



## Technical Memorandum #3

**DATE:** April 24, 2015

**TO:** Corvallis TSP Project Management Team and Stakeholders

**FROM:** Darci Rudzinski and Shayna Rehberg - Angelo Planning Group

**SUBJECT: Corvallis Transportation System Plan Update  
Task 3.2 Regulatory Review**

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Pursuant to Task 3.2, the purpose of this memorandum is to discuss and identify City of Corvallis Comprehensive Plan and Development Code provisions that may need to be updated in order to be consistent with and implement the updated TSP; to be consistent with the Regional Transportation Plan (RTP); and to comply with the Oregon Transportation Plan (OTP) and the Transportation Planning Rule (TPR). Information provided in this memorandum includes an overview of the relationship between the TSP update and these regulatory documents as well as a detailed TPR compliance audit (Table 2). A discussion of existing City parking requirements as compared to other cities' requirements and best practices is also included in this memorandum. Upon City review of the findings and recommendations in this memorandum, additional recommended changes to the Development Code may be identified.

### Draft Updated Transportation System Plan (TSP) and Regional Transportation Plan (RTP)

Policy and code amendments may be needed in order to ensure that the Comprehensive Plan and Development Code are consistent with the updated TSP. Proposed amendments will be presented as part of the implementation phase of this project. Updated policy language will likely emphasize issues that have received enhanced state and local attention since the TSP was adopted in 1996, such as strategies to optimize the management and efficiency of the existing transportation system and the role that the transportation system plays in human health.

Policy amendments will also reflect community priorities identified through the TSP update process. Upcoming Task 3.5 involves the project team's review of existing transportation goals and policies in the TSP and Comprehensive Plan. As discussed in Technical Memorandum #2, the Comprehensive Plan is currently home to the City's governing transportation policies; those policies were developed as part of the 1996 TSP update process. These policies address the transportation system in general, as well as parking, mode-specific systems, and issues particular to the Central City and Oregon State University.



Task 3.5 work will assess these policies for current relevance as well as use these policies as a basis for project goals and evaluation criteria.

Policy review conducted in Task 3.5 will also include consideration of policies recommended in the CAMPO 2012 Regional Transportation Plan (RTP). RTP policies address transportation system management, transportation demand management, land use management, parking management, environmental protection, and energy conservation for the region. While there is overlap between these recommended regional policies and existing City policies – and even existing City Development Code (e.g., comprehensive pedestrian and bicycle site circulation and connection requirements) – the RTP can serve as the basis for enhancing City policies. In particular, policies related to carpooling and vanpooling, access to transit, bicycle parking, and vehicle parking management strategies such as shared parking will be reviewed for applicability for Corvallis.

It is expected that Development Code amendments will be necessary to fully implement the recommendations of the updated TSP. Examples include modifying street standards and other design standards related to transportation facilities. These policy and code changes will be identified and developed as part of the TSP update process.

## Oregon Transportation Plan (OTP)

The OTP is the State’s comprehensive transportation plan. The planning horizon of the current plan extends through 2030. Its purpose is to establish goals, policies, strategies, and initiatives for long-range transportation planning in the state.

The OTP emphasizes maximizing the investment in the existing transportation system, integrating transportation and land use regulations, and integrating the transportation system across jurisdictions and modes. The following are key initiatives in the OTP:

- Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds.
- Optimize system capacity and safety through information technology and other methods.
- Integrate transportation, land use, economic development and the environment.
- Integrate the transportation system across jurisdictions, ownerships and modes.
- Create a sustainable funding plan for Oregon transportation.
- Invest strategically in capacity enhancements.

OTP policy and investment strategies are translated into plans for specific transportation modes in order to implement statewide multimodal priorities. The Oregon Highway Plan, the Oregon Bicycle and Pedestrian Plan, the Oregon Public Transportation Plan, and the Oregon Rail Plan are modal plans that have been reviewed for this project to ensure that the updated TSP will be consistent with policies, strategies, and design guidelines in these modal plans.



## Transportation Planning Rule (TPR)

The Transportation Planning Rule (TPR) (OAR 660-012) implements Statewide Planning Goal 12 (Transportation), which is intended to promote the development of safe, convenient, and economic transportation systems that are designed to maximize the benefit of investment and reduce reliance on the automobile. The TPR includes direction for preparing, coordinating, and implementing TSPs. In particular, TPR Section -0045 (Implementation of the Transportation System Plan) requires local governments to amend their land use regulations to implement the TSP. It also requires local governments to adopt land use and subdivision regulations to protect transportation facilities for their identified functions.

TPR Section -0060 (Plan and Land Use Regulation Amendments) addresses amendments to plans and land use regulations. It specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. These include access control measures, standards to protect future operations of roads, expanded notice requirements and coordinated review procedures for land use applications, a process to apply conditions of approval to development proposals, and regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP. Section -0060 also establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

Table 2 provides an evaluation of the City of Corvallis Land Development Code based on Sections -0045 and -0060 of the TPR.<sup>1</sup> The evaluation includes findings confirming whether existing code language complies with the TPR. Where necessary, it provides recommendations for amending the code to better address TPR requirements.

## Off-Street Parking

Minimum off-street parking requirements for Corvallis are established in the Land Development Code in Section 4.1.30 (Off-Street Parking Requirements). A general comparison was made between the City's existing requirements and requirements established in the Transportation & Growth Management Model Development Code for Small Cities, 3<sup>rd</sup> Edition ("Model Code"), the City of Eugene's Land Use Code, and the Portland Metro's Regional Transportation Functional Plan (RTFP) in order to generally assess the adequacy of the City's existing requirements. Findings from this comparison include the following:

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<sup>1</sup> Note that the focus of the TPR evaluation is on how the City implements the local transportation plan through land use and development requirements. As such, Table 2 does not include an evaluation of existing policy language. However, as stated earlier in this memorandum and in Task 3.2 in the project scope, a review and update of policy language will be conducted later in the TSP update process.



