. will be necessary as development occurs from the West.
4. Need a traffic signal at NE Polk Station Road at E Ellendale Ave. when traffic volume warrants are met.
5. A water system needs to be extended from Orchard Drive along NE Kings Valley Highway to NE Dallas Drive.
6. Properties outside the City Limits need to be annexed prior to development.

7. Street improvements including storm, curb, and sidewalk are needed along NE Polk Station Road.

7.4.7 Hankel

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantities from the development to Rickreall Creek.
3. Some properties in this area are long narrow lots requiring resolution of multiple ownerships for development.
4. SE Academy St. needs street right-of-way on the West end with street, storm, water and sanitary improvements from SE LaCreole Drive West to SE Uglow Street.
5. Properties outside the City Limits need to be annexed prior to development.

7.4.8 Academy

- ~~1. SE Academy Street is a private roadway in East Dallas with multiple ownerships. Development needs street right-of-way dedication with full street improvements, including storm, curb, side walks, water and sanitary.~~

7.4.9 Hawthorne

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantities from the development to Rickreall Creek.
3. Some properties in this area are long narrow lots requiring resolution of multiple ownerships for development.
4. Sanitary and storm sewers to serve this area need to be extended from the south.
5. SE Hawthorne Avenue needs to be improved to City standards including storm, sanitary, curbs and sidewalks from development to an improved street right-of-way.
6. This property is outside City limits and needs to be annexed prior to development.
7. Street extension of SE Hankel Street needs City acquisition of property for street right-of-way.
8. Sanitary system needs to be constructed from the South, for new development and for SE Hawthorne Avenue. SE Academy Street lift station can be eliminated when sanitary gravity system from the South is installed.
9. Properties outside the City Limits need to be annexed prior to development.

7.4.10 Rickreall

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. This property is outside the City limits and needs to be annexed prior to development.
3. Sanitary and storm need to develop from the South.

7.4.11 K

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
- ~~2. A street extension in the South end from SE Fir Villa Road needs to be developed for utilities and traffic circulation.~~
3. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Rickreall Creek
4. Sanitary and storm sewer needs to develop in this area from the south.
5. Major intersection with E Ellendale Avenue needs to be planned with installation of a traffic signal when warrants are met.
6. Properties outside the City Limits need to be annexed prior to development.

7.4.12 Fir Villa Road

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed street.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Rickreall Creek. Storm system needs to be installed in SE Fir Villa Road.
3. The Northerly property is outside the City limits and needs to be annexed prior to development.
4. Sanitary sewer in this area needs to develop from the southeast or from the South in the street extensions.
- ~~5. SE Fir Villa Road is an arterial Street which needs to be widened with storm, curbs and sidewalks.~~
- ~~6. Intersection improvements are needed at the SE Fir Villa Road and E Ellendale Avenue intersection with installation of traffic signal when warrants are met.~~
7. Properties outside the City Limits need to be annexed prior to development.

7.4.13 L

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Rickreall Creek.

3. Sanitary and storm sewer in this area needs to develop from the south.
4. Properties outside the City Limits need to be annexed prior to development.

7.4.14 M

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantities from the development to Rickreall Creek.
3. Sanitary and storm sewer in this area needs to develop from the southeast.
- ~~4. Existing street right-of-way needs to be improved to City standards with storm, curbs and side-walks from the development to an improved street right of way.~~
5. Properties outside the City Limits need to be annexed prior to development.

7.4.15 East Ellendale

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantities from the development to Rickreall Creek.
3. Sanitary and storm sewer in this area needs to develop from the southeast.
- ~~4. Existing street right-of-way needs to be improved to City standards with storm, curbs and side-walks from the development to an improved street right of way.~~
5. Properties outside the City Limits need to be annexed prior to development.

7.4.16 Godsey

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Sanitary sewer in this area needs the Ash Creek Swale line installed from the southern interceptor main line on the North side of Rickreall Creek to this area.

7.4.17 Holman - Uglow

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
- ~~2. SE Uglow Street needs to be improved with pavement widening, storm, sanitary, curb, and side-walks.~~
3. A sanitary system needs to be extended from SE Holman Street for development and the existing developed properties.
- ~~4. SE Holman Street, south of Monmouth Cutoff, is a narrow gravel roadway with 40 foot street right of way. The street needs to be improved with paved street, storm, curbs and sidewalks.~~

5. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from development to Ash Creek.
6. Properties outside the City Limits need to be annexed prior to development.

7.4.18 Ash Creek

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Ash Creek.
3. Sanitary sewer line needs to be installed from Main Street to SW Bridlewood Drive.
4. A main water transmission line needs to be extended through this area to the East.
5. Properties outside the City Limits need to be annexed prior to development.

7.4.19 Cherry

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Ash Creek.
3. Sanitary sewer in this area is developed from SW Cherry Street.
4. The area's water system is level 2 for areas above 400 foot elevation and water service 3 level for areas above 550 elevation. (A pump station and tank will have to be constructed to serve level 3. For development of level 3, a 16" transmission line from the Water Treatment Plant needs to be installed to the SW Maple Street pump station. For level 2, either the subject 16" transmission line needs to be installed or a 16" water line around the Clay Street reservoirs connecting with the Water Treatment Plant line to the SW Maple Street line or connecting to the Maple Street Pump station.)
- ~~5. SW Oakdale Avenue needs to be improved to City standards with storm, curbs and sidewalks.~~
6. Properties outside the City Limits need to be annexed prior to development.

7.4.20 Oakdale South

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Existing storm drainage channels (ditches) need easements for City maintenance and a hydraulic study for flow quantities from the development to Ash Creek.
3. Sanitary sewer in this area needs to be developed from the Ash Creek area which is a sanitary system from Main Street.
4. The area's water system is level 2 for areas above 400 foot elevation and water service 3 level for areas above 550 foot elevation. (A pump station and tank will have to be constructed to serve

level 3. For development of level 3, a 16" transmission line from the Water Treatment Plant needs to be installed to the SW Maple Street pump station. For level 2, either the subject 16" transmission line needs to be installed or a 16" water line around the Clay Street reservoirs connecting the Water Treatment Plant line to the SW Maple Street line.)

- ~~5. SW Oakdale needs to be improved to City standards with storm, curbs and sidewalks.~~
6. Properties outside the City Limits need to be annexed prior to development.

7.4.21 Oakdale

- ~~1. Plan a street circulating system in a grid pattern as per adopted Transportation Plan connecting to developed streets.~~
2. Storm drainage channels (ditches) need easements for City maintenance and hydraulic study for flow quantities from the development to Rickreall or Ash Creek.
3. Sanitary sewer in this area needs to be extended from the southeast around Oakdale Heights elementary or from the Cherry Street area or from the Ash Creek area.
4. The area's water system is level 2 for areas above 400 foot elevation and water service 3 level for areas above 550 foot elevation. (A pump station and tank will have to be constructed to serve level 3. For development of the level 3, a 16" transmission line from the Water Treatment Plant needs to be installed to the SW Maple Street pump station. For level 2, either the subject 16" transmission line needs to be installed or a 16" water line around the Clay Street reservoirs connecting the Water Treatment Plant line to the SW Maple Street line.)
- ~~5. SW Oakdale Avenue needs to be improved to City standards with street, storm, curbs and sidewalks.~~
6. Properties outside the City Limits need to be annexed prior to development.

7.4.22 City Wide

- ~~1. West Ellendale Avenue - SW Levens Street intersection needs a traffic signal when the traffic volume warrants are met.~~
- ~~2. SE Godsey Road, a collector street, needs street and storm improvements from SE Monmouth Cutoff to SE Miller Avenue with curbs and sidewalks.~~
- ~~3. SE Monmouth Cutoff, an arterial street, needs street and storm improvements from SE Uglow Avenue to SE Godsey Road with curbs and sidewalks. This improvement would include a left turning lane.~~
- ~~4. SE Miller Avenue, an arterial street, needs street and storm improvements from SE Godsey Road to SE Fir Villa Road with curbs and sidewalks. Improvements include a pedestrian bicycle way.~~
- ~~5. SW Clay Street, a collector street, needs street and storm improvements with curbs and sidewalks from SW Oregon Street to the West City Limits.~~
- ~~6. Walnut Street - Main Street intersection needs a traffic signal and street alignment improvements.~~

~~7. The North Dallas intersection needs to have an area planned improvement for the future traffic control signalized intersection. The design will include the SE Hankel Street and the SW Rainbow Avenue intersections with Main Street.~~

8. The City's Future Water Supply expansion study needs to be completed and implemented during the planning period.
9. Drainageways need to be provided with City easements for maintenance and designed and improved to a 25-year design flow.
10. The sanitary collection system needs to have a continuing inflow-infiltration correction program to reduce the flows to the Wastewater Facility.
- ~~11. Partnership with Polk County Planning Department for an East-West traffic route from NW James Howe Road to the State Kings Valley Highway.~~
12. The following LOS standards have been adopted by the City of Dallas:
 - The City of Dallas needs to develop from the Core Area out into the Urban Growth Area.
 - Development is to occur when adequate public facilities are available.

