

## CHAPTER 1: PLANS AND STUDIES

### REVIEW OF EXISTING PLANS, POLICIES, AND STUDIES

This chapter reviews existing plans, policies, and studies. Issues emerging from this analysis that the Transportation System Plan (TSP) must consider include:

- The impact of the couplet on the Philomath transportation system and the operations of US 20 and OR 34.
- The need to adopt a street network plan that includes street classifications.
- Consideration of shorter block length and street width requirements.
- Conformance with state policies and the requirements of periodic review.
- Determination of future year analysis and population and employment predictions.

#### **Oregon Transportation Plan**

The Oregon Transportation Plan (OTP), adopted by the Oregon Transportation Commission in 1992, guides the development of a safe, convenient, and efficient transportation system and describes minimum levels of service.

The Philomath TSP must be consistent with planning and performance guidelines set forth in the OTP. Presently, Philomath must adhere to guidelines for jurisdictions with urban area populations over 25,000 that are outside metropolitan planning organization (MPO) areas. In the year 2000, however, the Corvallis area including Philomath may be designated an MPO. (Appendix A presents guidelines relevant to Philomath).

#### **The Oregon Highway Plan**

The Oregon Highway Plan (OHP) represents the highway element of the overall transportation planning effort. [Note: This plan is in the process of being amended and this section will be updated when it is more clear what the status of this effort is.]

#### **Draft 1998-2001 State Transportation Improvement Program**

This State Transportation Improvement Program (STIP) document functions as a statewide capital improvement plan and lists all planned transportation improvements that will use either state or federal funds. This program has no plans for road improvements within Philomath.

#### **Draft US 20/OR 34 Interim Corridor Strategy**

This draft corridor document was prepared in 1997 as part of ODOT's efforts to develop corridor plans for those highway corridors identified in the Oregon Highway Plan as being of statewide importance. The Highway 20/34 corridor is approximately 115 miles in length and extends from the city of Newport to the city of Sweet Home at the base of the Cascades. The Oregon Highway Plan designates this as a highway of statewide significance from Newport to I-5. Highway 20/34 functions as Philomath's Main Street with a high proportion of adjacent commercial activity. The need to improve this section of Highway 20 has long been recognized by ODOT and the local communities, according to this document. The interim corridor strategy includes the following actions and objectives that relate to Philomath.

- Develop intercity bus service between Philomath and Corvallis and prepare a feasibility study for regional bus service with the highest priority being the linkage of Albany, Corvallis, Philomath, and Lebanon.
- Develop programs that assist in the reduction of single-occupant vehicle trips and lessen congestion. Explore the possibility of park-and-ride facilities in Philomath and other communities.
- Specifically evaluate the potential development of an intermodal truck rail facility in Philomath.
- Improve and maintain a good local road system to enhance and complement the regional effectiveness of Highway 20/34. Improve access to industrial commercial sites by integrating local road networks with Highway 20/34.
- Realign US 20 and widen travel lanes and shoulders between Philomath and Wren Hill to the west.

### **Benton County Transportation System Plan**

Benton County developed a draft TSP in 1996. This document has yet to be adopted. Stakeholders in Benton County believe that while the transportation system is in good shape, continued rapid growth will put pressures on that system. The top priority for the plan must be a strategy for major intercity commuting corridors including the key routes of Highway 20 and Highway 34.

This draft plan proposes the following improvements that relate to Philomath:

- Widen Highway 20 to four lanes or build a couplet in Philomath.
- Widen Highway 20 to four lanes from Philomath to Corvallis.
- Construct a new bridge at Greasy Creek on Grange Hall Road.
- Construct a new road connecting West Hills Road with the intersection of Highway 20 and Highway 34.
- Construct the Bellfountain extension from Mt. Union Avenue to West Hills Road.

### **Corvallis Transit Master Plan**

The *Corvallis Transit Master Plan* was prepared by Nelson/Nygaard Consulting Associates for the city of Corvallis in 1997. This document sets forth both a short-term and long-range plan for transit service for the Corvallis area. It recommends that service improvements closely reflect patterns of development intensity. It identifies the long-range potential for development of a primary route from Corvallis to Philomath. Depending on land use development in west Corvallis, a primary route from downtown Corvallis could serve the Corvallis west hills area and downtown Philomath.

