



## Planning Commission Agenda

May 20, 2025

7:00 PM

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Chairperson: Todd Culver  
Commissioners: Rhonda Giles, Jeremy Moritz, Kurt Kayner, Kent Wullenwaber, Susan Jackson, Joe Neely and Youth Advisor Taylor Tatum  
Meeting Location: Harrisburg Municipal Center Located at 354 Smith St

### **PUBLIC NOTICES:**

1. *This meeting is open to the public and will be tape-recorded.*
2. *Copies of the Staff Reports or other written documents relating to each item on the agenda are on file in the office of the City Recorder and are available for public inspection.*
3. *The City Hall Council Chambers are handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices and sign language assistance are requested to contact City Hall at 541-995-6655, at least 48 hours prior to the meeting date. If a meeting is held with less than 48 hours' notice, reasonable effort shall be made to have an interpreter present. The requirement for an interpreter does not apply to an emergency meeting. ORS 192.630(5)*
4. *Persons contacting the City for information requiring accessibility for deaf, hard of hearing, or speech-impaired persons, can use TTY 711; call 1-800-735-1232, or for Spanish voice TTY, call 1-800-735-3896.*
5. *The City of Harrisburg does not discriminate against individuals with disabilities and is an equal opportunity provider.*
6. *For information regarding items of discussion on this agenda, please contact City Administrator Michele Eldridge, at 541-995-2200.*
7. *Masks are not required currently. The City does ask that anyone running a fever, having an active cough or other respiratory issues, not to attend this meeting.*
8. *If you would like to provide testimony, and are unable to attend, please contact the City Recorder. We can accept written testimony up until 5:00 on the day of the meeting and can also call someone during the meeting if verbal testimony is needed.*

**CALL TO ORDER AND ROLL CALL**

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** (Please limit presentation to two minutes per issue.)

**APPROVAL OF MINUTES**

- 1. MOTION TO APPROVE THE PLANNING COMMISSION MINUTES FOR NOVEMBER 19, 2024, JANUARY 21, 2025 AND APRIL 15, 2025**

**PUBLIC HEARING**

- 2. THE MATTER OF HOLDING A PUBLIC HEARING AND RECOMMENDING APPROVAL/AMENDMENT/DENIAL OF THE DRAFT AMENDMENT TO THE CITY OF HARRISBURG COMPREHENSIVE PLAN, THE HARRISBURG MUNICIPAL CODE, AND ADOPTION OF THE NEW TRANSPORTATION SYSTEM PLAN (TSP) (LU 466-2025) TO THE CITY COUNCIL**

**STAFF REPORT EXHIBITS:**

Exhibit A: Draft Comprehensive Plan Changes (Pg 24)

Exhibit B: Land Use Application & Narrative (Pg 42)

Exhibit C: Proposed Code Changes (Pg 45)

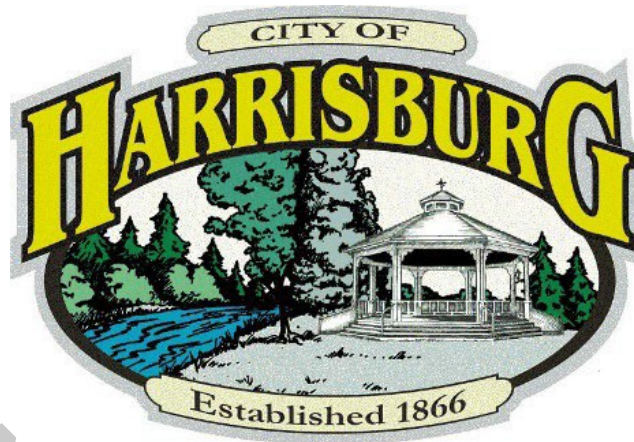
Exhibit D: [Draft TSP](#) available online. (Planning Commission will receive a paper copy)

**ACTION: MOTION TO APPROVE/APPROVE AS AMENDED/DENY THE RECOMMENDATION OF THE AMENDMENTS TO THE CITY OF HARRISBURG COMPREHENSIVE PLAN, THE HARRISBURG MUNICIPAL CODE, AND THE ADOPTION OF THE NEW TRANSPORTATION SYSTEM PLAN (TSP) (LU 466-2025) TO THE CITY COUNCIL. THIS MOTION IS BASED ON FINDINGS CONTAINED IN THE MAY 14, 2025 STAFF REPORT, AND ON FINDINGS MADE DURING DELIBERATIONS ON THE REQUEST.**

**APPLICANT:** City of Harrisburg

**OTHERS**

**ADJOURN**



## Planning Commission Meeting Minutes November 19, 2024

Vice-Chairperson: Jeremy Moritz, Presiding  
Commissioners Present: Kurt Kayner, Joe Neely, Susan Jackson, and Youth Advisor Nolan Malpass.  
Commissioners Absent: Chairperson Todd Culver, Rhonda Giles, and Kent Wullenwaber  
Staff Present: City Administrator/Planner Michele Eldridge, Finance Officer/Deputy City Recorder Cathy Nelson, and Public Works Director Chuck Scholz  
Meeting Location: Harrisburg Municipal Center located at 354 Smith St.

**CALL TO ORDER AND ROLL CALL:** Order was called at 7:00pm by Vice-Chairperson Jeremy Moritz.

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** Everyone present was there for items on the agenda.

### **PUBLIC HEARING**

**THE MATTER OF APPROVING A SITE PLAN REQUEST FOR AKINS TRAILER SALES AT 640 N 3<sup>RD</sup> ST., LU 460-2024.**

Vice-Chairperson Jeremy Moritz read aloud the order of proceedings, and noted the procedures for continuance, and the process to keep the record open.

At the hour of 7:03pm, the Public Hearing was opened.

Moritz asked if there were any Conflicts of Interest or any Ex Parte contacts.  
None reported.

There were no rebuttals in relation to Conflicts of Interest, or Ex Parte Contacts.

Moritz then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. He also directed the audience on how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.

**STAFF REPORT:** Eldridge gave a summary of the application. The business started in 2006 and

November 19, 2024

are wanting to split the current lot into 3 separate parcels. This request is covered under a legal non-conforming use and can be applied to the current zoning. This property is not within the 300-foot requirement of existing public facilities that would make them connect to public facilities. They are currently running on a well and septic system, and these systems would remain on parcel #1. Eldridge highlighted the following conditions and requirements:

- Requirement 19.20.020 (1) and (2) – Met.
- Requirement 19.20.020 (3) - Met with Condition 1: Underground Utilities and Condition 2: Waiver of Remonstrance.
- Requirement 18.85.010 – Met.
- Requirement 18.85.040 – Met.
- Requirement 18.85.050 (5) – Met with Condition 3: Easements.
- Requirement 18.85.070 (1-3) – Met with Condition 3: Easements.
- Requirement 18.85.070 (4) – Met.
- Requirement 18.70.030 – Met.
- Requirement 19.20.040 (4) – Met with Condition 4: Access Easement and Condition 5: Maintenance Agreement.
- Requirement 19.20.050 – Met.
- Requirement 19.20.060 (A & B) – Met.
- Requirement 19.20.060 (C) – Met with Condition 6: Public/Private Facilities.
- Requirement 19.20.060 (D) – Met with Condition 7: Storm Water Drainage.
- Requirement 19.20.060 (E & F) – Met.
- Requirement 19.20.080 (1) – Met with Condition 8: Final Plat.
- Requirement 18.60.020 – Met.

Staff feel that all requirements are met and recommend approval.

**APPLICANTS TESTIMONY:** Laura LaRoque of Udell Engineering & Land Surveying, LLC asked for Conditions 1, 5 & 6 to be removed. She also stated that Condition 4 would be shared in the future and that the easement would not be necessary until the lot was sold. They asked if this could be made into a future condition and removed at this time, and asked for the requirement to have a pedestrian walkway marked in paint waived. Owner Thad Akins said that the requirement of access easement being paved is higher than the state law and that they already have 50ft paved in the back. They asked for the additional requirement to be waived.

- Kayner stated he had an issue with the paving of entrances and easements. Eldridge said is required and the area is shown on pg. 35 of the application. Kayner then stated that this is a minor partition, and the paving requirements feel excessive.

#### **TESTIMONY IN FAVOR WAS ASKED FOR.**

- None given.

#### **TESTIMONY IN OPPOSITION WAS ASKED FOR.**

- None given.

#### **NUETRAL TESTIMONY WAS ASKED FOR.**

- None given.

**The public hearing was closed at the hour of 7:35pm.**

- Moritz asked why there were so many conditions and information for a minor partition. Eldridge clarified that we are following the new code. The Planning Commission can make changes but that would set a precedent. Moritz asked if the paving was not done now, would

November 19, 2024

it need to be paved later, and future building would trigger that requirement?

- Kayner asked why all the requirements with no development happening. He understands that zoning makes the difference, but didn't agree with all the requirements.
- Moritz asked the Planning Commission if they agreed with Condition 4: Access Easement. The Planning Commission decided to delete the last two (2) sentences to read: Condition No. 4: Access Easement: On the Final Plat, the applicant must provide for a 30' wide access easement. The driveway/access easement shall allow joint use of cross access between adjacent properties.
- Neely **motioned to approve the Akins Trailer Sales Minor Partition Request (LU 460-2024), subject to the conditions of approval as amended contained in the November 11, 2024 Staff Report. This motion is based on findings contained in the November 11, 2024 Staff Report to the Planning Commission and findings made by the commission during deliberations on the request at the November 19, 2024 Public Hearing. The motion was seconded by Kayner. The Planning Commission then voted unanimously to approve the Akins Trailer Sales Minor Partition Request (LU 460-2024), subject to the conditions of approval as amended contained in the November 11, 2024 Staff Report. This motion is based on findings contained in the November 11, 2024 Staff Report to the Planning Commission and findings made by the commission during deliberations on the request at the November 19, 2024 Public Hearing.**

## **WORK SESSION**

### **THE MATTER OF A WORK SESSION TO CONSIDER MODIFICATIONS TO THE TRANSPORTATION STANDARDS OF THE HARRISBURG MUNICIPAL CODE 18.85.020.**

**STAFF REPORT:** Eldridge gave summary of previous discussions on skinny streets that the Planning Commission had during the Sommerville Loop development. The table is on page 37 & 41 of the agenda packet. Streets fall under city authority and design. We will be having future discussions on this topic due to the upcoming TSP and FEMA Flood Regulations. Staff is looking for directions from the Planning Commission. Commission decided they liked wider streets.

