

LAND DIVISION ORDINANCE

ORDINANCE NO. 467-A

Title: An ordinance establishing regulations and provisions for the subdivision and major and minor partition of land within the corporate limits of Scio, Oregon, providing for the administration, enforcement and amendment thereof, providing for a penalty for violation thereof, repealing Ordinance No. 467, declaring an emergency.

The City of Scio does ordain as follows:

ARTICLE 1. INTRODUCTORY PROVISIONS.

Section 1.000. Title. This ordinance shall be known as "The Land Division Ordinance of the City of Scio, Oregon".

Section 1.010. Purpose. The purpose of this ordinance is to establish standards and procedures for the subdivision and partitioning of land within the City of Scio. These regulations are necessary in order to provide uniform procedures and standards for the subdivision of land; to coordinate proposed development with the Comprehensive Plan for the City; to provide for utilities and other public facilities; to avoid undue congestion of population; to assure adequate sanitation, drainage and water supply; to provide for the protection, conservation and proper use of land; and in general, to protect the public health, safety and welfare. Standards and procedures for the subdivision and partitioning of land are intended to comply with the provisions of ORS Chapter 92.

Section 1.020. Definitions. As used in this ordinance the following words and phrases shall mean:

1. Bikeway. A right-of-way for bicycles and non-motorized traffic.
2. Building line. A line on a plat indicating the limit beyond which buildings or other structures may not be erected.
3. City. The City of Scio, Oregon.
4. City Engineer. A fully qualified professional engineer designated by the City Council to fulfill the responsibilities of a City Engineer as specified by this ordinance.

ARTICLE 9. DESIGN STANDARDS

Section 9.010. Principles of Acceptability. Subdivisions and partitions shall conform with the Comprehensive Plan, the Zoning Ordinance, applicable provisions of other city ordinances, state law and the standards established by this ordinance. Location and standards related to transportation and community facilities shall be based on the provisions of the adopted comprehensive plan.

Section 9.020. Streets.

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, topographical and drainage conditions, public convenience and safety, solar energy orientation, the proposed use of land to be served by the streets, and full land utilization which will not result in tracts of inaccessible land. Where location is not shown on the comprehensive plan, streets should be generally aligned to provide for the continuation of existing streets in surrounding areas and should assure building sites with solar orientation and protection from the wind. Streets should also be oriented to minimize construction costs and drainage problems.
2. Minimum Right-of-way and Roadway widths. The width of streets and roadways shall be adequate to fulfill City specifications as provided for in Section 10.020 of this ordinance and, unless otherwise indicated on a comprehensive plan, shall not be less than the minimums shown in the following table:

<u>Type of Street</u>	<u>Right-of way</u>	<u>Right-of-way</u>
Major Arterial street	100 ft.	( T o b e determined by Planning Commission)
Secondary Arterial	80 ft.	
Service and industrial street	80 ft.	
Collector street and residential street over 600 feet in length	60 ft.	36 ft.
Minor street under 600 feet in length which cannot be extended	50 ft.	32 ft.
Turn-around radius at end of Cul-de-sac	50 ft.	40 ft.
Alleys	20 ft.	20 ft.

Where existing conditions such as the size or shape of land parcels make it otherwise impractical to provide buildable lots, the Planning Commission may accept a narrower right-of-way, ordinarily not less than 50 feet.

3. Reserve Strips. Reserve strips or street plugs controlling access to streets shall be required when necessary to insure street extensions and the widening of half streets. The reserve strip shall normally be one foot in width and under the ownership of the City.
4. Alignment. As far as is practical, streets other than a minor street shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet.
5. Future Extensions of Streets. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a turn-around. Reserve strips and street plugs may be required to preserve the objectives of street extensions.
6. Intersection angles. Streets shall be laid out to intersect at angles as near to right angles as practical except where circumstances requires a lesser angle, but in no case, less than 60 degrees unless there is either a special intersection design or the intersection is approved by the City. The intersection of arterial or collector streets with other arterial or collector streets shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle. Right-of-way lines at intersections with arterial streets shall have a corner radius of not less than 20 feet.
7. Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.
8. Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition, when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such a

tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.