### **West Corvallis-North Philomath Plan (1996)**

This plan lays out a framework to shape development in a ten-square-mile area on the west side of Corvallis and north of Philomath. Elements of the plan include:

- An open space framework;
- Neighborhood villages designed to permit and encourage diversity of housing and household types, income, age, and lifestyle; and

- An interconnected circulation system that encourages walking, biking, and transit use within a well-connected system of streets and trails.

Since this is a conceptual plan, it does not discuss the impact of this development on the existing transportation system, but it does emphasize use of all travel modes.

### **Newton Creek-Neer Street, Highway 20/34 Corvallis-Newport Highway Environmental Assessment**

This October 1992 environmental assessment evaluates the impacts of improvements to Highway 20/34 between Newton Creek in Philomath and Neer Street in Corvallis. The build alternative selected for the assessment would widen the existing two-lane road to four lanes and add a raised median, sidewalks, and storm sewers.

### **Highway 20/34 Committee Report to the Philomath City Council**

This May 1992 report to the City Council outlines three options identified by the committee for improvements to Highway 20/34. These improvements are:

- Option 1. College Street/Main Street/Applegate Street Couplet
- Option 2. Widen Main Street to four lanes with left turn lanes.
- Option 3. Main Street/Applegate Couplet

When presented to the public, Option 1 received about 60 percent support while Option 2 received 40 percent. There was no support for Option 3.

### **June 3, 1994 Memorandum from Van Hunsaker, Mayor of Philomath, to Philomath City Council Regarding Philomath Downtown Highway Project**

This memorandum recommends the Philomath City Council enter into an intergovernmental agreement with the Oregon Department of Transportation, Cascades West Council of Governments, the US Forest Service, and the Economic Development Agency in order to complete an environmental impact statement on the Philomath Downtown Highway 20/34 project.

### **City of Philomath Ordinance No. 615 - An Ordinance Amending the Economic and Transportation Elements of the Comprehensive Plan and the Plan Transportation Map Based on the Highway 20/34 Committee Report of May 1992.**

In June 1993, the City of Philomath amended its comprehensive plan to include:

- Traffic congestion on Main Street is reaching undesirable levels. The city favors the development of a one-way couplet utilizing College, Main, and Applegate streets as the preferred alternative over a bypass or a single Main Street as alternatives for alleviating traffic problems.
- The City of Philomath shall encourage the state to develop US 20 as a one-way couplet using College and Main streets between 12th Street and Newton Creek, as well as Main and Applegate streets from 14th to the Highway 20/34 intersection.

## **July 18, 1994 Memorandum from Mayor Van Hunsaker to ODOT Regarding Highway 20/34 Main Street Improvements**

This memorandum outlines city concerns and issues about the need for improvements to Highway 20/34. It mentions that an environmental assessment has been completed on the eastern third of the highway in Philomath. That project is identified as Neer Street Corvallis-Newton Creek Philomath. It underscores the city's belief that the state must act on improvements before downtown development will occur.

### **Transportation Element - Philomath Comprehensive Plan 1993**

The existing transportation element contains seven transportation policies. These relate to keeping industrial traffic out of residential neighborhoods, improving the street network requiring sidewalks along streets in all new development, identifying the location of future bike lanes, and developing Highway 20 as a one-way couplet using College and Main streets between 12th Street and Newton Creek. The transportation element does not include a street classification map. The transportation elements reference a Street Improvement Program that includes specific proposals for street improvements. With the completion of the TSP, the city should repeal this transportation element of the comprehensive plan and adopt policies, street map, bike and pedestrian map, and a financial plan based on the findings of the new TSP.

### **City of Philomath Subdivision Ordinance No. 622**

Section 5.100 discusses street design standards including minimum widths for different street classification types. This section states, "Location and standards shall be based on the provisions of the comprehensive plan and other applicable city policies." The existing comprehensive plan does not include a street classification map on which to base street standards for each street classification. It will be important for the TSP to include a street classification system that will be adopted into the comprehensive plan. The required minimum street width for local street widths is 36 feet, which may not meet the intent of the State Transportation Planning Rule (TPR). In the TSP process, the city may want to consider narrower street widths for local streets.