- Kayner **motioned to table discussion until the January Meeting. The motion was seconded by Jackson. The Planning Commission then voted unanimously to table discussion until the January meeting.**

## **OTHERS**

- Eldridge said the City of Harrisburg is starting an Ad Hoc Facilities Committee starting in January. They will be looking at the HART and Senior Center buildings that need replaced and the design of a new community center by City Hall.
- FEMA is requiring a Flood Ordinance to address the Special Flood Hazard Area (SFHA). This ordinance is very restrictive and very new. It is all due to a biological opinion and allowing no net loss of fish habitat. The City does not have a choice to comply. Staff will bring more information in January or February.
- Congratulations to Nolan Malpass for receiving the Distinguished Youth Award from the Tri-County Chamber of Commerce. The youth advisors will switch places in January.

**With no further discussion, the meeting was adjourned at the hour of 9:02 pm.**

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Chairperson

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City Recorder

City of Harrisburg

**PLANNING COMMISSION**

**NOTICE OF DECISION**

**REQUEST:** The applicant requests approval of a proposed Preliminary Minor Partition Plat (LU 460-2024) to create 3 new parcels

**LOCATION:** The subject site is located on the north side of town, abutting the City limits. The address is 640 N. 3<sup>rd</sup> St., and is otherwise known as 15S-04W-9, Tax Lot No. 1300

**HEARING DATE:** November 19, 2024

**ZONING:** M-1 (Limited Industrial)

**APPLICANT:** Udell Engineering & Land Surveying, LLC

**OWNER:** Lost Cattle Company, LLC/Thad Akins  
34075 Mount Tom Drive  
Harrisburg, OR 97446

**APPEAL DEADLINE:** December 5, 2024 @ 5:00pm

**DECISION:** The Harrisburg Planning Commission conducted a public hearing on November 19, 2024, and voted to approve the request, subject to the attached conditions of approval. The Planning Commission adopted the findings contained in the Staff Report of the November 19, 2024, Planning Commission meeting, and portions of the minutes from the meeting that demonstrate support for the Planning Commission’s actions.

**APPEALS:** People with legal standing to appeal are the applicant or owner of the subject property, and any person who testified orally or in writing during the subject public hearing before the close of the public record. The decision may be appealed by filing a Notice of Appeal with the City Recorder at 120 Smith Street. The Notice of Appeal should be filed by the Appeal Deadline date listed above. Specific information on the requirements for an appeal or a copy of the complete file of this land use action may be obtained at Harrisburg City Hall. There is a fee of \$1,000.00.

**EFFECTIVE DATE:** December 6, 2024, unless an appeal has been filed with the City Recorder.

**EFFECTIVE PERIOD:** A Final Plat must be provided to the City within two years after the preliminary plat is approved, and is considered a Type I Application.

If the applicant has not submitted the final plat for approval within two years of the approval of the preliminary plat as provided by HMC 19.20.090, then the approval shall lapse, and the applicant will need to refile for the preliminary plat process.

**MODIFICATIONS & EXTENSIONS:**

The applicant may request changes to the approved preliminary plat or the conditions of approval following the procedures and criteria provided in Chapter 19.30 HMC. The Planning Commission may, upon written request by the applicant and payment of the required fee, grant written extensions of the approval period of a Type III Procedure not to exceed one year per extension, provided that the applicant follows all criteria as required in HMC 19.20.030(3).

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Jeremy Moritz  
Planning Commission Vice-Chair

## APPROVED CONDITIONS OF APPROVAL

**Condition No. 1: Underground Utilities** – Any further development of this property will require that the existing power lines are constructed underground.

**Condition No. 2: Waiver of Remonstrance** – Prior to the Final Plat, the owner shall sign a waiver of remonstrance that indicates that any further development of the property in the future will require that if City services (water, sewer, or storm utilities) are within 300' of the property, that they must extend them to their property, and connect to them within a six month period.

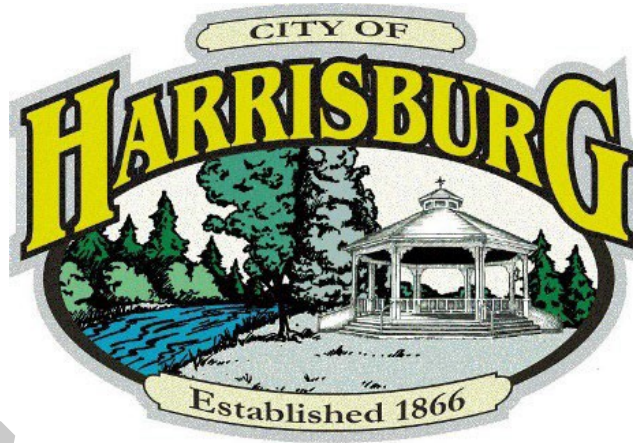
**Condition No. 3: Easements**: On the Final Plat, a 5' public utility easement (PUE) will be required on the full northern, eastern, and southern lines of the original plat. This will cover the location of the waterway shown in the City of Harrisburg Local Wetlands Inventory, as well as the northern power and gas lines.

**Condition No. 4: Access Easement**: On the Final Plat, the applicant must provide for a 30' wide access easement. The driveway/access easement shall allow joint use of and cross access between adjacent properties.

**Condition No. 5: Maintenance Agreement**: If any of the proposed parcels are sold in the future, a joint maintenance agreement shall be filed with the deed. The agreement will define the maintenance responsibilities of property owners. A fully executed copy of the agreement shall be provided to the City for its records, but the City is not responsible for maintaining the driveway or resolving any dispute between property owners.

**Condition No. 6: Public/Private Facilities**: If the applicant sells any of the future parcels, they must 1). Extend the well water and septic access through a recorded easement and maintenance agreement, or 2). Must disclose to future buyers that they must construct their own services for their own development needs.

**Condition No 7: Final Plat** - The Final Plat shall be submitted within two years of final approval of the preliminary plat and must be consistent with the approved preliminary plat including required conditions of approval.



## Planning Commission Meeting Minutes

January 21, 2025

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Chairperson: Todd Culver, Presiding  
Commissioners Present: Joe Neely, Susan Jackson, Rhonda Giles, Jeremy Moritz, and Youth Advisor Taylor Tatum.  
Commissioners Absent: Kurt Kayner, and Kent Wullenwaber  
Staff Present: City Administrator/Planner Michele Eldridge, and Finance Officer/Deputy City Recorder Cathy Nelson  
Meeting Location: Harrisburg Municipal Center located at 354 Smith St.

**CALL TO ORDER AND ROLL CALL:** Order was called at 7:04pm by Chairperson Todd Culver. Culver welcomed Taylor Tatum as the new Youth Advisor.

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** Everyone present was there for items on the agenda.

### **APPOINT NEW CHAIRPERSON AND VICE-CHAIRPERSON**

Moritz motioned to appoint Todd Culver as Chairperson and was seconded by Neely. The Planning Commission then voted unanimously to appoint Todd Culver as Chairperson for a term of one (1) year.

Culver motioned to appoint Jeremy Moritz as Vice-Chairperson for the Harrisburg Planning Commission for a term of one (1) year and was seconded by Jackson. The Planning Commission then voted unanimously to appoint Jeremy Moritz as Vice-Chairperson for a term of one (1) year.

### **PUBLIC HEARING**

**THE MATTER OF A VARIANCE REQUEST FOR OREGON COMMUNITY CREDIT UNION AND GIBSON & GIBSON, LLC.**

Chairperson Todd Culver read aloud the order of proceedings, and noted the procedures for continuance, and the process to keep the record open.

At the hour of 7:06pm, the Public Hearing was opened.

**Culver asked if there were any Conflicts of Interest or any Ex Parte contacts.**

None reported, with Joe Neely and Jeremy Moritz adding that they are customers of OCCU.

**There were no rebuttals in relation to Conflicts of Interest, or Ex Parte Contacts.**

**Culver then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. He also directed the audience on how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.**

**STAFF REPORT:** Eldridge gave a summary of the application. She pointed out that page 4 shows the signs allowed in the City of Harrisburg. One (1) sign is allowed, and they are requesting four (4) signs, which will require a variance. They are also requesting a sign be placed higher than code allows, which will also require a variance. Eldridge pointed out that there are other signs in the area that are at the same height as requested. The signage on the kiosk will not cause any visual impairments.

Eldridge highlighted the following criterion and conditions:

- Criterion 1 – Met with variance.
- Criterion 2.1 – Met.
- Criterion 2.2a – Met.
- Criterion 2.2b – Met.
- Criterion 2.2c – Met.
- Criterion 2.2d – Met.
- Criterion 2.2e – Met.
- Criterion 2.2f – Met.
- Criterion 2.2g – Condition 1: Consistency with plans.
- Criterion 3 – Condition 2: Time limitation.

Staff feel that all requirements are met and recommend approval.

- Moritz asked if there were 4 individual signs, or if they were two 2-sided signs. Eldridge clarified that there are two 2-sided signs.
- Neely asked if the maps show lumens. Eldridge said yes. The owners are aware of illumination effect on the neighbors. Neely then asked if the commission could add a condition that would allow us to go back later and have lighting adjusted if too bright. Eldridge said they could, but it was not recommended.
- Giles asked if the traffic going to the kiosk would create an issue. Eldridge pointed out that page 11 shows traffic conditions and are part of the preview permit which the administration has authority to approve. She felt the traffic would not cause any issues.

**APPLICANTS TESTIMONY:** Zach Galloway, planner, further clarified that the four (4) signs being proposed were one sign on each side of the ITM Kiosk and a 2-sided tower element sign facing north and south. None of the signs will face neighboring residents. There is also a row of bushes between the kiosk and the nearest neighbor. The kiosk will be light due to security concerns, with zero light pollution outside of kiosk.

**TESTIMONY IN FAVOR WAS ASKED FOR.**

- None given.

**TESTIMONY IN OPPOSITION WAS ASKED FOR.**

- None given.

**NUETRAL TESTIMONY WAS ASKED FOR.**

- None given.

**The public hearing was closed at the hour of 7:42pm.**

- Natalie Adams, owner of Java Joy, stated she was concerned about parking. Eldridge stated that parking was not part of the discussion on this specific variance but was on the other permit. There will be two (2) spaces for them.
- **Giles motioned to approve the variance request for LU 462-2024, subject to the conditions of approval contained in the Staff Report of January 13, 2025. This motion is based on findings contained in the Staff Report of January 13, 2025, and on findings made by the commission during deliberations on the request. The motion was seconded by Neely. The Planning Commission then voted unanimously to approve the variance request for LU 462-2024, subject to the conditions of approval contained in the Staff Report of January 13, 2025. This motion is based on findings contained in the Staff Report of January 13, 2025, and on findings made by the commission during deliberations on the request.**

#### **WORK SESSION**

#### **THE MATTER OF VIEWING APPROVED TYPE I AND II REQUESTS.**

**STAFF REPORT:** Eldridge stated that with a Type I and II permit there is a very specific set of standards that an applicant cannot go outside of. If they want to do something different or if someone had a concern, the applicant or resident, it would trigger a type III permit and come before the Planning Commission. She also clarified that owners are the ones that get the notifications for permits and hearings, not leases and tenants.