9. Cul-de-sacs. A cul-de-sac shall be as short as possible and shall have a maximum length of 400 feet, and shall serve no more than 18 dwelling units.
10. Street names. Except for the extensions of existing streets, no street name shall be used which will duplicate or be confused with the names of existing streets. Street names shall conform to the established pattern in the city and surrounding area and shall be subject to the approval of the Planning Commission.
11. Curves. Center line radius of curves shall not be less than 300 feet on arterials, 200 feet on collectors and continuing residential streets, or 100 feet on other streets and alleys. Where existing conditions make it otherwise impractical to provide buildable lots, the Planning Commission may accept sharper curves.
12. Access Streets. Where a subdivision or partition abuts or contains an existing or proposed arterial street, the Planning Commission may require access streets, reverse frontage lots with suitable depth, screening and plantings contained in a non-access reservation along the rear or side property line or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.
13. Alleys. Alleys shall be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission. The corners of alley intersections shall have a radius of not less than 12 feet.
14. Access. Whenever the proposed subdivision or partition abuts Stayton-Scio Road, Highway 226, or Jefferson-Scio Road, access shall conform to the Scio Zoning Ordinance and be approved by the Planning Commission.

#### Section 9.030 Blocks.

1. General. The length, width and shape of blocks shall take into account the need for adequate lot size and street width.
2. Size. No block shall be more than 1000 feet in length between the street corner lines unless it is adjacent to an arterial street or unless drainage or the location of adjoining streets justifies an exception. A block shall

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Goals And Policies

City of Scio Comprehensive Plan

Updated January, 1993

GOALS AND POLICIES  
FOR THE TRANSPORTATION ELEMENT  
OF THE SCIO COMPREHENSIVE PLAN

- Goal 1. To promote a safe, efficient, economical, and energy saving transportation system serving the City of Scio.
- Goal 2. To encourage any transportation system which will minimize the costs of travel and still encourage the local development of Scio.
- Goal 3. To work towards the identification and elimination of existing traffic hazards and to prevent the creation of new traffic hazards through careful review of development proposals.
- Policy 1. Scio shall work with all other jurisdictions to eliminate the traffic hazards at the intersection of:
- a. North Fourth and North Cherry Street.
  - b. North First and North Main.
  - c. South First and South Main.
  - d. Thomas Creek Bridge.
- Policy 2. On an annual basis, the city shall formulate and accept long-range and short-range goals for public facility development.
- Policy 3. The city will continue to use the adopted street and sidewalk standards with respect to:
- a. Right-of-way;
  - b. Paved width;
  - c. Surface cover and composition;
  - d. Base composition and compacting;
  - e. Curbs and gutters;
  - f. Street function;
  - g. Cul-de-sac length and radius;
  - h. Curb cuts for driveways;
  - i. Sidewalks and bikeways;
  - j. Wheelchair ramps;
  - k. Maximum curve;
  - l. Speed limits;
  - m. Traffic control systems (stop signs and lights).
- Policy 4. The city will participate in all decisions involving transportation facilities which effect the city.

- Policy 5. New and resurfaced roadways and parking areas will not cause or augment ponding or increase damage due to flooding.
- Policy 6. Developers will conform to the Scio street plan when building in the city.
- Policy 7. Prior to each comprehensive plan review, the planning commission shall identify traffic problem areas, review and suggest strategies for their solution, and recommend those strategies to be included in the comprehensive plan. Efforts to identify and eliminate hazards shall be in conjunction with schools, citizens, and agencies.
- Policy 8. The City of Scio shall interpret street standards flexibly when a strict interpretation would jeopardize or remove an existing structure, a historic structure, site, or object or a community landmark. A flexible interpretation shall not reduce the function of a street. If a function would be reduced, the city shall:
- a. Consider the costs of moving the structure, site, object, or landmark at the road builders expense.
  - b. Reconsider the function of the street, and possibly change the function of the street, but only if problems would not be transferred to another part of the city.
  - c. Modify on-street parking area requirements.
- Policy 9. The City of Scio shall encourage public and private bus services as a form of public transportation.
- Policy 10. The planning commission shall consider sidewalks and bikeways as an important necessary element when reviewing all development proposals and street improvements.
- Policy 11. The city shall consider sidewalks, bikeways, bus stops, and park and ride lots in street and transportation planning.
- Policy 12. The city will cooperate with the Oregon Department of Transportation in the implementation of the ODOT Six-Year Highway Improvement Program.