7.5 Sanitary Sewer

The sanitary sewer will be extended for development by a gravity system unless the Sanitary Master Plan identifies the service area for a Lift Station.

7.6 Potable Water

Water System will be extended in a circulatory system according to identified levels of pressure areas. Minimum water pressure to a building site is 30 psi.

7.7 Stormwater Management

Stormwater System will be extended to development based on a 25-year storm frequency design. Main drainageways will be maintained by the City within street right-of-way or storm easements.

~~*7.8 Transportation*~~

~~Streets will be extended according to the City Street Master Plan for arterial and collector streets, and according an approved street development plan. The transportation system shall provide a safe vehicular and pedestrian traffic circulation system.~~

7.9 Geographic Phasing of Key Public Facilities and Services

The City Engineering Department has prepared a map showing areas with critical sanitary sewer, water, storm drainage and/or transportation deficiencies. (See Map 10, Public Facilities Deficiency Areas.) This map has been used to set priorities for phasing of key public facilities and services to different developable areas within the UGB.

ORDINANCE NO. 1694

An Ordinance adopting amendments to the Dallas Development Code

WHEREAS, the City has adopted a Transportation System Plan that provides for the future transportation needs of the citizens of Dallas; and

WHEREAS, the policies, projects and specifications contained in the Transportation System Plan are to be implemented by amendments to the Dallas Development Code, as set forth in the Transportation System Plan; and

WHEREAS, after due notice, on June 10, 2008, the Dallas Planning Commission held a public hearing on the Transportation System Plan and proposed Dallas Development Code amendments and at the conclusion thereof recommended approval to the City Council; and

WHEREAS, after due notice, on October 20, 2008, the City Council held a public hearing on the Transportation System Plan and the proposed amendments to the Dallas Development Code, and at the conclusion thereof found that that the Transportation System Plan met the requirements of State Law, the Dallas Development Code and were in compliance with the Comprehensive Plan;

NOW, THEREFORE,

THE CITY OF DALLAS DOES ORDAIN AS FOLLOWS:

Section 1. That the Dallas Development Code be, and it hereby is, amended by the amendments thereto set forth in Exhibit A attached hereto and by this reference incorporated herein.

Section 2. The Findings and Conclusions set forth in the staff report on this matter, submitted into the record herein on October 10, 2008, a copy of which is attached hereto as Exhibit B and by this reference incorporated herein, are hereby adopted and approved as the Findings and Conclusions in support of the adoption of the amendments enacted by Section 1 of this ordinance.

Read for the first time: November 17, 2008
Read for the second time: December 1, 2008
Passed by the City Council: December 1, 2008
Approved by the Mayor: December 1, 2008


JAMES B. FAIRCHILD, MAYOR

ATTEST


JERRY WYATT, CITY MANAGER

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NOW, THEREFORE,

THE CITY OF DALLAS DOES ORDAIN AS FOLLOWS:

Section 1. That the Dallas Development Code be, and it hereby is, amended by the amendments thereto set forth in Exhibit A attached hereto and by this reference incorporated herein.

Section 2. The Findings and Conclusions set forth in the staff report on this matter, submitted into the record herein on October 10, 2008, a copy of which is attached hereto as Exhibit B and by this reference incorporated herein, are hereby adopted and approved as the Findings and Conclusions in support of the adoption of the amendments enacted by Section 1 of this ordinance.

Read for the first time: November 17, 2008
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JAMES B. FAIRCHILD, MAYOR

ATTEST:

JERRY WYATT, CITY MANAGER

EXHIBIT A

Only those portions of the code sections to be amended are printed below. New matter appears underscored. Matter to be deleted appears with strike-through.

Chapter 1.2. DEFINITIONS.

- Access. A way or means of approach to provide pedestrian, bicycle or motor vehicular entrance or exit to a property.
- Access Point. Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.
- Corner Clearance. The distance from an intersection of a public or private street to the nearest driveway or other access connection, measured from the closest edge of the pavement of the intersecting street to the closest edge of pavement of the connection along the traveled way.
- Cross Access. A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.
- Driveway. Area that provides vehicular access to a site, except for public and private streets. A driveway begins at the property line and extends into the site. Driveways do not include parking, maneuvering, or circulation areas in parking lots and parking spaces.
- Lot, corner. Any lot having at least two (2) contiguous sides abutting upon one or more streets, provided that the interior angle at the intersection of the two sides is less than 135 degrees.

- Transportation Facilities and Improvements. The physical improvements used to move people and goods from one place to another; i.e., streets, sidewalks, pathways, bike lanes, transit stations and bus stops, etc.).
Transportation improvements include the following:
 - Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
 - Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.

-Projects specifically identified in the City's adopted Transportation System Plan as not requiring further land use review and approval.

-Landscaping as part of a transportation facility.

-Emergency measures necessary for the safety and protection of property.

-Construction of a street or road as part of an approved subdivision or partition as designated in the City's adopted Transportation System Plan.

-Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

1.3.10 SUMMARY OF PROCEDURE TYPES.

- (3) **Type III Procedure.** Type III quasi-judicial decisions require application of general criteria on a case-by-case basis to development proposals, and therefore require public notice and a public hearing before the Planning Commission. Type III decisions include, but are not limited to, land divisions, other applications which require access to public roads, applications which require preparation of a Transportation Impact Analysis, discretionary use permits, conditional uses, variances, zone change, non-conforming use expansions, and similar decisions.

1.3.60 QUASI-JUDICIAL PUBLIC HEARINGS.

- (2) For Type III and IV applications, notice shall be mailed to owners of record, as listed on the most recent property tax assessment roll and as provided by the applicant, of all properties within 100 feet of the exterior boundaries of property which is the subject of the notice, at least 20 days before the evidentiary hearing. Comprehensive Plan, Development Code and Zoning Map amendments notification shall be mailed to owners of record, as listed on the most recent property tax assessment roll and as provided by the applicant, of all properties within 100 feet of the exterior boundaries of property which is the subject of the notice. Notice shall be sent least 20 days before the evidentiary hearing. Application must be submitted to the Community Development Department at least 50 days prior to the Planning Commission meeting.
- (3) Notice shall also be provided to any neighborhood or community organization recognized by the City and whose boundaries include the property which is the subject of the notice.

- (4) For Type III and IV applications, notice shall also be provided to the Oregon Department of Transportation (ODOT), Polk County, and any other public agencies providing transportation facilities and services. These agencies shall be given 30 calendar days to review the application and to suggest any revisions in the public's interest to protect the operation of transportation facilities and services.
- (4) (5) The failure of an affected property owner to receive notice as provided in this section shall not invalidate such proceedings if the local government can demonstrate that actual notice was given or received.
- (5) (6) The notice provisions of this section shall not restrict the giving of notice by other means, including posting, newspaper publication, radio and television.