Staff is asking if the Planning Commission is wanting to get courtesy notice of all Type I or II permits. The Commission discussed and said a report would be fine.

#### **OTHERS**

- Neely asked if the Fire Department checked for hazards around the outside of the town. His example was brush on the outside of town limits. Eldridge advised him to contact the fire department with specific concerns.

**With no further discussion, the meeting was adjourned at the hour of 8:02 pm.**

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Chairperson

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City Recorder

City of Harrisburg

PLANNING COMMISSION

NOTICE OF DECISION

**REQUEST:** The applicant requests approval of a Variance (LU #462-2024) that will add two additional signs than allowed by HMC 18.90.030, as well as allowing both signs to be illuminated; also as allowed by HMC 18.90.030. In addition, the applicant requests allowance of the sign to be 15'3" above grade, which is 3'3" over normal height allowances.

**LOCATION:** 315 Kesling St., Linn County Assessor's Map 15S 04W 16AA, Tax Lot 11700

**HEARING DATE:** January 21, 2025

**ZONING:** C-1 (Commercial)

APPLICANT	OWNER
OCCU	Gibson & Gibson, LLC
2880 Chad Dr	125 E. 6 <sup>th</sup> St.
Eugene, OR 97408	Junction City, OR 97448

**APPEAL DEADLINE:** February 6, 2025

**DECISION:** The Harrisburg Planning Commission conducted a public hearing on January 21, 2025 and voted to approve the request with conditions of approval. The Planning Commission adopted the findings contained in the January 14, 2025 Staff Report to the Planning Commission, and portions of the minutes from the meeting that demonstrate support for the Planning Commission's actions. Criteria relied upon for review is found in HMC 18.90 and 19.40.

**APPEALS:** The decisions may be appealed by filing a Notice of Appeal with the City Recorder at 120 Smith Street. The Notice of Appeal should be filed by the Appeal Deadline date listed above. All persons entitled to notice, and who testified during the Planning Commission Hearing specifically addressing the applicable criteria may appeal the Planning Commission's decision to the City Council pursuant to subsection (5) of HMC

19.10.40. The City Council's decision may also be appealed to the State Land Use Board of Appeals, as applicable. A copy of the complete file of this land use action may be obtained at Harrisburg City Hall. There is a fee of \$1,000 plus actual expenses for appealing a Planning Commission decision to the City Council. The appeal filing procedure is available in HMC 19.10.040.(5)(b).

**EFFECTIVE DATE:** February 7, 2025, unless an appeal has been filed with the City Recorder.

**EFFECTIVE PERIOD:** Variance approvals shall be effective for eighteen (18) months from the date of approval. Where the owner has applied for a building permit, has made site improvements consistent with the approved development plan, or provides other evidence of working in good faith towards completing the project, the City Administrator may extend an approval accordingly.

Unless appealed, this Variance approval will expire on July 21, 2026.

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Todd Culver  
Planning Commission Chair

## CONDITIONS OF APPROVAL

**Condition No. 1: Consistency with Plans.** Development shall comply with the plans and narrative in the applicant's proposal, except where modified further by the Planning Commission.

**Condition No. 2. Time Limitation:** The property owners must apply for a building permit within an 18-month time limit from the approval of this variance request.

NOTICE OF DECISION

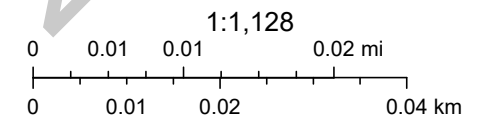
# 315 Kesling St.

1.



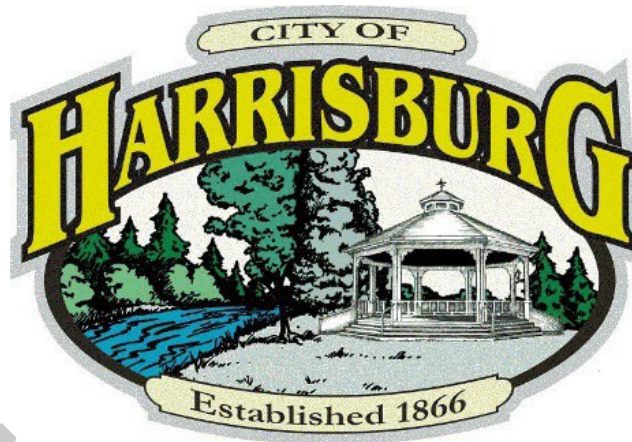
1/9/2025, 7:10:08 PM

- Sales
  Railways
  Roads
  Tax Lots
- Permits
  Highways
  City Limits
  County Boundary



Linn County GIS, City of Albany, City of Brownsville, City of Galesburg, City of Halsey, City of Harrisburg, City of Idanha, City of Lebanon, City of

Map created using the Linn County Oregon web mapping



## Planning Commission Meeting Minutes

April 15, 2025

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Chairperson: Todd Culver, Presiding  
Commissioners Present: Joe Neely, Susan Jackson, and Jeremy Moritz.  
Commissioners Absent: Rhonda Giles, Kurt Kayner, Kent Wullenwaber and Youth Advisor Taylor Tatum  
Staff Present: City Administrator/Planner Michele Eldridge, and Finance Officer/Deputy City Recorder Cathy Nelson  
Meeting Location: Harrisburg Municipal Center located at 354 Smith St.

**CALL TO ORDER AND ROLL CALL:** Order was called at 7:02pm by Chairperson Todd Culver.

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** Everyone present was there for items on the agenda.

### **APPROVAL OF MINUTES**

Moritz motioned to approve the minutes for October 15, 2024, and was seconded by Neely. The Planning Commission then voted unanimously to approve the Minutes for October 15, 2024.

### **PUBLIC HEARING**

**THE MATTER OF HOLDING A PUBLIC HEARING AND RECOMMENDING APPROVAL/AMENDMENT/DENIAL OF THE DRAFT AMENDMENT TO THE CITY OF HARRISBURG FLOOD HAZARD MANAGEMEMNT CODE, HMC 18.55.070 (LU 463-2025) TO THE CITY COUNCIL.**

Chairperson Todd Culver read aloud the order of proceedings, and noted the procedures for continuance, and the process to keep the record open.

At the hour of 7:05pm, the Public Hearing was opened.

Culver asked if there were any Conflicts of Interest or any Ex Parte contacts.

None reported.

There were no rebuttals in relation to Conflicts of Interest, or Ex Parte Contacts.

April 15, 2025

**Culver then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. He also directed the audience on how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.**

**STAFF REPORT:** Eldridge gave a summary of the new requirements. They are handed down to the city from FEMA and are required. DLCD has created a model ordinance for cities to follow, which we are using. This procedure is called PICM (Pre-Implementation Compliance Measure). The Governor of Oregon asked for a pause on the PICM, and FEMA refused to work with Oregon and DLCD. There are ramifications for non-compliance, which include denial of federal grants, federal hazard assistance, and flood insurance for residents. If FEMA takes away this requirement we can revert to our original code. The City Council had chosen Option 1, which was less onerous for the city and citizens.

Page 21 of the agenda pack is a red-line standard showing the additions to the previous code. Eldridge showed city maps on the screen for the Commission and public. She started with the basic map of the city and added the flood zone overlay and then the SFHA (Special Flood Hazard Area) overlay to show which properties were affected. This SFHA is applicable to undeveloped areas falling in the new areas. Page 49 shows all exempt activities. Eldridge pointed out that the city cannot change the standards set by FEMA. However, there is a variance process that can be applied. Eldridge spoke with Gheen personally last week, due to them being the most effect business in town by the new regulations.

- Pages 21-30 of the agenda added definitions.
- Page 46 explains what “no net loss standards” mean.
- Page 62 refers to stormwater management in the new SFHA zones.
- Table 1 on page 50 shows the ratio to maintain the “no net loss standards” for undeveloped space, impervious surfaces, and trees.
- Neely asked when the fine for non-compliance starts. Eldridge replied that the \$500 day fines would be treated the same as the other violations. We would apply common sense before issuing fines.

Eldridge referred to the city council goals and Harrisburg Comp plan volume II.

Eldridge highlighted the following criteria and goals:

- Criterion 1 – Met.
- Goals 1, 2, 5, 6, 7, 8, 12, and 15 – Met
- Criterion 2 – N/A.
- Criterion 3 – Met.
- Criterion 4 – N/A.

Staff feel that all requirements are met and recommend approval.

#### **TESTIMONY IN FAVOR WAS ASKED FOR.**

- None given.

#### **TESTIMONY IN OPPOSITION WAS ASKED FOR.**

- None given.

#### **NUETRAL TESTIMONY WAS ASKED FOR.**

- Derek Scafford of Harrisburg asked about the current flood plain zone. How can they prove that they are not in a flood zone. FEMA increased the level by 3ft. which covers his property and increases his homeowner’s insurance.

**The public hearing was closed at the hour of 8:03pm.**

April 15, 2025

- Jackson asked if residents could still apply for LLOMA. Eldridge advised her to speak to an attorney.
- Moritz **motioned to approve the recommendation oof the amendment to the City of Harrisburg Flood Hazard Management Code, HMC 18.55.070 (LU 463-2025) to the City Council. This motion is based on findings contained in the April 8, 2025 Staff Report, and on findings during deliberations on the request. The motion was seconded by Jackson. The Planning Commission then voted unanimously to approve the recommendation oof the amendment to the City of Harrisburg Flood Hazard Management Code, HMC 18.55.070 (LU 463-2025) to the City Council. This motion is based on findings contained in the April 8, 2025 Staff Report, and on findings during deliberations on the request.**

With no further discussion, the meeting was adjourned at the hour of 8:10 pm.