Section 5.120(2) requires that no block be less than 600 feet in length or more than 1,000 feet unless it meets certain exceptions. In the TSP process, the city may wish to consider allowing shorter blocks and requiring blocks be less than the present maximum of 1,000 feet in length to meet the intent of the TPR.

Section 5.120(c) permits the city to require pedestrian or bicycle ways to improve circulation. This supports the concept of pedestrian and bicycle access.

### **Master Philomath Bike Path and Trails Plan 1994**

The goal of this plan is "to link parks, open spaces, schools and residential areas via a system of trails and bike paths." There are eight bike path and two trail/bike path projects identified in the plan included in Appendix B.

### **Philomath Ordinance No. 608 - Sidewalks**

This ordinance implements the comprehensive plan policy requiring sidewalks on all streets in the city. This ordinance requires sidewalks on all property abutting a street when a building permit is issued. In commercial and business zones, these sidewalks must be ten feet in width unless a variance is granted.

## **Philomath Land Use Map**

Philomath is in its periodic review process. Therefore, the TSP must comply with periodic review issues. DLCDC expects land use and transportation analyses to be coordinated as required by OAR 660. The existing land use in the Philomath area is shown in Figure 1-1. The commercial property for the most part is along Highway 20/34. The largest areas of residential zoning are in the northwest and southeast parts of the Philomath area. Most of the industrial zoned property is located north of Highway 20/34 in the north central and northeast portions of the UGB.

## **Population and Employment Projections**

The 1996 population of the Corvallis and Philomath areas was approximately 52,575 with a population of 3,300 in Philomath. Benton County and DLCDC have agreed on a 2020 population projection for the Corvallis/Philomath area of approximately 65,000. This is compatible with the Benton County and state numbers. Based on these population statistics, the Corvallis/Philomath area population is estimated to be approximately 62,500 in the year 2016. This is also 20 years from the base conditions data (1996) and fits with one of the traffic model scenarios for the area. Philomath-area population in the year 2016 is estimated to be approximately 5,200 persons.

The 1996 employment in Philomath was approximately 700. Based on information collected as part of the periodic review process from major employers, it is expected that the twenty year growth in employment in Philomath will be approximately 100 employees. This results in the employment in Philomath estimated to be approximately 800 employees by the year 2016.

## **Transportation Disadvantaged**

The level of need of the transportation disadvantaged can often be assessed by looking at age, income, car availability, and number of disabled people in a community. According to the 1990 US Census, Philomath has about 3,000 residents living in 1,140 households. Of those, nine percent are 65 or older. This is significantly lower than the state average of 16 percent. About 27 percent are under 16 years old. In 1989, the median household income in Philomath was \$25,300, which is slightly lower than the state median of \$27,000. Vehicle ownership of 1.84 vehicles per household was somewhat higher than the state average of 1.80. This may be attributed to the smaller percentage of people over 65. In Philomath, there were only 84 occupied housing units that possessed no car at all, 52 of these being in households of individuals over 65 years of age. According to the 1990 US Census, 13 percent of the population age 16 to 64 had a disability that affected their ability to work. There were 21 people age 16 to 64 and 34 people over 64 with a mobility limitation.

## **Industrial Wetlands**

There currently is a study being made of the industrial zoned wetlands areas in Philomath.<sup>1</sup> This study includes the determination of useable areas for industrial development in the future. A "Wetlands Distribution Map" used in this study is shown in Figure 1-2 to illustrate the different wetland areas in Philomath.

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<sup>1</sup> This Industrial Wetlands Study is being conducted by Henderson Land Services.