Table 2.2.1: Single-Family Zones - Permitted, Limited and Conditional Uses

Use/Zoning District	RA	RS	RSL	Development Review?	Review Type
Commercial Nursery, Garden, Orchard (1)	L	L	X	No	I
Produce Sale (1)	L	X	X	No	I
Livestock (2)	L	X	X	No	I
Accessory Structures (3)	P	P	P	No	I
Single Family Detached Dwelling (4)	P	P/L	P/L	Yes if lot less than 6,000 square feet	I
Row House (5)	X	L	L	Yes	II
Zero-Lot Line Dwelling (6)	X	L	L	Yes	II
Duplex (7)	X	C	C	Yes	III
Hardship Manufactured Dwelling (8)	C	C	C	Yes	I
Manufactured Dwelling Park (9)	X	X	L	Yes	II
Manufactured Home on Individual Lot (10)	L	L	L	Yes	I
Land Divisions (11)	L	L	L	Yes	III
Major Public Facility (12)	C	C	C	Yes	III
Assisted Living Facility (13)	C	C	L	Yes	III
Residential Home (13)	P	P	P	No	I
Residential Facility (13)	C	C	C	Yes	III
Government and Community Service Uses (14)	C	C	C	Yes	III
Home Occupation (15)	L	L	L	Yes	II
Accessory Dwelling Unit on Existing	C	C	C	Yes	III

Lots (16)					
Detached Accessory Structures (17)	P	P	P	Yes	I
Planned Developments (18)	C	C	C	Yes	III
<u>Transportation Facilities and Improvements:</u> <u>-Normal Operation and Maintenance</u> <u>-Installation of Improvements Within the Existing Right-Of-Way</u> <u>-Projects Identified in the Adopted Transportation System Plan not Requiring Future Land Use Review and Approval</u> <u>-Landscaping as Part of a Transportation Facility</u> <u>-Emergency Measures</u> <u>-Street or Road Construction as Part of an Approved Subdivision or Partition</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>No</u>	<u>I</u>
<u>Transportation Projects that are Not Designated Improvements in the Transportation System Plan</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>Yes</u>	<u>III</u>
<u>Transportation Projects that are Not Designed and Constructed as Part of an Approved Subdivision or Partition</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>Yes</u>	<u>III</u>

Key:

- X Prohibited
- C Conditional Use
- L Limited
- P Permitted

See Special Use Standards in Section 2.2.50, below.

Table 2.3.1: Multiple Family Districts - Permitted, Limited, Conditional Uses

Use/Zoning District	RMD	RHD	Development Review	Review Type
Commercial Nurseries, Gardens, Orchards	P	X	No	I
Single Family Detached and Zero-lot Line (2)	L	L	Yes	I
Row Houses and Duplexes/MF (3)	L	L	Yes	II
Apartment House (4)	P	P	Yes	I
Major Public Facilities (5)	C	C	Yes	III

Use/Zoning District	RMD	RHD	Development Review	Review Type
Manufactured Dwelling Park (6)	P	P	Yes	II
Fraternal Organizations (7)	C	C	Yes	III
Assisted Living Facility (8)	C	C	Yes	III
Residential Home (8)	L	L	Yes	II
Residential Facility (8)	P	P	Yes	II
Land Divisions (9)	P	P	Yes	III
Community Service Uses (10)	C	C	Yes	III
Ground Floor Retail and Service Uses (11)	C	C	Yes	III
Accessory Dwelling Unit on Existing Lots (12)	C	C	Yes	III
Other Accessory Structures (13)	L	L	Yes	I,II,III
Home Occupation (14)	L	L	Yes	II
Planned Development (15)	C	C	Yes	III
<u>Transportation Facilities and Improvements:</u> <u>-Normal Operation and Maintenance</u> <u>-Installation of Improvements Within the Existing Right-Of-Way</u> <u>-Projects Identified in the Adopted Transportation System Plan not Requiring Future Land Use Review and Approval</u> <u>-Landscaping as Part of a Transportation Facility</u> <u>-Emergency Measures</u> <u>-Street or Road Construction as Part of an Approved Subdivision or Partition</u>	P	P	No	I
<u>Transportation Projects that are Not Designated Improvements in the Transportation System Plan</u>	L	L	Yes	III
<u>Transportation Projects that are Not Designed and Constructed as Part of an Approved Subdivision or Partition</u>	C	C	Yes	III

Key:

- X Prohibited
- C Conditional Use

- L Limited
- P Permitted

Table 2.4.1: Commercial Districts - Permitted, Limited and Conditional Uses

Use Categories	CN	CG	MU	CBD	Development Review	Review Type
Retail Sales and Service Uses						
Primarily Indoor	L	P	L	P	Y	I
Primarily Outdoor	X	L	X	X	Y	I,II
Offices	L	P	L	P	Y	I,II
Overnight Accommodations	L	P	L	P	Y	I,II
Amusement Enterprises						
Indoor	L	L	L	L	Y	I,II
Outdoor	X	C	X	X	Y	III
Community Service Uses	L	P	L	P	Y	I,II
Motor Vehicle Oriented Uses						
Quick Service	L	P	L	L	Y	I, II
Repair Services	L	P	L	L	Y	I,II
Outdoor Sales and Storage	X	P	L	C	Y	I,III
Industrial Service	X	C	X	X	Y	III
Wholesale / Large-Scale Outdoor Retail I	X	P	X	X	Y	I
Residential						
Single Family	L	X	L	C	Y	II,III
Assisted Living Facility	C	C	C	C	Y	III
Group Care	C	C	L	C	Y	II, III
Multiple Family	C	C	L	C	Y	II, III
Rowhouses	C	C	L	C	Y	II, III
Animal Care Facilities	L	L	X	L	Y	II,III
Planned Development	C	C	C	X	Y	III
<i>Accessory Structures</i>	C	C	C	C	Y	III
Wireless Communication Facilities (WCF)	X	C	X	X	Y	III
Transportation Facilities and Improvements: -Normal Operation and Maintenance -Installation of	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>No</u>	<u>I</u>

<u>Improvements Within the Existing Right-Of-Way</u> <u>-Projects Identified in the Adopted Transportation System Plan not Requiring Future Land Use Review and Approval</u> <u>-Landscaping as Part of a Transportation Facility</u> <u>-Emergency Measures</u> <u>-Street or Road Construction as Part of an Approved Subdivision or Partition</u>						
<u>Transportation Projects that are Not Designated Improvements in the Transportation System Plan</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>Yes</u>	<u>III</u>
<u>Transportation Projects that are Not Designed and Constructed as Part of an Approved Subdivision or Partition</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>Yes</u>	<u>III</u>

Key: X - Prohibited C - Conditional Use L - Limited P - Permitted

Table 2.5.1: Industrial Districts - Permitted, Limited and Conditional Uses

Use Category * / Zoning District	IL	IH	Development Review	Review Type
Manufacturing and Processing				
> Primary	L	P/L	Yes	II,III
> Secondary	L	P/L	Yes	I
> Hazardous Materials	C	C	Yes	III
Offices *	P/L	L	Yes	I
Retail & Service Uses	C	C	Yes	III
Community Service Uses *	C	C	Yes	III
Motor Vehicle Oriented Uses *	C	C	Yes	III
> Repair Services *	P	P	Yes	I
Industrial Service *	P	P	Yes	I

Wholesale & Warehouse Uses *	P	P	Yes	I
Large-Scale Outdoor Retail II*	C	C	Yes	III
Major Public Facilities	C	C	Yes	III
Animal Care Facilities	C	C	Yes	III
Residential	X	X	NA	NA
One single-family dwelling for caretaker/watchman	L	L	Yes	II
Master-Planned Industrial Park Dev.*	P/L	L	Yes	II
Agricultural Uses	P	P	No	NA
Wireless Communication Facilities (WCF)	C	C	Yes	III
<u>Transportation Facilities and Improvements:</u> <u>-Normal Operation and Maintenance</u> <u>-Installation of Improvements Within the Existing Right-Of-Way</u> <u>-Projects Identified in the Adopted Transportation System Plan not Requiring Future Land Use Review and Approval</u> <u>-Landscaping as Part of a Transportation Facility</u> <u>-Emergency Measures</u> <u>-Street or Road Construction as Part of an Approved Subdivision or Partition</u>	<u>P</u>	<u>P</u>	<u>No</u>	<u>I</u>
<u>Transportation Projects that are Not Designated Improvements in the Transportation System Plan</u>	<u>L</u>	<u>L</u>	<u>Yes</u>	<u>III</u>
<u>Transportation Projects that are Not Designed and Constructed as Part of an Approved Subdivision or Partition</u>	<u>C</u>	<u>C</u>	<u>Yes</u>	<u>III</u>

Key:

- X Prohibited
- C Conditional Use
- L Limited
- P Permitted

Table 2.6.1: Park & Open Space District Land Uses

Use/Zoning District	POS	Developme	Review
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		nt Review	Type
Park and Open Space, Fields, Courts, Centers, Playgrounds and Golf Courses	P	Yes	I
Accessory Uses	P	Yes	I
Major Public Facilities	C	Yes	III
One single-family dwelling for caretaker/watchman	L	Yes	II
<u>Transportation Facilities and Improvements:</u> <u>-Normal Operation and Maintenance</u> <u>-Installation of Improvements Within the Existing Right-Of-Way</u> <u>-Projects Identified in the Adopted Transportation System Plan not Requiring Future Land Use Review and Approval</u> <u>-Landscaping as Part of a Transportation Facility</u> <u>-Emergency Measures</u> <u>-Street or Road Construction as Part of an Approved Subdivision or Partition</u>	P	No	I
<u>Transportation Projects that are Not Designated Improvements in the Transportation System Plan</u>	L	Yes	III
<u>Transportation Projects that are Not Designed and Constructed as Part of an Approved Subdivision or Partition</u>	C	Yes	III