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Chairperson

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City Recorder

# Staff Report

## Harrisburg Planning Commission

### Harrisburg, Oregon

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**THE MATTER OF HOLDING A PUBLIC HEARING AND RECOMMENDING APPROVAL/AMENDMENT/DENIAL OF THE DRAFT AMENDMENT TO THE CITY OF HARRISBURG COMPREHENSIVE PLAN, THE HARRISBURG MUNICIPAL CODE, AND ADOPTION OF THE NEW TRANSPORTATION SYSTEM PLAN (TSP) (LU 466-2025) TO THE CITY COUNCIL**

#### **STAFF REPORT EXHIBITS:**

Exhibit A: Draft Comprehensive Plan Changes

Exhibit B: Land Use Application & Narrative

Exhibit C: Proposed Code Changes

Exhibit D: Draft TSP available online. (Planning Commission will receive a paper copy)

- 1. ACTION: MOTION TO APPROVE/APPROVE AS AMENDED/DENY THE RECOMMENDATION OF THE AMENDMENTS TO THE CITY OF HARRISBURG COMPREHENSIVE PLAN, THE HARRISBURG MUNICIPAL CODE, AND THE ADOPTION OF THE NEW TRANSPORTATION SYSTEM PLAN (TSP) (LU 466-2025) TO THE CITY COUNCIL. THIS MOTION IS BASED ON FINDINGS CONTAINED IN THE MAY 14, 2025 STAFF REPORT, AND ON FINDINGS MADE DURING DELIBERATIONS ON THE REQUEST.**

**APPLICANT:** City of Harrisburg

**LOCATION:** This is a legislative amendment; no location applies

**HEARING DATE:** May 20, 2025

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#### **BACKGROUND**

The City's current Transportation System Plan (TSP) is more than twenty years old. By 2021, the City had expanded by 383 acres since the last adoption, and had grown by 30%. Therefore, it was important to update our system to match current standards. The update also provides us with a better opportunity to apply for grants. A TSP includes a lot of system data, and studies, and therefore, is an expensive master plan to update. The City is thankful that a Transportation & Growth Management Grant (TGM) for \$175,000, of which the City's match was \$22,000, was provided to the City. ODOT

Representative David Helton will be present for this meeting, and has worked with us since 2021 on getting the TSP updated. The grant process was changed slightly from how it used to be ran, so the City benefited by an easier process which was controlled and managed by Mr. Helton. The City obtained the services of Parametrix, who is the consultant who has painstakingly crafted the TSP as required by ODOT. Erin David will also be on hand to answer questions and has worked with the City since hired during that part of the process.

## INTRODUCTION

The Criteria and Findings of Fact support the amendments as proposed in the Comprehensive System Plan changes shown in **Exhibit A**. **Exhibit B** contains the Land Use Application, and Narrative. **Exhibit C** contains the proposed changes to the Harrisburg Municipal Code, which are needed due to the adoption of the new TSP. These include some small changes in various parts of the code. The smaller changes in language include HMC 18.70.030, Vehicular access and circulation; HMC 18.85.010, Purpose and applicability; HMC 18.85.020 Transportation standards; new definitions in HMC 19.55.030, and HMC 19.30.030 Major modifications.

There have also been some additions to the HMC, which includes a new section in HMC 18.80.050 Bicycle Parking Facilities. These are required to apply to multi-family residential developments of 4 units or more, plus parks, schools, and places of worship per the OAR in relation to Transportation. That includes designs, and exemptions as well. HMC 19.30.030 Major modifications, and 19.35.030 Criteria, each have a new line that has been added.

There are some other recommendations made by the consultant at TM5, which are shown in Appendix B, of **Exhibit A**. Some of these will be discussed by the City when reviewing future changes to the development code. Finally, the proposed draft of the Transportation System Plan is shown in **Exhibit D**. Staff, and Erin David will review the changes with the Planning Commission. David Helton will be available to answer technical questions in relation to ODOT.

## CRITERIA AND FINDINGS OF FACT

### HMC 19.35.030 – Criteria

**Planning Commission review and recommendation, and City Council approval, of an ordinance amending the zoning map, development code, or comprehensive plan shall be based on all of the following criteria:**

- 1. If the proposal involves an amendment to the comprehensive plan, the amendment must be consistent with the Statewide planning goals and relevant Oregon administrative rules;**

**Discussion:** The City's Comprehensive Plan is based on the Statewide Planning Goals, as they are stated in Goals 1, 2, 8, 9, 11 & 12. These are compatible with the City's Comprehensive plan, as well as the Statewide Planning Goals pursuant to OAR 660-030-0070. In addition, as per OAR 660-018-0022, the City submitted the change to the DLCD a minimum of 35 days before holding the first evidentiary hearing on adoption of the proposed change.

**Finding:** As noted in the criteria, the proposed changes are consistent with Statewide Planning Goals, as well as OAR . **This criteria is met.**

**Harrisburg Comprehensive Plan Goals:** The City's Comprehensive Plan for Goals 1, 2, 8, 9, 11 & 12 are met by the adoption of this amendment.

### **Goal 1: Citizen Involvement:**

**Discussion:** Citizens have been involved in the creation of the new TSP. The appendixes to the TSP will show several surveys, feedback received during public events, and open committees that have met to discuss the project. The Planning Commission and City Council have held two different joint meetings in order to review the Draft TSP and have provided for more public input during this process. A project webpage was also developed, that allowed citizens to follow the process, and to understand the methodology and changes being suggested by ODOT and the consultants.

### **Goal 2: Land Use:**

**Discussion:** Policies include revising the Comprehensive Plan as necessary and allowing for provisions for participation by citizens. Sending notices on the website, and in multiple public meetings meets these requirements. In Implementing Measures in Section 17, it states that urban services to be provided include 'Streets within the development and providing access to the development, and improvements to City standards (as required)'.

### **Goal 8: Parks and Recreation Facilities:**

**Discussion:** Objectives include referrals to Master Plans, including a Master Bike Plan. In Parks, the City should also be providing dedication to rights-of-way and/or easements to access parks facilities, and to coordinate with the City's Transportation System Plan, which this process is now providing.

### **Goal 9: Economics:**

**Discussion:** The policies include making public investments to meet future needs and demands of industrial, commercial, and residential growth in Harrisburg. This includes Policy No. 7, which plans for appealing streetscapes. Implementing measures include

several, which construct or improve infrastructure, provides parking, or allowing and encouraging streetscapes that are appealing to businesses and residential areas.

### **Goal 11: Public Facilities & Services:**

**Discussion:** The majority of this Goal requires adequate public facilities, including street development concurrent with developments as they are constructed. The Transportation System Plan is one of the master plans required as an implementing measure and should guide future development in Harrisburg.

### **Goal 12: Transportation:**

**Discussion:** the City acknowledges that most of this Goal will be revised with the adoption of the new Transportation System Plan, the implementation of which shall resolve current needs to add more pedestrian and bike paths in town, as well as streets that are interconnected in different areas of town. The proposed changes are included in **Exhibit A**.

**Findings:** As proposed, The City has met 5 of the Goals of the Comprehensive Plan, which are based upon Statewide Land Use Planning Goals, as well as applicable OAR. **As such, the criteria have been met.**

2. **Applications for quasi-judicial amendments must conform to the regulatory policies of the comprehensive plan, in addition to the criteria in subsection (1) of this section;**

**Discussion:** This application is for a legislative amendment, rather than quasi-judicial.

**Finding:** This criteria is not applicable.

3. **Legislative amendments must be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the current plan or code; and**

**Discussion:** The purpose of this amendment is to update the Transportation System Plan, or TSP. This includes interconnective streets, and multi-modal improvements, including the pedestrian walkways, and bikeways. The public has been invited to several different events in which they helped to guide the process to meet their needs, as well as responding to surveys. There was also a Committee formed to help guide the initial steps of the creation of the new TSP.

**Findings:** The TSP has been amended in the public interest, based on community involvement and conditions, requiring that the TSP be updated. As such, **the criteria is met.**

**4. All amendments must conform to the Oregon Transportation Planning Rule with regard to adequacy of the transportation system (OAR [660-012-060](#)). [Ord. 987 § 1 (Exh. A), 2022.]**

**Discussion:** All Land Use regulations are required to conform to adopted master plans as the City updates the specific ones that guide the City in development. This includes amending the TSP, and/or Comprehensive Plan to support and provide transportation facilities, improvements, or services. This plan will also address Transportation SDC's, which helps to provide the funding needed to address and provide new infrastructure over the next 20-years.

**Finding:** The City needed to update the TSP to conform with the transportation Planning Rule, therefore **this criterion is met.**

## **CONCLUSIONS**

The City is required to meet the standards in the Oregon Transportation Planning Rule (OAR 660-012-060), and therefore requests approval of the proposed Comprehensive Plan Amendments, the Harrisburg Municipal Code, and adoption of the Draft TSP. (LU 466-2025). As demonstrated by the above discussion, analysis and findings, the application complies with the applicable criteria from the Harrisburg Municipal Code and Current Comprehensive Plan.

## **PLANNING COMMISSION ACTION**

The Planning Commission has three options with respect to the subject applications. They can:

1. Approve the request;
2. Approve the request with amendments; or
3. Deny the request.

Based upon the criteria, discussion, and findings of facts above, Staff suggests that the Planning Commission recommend the approval of the proposed amendments to the Harrisburg Comprehensive Plan, the Harrisburg Municipal Code, and the Adoption of the Draft TSP, (LU 466-2025) to the City Council. Because this is a legislative amendment, the motion can only recommend an action to the City Council. (Only the City Council can adopt the actual code amendments). There is therefore no appeal that will apply to this Planning Commission recommendation. The City Council will consider the recommendation provided by the Planning Commission at the meeting scheduled for June 10, 2025. The motions are located at the top of this staff report.

## Memorandum

To: City of Harrisburg  
From: Robin Scholetzky, AICP, UrbanLens Planning LLC  
CC: Parametrix, ODOT  
DATE: April 1, 2025  
Re: Task 6, TM #5 Regulatory Amendments to implement the Transportation System Plan

### I. Introduction

This memorandum provides documentation of the suggested modifications to the following documents: the City of Harrisburg Comprehensive Plan, Volume 1 and 2; the City's Title 18, Zoning and Development and Title 19, Application Review and Procedures to be consistent with and facilitate the implementation of, the pending 2024 City of Harrisburg Transportation System Plan (TSP) and to ensure consistency with the Oregon Transportation Planning Rule (OAR 660-012, also known as the "TPR").

The City of Harrisburg is undertaking adoption of a Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. The Transportation Planning Rule (TPR), Oregon Administrative Rule 660, Division 12, defines the necessary elements of a local TSP and how to implement Goal 12. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The TPR directs Transportation System Plans to integrate comprehensive land use planning with transportation needs to promote multi-modal systems. The Plan is designed to illustrate solutions and opportunities that make it convenient for people to walk, bicycle, use transit and use a mobility device while reducing automobile usage.

### II. Policy Recommendations

A jurisdiction's Comprehensive Plan is meant to be an evolving document that reflects the City's progress over time. The following changes are reflective of the City's organization of their Comprehensive Plan in two volumes. We recommend that the City update Volume No. 1 of the Comprehensive Plan to reflect the Goals noted in the Transportation System Plan (TSP). For Volume No. 2, we recommend that the City adopt the Goals and Policies of the Transportation System Plan and incorporate the TSP document by reference. Language to be edited in both Volumes is noted in **Appendix A**.

