

RESOLUTION ACCEPTING PLANNING POLICY GUIDELINES)
FOR THE FUTURE GROWTH AND DEVELOPMENT OF THE)
CITY OF LEBANON.)

RESOLUTION NO. 3
for 1974

WHEREAS, pursuant to City Council direction, the Planning Commission of the City of Lebanon has undertaken the necessary studies to develop planning policy guidelines concerning future growth and development of the City of Lebanon; and

WHEREAS, the Planning Commission has held public hearings on these guidelines and recommended their approval by the Council of the City of Lebanon; and

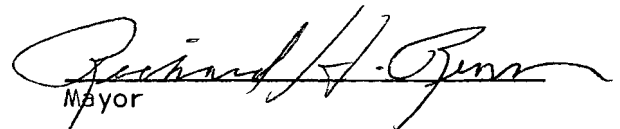
WHEREAS the City has given the proper notice of the time and place of public hearing as provided by law and

WHEREAS the City Council has held said public hearing and has studied the record of the public hearing

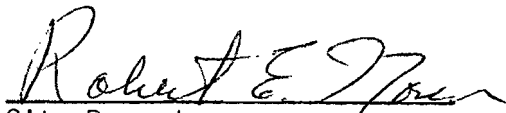
NOW, THEREFORE, BE IT BE RESOLVED BY THE COMMON COUNCIL OF THE CITY OF LEBANON

That the document dated October 3, 1973, attached hereto and titled "Lebanon Oregon Planning Policy Guidelines" be accepted by the Council of the City of Lebanon as official planning policy guideline statements of strategy and principal that specify the intent of the City of Lebanon concerning its future growth and development.

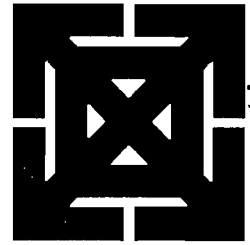
Passed by the Council and approved by the Mayor this 22nd day of January, 1974.


Mayor

ATTEST:


City Recorder

ARCHITECTURAL ASSOCIATES



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3 OCTOBER 73

LEBANON OREGON PLANNING POLICY GUIDELINES

Policy Guidelines are official statements of strategy or principle that specify the intent of the City concerning the future growth and development of the community. Adopted by the City Council, they serve many useful purposes by providing:

1. A long-range guide for the evaluation of various proposals for physical change and improvement.
2. A framework for making sound decisions on zoning, subdivisions, capital improvement programs, and other codes and ordinances.
3. A guide for public programs and expenditures.
4. An indicator of more detailed and specific studies that are needed.
5. A source of information and a statement of planning policy that is useful to the local business community, the general public, and other governmental units in making decisions regarding their individual development plans.

The Lebanon City Council, being the duly elected representatives of the citizens of Lebanon, are vested with the authority to establish official policy for the City. Therefore, the following Planning Policy Guidelines are hereby presented for public review and amendment before final adoption by the Lebanon City Council as the City of Lebanon's official statement of policy concerning the future growth and development of the community.

ADMINISTRATIVE PLANNING POLICIES

General policies related to administrative aspects of the plan are:

1. That the adopted Comprehensive Plan Policies be considered Lebanon's official guideline for specific developmental decision-making within the local planning area.
2. That each adopted policy represents the City's official stand with regard to a specific issue and that no policy is regarded as being more important or having a higher priority than any of the others.
3. That all adopted policies be complementary and nonconflicting.
4. That the adopted policies be reviewed annually to maintain their appropriateness to community needs.
5. That the adopted policies be revised and amended to reflect changing needs and conditions within the planning area.
6. That all proposed revisions or admendments to the adopted policies be reviewed at public hearings before final adoption.
7. That all amendments or revisions to local ordinances be in conformance with the adopted policies. Ordinance amendments deemed in the public interest that are contrary to the intent of the adopted policies shall be reviewed and amended as policy changes to the Comprehensive Plan Policies before action on the ordinance amendment can proceed.
8. That, since planning problems requiring areawide action cannot be solved by the City of Lebanon alone, joint cooperative solutions involving more than one level of government be actively encouraged.

COMMUNITY DEVELOPMENT POLICY GUIDELINES

Policies underlying the Comprehensive Plan are intended to contribute to the realization of the goals and objectives outlined in the Lebanon, Oregon Comprehensive Plan. General policies related to broad aspects of the plan are:

1. That Lebanon encourage its own business and employment activity, while also capitalizing on its livability potential within a larger regional economic context.
2. Encourage new industrial activities which broaden and improve the long term employment base while at the same time contribute to improving the environmental assets of the community.
3. Maintain an up-to-date information file on the community including an inventory of available industrial sites for potential developers, utilizing the format prepared by the Oregon State Economic Development Division.
4. Encourage a cooperative association with local industries to assist with their problems, needs, and desires to the mutual benefit of both the community and local industry.
5. Encourage organization of regional economic development associations in addition to local groups to assist in developing a diversified economic base in which all communities within the region would benefit, including a revenue sharing system for participating communities.
6. That areas with consistent land use patterns be preserved and reinforced unless other overriding factors suggest a change.
7. That conflicting land uses may be separated.
8. That physical characteristics of the land be a factor in determining appropriate land uses within the community.
9. That sufficient area be designated for the balanced expansion of all major land uses.
10. That some land within the City remain essentially natural or undeveloped as open space.
11. That places of historic or special interest be preserved.
12. That quality in the design of places and buildings be encouraged.
13. That every family have the opportunity to live in sound housing, adequate to their needs, at a reasonable cost relative to their income.