Key:

- X Prohibited
- C Conditional Use
- L Limited
- P Permitted

3.2.30 APPLICABILITY.

- (5) **Adequate Public Facilities.** No development shall be approved unless adequate public facilities are available or improvements will be constructed and operational, as required by this Code, the Dallas Transportation System Plan and the Dallas Comprehensive Plan.
- (a) If existing improvements leading to or serving the site are inadequate to handle anticipated loads, improvements are to be constructed and operational prior to the issuance of building permits or in conjunction with construction of the approved lots or parcels pursuant to financial assurance for the improvements or a written agreement with the City prior to final plat approval.
 - (b) If over-sizing of public facilities is required, the developer may be eligible for cost reimbursement for the over-sizing according to city policy.
 - (c) All street links or intersections serving the proposed development shall meet the traffic operations standards as outlined in the Dallas Transportation System Plan and as follows:

Table 3.2.1 Traffic Operations Performance Standards within Dallas

<u>Facility Type</u>	<u>Speed Limit</u>	<u>Maximum Volume/Capacity Ratio</u>	<u>Level of Service Standard</u>
<u>OR 223; within STA or CBD zone</u>		<u>0.95*</u>	
<u>OR 223; outside STA</u>	<u>Less than 45 MPH</u>	<u>0.85*</u>	
<u>OR 223; outside STA</u>	<u>45 MPH or greater</u>	<u>0.80*</u>	
<u>City Streets</u>	<u>Less than 45 MPH</u>	<u>0.85</u>	<u>D</u> <u>(arterials and collectors)</u>
<u>City Streets</u>	<u>45 MPH or greater</u>	<u>0.80</u>	<u>D</u> <u>(arterials and collectors)</u>

* Note: Maximum Volume/Capacity Ratios for OR 223 are per the 1999 Oregon Highway Plan, Table 6.

3.3.50 DEVELOPMENT CRITERIA.

- (5) Streets and intersections serving the proposed land division are adequate to accommodate increased vehicular, bicycle and pedestrian traffic safely and efficiently.

- (a) To make this determination, the Development Official may require that the applicant prepare a transportation impact study which demonstrates that all street links or intersections serving the proposed land division will meet the traffic operations standards as outlined in the Dallas Transportation System Plan and as follows:

Table 3.3.1 Traffic Operations Performance Standards within Dallas

<u>Facility Type</u>	<u>Speed Limit</u>	<u>Maximum Volume/Capacity Ratio</u>	<u>Level of Service Standard</u>
<u>OR 223; within STA or CBD zone</u>		<u>0.95*</u>	
<u>OR 223; outside STA</u>	<u>Less than 45 MPH</u>	<u>0.85*</u>	
<u>OR 223; outside STA</u>	<u>45 MPH or greater</u>	<u>0.80*</u>	
<u>City Streets</u>	<u>Less than 45 MPH</u>	<u>0.85</u>	<u>D</u> <u>(arterials and collectors)</u>
<u>City Streets</u>	<u>45 MPH or greater</u>	<u>0.80</u>	<u>D</u> <u>(arterials and collectors)</u>

* Note: Maximum Volume/Capacity Ratios for OR 223 are per the 1999 Oregon Highway Plan, Table 6.

~~at a minimum, that no street link or intersection serving the proposed land division will exceed LOS (level of service) D during peak morning or evening demand periods or LOS C during non-peak demand periods. This traffic impact study must consider the proposed development and probable development within the area served by each street link or intersection for at least a 10-year period.~~

3.4.20 APPLICABILITY.

(4) Conditional Use Permit for Transportation System Facilities Expiration. A Conditional Use Permit for Transportation System Facilities shall be void after three (3) years.

3.4.40 REVIEW CRITERIA.

In determining whether a Conditional Use proposal shall be approved with conditions, the Commission shall find that the following criteria are met or can be met by observance of conditions.

- (1) The proposed use meets the dimensional standards of the underlying zoning district and conforms with Development Review standards of this Code.
- (2) The location, size, design, and operating characteristics of the proposed use will have minimal adverse impact on the livability, value, and appropriate use - including the appropriate future development - of neighboring properties and the community as a whole.
- (3) Adverse impacts identified through the application and public hearing process can be mitigated.
- (4) For transportation system facilities and improvements requiring a Conditional Use permit:
 - (i) The project and its design are consistent with the City's adopted Transportation System Plan.
 - (ii) The project design is compatible with abutting land uses in regard to noise generation and public safety and is consistent with the applicable zoning and development standards and criteria for the abutting properties.
 - (iii) The project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities, and a site with fewer environmental impacts is not reasonably available. The applicant shall document all efforts to obtain a site with fewer environmental impacts, and the reasons alternative sites were not chosen.
 - (iv) The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design feature.
 - (v) The project includes provisions for bicycle and pedestrian access and circulation consistent with the Dallas Comprehensive Plan, the Dallas Transportation System Plan and the requirements of this code.
 - (vi) For State transportation facility projects, the Oregon Department of Transportation (ODOT) shall provide a narrative statement with the application demonstrating compliance with all of the criteria and standards in subsections (i)-(v) above.
 - (vii) Where applicable and EIS or EA may be used to address one or more of these criteria.

3.4.50 CONDITIONS OF APPROVAL.

In addition to the general requirements of this Code, the Commission may recommend conditions to be attached which it finds necessary to satisfy conditional use review criteria or to mitigate identified impacts. These conditions may include but are not limited to the following:

(12) Requiring that transportation level of service or traffic operations standards are met at intersections and street links serving the conditional use.

~~12~~ (13) Making any other condition to permit the development of the City in conformity with the intent and purpose of the Comprehensive Plan.

3.7.30 APPLICATION REQUIREMENTS.

(7) Transportation Impact Study or Analysis (TIA) as applicable. The application shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-12-0060. If the review indicates that a transportation facility could be significantly affected, a TIA may be required. Significant means the proposal would:

- (a) Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of "collector" street classification, requiring a change in the classification to an "arterial" street, as identified in the Dallas Transportation System Plan; or
- (b) Change the standards implementing a functional classification system; or
- (c) As measured at the end of the planning period identified in the adopted Dallas Transportation System Plan:
 - (i) Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
 - (ii) Reduce the level of service/transportation operations performance standard below the minimum acceptable level as identified in the Dallas Transportation System Plan.
 - (iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable traffic operations performance standard identified in the Dallas Transportation System Plan.

3.7.40 REVIEW CRITERIA.

(1)(b) Adequate public facilities are available to meet increased demand for services that may result from potential development allowed on the rezoned site. The applicant shall demonstrate that:

iii) Streets serving the proposed site are adequate to accommodate increased vehicular, bicycle and pedestrian traffic safely and efficiently. To make this determination, the City may require that the applicant prepare a transportation impact study which demonstrates that all street links or intersections serving the proposed land division will meet the traffic operations standards as outlined in the Dallas Transportation System Plan and as follows:

Table 3.7.1 Traffic Operations Performance Standards within Dallas

<u>Facility Type</u>	<u>Speed Limit</u>	<u>Maximum Volume/Capacity Ratio</u>	<u>Level of Service Standard</u>
<u>OR 223; within STA or CBD zone</u>		<u>0.95*</u>	
<u>OR 223; outside STA</u>	<u>Less than 45 MPH</u>	<u>0.85*</u>	
<u>OR 223; outside STA</u>	<u>45 MPH or greater</u>	<u>0.80*</u>	
<u>City Streets</u>	<u>Less than 45 MPH</u>	<u>0.85</u>	<u>D</u> <u>(arterials and collectors)</u>
<u>City Streets</u>	<u>45 MPH or greater</u>	<u>0.80</u>	<u>D</u> <u>(arterials and collectors)</u>

* Note: Maximum Volume/Capacity Ratios for OR 223 are per the 1999 Oregon Highway Plan, Table 6.