### III. Proposed Zoning and Development Ordinance revisions

The TPR requires cities to prepare local TSPs that are consistent with the Oregon Department of Transportation (ODOT) 2022 Transportation System Plan Guidelines noted in OAR 660-012-0045. The City adopted a new Zoning and Development Code in February 2024 and, as a result, many of the sections of Title 18 and 19 are up-to-date and consistent with the ODOT requirements. However, there are a few areas where the City may want to revisit certain sections of their Zoning and Development Code. The attached Matrix found in **Appendix B**, provides a listing of changes suggested and noted for changes.

#### **IV. Cost Methodology and System Development Charges**

*The consultant team is completing a review of the City's existing System Development Charges methodology based on the revised TSP project list. This section will be updated based on this review.*

#### **V. Appendices**

APPENDIX A City of Harrisburg Proposed Comprehensive Plan, Volume No. 1 and No. 2

APPENDIX B Table 1, Regulatory Changes/Matrix and code language

## GOAL 12: TRANSPORTATION

The City of Harrisburg references the following five goals for the provision of transportation within the City. The City's Transportation System Plan, 2025 is incorporated by reference to the City of Harrisburg's Comprehensive Plan, Volume No.2. Transportation priorities and policies are identified within the City's Comprehensive Plan, Volume No 2.

1. Goal 1. Transportation for All People – Provide a safe, reliable, and affordable transportation system for everyone and promote the needs of all people, including populations that are traditionally underserved.
2. Goal 2. Livability and Economic Vitality – Ensure the transportation system supports the community's quality of life by maintaining a healthy economy, encouraging employment opportunities, and providing housing affordability.
3. Goal 3. Well-Connected Multi-Modal System – Prioritize improvements that support people safely and comfortably walking, biking, and using public transportation services.
4. Goal 4. Environmentally Sustainable – Promote a sustainable transportation system by maintaining and preserving the existing system, mitigating environmental impacts from new development, and meeting the present and future needs of Harrisburg.
5. Goal 5. Fiscal Responsibility– Develop local funding sources and seek grants to implement future projects and programs.

~~Transportation is a topic of increasing concern because of the rising cost of gasoline and uncertainty about its future availability. Transportation information is documented in the City's 1999 Transportation System Plan and the 2004 Transportation System Plan Addendum.~~

~~Major arterials handle traffic originating in other cities and from major highways, as well as local traffic. They handle large volumes of inter-area traffic. The major arterial in Harrisburg is Third Street (Highway 99E). It is the major thoroughfare in Harrisburg and, as one of the primary North-South routes in the Willamette Valley, it receives considerable through traffic as well as local traffic.~~

~~Minor arterials provide more access to land and offers a lower level of traffic volume and mobility than major arterials. However mobility is still the primary function of the street. The Minor arterials in Harrisburg are:~~

- 1) ~~Peoria Road~~
- 2) ~~7th Street onto and including Diamond Hill~~
- 3) ~~So. 6th Street from LaSalle to Priceboro~~

~~Collector Streets connect intra-area traffic to the arterial system. Collectors penetrate all areas of the city, gather traffic, and channel it to arterials. The Collector Streets in Harrisburg include:~~

- 1) ~~Territorial from 2<sup>nd</sup> Street to Cramer Avenue~~
- 2) ~~LaSalle from 2nd Street to Cramer~~
- 3) ~~Priceboro from So. 6th to Cramer Avenue~~
- 4) ~~Smith Street from 2nd Street to Cramer Avenue~~
- 5) ~~2nd Street from Sommerville Avenue to Territorial Road~~
- 6) ~~9th Street from Priceboro to Diamond Hill Drive~~
- 7) ~~10th Street from Diamond Hill Drive to Priceboro Road~~
- 8) ~~Cramer Avenue from Diamond Hill Drive to Priceboro Road~~

~~Local Streets generally provide access to abutting properties and are not intended as primary through streets. Local streets are streets not designated as arterials or collectors.~~

## **~~BIKE WAYS~~**

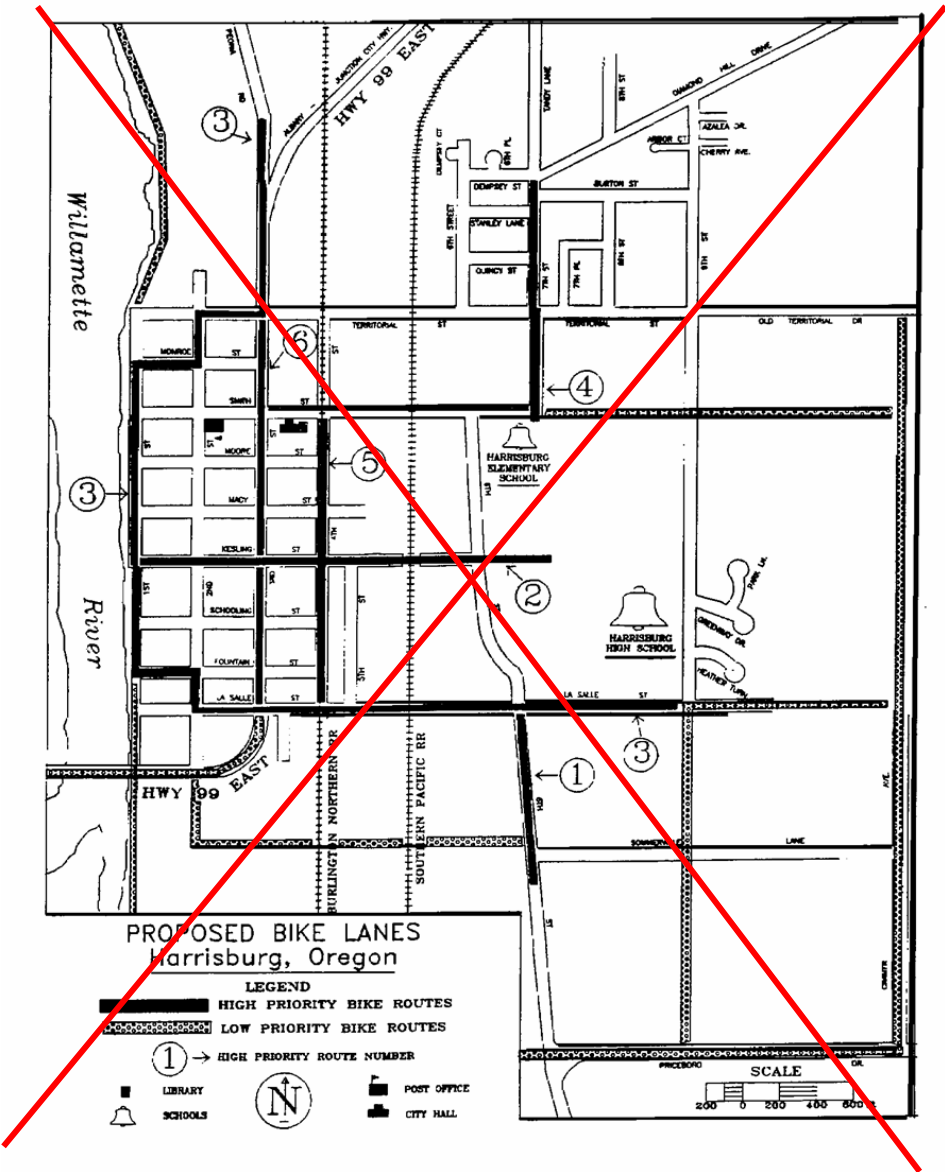
~~The use of bicycles as means of transportation and recreation has seen a tremendous increase in recent years. Bicycle and foot transportation are especially suited to small cities,~~

such as Harrisburg, because of the short distances within these cities from one place to another. Map 5 on the next page shows the high and low priority bike routes in Harrisburg.

Information pertaining to Bikeways within the Planning Area, are contained in the City's 1993 Master Bicycle Plan and the 2004 Transportation System Plan Addendum.

**Map 5. High and Low priority bike routes**

Map 5. High and Low Priority Bike Routes



## GOAL 12: TRANSPORTATION

The City's Transportation System Plan, 2025 is incorporated by reference to the City of Harrisburg's Comprehensive Plan, Volume No.2. Transportation priorities and policies are identified within the City's Comprehensive Plan, Volume No 2 as well as the transportation goals which are also included in Volume No. 1.

As part of the development of the City of Harrisburg's Transportation System Plan, 2025; the City identified the following nine priorities:

- Expanding and enhancing the pedestrian and bicycling networks to better meet the needs of all people in Harrisburg, especially within older and underserved areas of the UGB.
- Creating a better balance in the facilities and services provided by the City for multiple modes of travel while also enhancing connectivity for all modes of travel.
- Increasing compatibility of planned transportation improvements with the City's Zoning and Subdivision development code updates.
- Revising the City's Street Capital Improvement Plan, including updated facility costs.
- Identifying funding sources for future projects and programs and aligning projects with funding opportunities.
- Mitigating transportation impacts on wetlands in coordination with land use.
- Supporting the freight industry and expanding accessibility to industrial sites.
- Improving safety and accessibility across the transportation system.
- Improve coordination with ODOT related to 3<sup>rd</sup> Street (OR 99E), especially regarding strategies to response to local community concerns and identified barriers, such as at the intersection of LaSalle St and high travel speeds along the 3<sup>rd</sup> Street corridor.

### Transportation Goal 1

Goal 1. Transportation for All People – Provide a safe, reliable, and affordable transportation system for everyone and promote the needs of all people, including populations that are traditionally underserved.

### Transportation Goal 1 Policies

1.1. Ensure the transportation system is accessible to everyone, including seniors, people with disabilities, low-income individuals, people of color, and individuals living in underserved areas.

1.2. Develop street and path connections between streets to enhance connectivity for all people.

1.3. Address known safety issues, especially for people who walk, bike, or roll.

1.4. Maintain acceptable traffic flow and minimize delay city-wide, in coordination with ODOT guidelines.

1.5. Balance freight access with the needs of other modes of travel, including access to industrial parcels.

1.6. Coordinate with ODOT to improve safety along 3rd Street (OR 99E), including working within ODOT guidelines to evaluate alternative traffic controls at the intersection of LaSalle and 3rd Street (OR99E).

## **Transportation Goal 2**

Goal 2. Livability and Economic Vitality – Ensure the transportation system supports the community’s quality of life by maintaining a healthy economy, encouraging employment opportunities, and providing housing affordability.