14. That street and highway projects contribute to the emergence of a systematic circulation network that also provides the structural framework for future community development.
15. That annexations which provide for a balanced relationship between population growth and land availability shall be favored, thereby encouraging development of vacant land where services are available, thus capitalizing on public expenditures already made for these services.
16. That existing built-up areas adjacent to the City lacking City services be given first priority in future annexation considerations.
17. That specific development proposals be required for annexation requests on vacant land adjacent to the City to insure completion within a reasonable time limit in conformance with a plan approved by the City.
18. That the City consider adoption of a procedure which sets stipulations pertaining to construction standards and time limits as requirements before zoning reclassification is granted.
19. That developers provide and impact statement relating to community facilities, including schools, sewers, drainage, streets, parks, firehalls, and so forth, before building, rezoning, or annexations can be approved.
20. That a plan be investigated to charge a portion of the cost of existing community facilities for new developments to help off-set some of the costs long-term residents have invested over the years in community utilities and facilities.
21. That a long-range development and financial program be initiated to provide for the systematic expansion of needed community facilities, utilities, and services.

RESIDENTIAL LAND USE POLICY GUIDELINES

1. Establish exclusive single family zones in existing stable residential districts and in emerging residential districts located between arterial or collector streets.
2. Maintain three general categories of residential density based on the number of dwelling units allowed on an acre of residential land, exclusive of street right-of-way:

Low Density
Medium Density
High Density

In low density residential areas, single family housing would predominate, with occasional duplexes, three-plexes, four-plexes, etc., allowed on large lots that are difficult to subdivide to City standards.

In medium density residential areas it is anticipated that single family housing will continue to characterize most areas, although some townhouse or limited apartment development might be appropriate depending on local conditions and providing that density standards are observed.

High density residential areas are those areas where apartment dwellings or townhouse developments would predominate.

3. The most suitable locations for higher density housing are generally those convenient to shopping or activity centers, but other areas may be appropriate such as along arterial streets, in districts where housing and neighborhood conditions can be significantly improved through redevelopment, or where special features of the land make clustered or compact building development advantageous.
4. Although residential densities in Lebanon should generally be relatively moderate and fairly uniform, variety in lot sizes, housing types and street patterns should be encouraged.
5. Protect residential districts from heavy through traffic, conflicting land uses, or other encroachments that would impair a safe, quiet living environment.

COMMERCIAL LAND USE POLICY GUIDELINES

1. Business activities should be located generally in groups or clusters rather than scattered or mixed in with non-commercial land uses that would conflict.
2. In certain special circumstances with appropriate safeguards, low traffic-generating commercial land uses such as professional or business offices or small neighborhood grocery stores may be suitable located in close association with residential use.
3. The scattering at frequent intervals of commercial uses should be discouraged along arterial streets and highways and where highways commercial strips already exist, emphasis should be placed on the use of frontage roads, single access joint off-street parking, special set-back requirements, and sign limitations.
4. Encourage pedestrian access shops to locate in the general commercial area of downtown and encourage vehicular access shops to locate in the highway commercial area on Highway 20.
5. The downtown area of Main Street should maintain its compact grouping of buildings and should not allow open space or parking lots to front on Main Street. Nor should vehicular access be allowed to cross sidewalks from the Main Street area.
6. The downtown area should strive for a unified visual image to reinforce its identity while also providing additional shopper conveniences now lacking in the area.
7. The amount of commercially zoned land within the community should be maintained at its present level until it approaches maximum utilization.
8. Seek means to relieve Main Street as a through traffic major arterial highway.
9. Encourage the organization of a Downtown Development Association to focus on downtown problems and issues.

INDUSTRIAL LAND USE POLICY GUIDELINES

1. Preserve suitable space for industrial expansion, consisting of relatively large, level areas that are well serviced by Lebanon's transportation and utility systems.
2. Encourage industrial park developments that utilize natural features as screening devices to reduce their impact on surrounding land uses.
3. Encourage industrial developments that are compatible with Lebanon's livability and would not disrupt residential areas due to excessive traffic, noise, pollution, etc.
4. Provide suitable space, through industrial zoning, in which plant facilities can locate or expand without impairing the livability of the community.
5. Protect industrial areas from encroachment by incompatible land uses and insure sites of sufficient size to provide ample space for expansion, parking, landscaping and buffering.
6. Encourage development and use of limited access and joint use roads to serve industrial developments.