~~at a minimum, that no street link or intersection serving the proposed land subdivision will exceed LOS (level of service) D during peak morning or evening demand periods or LOS C during non peak demand periods. This traffic impact study must consider the proposed development and probable development within the area served by each street link or intersection for at least a 10-year period.~~

- (2) **COMPREHENSIVE PLAN MAP AND STREET DESIGNATION AMENDMENTS.** Where a Comprehensive Plan Map is proposed (including an urban growth boundary amendment), the applicant shall demonstrate conformance with the following criteria:
- (a) Applicable Statewide Planning Goals.
 - (b) Applicable Goals and Policies of the Dallas Comprehensive Plan (Volume II).
 - (c) Amendments to collector and arterial street designations shall explicitly address the Transportation Planning Rule (OAR Chapter 660, Division 12) and the Transportation Policies of the Dallas Comprehensive Plan and the Dallas Transportation System Plan.

(3) Amendments Significantly Affecting Transportation Facilities. Amendments to the Comprehensive Plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity and performance standards of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

- (a) Adopting measures demonstrating allowed land uses are consistent with the planned function, capacity and performance standards of the transportation facility; or
- (b) Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land use uses consistent with the requirements of the Transportation Planning Rule. Such amendments shall include a funding plan or mechanism consistent with the Transportation Planning Rule or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period; or
- (c) Altering land use designations, densities or design requirements to reduce demand of automobile travel and meet travel needs through other modes of transportation; or
- (d) Amending the Transportation System Plan to modify the planned function, capacity or performance standards of the transportation facility; or
- (e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Timing of such measures shall be provided.
- (f) Exceptions. An amendment that would significantly affect an existing transportation facility may be approved without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
 - (i) The facility is already performing below the minimum acceptable performance standard identified in the Transportation System Plan on the date the amendment application is submitted.

- (ii) In the absence of the amendment, planned transportation facilities, improvements and services would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted Dallas Transportation System Plan.
- (iii) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures.
- (iv) The amendment does not involve property located in an interchange area as defined by the Transportation Planning Rule
- (v) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. If ODOT is given written notice and reasonable opportunity to submit a written statement but does not, the City may proceed with subsections (i) through (iv).

(4) Amendments Significantly Affecting Transportation Facilities - TPR

Compliance. All amendments significantly affecting transportation facilities shall be consistent with the provisions set forth in Oregon Administrative Rule (OAR) 660-12-0060.

3.8.70 DESIGN STANDARDS AND REQUIREMENTS

(15)Traffic Impacts. The developer shall be responsible for determining traffic impacts and construct improvements necessary to mitigate identified impacts, consistent with service levels established in the Comprehensive Plan.

- (a) Private access to collector and arterial streets shall be minimized.
- (b) Parallel through streets and contoured "grid" patterns shall be encouraged.
- (c) Until Level of Service (LOS) levels have been adopted, no development shall exceed LOS D (as defined by the Director of Public Works) during peak use periods. Streets serving the proposed site shall be adequate to accommodate increased vehicular, bicycle and pedestrian traffic safely and efficiently. To make this determination, the City may require that the applicant prepare a transportation impact study which demonstrates that all street links or intersections serving the proposed land division will meet the traffic operations standards as outlined in the Dallas Transportation System Plan and as follows:

Table 3.8.1 Traffic Operations Performance Standards within Dallas

<u>Facility Type</u>	<u>Speed Limit</u>	<u>Maximum Volume/Capacity Ratio</u>	<u>Level of Service Standard</u>
<u>OR 223; within STA or CBD</u>		<u>0.95*</u>	
<u>OR 223; outside STA</u>	<u>Less than 45 MPH</u>	<u>0.85*</u>	
<u>OR 223; outside STA</u>	<u>45 MPH or greater</u>	<u>0.80*</u>	
<u>City Streets</u>	<u>Less than 45 MPH</u>	<u>0.85</u>	<u>D</u> <u>(arterials and collectors)</u>
<u>City Streets</u>	<u>45 MPH or greater</u>	<u>0.80</u>	<u>D</u> <u>(arterials and collectors)</u>

* Note: Maximum Volume/Capacity Ratios for OR 223 are per the 1999 Oregon Highway Plan, Table 6.

This traffic impact study must consider the proposed development and probable development within the area served by each street link or intersection for at least a 10-year period.

3.9.90 ADEQUATE PUBLIC FACILITIES REQUIREMENTS.

(2) **Transportation Plans.** All development shall be consistent with adopted transportation plans for the area, including the following:

(a) The Dallas Transportation System Plan.

(b) The collector and arterial street system as shown in the Dallas Transportation System Plan, Figure 7-1.

(c) Chapter 5, Multi-Modal Transportation, Volume I, Goals and Policies, of the Dallas Comprehensive Plan (see also Chapter 5, Transportation Element, Volume II, Background, of the Dallas Comprehensive Plan, for useful information).

(d) The 1999 Transportation Impact Study adopted in conjunction with adoption of the Barberry and LaCreole Master Plans; and

(e) required transportation impact studies for specific development proposals.

(3) **Adequate Public Facilities & Level-of-Service Standards.** Before land is annexed and rezoned to enable implementation of adopted Master Plans for Mixed Use Nodes.

- (a) Adequate public facilities standards of Chapter 3.7, Comprehensive Plan and Zoning Map and Text Amendments, shall be met.
- (b) Public facility improvement standards of Chapter 4.2, Street & Accessway Design Standards, shall be met.
- (c) Public facilities deficiencies for specific areas, as described in the Dallas Comprehensive Plan, shall be to the satisfaction of the Director of Public Works. See especially:
 - i) Chapter VII, Public Facilities Plan, Volume II, Background, of the Dallas Comprehensive Plan.
 - ii) Map 9, Public Facilities Deficient Areas, of the Dallas Comprehensive Plan.
 - iii) The Dallas Transportation System Plan, Chapter 7.

4.2.20 COMPLIANCE WITH ADOPTED PLANS.

Streets, sidewalks, accessways and bikeways shall be installed where required to comply with:

- (1) The Dallas Comprehensive Plan, Volume II, Chapter VII;
- (2) The Dallas Transportation System Plan, including pedestrian, bicycle and street improvements identified in Chapter 7;
- (3) The Dallas Bicycle Plan; and
- (4) The Transportation Impact Study and Congestion Management Plan recommendations that support Mixed Use Node Master Plans.

4.2.30 STREETS.

- (7) **Minimum Street, Sidewalk and Bikeway Standards.** Table 4.2.1 specifies typical street, sidewalk and bikeway right-of-way, paving and design standards as identified in Table 7-1 of the Dallas Transportation System Plan. These standards are based on the functional classification of each street as shown on Figure 7-1 of the Dallas Transportation System Plan. The street right-of-way and improvement standards minimize the amount of pavement and ROW required for each street classification consistent with the operational needs for each facility, including requirements for pedestrians, bicyclists and public utilities.

Table 4.2.1: Minimum Typical Street, Sidewalk and Bikeway Standards

<u>Facility</u>	<u>RO W</u>	<u>Trav el Lane</u>	<u>Media n</u>	<u>Bike Lane</u>	<u>Sidewal ks</u>	<u>On- Street Parkin</u>	<u>Plant ing</u>	<u>Spe ed</u>	<u>Utilit y</u>

		<u>s</u>	<u>Types</u>	<u>s</u>		<u>g</u>	<u>Strip</u>		<u>Area</u>
<u>Major Arterial</u>									
<u>Criteria</u>	<u>90'-100'</u>	<u>Min. of 2 @ 12'</u>	<u>14' TWLT L</u>	<u>6' both sides</u>	<u>6' both sides</u>	<u>None</u>	<u>Min. of 4' both sides</u>	<u>30-45 MP H</u>	<u>0'-15' both sides</u>
<u>Preferred</u>	<u>100'</u>	<u>4 @ 12'</u>	<u>14' TWLT L</u>	<u>6' both sides</u>	<u>6' both sides</u>	<u>None</u>	<u>6' both sides</u>	<u>30-45 MP H</u>	<u>1' both sides</u>
<u>Minor Arterial</u>									
<u>Criteria</u>	<u>80'-90'</u>	<u>2 @ 12'</u>	<u>14' TWLT L (optional)</u>	<u>6' both sides</u>	<u>6' both sides</u>	<u>None</u>	<u>Min. of 4' both sides</u>	<u>25-45 MP H</u>	<u>3' to 17' both sides</u>
<u>Preferred</u>	<u>80'</u>	<u>2 @ 12'</u>	<u>14' TWLT L</u>	<u>6' both sides</u>	<u>6' both sides</u>	<u>None</u>	<u>6' both sides</u>	<u>25-45 MP H</u>	<u>3' both sides</u>
<u>Major Collector</u>									
<u>Criteria</u>	<u>70'-80'</u>	<u>2 @ 12'</u>	<u>12' to 14' TWLT L (optional but not with parking)</u>	<u>6' both sides(1)</u>	<u>6' both sides</u>	<u>8' both sides (optional but not with TWLT L)</u>	<u>5' both sides</u>	<u>25-40 MP H</u>	<u>0'-5'</u>
<u>Preferred</u>	<u>74'</u>	<u>2 @ 12'</u>	<u>14' TWLT L</u>	<u>6' both sides</u>	<u>6' both sides</u>	<u>None</u>	<u>5' both sides</u>	<u>25-40 MP</u>	<u>1' both sides</u>