### **Transportation Goal 2 Policies**

2.1. Minimize negative impacts to people, places, and environment from the transportation system.

2.2. Balance transportation needs on 3rd Street (OR 99E) to improve safety and comfort for all people, support business, and enhance the character of downtown.

2.3. Improve access to jobs for both residents and employers in Harrisburg.

2.4. Maintain and enhance freight accessibility to the industrial sites in the City’s UGB.

2.5. Develop projects and programs that are scaled appropriately to Harrisburg’s small-town context.

2.6. Coordinate with local, state, and regional agencies on transportation issues and system improvements.

2.7. Prioritize and coordinate investments to support the City’s present and future development.

2.8. Improve access to Harrisburg parks for people walking and bicycling.

## **Transportation Goal 3**

Goal 3. Well-Connected Multi-Modal System – Prioritize improvements that support people safely and comfortably walking, biking, and using public transportation services.

## **Transportation Goal 3 Policies**

3.1. Improve connectivity in the City's transportation network for all modes of travel, with an emphasis on walking and biking.

3.2. Balance the facilities and services provided by the City for multiple modes of travel, with an emphasis on walking and biking, as well as providing improved access to parks in Harrisburg.

3.3. Improve street crossings on arterial and local streets to increase safety and comfort.

3.4. Work to provide convenient and affordable transportation services for seniors, people with disabilities, and other underserved populations.

3.5. Work to establish public transportation access, including through partnerships with nearby service providers.

## **Transportation Goal 4**

Goal 4. Environmentally Sustainable – Promote a sustainable transportation system by maintaining and preserving the existing system, mitigating environmental impacts from new development, and meeting the present and future needs of Harrisburg.

## **Transportation Goal 4 Policies**

4.1. Coordinate planned transportation improvements with the recent revision of the City's Zoning and Subdivision Development Codes and new development to ensure new development complements the community, supports all modes of travel, and helps implement the TSP.

4.2. Preserve, maintain, and manage demand on the existing system before making new investments.

4.3. Minimize transportation impacts to the Willamette River, wetlands, and other natural features.

## **Transportation Goal 5**

Goal 5. Fiscal Responsibility– Develop local funding sources and seek grants to implement future projects and programs.

## **Transportation Goal 5 Policies**

5.1. Evaluate new local funding options for transportation maintenance and improvements by revising the City's Street Capital Improvement Plan and updating the facility costs in the City's Transportation Systems Development Charge.

5.2. Develop transportation projects that align with federal, state, and regional grant program goals and requirements.

5.3. Prioritize transportation investments in older and underserved areas of the City's UGB, with an emphasis on walking, biking, and public transit, such as Safe Route to School grant.

*To provide and encourage a safe, convenient and economic transportation system.*

## **POLICIES:**

- ~~1. Encourage transportation services for senior citizens and other transportation disadvantaged.~~
- ~~2. Encourage the development of a system of sidewalks and bike paths linking major areas of the City.~~
- ~~3. Continue to seek funding to implement Harrisburg's Bicycle Master Plan.~~
- ~~4. Participate in regional and statewide transportation planning in order to ensure access to all modes of transportation for the citizens of Harrisburg.~~
- ~~5. Encourage alternative truck routes for industry, agricultural business and commercial traffic.~~
- ~~6. To eliminate potentially hazardous situations and facilitate pedestrian access to the downtown commercial district, the City shall encourage the State Department of Transportation to:~~

- ~~1. Approve a four way stop or stop light at the intersection of 3<sup>rd</sup> Street (highway 99E) and Smith Street; and~~
- ~~2. Evaluate all speed zones in the city.~~

- ~~7. The City shall encourage Linn County to upgrade all County roads within the city limits and Urban Growth Boundary, to city standards for curbs, gutters, streets, and sidewalks.~~
- ~~8. Provide an adequate system of arterial and collector streets to provide for the needs of the residential, commercial and industrial areas of the community shall be maintained.~~
- ~~9. The City will encourage the Oregon Department of Transportation (ODOT) to construct a bikeway from Harrisburg to Junction City.~~
- ~~10. The City's Transportation System Plan shall serve as the city's transportation planning document and the prioritized capital improvement projects therein shall be reflected in the City's Capital Improvement Plan.~~

## **IMPLEMENTING MEASURES:**

- ~~1. Implementation of the Transportation System Plan, including recommendations of Best Management Practices.~~
- ~~2. A convenient and economic system of transportation shall be encouraged, to provide for needy senior citizens and the transportation disadvantaged.~~
- ~~3. Implementing ordinances shall consider the following community desires:~~
  - ~~1. Safer and more clearly defined access to downtown at Smith Street and Highway 99E~~
  - ~~2. Mixed use areas should be promoted to allow employment and shopping~~

~~opportunities in residential areas, thereby reducing vehicular trips.~~

~~e. Pedestrian and bicycle needs should be considered in all public and private development and redevelopment.~~

2.

~~d. Street widths should be flexible based on traffic demands of the project area.~~

## Appendix B: Matrix Summary of Code Changes

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
<b>Land Uses</b>			
1	HMC Section 18.45.030	<p><i>Transportation facilities; includes construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with transportation system plan/comprehensive plan</i></p> <p>R-1, R-2, R-3. Transportation improvements as a Conditional use</p> <p>C-1, M-1: Transportation improvements as a Permitted use</p> <p>M-2: Transportation improvements as a Conditional use</p> <p>PUZ: Transportation improvements as a Permitted use</p>	<p>The City currently allows transportation improvements as permitted outright in certain zones: the C-1, M-1 and PUZ.</p> <p><b>Under Review:</b> Consultant recommends that the City should allow transportation improvements in <u>all</u> base zones, as outright uses as noted provided that the proposed improvements implement the Transportation System Plan and/or can be shown to be consistent with adopted policy.</p> <p>Recommends that revised code language be brought forward to allow in all base zones. Include a definition of transportation improvements to ensure that terminology reflects the appropriate types of transportation facilities. See item #13 in this matrix.</p> <p>OAR Reference: OAR 660-012-0045(1)(a)</p>
2	Chapter 18.55	<p>Greenway special purpose district</p> <p>Safe Harbor zone</p> <p>Wetland protection</p> <p>Flood hazard management</p>	No changes proposed to these code sections.
<b>Transportation and Parking Standards</b>			
3	HMC Section 18.70.030 Vehicular access and circulation.	1. Purpose and Intent. This section implements the street access policies of the City of Harrisburg transportation system plan and serves as the street access management policy	<b>Recommendation:</b> Delete this portion of a sentence to acknowledge City adoption of a TSP. Implementation language to remain in this section of Title 18.

		of the City of Harrisburg <u>with the City's Transportation System Plan. until such time as the City adopts a revised transportation system plan.</u> It is intended to promote safe vehicle access, circulation, and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.	OAR Reference: OAR 660-012-0330(8).
4	Chapter 18.80 Parking and Loading	<p>The City's Zoning and Development Code includes auto parking at thresholds which mirror parking quantities noted in the Model Code for Small Communities. No changes to auto parking quantiles are proposed.</p> <p>Bicycle parking is noted as 'required' for some uses and bicycle parking may be used to reduce auto parking requirements per 18.80.030.2.c. (5). However, no numeric requirements are noted in this code section.</p> <p><u>Multi-family residential of four units or more: one space per dwelling unit</u></p> <p><u>Retail/office/institutional, transit transfer stations, park-and-ride lots, and general parking lots: 2 spaces or one space per 10 vehicle spaces whichever is greater.</u></p> <p><u>Parks: four spaces per facility</u></p> <p><u>Schools: 2 spaces per classroom</u></p> <p><u>Places of Worship/Institutional uses: 2 spaces per primary use or 1 per 10 vehicle spaces whichever is greater.</u></p> <p><u>Design. Bicycle parking shall consist of staple-design steel racks or other City-approved</u></p>	<p><b>Recommendation:</b> Clarify bicycle parking requirements by adding a new section, 18.80.050 to include minimum numeric requirements for bicycle parking quantities, rack design and exemptions. The City may want to add engineering-related standards for bicycle rack design to the City of Harrisburg Engineering Design Standards Manual at some point.</p> <p>Code language based on Model Code for Small Communities.</p> <p>OAR Reference: The TPR includes provisions for bicycle parking as a way to provide safe and convenient facilities to all modes:</p> <p>660-012-0045(3)(a) Bicycle parking facilities 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;</p>

		<p>racks, lockers, or storage lids providing a safe and secure means of storing a bicycle.</p> <p><u>Exemptions. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt these requirements without a land use review upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.</u></p> <p><u>Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with pedestrian and/or auto movement.</u></p>	
5	<p>18.85.010</p>          <p>18.85.020 Transportation standards.</p>	<p>18.85.010 Purpose and applicability.</p> <p>1. Purpose. The standards of this chapter implement the public facility policies of the City of Harrisburg comprehensive plan and the City’s adopted public facility master plans.</p> <p>2. Applicability. This chapter applies to developments subject to land division (subdivision or partition) approval and developments subject to site design review where public facility improvements are required. All public facility improvements within the City shall occur in accordance with the standards and procedures of this chapter <u>and the Transportation System Plan.</u></p> <p>1. General Requirements..... [a. ] no change</p>	<p><b>Recommendation:</b> Amend section to reference Transportation System Plan.</p>          <p><b>Recommendation:</b> This section of the code already contains requirements for a Transportation Impact Analysis and references to street widths. Recommend minor modifications to align with TSP.</p>

		<p>b. All street improvements, including the extension or widening of existing streets and public access ways, shall conform to this section, and shall be constructed consistent with the City of Harrisburg Engineering Design Standards Manual <u>and the Transportation System Plan</u>.</p> <p><u>(i). Other potential transportation needs or concerns as requested by City Engineer or County or State road authority.</u></p> <p>18.85.020.2. Street Location, Alignment, Extension, and Grades.</p> <p>a. All new streets, to the extent practicable, shall connect to the existing street network and allow for the continuation of an interconnected street network, consistent with adopted public facility plans and pursuant to subsection (4) of this section, Transportation Connectivity and Future Street Plans <u>and the Transportation System Plan</u>.</p> <p>Table 18.85.020.3 Street Widths [no changes proposed]</p>	<p><b>NOTE:</b> The City anticipates future work outside of the TSP process to create a wider street standard for local streets to accommodate on-street parking and sidewalks/bicycle lanes.</p> <p>Any changes to Table 18.85.020.3 may be finalized and adopted outside of the TSP adoption process.</p> <p>OAR Reference: 660-012-0020(2)(b) states “Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions.” Additionally, the TSP Guidelines state that the Roadway Element of TSPs should include “Narrative definitions of roadway classifications.”</p>
<b>Land use reviews</b>			
6	Table 19.10.010 – Summary of Approvals by	Title 19 and the associated Chapters describes the land use review procedures for the City including noticing.	No changes proposed to code sections for noticing as noticing requirements include transportation service providers.