CITY OF  
**PHILOMATH**  
OREGON  
ZONING

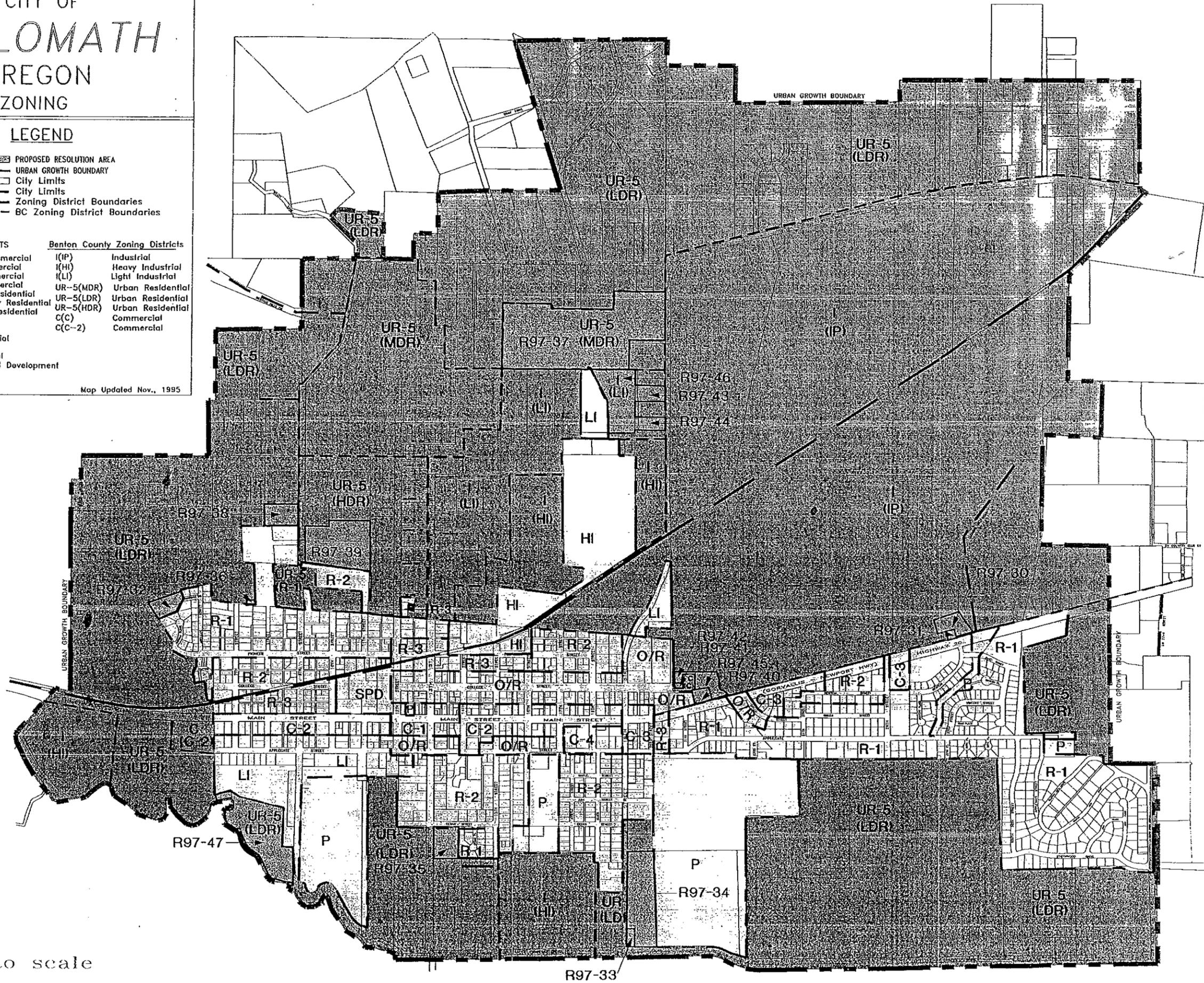
**LEGEND**

-  PROPOSED RESOLUTION AREA
-  URBAN GROWTH BOUNDARY
-  City Limits
-  City Limits
-  Zoning District Boundaries
-  BC Zoning District Boundaries

CITY ZONING DISTRICTS		Benton County Zoning Districts	
C-1	Downtown Commercial	I(IP)	Industrial
C-2	General Commercial	I(HI)	Heavy Industrial
C-3	Highway Commercial	I(LI)	Light Industrial
C-4	Planned Commercial	UR-5(MDR)	Urban Residential
R-1	Low Density Residential	UR-5(LDR)	Urban Residential
R-2	Medium Density Residential	UR-5(HDR)	Urban Residential
R-3	High Density Residential	C(C)	Commercial
O	Office	C(C-2)	Commercial
P	Public		
O/R	Office/Residential		
LI	Light Industrial		
HI	Heavy Industrial		
SPD	Special Planned Development		

Map based on Tax Assessment Maps of Benton, Co., Oregon.