								H	
Minor Collector									
<u>Criteria</u>	<u>60'-70'</u>	<u>2 @ 12'</u>	<u>None</u>	<u>5' both sides(1)</u>	<u>5' both sides</u>	<u>8' both sides</u>	<u>Min. of 4' both sides</u>	<u>20-35 MP H</u>	<u>0'-6' both sides</u>
<u>Preferred</u>	<u>70'</u>	<u>2 @ 12'</u>	<u>None</u>	<u>5' both sides</u>	<u>5' both sides</u>	<u>8' both sides</u>	<u>4' both sides</u>	<u>20-35 MP H</u>	<u>1' both sides</u>
Local									
<u>Criteria</u>	<u>50'</u>	<u>30' travel way</u>	<u>None</u>	<u>None</u>	<u>5' both sides</u>	<u>Allowed</u>	<u>4' both sides in Mixed Use Nodes</u>	<u>20-35 MP H</u>	<u>2'-6' both sides</u>
<u>Alternative</u>	<u>40'</u>	<u>20' travel way</u>	<u>None</u>	<u>None</u>	<u>5' one side</u>	<u>None Alley access</u>	<u>4' both sides in Mixed Use Nodes</u>	<u>20-35 MP H</u>	<u>2'-6' both sides</u>
<u>Optional (2)</u>	<u>60'</u>	<u>32'-36' travel way</u>	<u>None</u>	<u>None</u>	<u>5' both sides</u>	<u>Allowed</u>	<u>None</u>	<u>20-35 MP H</u>	<u>4'-7' both sides</u>
Cul-de-Sac									
<u>Street</u>	<u>50'</u>	<u>30' travel way</u>	<u>None</u>	<u>None</u>	<u>5' both sides</u>	<u>Allowed</u>	<u>None</u>	<u>20 MP H</u>	<u>5' both sides</u>

<u>Bulb</u>	<u>50' radius</u>	<u>40' radius paved</u>	<u>None</u>	<u>None</u>	<u>5' around</u>	<u>Allowed</u>	<u>None</u>	<u>20 MPH</u>	<u>10' around</u>
<u>Alley</u>									
<u>Residential</u>	<u>16'</u>	<u>1 @ 16'</u>	<u>None</u>	<u>None</u>	<u>None except in Mixed Use Nodes</u>	<u>None</u>	<u>None</u>	<u>20 MPH</u>	<u>None</u>
<u>Commercial</u>	<u>20'</u>	<u>1 @ 20'</u>	<u>None</u>	<u>None</u>	<u>None except in Mixed Use Nodes</u>	<u>None</u>	<u>None</u>	<u>20 MPH</u>	<u>None</u>
<u>Ped/Bike Connection</u>	<u>6' to 12' paved multi-use path with landscaping. Includes 20' of ROW.</u>								

- (1) Include bike lanes , except as noted in the Transportation system Plan, page 7-15 and Figure 7-9.
- (2) The city may require this street if it is located in a high density residential, industrial, or commercially zoned area, or where the street will carry more than 1500 vehicle trips per day.

Type of Street	Right-of-Way	Sidewalks/ Parkrows	Paved Roadway	Bicycle Lane
Arterial Street	80-100' unless more is required by City Engineer	5' sidewalks on both sides; 4' parkrows	52' or more per City Engineer	6' both sides if on adopted plan
Collector Street	70'	5' sidewalks on both sides; 4' parkrows	36-40'	6' both sides if on adopted plan
Local Street	60' if no alley; 50' if alley	5' sidewalks on both sides; 4' parkrows in	36' if no alley; 32' if alley	6' both sides if on adopted

		Mixed Use Nodes		plan
Cul de Sacs	50' street + 5' utility easements on both sides; 50' bulb radius + 10' utility easements	5' sidewalks on both sides	32' street + 40' bulb radius	None Required
Ped/Bike Connections	20' pedestrian connection	6' paved walkway with landscaping	Not Applicable	6' both sides if on adopted plan
Alleys	16' residential; 20' commercial	Not required except in Mixed Use Nodes	16' residential; 20' commercial	Not Applicable

- (a) ~~Right of way and street width shall be determined by the Director of Public Works and recommended to the Commission.~~ When an area within a land division or development review is set aside for commercial uses, or where probable future conditions warrant, the Commission may require dedication or construction of streets in accordance with ~~the street requirement table above, to a different standard greater width than indicated by Table 4.2.1.~~
- (b) Wheelchair ramps and other facilities shall be provided as required by the Americans with Disabilities Act (ADA). The lower lip of the wheelchair ramp shall be flush with the roadway surface. Mailboxes and utility cabinets shall not infringe on public sidewalks or accessways.
- (c) Bikeways shall be designed and constructed consistent with the design standards in the 1992 Oregon Bicycle Plan, and AASHTO's "Guide for the Development of Bicycle Facilities, 1991."
- (d) Street trees of at least 10 feet in height and two inches in diameter 4' above the ground shall be installed at not less than 30-foot intervals within all parkrows on arterial and collector streets. The Commission shall determine whether parkrows will be required for local streets. If parkrows are not present, the Commission may require street trees to be installed in the front yards of each lot.
- (e) Temporary dead-end streets which may be extended in the future shall have a right-of-way and pavement width that will conform to the development pattern when extended.
- (f) Where topographical requirements necessitate either cuts or fills for the proper grading of the streets, additional easements or rights of way shall be

required to allow all cut and fill slopes to be within the easements or right-of-way. The Director of Public Works shall determine the required extra width.

(17) Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards:

(a) State Highways. The following access spacing standards apply with regard to redevelopment or change in land use, roadway improvements, or new access points along Kings Valley Highway and Dallas Rickreall Highway within Dallas. Access to Kings Valley Highway and Dallas Rickreall Highway shall be subject to the applicable standards and policies contained in the Oregon Highway Plan and OAR 734-051 (Division 51).

Table 4.2.2 Access Spacing Standards for State Highways within Dallas

<u>Speed</u>	<u>Urban Non-Expressway (feet)</u>	<u>Urban Business Area (UBA), Urban (feet)</u>	<u>Special Transportation Area (STA), Urban (feet)</u>
<u>55+ MPH</u>	<u>700</u>		
<u>40 & 45 MPH</u>	<u>500</u>		
<u>35 MPH or less</u>	<u>400</u>	<u>350</u>	<u>175*</u>

* Urban STA Spacing is 175 feet or mid-block if the current block spacing is less than 350 feet.

Note: From OAR 734-051, Table 4, Access Management Spacing Standards for Private and Public Approaches on District Highways.

(b) Arterial, Collector and Local Streets. The following access spacing standards apply with regard to redevelopment or change in land use, roadway improvements, or new access points along arterial, collector and local streets within Dallas. Access spacing on collector and arterial streets (other than state highways) and at controlled intersections (four-way stop sign or traffic signal) shall be determined based on the policies and standards contained in the Dallas Transportation System Plan. A minimum of 50 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e. streets not designated as collectors or arterials), except as provided in subsection (c) below.

Table 4.2.3 Access Spacing Standards for City Roadways within Dallas

<u>Functional Classification</u>	<u>Minimum Posted Speed (MPH)</u>	<u>Minimum Access Spacing (feet)</u>
<u>Arterial</u>	<u>35</u>	<u>200</u>
<u>Collector</u>	<u>25</u>	<u>50</u>
<u>Local</u>	<u>25</u>	<u>50</u>

(c) Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Article II. Zoning Districts and Use Categories. For example, access consolidation, shared access, and/or access separation greater than that specified by subsections a-c may be required by the City, Polk County, or ODOT for the purposed of protecting the function, safety and operation of the street for all users (see section 18 below). Where no other alternatives exist, the permitting agency

may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

(d) Corner Clearance. The distance from a street intersection to a driveway or other street access shall meet or exceed the minimum spacing requirements for the street classification in the Dallas Transportation System Plan.