	Type of Review Procedure		<p>No changes proposed to consolidated review section as current language meets TPR requirements.</p> <p>OAR Reference: 660-012-0045(2) and 660-012-0330(8)(f), provide notice to public agencies providing transportation facilities and services.</p>
7	Chapter 19.25 Conditional use Permits	<p>HMC 19.25.040 Criteria, standards, and conditions of approval.</p> <p>Current code includes criteria to allow for Conditions of Approval which may improve street facilities in conjunction with a conditional use review:</p> <p><i>e. Designating the size, number, location, and/or design of vehicle access points or parking and loading areas;</i></p> <p><i>f. Requiring street rights-of-way to be dedicated and street improvements made, or the installation of pathways, sidewalks, or traffic control devices or features;</i></p>	<p>No changes proposed to these code sections.</p>
8	Chapter 19.30 Modifications to Approved Plans and Conditions	<p><i>g. Other changes similar to those in subsections (1)(a) through (f) of this section, in scale, magnitude, or <u>transportation (as evident by a Traffic Impact Analysis)</u> that impact adjacent properties, as determined by the City Administrator.</i></p>	<p>Current code notes in Section 19.30.030.1.d Major Modifications, that changes to traffic access would be addressed as a Major Modification.</p> <p><b>Recommendation:</b> Consider adding language to subsection g as noted.</p> <p>OAR Reference: 660-012- 0030(8)</p>
9	Chapter 19.35 Amendments to Zoning Map or Code.	<p>HMC 19.35.030. Criteria.</p> <p>5. <u>Comply with the policies and standards of the Transportation System Plan and</u></p>	<p><b>Recommendation:</b> Include reference to the City's Transportation System Plan within this section.</p> <p>OAR Reference: OAR 660-012-0330(8).</p>

		<u>Transportation policies of the City's Comprehensive Plan.</u>	
10	Chapter 19.40 Adjustments and Variances		No changes proposed to these code sections.
11	Chapter 19.45 Master Planned Developments	HMC 19.45.060. (preliminary criteria)  HMC 19.45.090 Detailed Development plan criteria.	<b>Recommendation:</b> Consider amending Concept Plan Approval criteria, new subsection:  <u>7. Transportation. Concept Plan must be in conformance with the Transportation System Plan .</u>  No changes to the 19.45.090 Detailed Development Plan criteria as it references back to Concept Plan criteria.  OAR Reference: OAR 660-012-0330(8).
12	Chapter 19.50 Religious Owned Affordable Housing Affordable Housing Land use		No changes proposed to these code sections.
<b>Definitions</b>			
13	Chapter 19.55.030	<b>Definitions</b>  “Street” means an improved or unimproved public or private right-of-way that is created to provide ingress or egress for vehicular traffic to one or more lots or parcels, excluding a private drive that is created to provide ingress or egress to mid-block drives (HMC 19.20.040) or land in conjunction with the use of land for forestry, mining, or agricultural purposes. A “street” includes the land between right-of- way lines or within the ingress/egress easement areas serving multiple residential	This section of the code includes definitions for: Street, TIA, Street connectivity, Access management.  For continuity and consistency, we recommend adding the following definitions which are also referenced in the TSP and in Table 18.85.020.3:  <b>Arterial Roadways.</b> These carry the majority of car traffic and connect major destinations, emphasizing motor vehicle throughput. Within Harrisburg, arterial roadway standards specify that they are constructed to handle heavy traffic volumes and loads. The majority of

		<p>lots but excluding “flag pole” portions of flag lots. For the purposes of this code, street does not include alleys and rail rights-of-way that do not also allow for motor vehicle access, or freeways and their ramps.</p> <p>“Street connectivity” is expressed as the number of street and/or access way connections within a specific geographic area. Higher levels of connectivity provide for more direct transportation routes and better dispersion of traffic, resulting in less traffic on individual streets and potentially slower speeds through neighborhoods.</p> <p>“Traffic impact analysis” means a report prepared by a professional engineer that analyzes existing and future roadway conditions, and which may recommend transportation improvements and mitigation measures.</p>	<p>arterials in Harrisburg are under the jurisdiction of ODOT or Linn County.</p> <p><b>Collector Roadways.</b> These provide less vehicle throughput than arterials but provide more access to residences and businesses. Within Harrisburg, collector roadways are similar to arterials in terms of width and are constructed to accommodate heavier traffic volumes and loads.</p> <p><b>Neighborhood/Local Roadways.</b> These connect residences to collectors and typically have lower speeds of travel and lower traffic counts. Local roadways are typically narrower in width. Most local roads in Harrisburg are owned by the City.</p> <p><b>Recreational Streets.</b> These streets connect residential areas to parks and open spaces, featuring lower speeds of travel and a design that prioritizes walking and biking. <i>*This is a new street type to reflect inclusion in the TSP and in Table 18.85.020.3.</i></p> <p><b>Transit/Rail Corridor.</b> This definition includes 4th Street in downtown Harrisburg, which features a railway traveling along the corridor’s centerline.</p> <p><b>Alley.</b> The Transportation System Plan did not bring this street type forward; recommend removal from Table 18.85.020.3 for consistency.</p> <p>Depending on determination for item #1, Transportation Facilities, recommend adding a new definition for Transportation Facilities as follows:</p> <p><u>Transportation Facilities. Transportation facilities are normal operation, maintenance, repair, and preservation activities on existing transportation facilities including installation of culverts, sidewalks, curbing, median fencing, guardrails, lighting and similar types of improvements within existing rights-of-way. Transportation facilities also include transportation improvement projects specifically identified in</u></p>
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			<p><u>the City of Harrisburg, Transportation System Plan. Transportation facilities do not include improvements on private land.</u></p> <p>OAR Reference: 660-012-0020(2)(b) states “Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions.” Additionally, the TSP Guidelines state that the Roadway Element of TSPs should include “Narrative definitions of roadway classifications.”</p>
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City of Harrisburg  
120 Smith Street  
Harrisburg, OR 97446  
Phone (541) 995-6655  
[www.ci.harrisburg.or.us/planning](http://www.ci.harrisburg.or.us/planning)

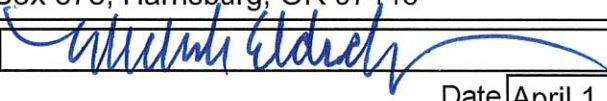
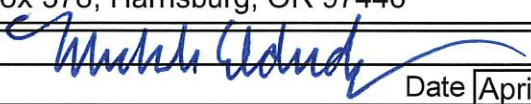
## LAND USE APPLICATION

STAFF USE ONLY	
File Number: LU 466-2025	Date Received: April 1, 2025
Fee Amount: n/a	

APPLICATION TYPE	
<input type="checkbox"/> Annexation*	<input type="checkbox"/> Property Line Adjustment
<input type="checkbox"/> Comprehensive Plan Amendment*	<input type="checkbox"/> Partition/Replat*      Minor      Major
<input type="checkbox"/> Conditional Use Permit*	<input type="checkbox"/> Site Plan Review*
<input type="checkbox"/> Historic Permit*	<input type="checkbox"/> Site Plan Review – Parking Only
<input type="checkbox"/> Resource Alteration	<input type="checkbox"/> Subdivision/Replat*
<input type="checkbox"/> Resource Demolition	<input type="checkbox"/> Vacation of street, alley or easement
<input type="checkbox"/> Historic Review – District	<input type="checkbox"/> Variance*
<input type="checkbox"/> Legal Lot Determination	<input type="checkbox"/> Zone Map Change*
*A Pre-Application Conference with City Staff is Required	<input checked="" type="checkbox"/> Zoning Ordinance Text Amendment*

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL	
Project Description	The Transportation System Plan, or TSP is being replaced with a new version. This is a Master Plan of the City of Harrisburg, and therefore, is considered a legislative amendment, or a Type IV request. The Comprehensive Plan is being updated to reflect the changes as discussed in the meetings over the last 1 1/2 years.
Project Name	Harrisburg Transportation System Plan

## PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name	Michele Eldridge		
Phone	541-995-2200	Email	meldridge@ci.harrisburg.or.us
Mailing Address	PO Box 378, Harrisburg, OR 97446		
Applicant's Signature			Date
			April 1, 2025
Property Owner Name	City of Harrisburg		
Phone	541-995-2200	Email	meldridge@ci.harrisburg.or.us
Mailing Address	PO Box 378, Harrisburg, OR 97446		
Owner Signature			Date
			April 1, 2025

\*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

## PROPERTY DESCRIPTION

(general vicinity, side of street, distance to intersection, etc.)

Street Address	n/a		
General Location Description	This legislative amendment covers the entire City limits		
Assessor's Map Number(s)	Related Tax Lot(s)		
Map #	n/a	Tax Lot(s) #	n/a
<p>The Assessor's Map Number (Township, Section and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at <a href="http://linn-web.co.linn.or.us/propertywebquerypublic/">http://linn-web.co.linn.or.us/propertywebquerypublic/</a></p>			
Lot Area	n/a		

### LAND USE AND OVERLAY ZONES

Existing Zone(s)

Existing Comprehensive Plan Designation(s)

Please select any of the following zone overlays or natural areas that apply to the subject site:

- ☐ Historic Overlay      ☐ Willamette River Greenway      ☐ Floodplain  
☐ Riparian Corridors      ☐ Wetlands

\*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays, please contact the City Planner at (541) 995-6655.