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Background Studies  
City of Scio Comprehensive Plan  
Updated January, 1993

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## G. TRANSPORTATION

Statewide Planning Goal #12, Transportation, is intended "To provide and encourage a safe, convenient and economic transportation system". To address this goal, the City of Scio should consider all available modes of transportation including highways, bicycles, and pedestrian travel. Utilizing different combinations of transportation facilities may help to conserve energy, meet the needs of the transportation disadvantaged, and facilitate the flow of goods and services. To meet the requirements of this goal, Scio's transportation plan needs to consider different population densities and peak hour travel patterns, and to utilize existing facilities and right-of-ways. The following information addresses the existing transportation facilities in the Scio Planning Area.

### 1. Highway Travel:

By far the most common type of transportation in the Scio area is the private automobile. The Scio area has developed into a bedroom community for several major employment centers including Albany, Lebanon, Stayton, and Salem. The need, ability, and costs of Scio residents to travel to other locations not only for employment but for social services, health care, and commercial needs should be reviewed periodically. If the private automobile does not satisfy transportation needs, especially for the elderly and the handicapped, alternative modes of transit must be considered.

### 2. Public Transit:

In the past, the Scio area was serviced by a public transit system, the Linn County Senior Bus Service. This service has been terminated and at the present time no public transit is provided by the county. Until a steady source of funding and support is received by the county, a public transit system is not feasible. Several of the surrounding communities such as Albany, Sweet Home, and Lebanon are operating senior bus services. The feasibility of any of these services expanding to include Scio is not known. Additional information on the present or future status of public transit in Linn County can be obtained by contacting the Oregon District 4 Council of Governments in Corvallis.

### 3. Transportation Disadvantaged:

Citizens without access to a private automobile are the most affected by the lack of a variety of available transportation alternatives. Because no public transit is available to the residents of Scio, other means should be considered to accommodate the disadvantaged. The establishment of car pools or a system of designated volunteer drivers may offer solutions to this problem.

Community facilities within the Scio community may also present difficult obstacles for the disadvantaged. Facilities improvements such as curb cuts on streets, access ramps to commercial services, and designated parking spaces can greatly increase the free movement of the disadvantaged.

4. Other Transportation Services:

Though the Scio Planning Area lacks a public airport, a number of private airstrips are located near the planning area. These airstrips consist primarily of dirt or sod runways and receive only limited use. The closest existing facility is located on Rogers Mountain at T10S, R1E, Section 23, approximately 4.75 miles east of Scio. Although these airstrips are not associated with an important type of transportation, they can serve a necessary safety function as emergency landing strips.

Another type of transportation is the railroad freight service provided by the Southern Pacific Transportation Company. The rail line, known as the Mill City Branch of the Brooklyn Subdivision, is a single track that extends from Lebanon to just beyond the Frank Lumber Company yards in Mill City. The sole regular stop within the Scio Planning Area is in West Scio located 1.5 miles west of Scio.

5. Highway and Street System:

City streets are one of the visible aspects of local government services. The quality of street maintenance is perceived by many as a reflection of the effectiveness of city government. Yet the city is not responsible for all streets within the city limits. Scio contains both county and state roads as well as city streets. County roads include North First Avenue (County Road #630), North Fourth Avenue (County Road #611), and Garden Drive (County Road #631). Highway 226 is the only state maintained road in Scio. This road connects Scio with Albany and Lebanon to the southwest and with Lyons and Mill City to the northeast. South Main Street and South First Avenue make up Highway 226 within Scio (see Figures 24 and 25).

Traffic volumes, indicating the Average Daily Traffic (ADT) on Highway 226, and recorded in the State Highway Traffic Volume Tables. Three key points have been established to indicate the ADT along Highway 226 and through the City of Scio. The three locations are on Highway 226, .43 mile east of Highway 20, and at the south and east city limits of Scio. The table below lists the traffic changes at this location for 1969, 1978, and 1985.