HOUSING POLICY GUIDELINES

1. Assure adequate, safe and sanitary shelter for all citizens of Lebanon.
2. Assure equal opportunity for all persons to obtain adequate housing regardless of age, race, religion, sex or ethnic background.
3. Seek a balanced distribution of moderate and low income housing within the community.
4. Develop a housing code for the community that specifies the minimum standards of fitness for human habitation.
5. Encourage rehabilitation of basically sound structures to help maintain the housing stock.
6. Encourage development and maintenance of neighborhoods in a manner consistent with the natural environment, availability of community services, and the needs of the people.
7. Work with county, state and federal agencies to provide housing programs suited to the needs of the community.

TRANSPORTATION POLICY GUIDELINES

General Policies

1. Future street and highway projects should contribute to the emergence of a systematic circulation network that forms the basic organizational framework on which the community can develop.
2. The location of arterial streets should provide for convenient movement of traffic and access to all parts of the community without disrupting areas that have a natural unity.
3. The use of land adjacent to arterials should not be allowed to conflict with the safe and efficient movement of traffic.
4. Arterials should be provided for convenient movement of traffic around the periphery of main concentrations of urban activity.
5. The City should encourage development of a one-way couplet system for the downtown area that would relieve Main Street as a through traffic arterial.
6. Collector streets should be provided to facilitate movement within the City's neighborhoods and to collect and distribute traffic from arterial streets and highways.
7. Local residential service streets should be designed and constructed to discourage through traffic within residential neighborhoods.

New Street Development Policies

8. New streets should conform to the standards of the recommended development proposals of the Comprehensive Plan.
9. New streets should provide a logical continuation of the existing street system.
10. New streets should relate to existing property lines, natural features, and encourage full land utilization.
11. New streets should provide for a logical pattern of street names and addresses.
12. Through traffic should be discouraged in residential neighborhoods

Design Criteria

13. Avoid excessive street grades (12% maximum).
14. Avoid sharp curves (100 foot minimum radius at street centerline).
15. Avoid offsets in intersections unless the offset is large enough to minimize possible traffic accidents. Offsets may be advantageous in discouraging through traffic and should be utilized when this is desirable.
16. Encourage right angle intersections for optimum sight lines and corner lot development.
17. All dead-end (cul-de-sac) streets to have a maximum length of 600 feet and terminate in a turn-around.
18. Limit block lengths to 1,200 feet and block widths to two tiers of lots of reasonable depth.
19. Hillside developments should be designed for a minimum of cut and fill.

Highway Bypass Policies

Although proposals for a future highway bypass have been suggested for the community, planning and construction of such a route does not appear likely in the near future. It is important, however, for the community to be prepared to make specific recommendations on location and access control for future bypass proposals while they are still in the planning stages. The following policies include criteria to assist in making those recommendations:

20. A future bypass route should be located as near the community as possible without bisecting existing or future urbanizing areas.
21. Access to the bypass route should be limited to intersecting arterial streets.
22. Commercial development near the intersections should be limited and controlled through zoning to protect the existing commercial areas of the community and to minimize traffic congestion problems.

PUBLIC FACILITIES POLICY GUIDELINES

SCHOOLS

1. Cooperate with the local school districts in selecting future school sites that are in conformance with the planned development patterns of the community.
2. Encourage central locations for elementary schools within residential districts bounded by arterial streets where children will not have to cross hazardous conditions.
3. Encourage locations for high schools and junior high schools that are central to the area served, adjacent to the arterial street system, and convenient to available services and utilities.
4. Encourage future schools to locate adjacent to community open space greenways and parks wherever feasible.
5. Encourage joint use and development of schools and parks.

PARKS

6. Develop a community park system with variations in park size, location, and use, including community-wide parks, neighborhood parks, mini-parks, and special use parks.
7. Establish minimum park standards as guidelines for development of a community park system.
8. Locate future parks adjacent to community open space greenways wherever possible.
9. Develop programs for urban landscaping and beautification that encourages street trees and landscaping of community streets and pedestrian ways.

PUBLIC BUILDINGS

10. Group future community functions such as the city hall, library, post office, central firehall, etc., together in a mutually supporting civic center.

Fire Station

11. Encourage a major central fire station together with other centralized community facilities.

12. Develop a system of fire substations in the future that are located within easy reach of any part of the district.

Public Works Shops

13. Locate future maintenance shops for public works in industrial districts compatible with this activity.

PUBLIC UTILITIES

14. Encourage a system of user charges for all City services and utilities wherever possible.
15. Encourage underground service for all utilities.
16. Limit sewer service to an urban service boundary maintained within the City Limits to discourage urban sprawl.
17. Develop solid waste disposal regulations.
18. Develop a program to provide and maintain paved streets and sidewalks throughout the community.
19. Implement drainage programs throughout the community.
20. Coordinate development projects with the availability of community services and utilities.
21. Coordinate planning and facility developments with other governmental units.

OPEN SPACE POLICY GUIDELINES

1. Preserve places of natural or scenic beauty and natural places that are generally unsuited for urban purposes such as water courses and drainage channels, flood hazard areas, steep hillsides, etc.
2. Develop a system of linear greenways along community water courses and drainage channels and encourage schools, parks, and other open land areas to locate adjacent to this greenway.
3. Investigate and pursue various methods of preserving open space through donations, easements, purchase, lease or through financial assistance programs.
4. Encourage coordinated planning and development of open space areas between the various governmental units.