### CHECK THE BOX NEXT TO INCLUDED EXHIBITS

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Narrative* (address all applicable HMC review criteria)<br><input type="checkbox"/> Assessor's Map with Applicable Tax Lots Highlighted<br><input type="checkbox"/> Site Plan<br><input type="checkbox"/> Survey / ALTA<br><input type="checkbox"/> Aerial Photograph / Existing Land Use(s) Map<br><input type="checkbox"/> Zoning Map (if applicable, show proposed change(s))<br><input type="checkbox"/> Comprehensive Plan Map(s) (if applicable, show proposed changes)<br><input type="checkbox"/> Subdivision or Partition Plat | <input type="checkbox"/> Architectural Elevations<br><input type="checkbox"/> Architectural Floor Plans<br><input type="checkbox"/> Utilities Plan<br><input type="checkbox"/> Geotechnical Report/Site<br><input type="checkbox"/> Assessment<br><input type="checkbox"/> Electronic Versions of Exhibits<br><input type="checkbox"/> Application Fee<br><input type="checkbox"/> Other |
|---|--|

\*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

A Pre-application Conference is Required with City Staff prior to turning in your land use application. Please contact the City Administrator, or City Recorder/Assistant City Administrator to make an appointment. Date of Appointment:

## New Proposed Code Changes:

### HMC 18.70.030

#### 18.70.030 Vehicular access and circulation.

1. Purpose and Intent. This section implements the street access policies of the City of Harrisburg transportation system plan and serves as the street access management policy of the City of Harrisburg ~~with the City's until such time as the City adopts a revised~~ Transportation System Plan. It is intended to promote safe vehicle access, circulation, and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

### HMC 18.80: Parking and Loading:

#### 18.80.050 Bicycle Parking Facilities

1. Standards are applicable to 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.
  - a. Multi-family residential of four units or more: one space per dwelling unit  
Retail/office/institutional, transit transfer stations, park-and-ride lots, and general parking lots: 2 spaces or one space per 10 vehicle spaces whichever is greater.
  - b. Parks: four spaces per facility
  - c. Schools: 2 spaces per classroom
  - d. Places of Worship/Institutional uses: 2 spaces per primary use or 1 per 10 vehicle spaces whichever is greater.
2. Design. Bicycle parking shall consist of staple-design steel racks or other City-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle.
3. Exemptions. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt these requirements without a land use review upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.
4. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with pedestrian and/or auto movement

#### 18.85.010 Purpose and applicability.

1. Purpose. The standards of this chapter implement the public facility policies of the City of Harrisburg comprehensive plan and the City’s adopted public facility master plans.

2. Applicability. This chapter applies to developments subject to land division (subdivision or partition) approval and developments subject to site design review where public facility improvements are required. All public facility improvements within the City shall occur in accordance with the standards and procedures of this chapter and the Transportation System Plan.

3. Public Works/Engineering Design Standards. All public facility improvements, including, but not limited to, sanitary sewer, water, transportation, surface water and storm drainage, and parks projects, whether required as a condition of development or provided voluntarily, shall conform to the City of Harrisburg “design manual.” Where a conflict occurs between this code and the manual, the provisions of the design manual shall govern.

4. Public Improvement Requirement. No building permit may be issued until all required public facility improvements are in place and approved by the Public Works Director and/or City Engineer, or otherwise bonded. The City may allow deferral of required public improvements and require the applicant to record certification of nonremonstrance in conformance with the provisions of this code and the design manual.

5. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development. [Ord. 987 § 1 (Exh. A), 2022.]

## **18.85.020 Transportation standards.**

### **1. General Requirements.**

a. Except as provided by subsection (1)(e) of this section, existing substandard streets and planned streets within or abutting a proposed development shall be improved in accordance with the standards of this chapter as a condition of development approval.

b. All street improvements, including the extension or widening of existing streets and public access ways, shall conform to this section, and shall be constructed consistent with the City of Harrisburg Engineering Design Standards Manual and the Transportation System Plan.

c. All new publicly owned streets shall be contained within a public right-of-way. Public pedestrian access ways may be contained within a right-of-way or a public access easement, as required by the City Engineer.

d. The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the State Transportation

Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

(1) When a Traffic Impact Analysis Is Required. The City or other road authority with jurisdiction may require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA may be required by the City Administrator where a change of use or a development would involve one or more of the following:

(a) A change in zoning or a plan amendment designation, as may be required to determine compliance with OAR 660-012-0060, Transportation Planning Rule;

(b) Operational or safety concerns documented in writing by a road authority;

(c) An increase in site traffic volume generation by 300 average daily trips (ADT) or more;

(d) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;

(e) An increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day;

(f) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

(g) A change in internal traffic patterns that may cause safety concerns; or

(h) A TIA required by ODOT pursuant to OAR 734-051.

(i) Other potential transportation needs or concerns as requested by City Engineer, or County or State road Authority.

(2) Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the traffic impact analysis.

e. The City Engineer or authorized representative may waive or allow deferral of standard street improvements, including sidewalk, roadway, bicycle lane, undergrounding of utilities, and landscaping, as applicable, where one or more of the following conditions in subsections (1)(e)(1) through (4) of this section is met. Where the City Engineer or authorized representative agrees to defer a street improvement, it shall do so only where the property owner agrees not to remonstrate against the formation of a local improvement district in the future.

(1) The standard improvement conflicts with an adopted capital improvement plan.

- (2) The standard improvement would create a safety hazard.
- (3) It is unlikely due to the developed condition of adjacent property that the subject improvement would be extended in the foreseeable future, and the improvement under consideration does not by itself significantly improve transportation operations or safety.
- (4) The improvement under consideration is part of an approved minor partition in the R-1 or R-2 zone and the proposed partition does not create any new street.
- (5) The City Administrator may accept development of a privately owned street in lieu of a standard public street improvement where the private street is designed to serve pedestrian, bicycle, and local automobile traffic and is not contrary to the City's transportation systems plan or other development code standard.

## 2. Street Location, Alignment, Extension, and Grades.

- a. All new streets, to the extent practicable, shall connect to the existing street network and allow for the continuation of an interconnected street network, consistent with adopted public facility plans and pursuant to subsection (4) of this section, Transportation Connectivity and Future Street Plans and the Transportation System Plan.

### **19.30.030 Major modifications.**

1. Major Modification. The Planning Commission reviews applications for major modifications through the Type III procedure under Chapter [19.10](#) HMC. Any one of the following changes constitutes a major modification:

- a. A change in land use, from a less intensive use to a more intensive use of 20 percent or more, provided the standards of Chapters [18.40](#) through [18.90](#) HMC are met;
- b. An increase in floor area in a commercial or industrial development, or an increase in the number of dwelling units in a multifamily development, by 20 percent or more, provided the other standards of Chapters [18.40](#) through [18.90](#) HMC are met;
- c. A reduction in required setbacks, or an increase in lot coverage, by 20 percent or more, provided the other standards of Chapters [18.40](#) through [18.90](#) HMC are met;
- d. A change in the type and/or location of vehicle access points or approaches, driveways, or parking areas affecting off-site traffic;
- e. A reduction to screening, or a reduction to the area reserved for common open space or landscaping by 20 percent or more;
- f. Change to a condition of approval (CUP or site plan), or a change similar to subsections (1)(a) through (e) of this section, that could have a detrimental impact on adjoining properties. The City

Administrator shall have discretion in determining detrimental impacts triggering a major modification; or

g. Other changes similar to those in subsections (1)(a) through (f) of this section, in scale, magnitude, or transportation (as evident by a Traffic Impact Analysis) that impact ~~to~~ adjacent properties, as determined by the City Administrator.

### **19.35.030 Criteria.**

Planning Commission review and recommendation, and City Council approval, of an ordinance amending the zoning map, development code, or comprehensive plan shall be based on all of the following criteria:

1. If the proposal involves an amendment to the comprehensive plan, the amendment must be consistent with the Statewide planning goals and relevant Oregon administrative rules;
2. Applications for quasi-judicial amendments must conform to the regulatory policies of the comprehensive plan, in addition to the criteria in subsection (1) of this section;
3. Legislative amendments must be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the current plan or code; and
4. All amendments must conform to the Oregon Transportation Planning Rule with regard to adequacy of the transportation system (OAR [660-012-060](#)). [Ord. 987 § 1 (Exh. A), 2022.]

5. Comply with the policies and standards of the Transportation System Plan and Transportation Policies of the City's Comprehensive Plan.

### **19.45.060 Concept plan approval criteria.**

The City, in approving or approving with conditions a concept plan, shall make findings that all of the following criteria are met. The City must deny an application where not all of the criteria are met.

1. Comprehensive Plan. The proposal conforms to the comprehensive plan. A master planned development may exceed the maximum density, commercial (minimum lot size), permitted by the underlying zone; provided, that the overall density of the project is not greater than 125 percent of the density permitted by the underlying zone.
2. Land Division Chapter. Except as may be modified under this title, all of the requirements for land divisions, under Chapter [19.20](#) HMC, are met.

3. HMC Title [18](#) Division 2 and Division 3 Standards. Except as may be modified under this title, all of the requirements of HMC Titles [12](#) and [18](#) are met.

4. Open Space. Master plans shall contain a minimum of 25 percent open space. Such open space shall be integral to the master plan and connect to a majority of the proposed residential lots. Plans shall provide space for both active and passive recreational uses, and may include, but are not limited to, neighborhood parks, pathways/trails, natural areas, plazas, and playfields. Open space areas shall be shown on the final plan and recorded with the final plat or separate instrument; the open space shall be conveyed in accordance with one of the following methods:

a. Open space proposed for dedication to the City must be acceptable to the Planning Commission with regard to the size, shape, location, improvement, environmental condition (i.e., the applicant may be required to provide an environmental assessment), and approved by City Council based on budgetary, maintenance, and liability considerations; or

b. By leasing or conveying title (including beneficial ownership) to a corporation, homeowners' association, or other legal entity. The terms of such lease or other instrument of conveyance must include provisions for maintenance and property tax payment acceptable to the City. The City, through conditions of approval, may also require public access or street dedications to be provided, where the open space is deemed necessary, based on impacts of the development and to meet public recreational and transportation needs pursuant to the City's comprehensive plan and master plans;

5. Special Housing. If the planned unit development proposes housing opportunities that implement local and regional housing goals or that meet other housing needs as identified by the City of Harrisburg, and that is not currently available (or only minimally available) in the City.

6. Modifications to Standards. All modifications to code standards must conform to the criteria in HMC [19.45.040](#). [Ord. 987 § 1 (Exh. A), 2022.]

**7. Transportation. Concept Plan must be in conformance with the Transportation System Plan.**

## HMC 19.55.030 – Definition Additions:

“Arterial Roadways” means roadways that carry the majority of car traffic and connect major destinations, emphasizing motor vehicle throughput. Within Harrisburg, arterial roadway standards specify that they are constructed to handle heavy traffic volumes and loads. The majority of arterials in Harrisburg are under the jurisdiction of ODOT or Linn County.

“Collector Roadways” means that these roadways provide less vehicle throughput than arterials but provide more access to residences and businesses. Within Harrisburg, collector roadways are similar to arterials in terms of width and are constructed to accommodate heavier traffic volumes and loads.

“Neighborhood/Local Roadways” means that these roadways connect residences to collectors and typically have lower speeds of travel and lower traffic counts. Local roadways are typically narrower in width. Most local roads in Harrisburg are owned by the City.

“Recreational Streets” means that these streets connect residential areas to parks and open spaces, featuring lower speeds of travel and a design that prioritizes walking and biking. *\*This is a new street type to reflect inclusion in the TSP and in Table 18.85.020.3.*

“Transit/Rail Corridor” means a reference that includes 4th Street in downtown Harrisburg, which features a railway traveling along the corridor’s centerline.