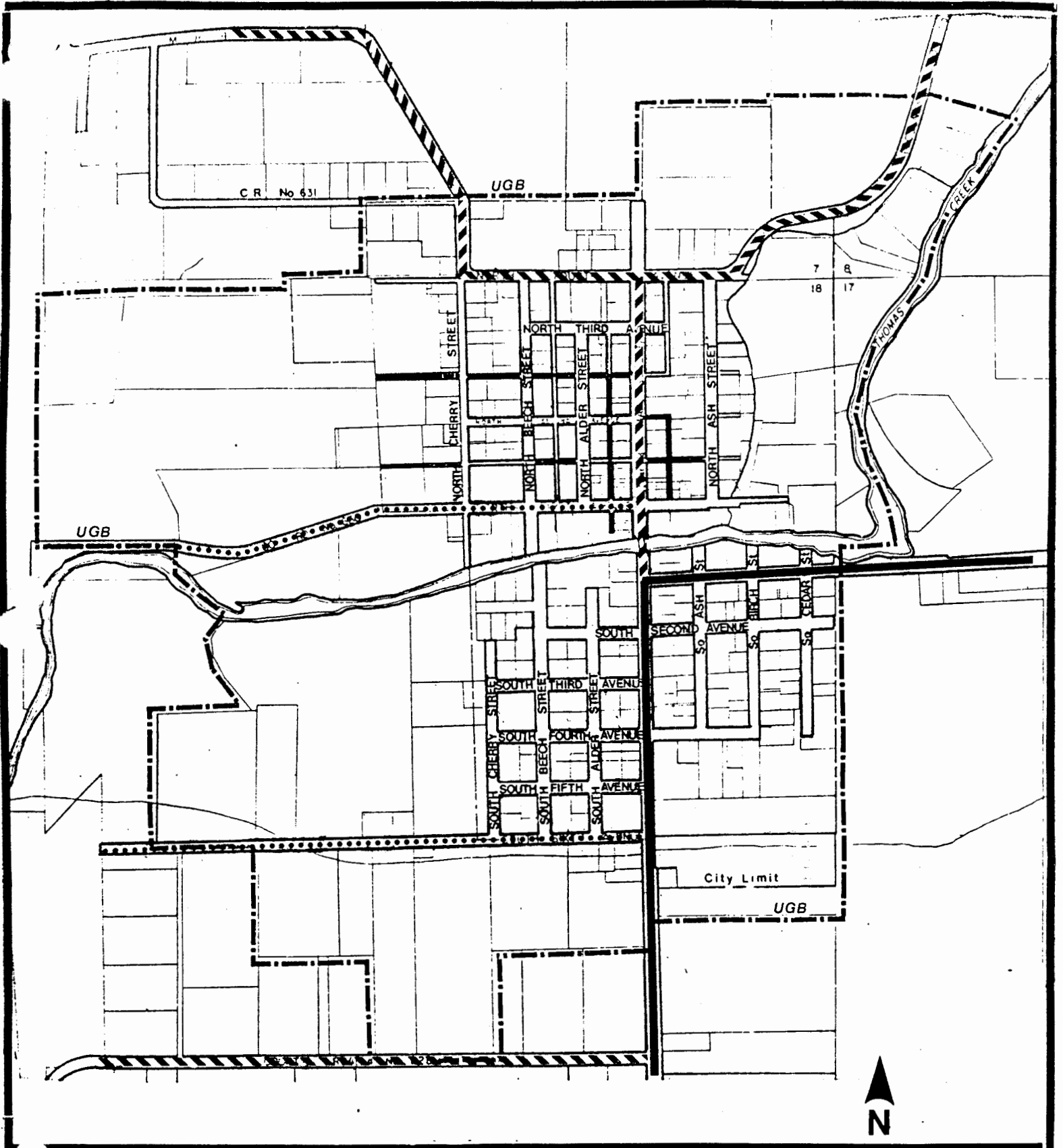
Traffic Volumes 1969-1985  
(Average Daily Traffic)

<u>Location</u>	<u>1969</u>	<u>1978</u>	<u>1985</u>
Highway 226, .43 miles east of Highway 20	2,086	3,802	3,950
Highway 226, south city limits of Scio	NA	2,800	3,000
Highway 226, east city limits of Scio	NA	1,750	1,400

The Federal Aid System:

The purpose of the federal aid system is to help provide an effective transportation network between cities. Four roads in the Scio Planning Area are eligible to receive federal funds for maintenance:

Figure 24



# CITY OF SCIO

## TRANSPORTATION MAP

G-3

### LEGEND

ARTERIALS (PRINCIPLE)



ARTERIALS (MINOR)