(18) Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two-family and three-family housing on corner lots subject to the access spacing standards in section (16) above. The number of street access points for multiple family, commercial, industrial, and park & open space developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required in order to maintain the required access spacing and minimize the number of access points.

(19) Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. As applicable, the City shall require shared driveways as a condition of land divisions or site design review for traffic safety and access management purposes in accordance with the following standards:

(a) Shared Driveways and Frontage Streets. These treatments may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (due to infill or redevelopment potential).

(b) Access Easements. Access easements for the benefit of affected properties shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

(c) Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g. topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

EXHIBIT B

STAFF REPORT
DATE: OCTOBER 10, 2008

FILE NO.	TSP
HEARING DATE	OCTOBER 20, 2008 7:00 P.M. CITY HALL COUNCIL CHAMBERS 187 SE COURT STREET DALLAS, OREGON 97338
OWNER	N/A
REQUEST	HOLD A PUBLIC HEARING ON THE TRANSPORTATION SYSTEM PLAN (TSP) AND ASSOCIATED COMPREHENSIVE PLAN AND DEVELOPMENT CODE AMENDMENTS
LOCATION	CITYWIDE
RECOMMENDATION TO COUNCIL	APPROVAL

**CITY OF DALLAS
CITY COUNCIL
COMMUNITY DEVELOPMENT
DIRECTOR STAFF REPORT**



BACKGROUND:

The City of Dallas began to develop the current TSP proposal in 2004. Throughout that time, there has been a number of meetings and workshops for the public and city officials. This final draft is a reflection of the policy choices that have been made to date. The formulation of goals and objectives is an important component of any transportation planning process. The goals and objectives outlined in this section are based on review of the July 1998 City of Dallas Comprehensive Plan and June 1995 Transportation Planning Rule (TPR) Compliance Document, as well as recently completed TSPs for other jurisdictions in western Oregon. They have been refined through agency and community input obtained during TSP preparation.

The Planning Commission held a public hearing on the TSP and recommended approval to the City Council. The City Council has reviewed the TSP during two worksessions, and the matter is now being brought to a public hearing.

The Dallas TSP is organized into nine sections as follows:

- Section 1 explains the purpose and benefits of the TSP, the regulatory requirements behind the plan, the plan's public involvement component, and the plan's goals and policies.
- Section 2 summarizes relevant information from state, regional, and local planning and policy documents and discusses its relation to the TSP.
- Section 3 describes the existing study area and its pedestrian, bicycle, transit, and roadway transportation network. This section analyzes current traffic operations and safety conditions, and identifies existing deficiencies by mode.
- Section 4 forecasts future (2025) growth in Dallas and distributes this growth onto the transportation network. An operational analysis of the future no-build network is conducted and a summary of future transportation needs is listed.
- Section 5 describes the roadway, bicycle, and pedestrian alternatives that were evaluated, and depicts the evaluation process.
- Section 6 summarizes current access spacing along the two state highways in the study area, and analyzes various access management treatments that could be adopted by the City.

- Section 7 details the modal plans for the roadway, transit, pedestrian, bicycle, rail, and air, water, and pipeline transport facilities.
- Section 8 provides planning-level cost estimates for recommended projects, lists current funding sources used by the City, and identifies potential revenue sources to fund recommended projects.
- Section 9 contains language to assist the City in revising local codes and ordinances to implement the TSP.

The inclusion of goals and objectives in the Dallas TSP serves two primary purposes: (1) to guide the development of the Dallas transportation system during the next 20 years and (2) to demonstrate how the TSP relates to other county, regional, and state plans and policies. The goal statements are general statements of purpose to describe how the city, through the TSP, intends to address the broad elements of the transportation system. The objectives will be specific steps that illustrate how each goal is to be carried out.

Goal 1: Multi-Modal Transportation System

Develop a balanced transportation system that will meet the needs of all users, including youth, elderly, and those with physical disabilities. Such a transportation system does not depend solely on one mode of transportation, but rather provides a variety of transportation features to accommodate vehicle travel as well as public transportation, bicycling, and walking.

Objectives

- Work with the Salem Area Mass Transit District to educate residents about existing CARTS transit service and to identify future service improvements, including schedules that better serve the commuting public.
- Encourage residents and business owners in Dallas, especially those that use the Dallas-Rickreall and Kings Valley highways on a daily basis, to make use of existing rideshare matching services provided by Mid-Valley Rideshare.
- Identify ways to encourage freight vehicles to use the existing signed truck route along Levens Street.
- Coordinate with the applicable railroad company to improve freight rail service and public right-of-way crossings.
- Develop, adopt, and enforce design standards for arterials and collectors describing minimum right-of-way width, pavement, pedestrian service, bicycle travel, and other parameters.
- Recognize the need for sufficient, but not excessive, parking for commercial development.

Goal 2: Mobility

Provide a viable transportation system that meets state and local mobility standards. Such a transportation system allows different users of the network a reliable means of getting from origin to destination.

Objectives

- Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct.
- Maintain mobility standards for each functional classification of street (e.g., arterial, collector, local).
- Accommodate local traffic and through travel.
- Minimize travel distances and vehicle-miles traveled.
- Encourage development patterns that offer connectivity and mobility options for all members of the community.

Goal 3: Economic Development and Viability

Provide a transportation system that balances transportation system needs with the City's desire for economic development and viability.

Objectives

- Minimize traffic congestion in the downtown commercial area.
- Discourage through-traffic and high speeds in residential areas.
- Use design techniques to slow traffic through downtown and in other areas of high pedestrian traffic
- Provide efficient street connections between industrial sites and the arterial street network.

Goal 4: Coordination

Maintain a TSP that is consistent with the goals and objectives of the TPR and relevant state, regional, and local plans and policies.

Objectives

- Produce a TSP that is consistent with the objectives of the TPR.
- Provide a transportation system that is consistent with the City of Dallas Comprehensive Plan.
- Ensure that elements of the plan involving or affecting OR 223 Kings Valley Highway and Dallas-Rickreall Highway are consistent with the Oregon Transportation Plan and Oregon Highway Plan.

- Coordinate with Polk County on elements of the plan involving or affecting County-owned roads.
- Coordinate with relevant local and regional partners on land use and transportation decisions.

Goal 5: Pedestrian and Bicycle Facilities

Provide for an interconnected system of pedestrian and bicycle facilities in Dallas to serve commuter and recreational users.

Objectives

- Ensure and strengthen the presence of safe, attractive, and convenient pedestrian and bicycle access to and circulation in the downtown area.
- Develop or maintain safe, connected pedestrian and bicycle facilities near schools, residential districts, and commercial districts.
- Provide or require provision of sidewalks on all new public streets.
- Construct and maintain bike lanes, bike paths, and shared roadway shoulder routes.

Goal 6: System Preservation and Improvements

Be consistent with the City's current strategy to preserve and extend the life of the existing transportation network.

Objectives

- Maintain consistent levels of maintenance to keep roadways, curbs, gutters, and sidewalks in acceptable condition.
- Identify and construct incremental improvement projects to meet future travel demand while minimizing impacts to residents, tourists, and businesses.
- Ensure that development does not preclude the construction of future street connections identified in this TSP.
- Consider transportation system impacts from relevant transportation impact studies when making land use decisions.
- Continue requiring developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, by constructing street improvements to serve new development, and by providing bicycle or pedestrian improvements when appropriate.

Goal 7: Access Management

Address state access management standards as outlined in OAR 734-051 for OR 223 Kings Valley Highway and Dallas-Rickreall Highway, and identify access management strategies for city collectors and arterials.

Objectives

- Develop and apply access control measures (e.g., driveway and public road spacing, median control and signal spacing standards) that are consistent with the functional classification of roads and which limit development on rural land to rural uses and densities.
- Identify opportunities for and work with property owners to develop creative approaches to access management off the arterial street network.
- Require all new subdivision development to comply with access standards as described in City Ordinance.
- Ensure consistency with access management strategies outlined in this TSP.