Map Updated Nov., 1995



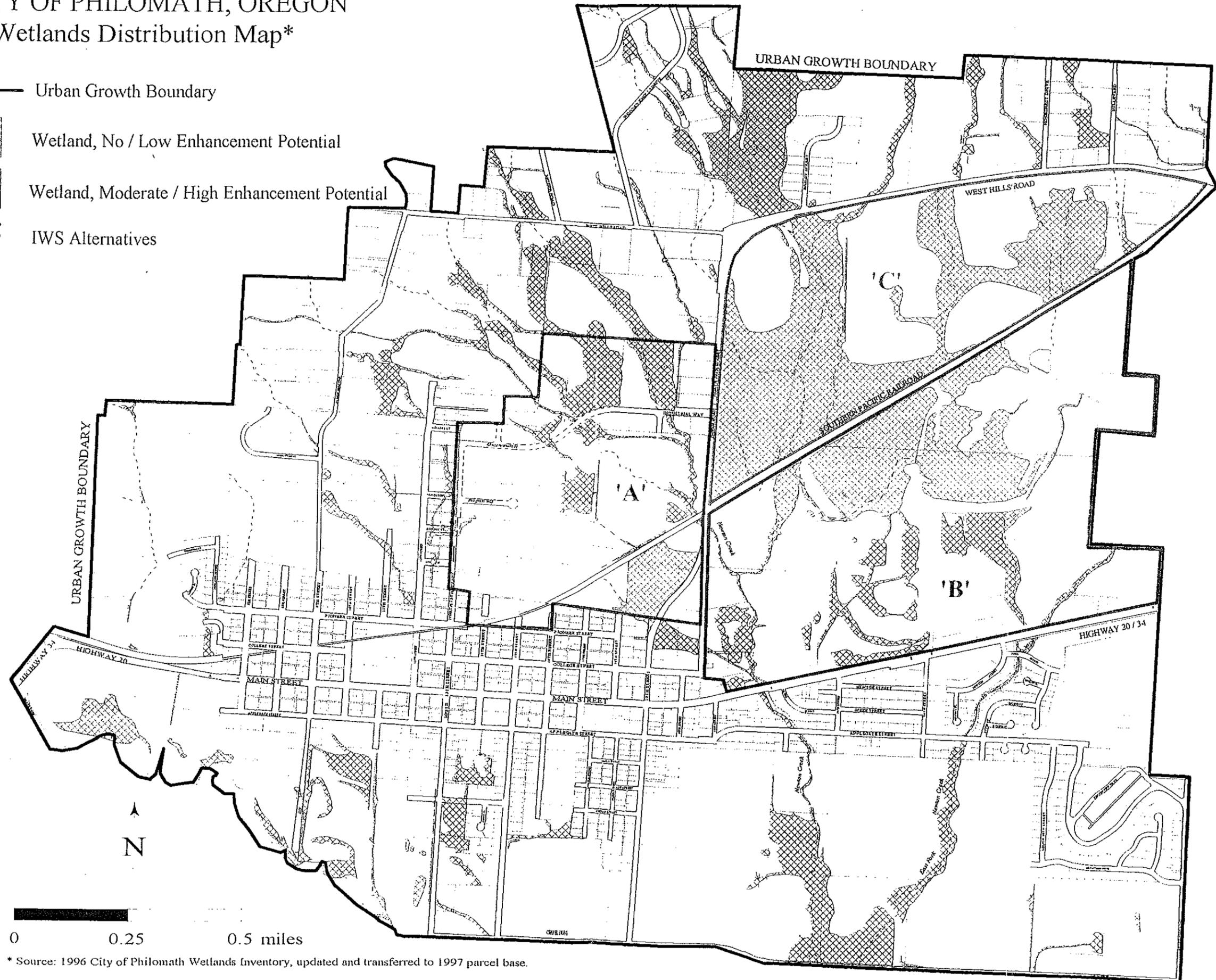
Not to scale

Figure 1-1

# CITY OF PHILOMATH, OREGON

## Wetlands Distribution Map\*

-  Urban Growth Boundary
-  Wetland, No / Low Enhancement Potential
-  Wetland, Moderate / High Enhancement Potential
-  IWS Alternatives



\* Source: 1996 City of Philomath Wetlands Inventory, updated and transferred to 1997 parcel base.

Figure 1-2