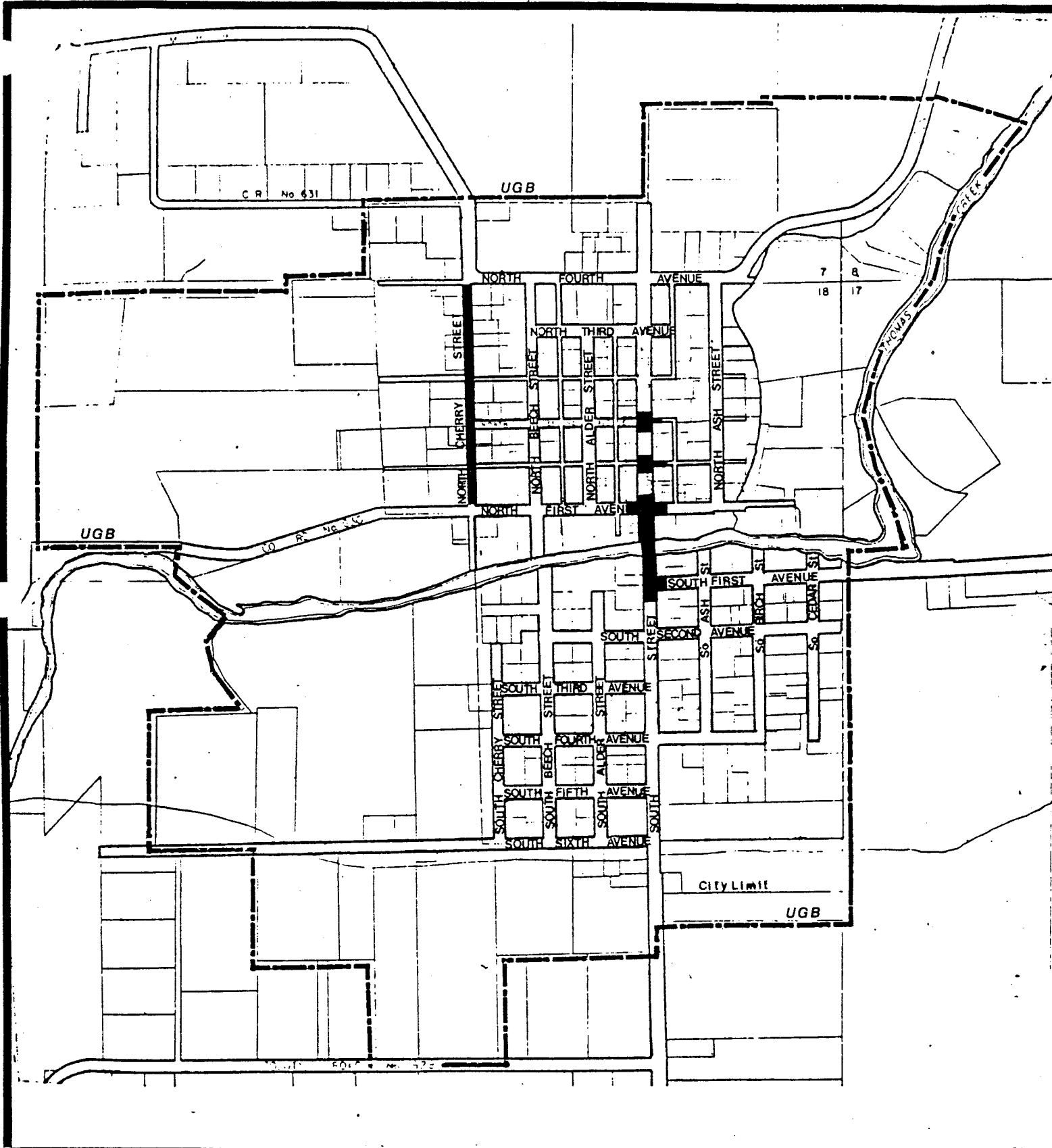
COLLECTOR



IMPROVED ALLEY



Figure 25



# CITY OF SCIO

## TRAFFIC HAZARDS MAP

G-4

### LEGEND

**■** HAZARD AREAS OF COMMUNITY CONCERN

1. Highway 226--F.A.S. 118
2. Gilkey Road (County Road #628)--F.A.S. 497
3. Jefferson-Scio Road (MR-4)--F.A.S. 498
4. Scio-Stayton Road (County Road #611)--F.A.S. 499

Note: Roads in the Federal Aid System are identified as primary or secondary roads. F.A.S. indicates a Federal Aid Secondary road.