Goal 8: Transportation Funding

Identify reasonable potential funding sources and a funding strategy for transportation improvements included in this TSP.

Objectives

- Identify a range of funding opportunities for transportation improvements, coordinating with County, State, and Federal agencies.
- Prepare a funding strategy that includes priorities and proposed timelines for transportation improvement projects.
- Develop proposed improvements to a sufficient level of detail to qualify for federal and/or state funding of engineering and construction phases.

Goal 9: Safety

Provide a transportation system that maintains adequate levels of safety for all users.

Objectives

- Identify safe connections for vehicles, bicycles, and pedestrians across OR 223 Kings Valley Highway and Dallas-Rickreall Highway.
- Improve safety at locations where roads cross bicycle, pedestrian, and rail facilities.
- Undertake, as needed, special traffic studies in problem areas, such as around schools, to determine appropriate traffic controls to effectively and safely manage vehicle and pedestrian traffic.

Goal 10: Environment

Provide a transportation system that balances transportation services with the need to protect the environment and significant natural features.

Objectives

- Promote a transportation system that encourages energy conservation, in terms of efficiency of the roadway network and the standards developed for street improvements.
- Balance transportation needs with the preservation of significant natural features and viewsheds.
- Encourage use of alternative modes of transportation such as transit, bicycling and walking that reduce impacts to the natural environment.
- Minimize transportation impacts on wetlands and wildlife habitat.

PUBLIC NOTICE:

The City has provided public notice identifying and describing the project and the scheduled date of the public hearing in accordance with the Dallas Development Code.

PROCEDURE:

The City Council is holding a public hearing on the proposed Transportation System Plan, as recommended by the Planning Commission. At the close of the hearing, the City Council may move to adopt the Transportation System Plan with or without changes to the current draft.

APPROVAL CRITERIA: SECTION 3.7.40(2) OF THE DALLAS DEVELOPMENT CODE

- (2) *Comprehensive Plan Map and Street Designation Amendments. Where a Comprehensive Plan Map amendment is proposed (including an urban growth boundary amendment), the applicant shall demonstrate conformance with the following criteria:*
- (a) *Applicable Statewide Planning Goals.*
 - (b) *Applicable Goals and Policies of the Dallas Comprehensive Plan (Volume I).*
 - (c) *Amendments to collector and arterial street designations shall explicitly address the Transportation Planning Rule (OAR Chapter 660, Division 12) and the Transportation Policies of the Dallas Comprehensive Plan.*

1) Applicable Statewide Planning Goals:

FINDING: Goal 12- Transportation is the applicable Statewide Planning Goal for the proposed TSP adoption. Goal 12 provides Planning and Implementation Guidelines for Transportation Planning for local jurisdictions. The TSP has been prepared in accordance with these guidelines.

CONCLUSION: It may be found that the TSP as proposed is in conformance with Statewide Planning Goal 12.

2) Applicable Goals and Policies of the Dallas Comprehensive Plan (Volume I):

FINDING: The current Dallas Comprehensive Plan has policies related to transportation. Section 2 of the proposed TSP has examined and analyzed these policies against state and federal transportation rules. The proposed TSP will replace all existing transportation-related policies, projects, and requirements found in the Dallas Comprehensive Plan.

3) The Transportation Planning Rule (OAR 660-012)

FINDING: The Transportation Planning Rule (TPR), OAR 660 Division 12, implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on the automobile. The TPR requires the preparation of regional transportation systems plans by metropolitan planning organizations (MPOs) or counties and local TSPs by counties and cities. TSP requirements vary by type (regional vs. local) and community size. Through TSPs, the TPR provides a means for regional and local jurisdictions to identify long-range (20-year) strategies for the development of local transportation facilities and services for all modes, to integrate transportation and land use, to provide a basis for land use and transportation decision-making, and to identify projects for the State Transportation Improvement Program. TSPs need to be consistent with the State Transportation Plan and its modal and multimodal elements.

CONCLUSION: Preparation of the TSP follows the requirements of the TPR. The TPR requires the determination of transportation needs and the development of modal plans (the road system, public transportation, bicycles, pedestrians, and air, rail, water, and pipeline transportation) to meet those needs. The proposed TSP includes an inventory of existing services and facilities and a system of planned facilities, services and major improvements, indicating their location and who is responsible for providing them. This plan also includes the evaluation and selection of system alternatives, which include the following elements: improvements to existing facilities or services; new facilities and services; transportation system management measures; demand management measures; and a no build system alternative. The evaluation and selection of alternatives is based on consistency with the community's comprehensive plan; consistency with state and federal standards for the protection of air, water, and land; minimization of adverse social, economic and environmental impacts; minimization of conflicts and facilitation of connections between transportation modes; avoidance of relying on one principal transportation mode; and reduction of the reliance on the automobile. The TSP also includes a financing plan, which is included in the TSP. The TPR also requires communities to amend their land use regulations to implement the TPR and their TSPs. Table 1-3 in Section 1.4.6 evaluates the Dallas Development Code for consistency with the TPR. Where inconsistencies occur, changes are proposed for implementation. (See Section 2 of the proposed TSP for full findings)

TRANSPORTATION PROJECTS AND FISCAL IMPACT:

Cost Estimates for Proposed Transportation Improvements—by Type of Improvement

Short-Term (Next Ten Years)

•Roadway Improvements	\$ 3,381,000
•New Roadways	\$13,010,000
•Bicycle	\$ 553,500
•Pedestrian	\$ 5,814,000
•Total	\$22,768,500

Ten to Fifteen Years

•Roadway Improvements	\$ 0
•New Roadways	\$ 6,750,000
•Bicycle	\$ 61,700
•Pedestrian	\$1,938,000
•Total	\$8,749,700

Fifteen to Twenty Years

•Roadway Improvements	\$1,060,000
•New Roadways	\$15,370,000
•Bicycle	\$ 246,000
•Pedestrian	\$ 5,570,000
•Total	\$22,246,000

Grand Total
\$53,764,200

The total cost of projects recommended in the TSP is approximately \$53.7 million. Over the timeframe of this TSP, this figure represents an annual appropriation of \$2.65 million. While this figure is far greater than the total street fund and SDC budget combined for FY 2008-09 it is not an unreasonable target when considered with the anticipated growth, increases in fees over the planning horizon and mixture of federal, state, county and local sources that can be contributed to fund plan recommendations.

- More than 1/3 of the total roadway improvement costs are recommended to serve future development in Dallas, as shown in Table 8-5. Most of this development is expected to occur in the three mixed use nodes. These roadway improvements are expected to be funded through a mixture of SDCs and developer costs.
- According to City of Dallas Development Code, the developer is responsible for that portion of new roadway required by the development, including 30 - 36 feet of roadway plus curb and sidewalk. Based on the recommended cross-sections for major and minor collector roads, this amounts to approximately 2/3 of total costs to build a new roadway (approximately \$14 million).
- It is recommended that residential SDCs be increased to at least \$4,000/edu, which would bring in approximately \$25 million over the 20 year planning horizon. \$8000/edu would fully fund the needed projects over the 20-year planning period. Assuming that

commercial SDCs remain at the same rate, and that available commercial land is developed (see Section 5), another \$13 million is expected to be available for transportation projects from commercial SDCs. Commercial and residential SDCs would be sufficient to cover the leftover costs from building the recommended new roadway network.

Implementation: The TSP will be adopted as a Chapter of the Dallas Comprehensive Plan, supplanting all current transportation data, projects, language and policies. SECTION 9 of the TSP includes a number of proposed changes to the Dallas Development Code and Municipal Code to implement the changes contained in the TSP.

RECOMMENDATION:

Staff recommends that the City Council approve the Transportation System Plan and associated Comprehensive Plan and Development Code Amendments and direct staff to prepare the appropriate ordinances for adoption.

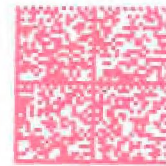
Respectfully submitted,

Jason Locke, Community Development Director
October 10, 2008



UNITED WE STAND

PRESORTED
FIRST CLASS



02 1A \$ 04.80⁰
0004634981 DEC 05 2008
MAILED FROM ZIP CODE 97338



City of Dallas
187 SE Court Street
Dallas, OR 97338

TO: ATTN: PLAN AMENDMENT SPECIALIST
DEPT OF LAND CONSERVATION & DEV
635 CAPITOL ST NE, SUITE 150
SALEM OR 97301-2540



Label 107, February 2006