- Format – The examples of parking requirements provide minimum parking requirements in a table format that can make the requirements easier to find and use.
- Land use categories – The Model Code and RTFP use more simplified land use categories, which can also make the requirements easier to use.
- Minimum parking space requirements – There appears to be general consistency between the City of Corvallis’ minimum requirements and the examples (Table 1 below). The most significant differences appear to be in requirements for housing, where the City is requiring more parking than the examples, and for wholesale sales, where the City is requiring much less parking.

**Table 1: Comparison of Minimum Parking Space Requirements**

Land Use	Corvallis	Model Code	Eugene	Portland Metro
Single-Family Detached Dwelling	2 spaces per dwelling	1 space per dwelling	1 space per dwelling	1 space per dwelling
Single-Family Attached and More than One Dwelling per Lot	1-4.5 spaces (0-5 bedrooms)	1 space per dwelling	1 space per dwelling*	1-1.75 spaces per dwelling (0-3 bedrooms)
Schools Pre-School through Middle School	2-3 spaces per classroom	1 space per classroom	1 space per 8-9 students (design capacity)	-
Schools High School	6 spaces per classroom	7 spaces per classroom	1 per 3.5 students (design capacity)	0.2 spaces per students and staff
Schools College, University	6 spaces per classroom	1 space per 400 sf (not dorms) + 1 space per 2 dorm rooms	1 per 3.5 full time equivalent students	0.2 spaces per students and staff
General Retail	1 per 400 sf	1 per 400 sf	1 per 330 sf	1 per 244 sf
Offices (Administrative, Professional)	1 space per 400 sf	1 space per 500 sf	1 space 330 sf	1 space per 370 sf
Restaurants	1 space per 4 seats, and 1 space per 50 sf of dining or drinking area (no fixed seats)	1 space per 200 sf	1 per 66 sf of seating area plus 1 per 440 sf of non-seating area	1 per 65 sf
Wholesale Sales	1 space per 5,000 sf	1 space per 1,000 sf	1 space per 1,650 sf	-
Manufacturing and Production	1 space per 400-1,000 sf (limited to general manufacturing)	1 space per 1,000 sf; or conditional review	1 space per 550 sf	1 space per 625 sf



*\*Scaled parking requirements (by number of bedrooms) for multi-family housing in university zones and lower parking requirements for subsidized multi-family housing are also provided in the Land Use Code.*

In addition to minimum parking space requirements, maximum parking space requirements and shared parking are amongst “best practices” in managing parking.

- Maximum parking spaces permitted – Section 4.1.20.o establishes general maximum parking requirements as 130% of minimum requirements in Section 4.1.30. This is comparable with maximum parking requirements established in the Model Code and in the RTFP, which generally range from 120-150% depending on whether there is adjacent on-street parking.
- Shared parking – Section 4.1.20.g allows for shared parking through the Planned Development process. The Model Code provides language for how parking requirements for two or more uses, structures, or parcels may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators can demonstrate that the need for parking facilities does not materially overlap, which could allow for shared parking in more cases than just Planned Development.

In consulting with the City on these findings and any other parking requirement issues that the City identifies, it will be determined whether amendments to Sections 4.1.20 and 4.1.30 need to be prepared.



**Table 2: TPR Review of Corvallis Land Development Code**

TPR Requirement	Local Development Code References and Recommendations
<b>OAR 660-012-0045</b>	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<p>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances, do not have a significant impact on land use:</p> <p>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</p> <p>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</p> <p>(C) Uses permitted outright under ORS 215.213(1)(m)</p>	<p>Civic Use Types (Section 3.0.30.02) include Major Services and Utilities, which in turn include transit stations and turnarounds. Transportation uses identified in this TPR requirement are not included in the definition of Major Services and Utilities and are otherwise not defined or established as permitted uses in City zones.</p> <p><b>Recommendation: Amend the Development Code to permit transportation uses outright, as identified in this TPR requirement. This can be accomplished by amending the permitted use list in individual zoning districts in Article III (Development Zones) or by adding a global provision preceding the individual zoning district sections.</b></p>



**Table 2: TPR Review of Corvallis Land Development Code**

TPR Requirement	Local Development Code References and Recommendations
<p>through (p)<sup>2</sup> and 215.283(1)(k) through (n)<sup>3</sup>, consistent with the provisions of 660-012-0065<sup>4</sup>; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> <p>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</p>	
<p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is</p>	<p>Article II (Administrative Procedures) generally provides for consolidated or concurrent review.</p> <p><b>Recommendation:</b> Existing code provisions address this TPR requirement. No changes to the code are recommended, except if the City indicates that minor changes are needed to ensure that a land use decision needed to permit a transportation use could be reviewed</p>

<sup>2</sup> Transportation uses in ORS 215.213 and .283 include:

- Climbing and passing lanes within the right of way existing as of July 1, 1987.
- Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.
- Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.
- Minor betterment of existing public road and highway related facilities, such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.

<sup>4</sup> OAR 660-012-0065 (Transportation Improvements on Rural Lands); (1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.



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TPR Requirement	Local Development Code References and Recommendations
<p>consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p>	<p><b>concurrently with other land use decisions involved in the proposal.</b></p>
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</p>	
<p>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</p>	<p>Section 4.0.60 (Public and Private Street Requirements) refers to the TSP for the location of new Arterial, Collector, and Neighborhood Collector Streets. Local Connector and Local Streets are to be located based on an approved street network plan. Designation of these streets as local connectors or local street is to be based on the street network plan and, in some cases, traffic studies prepared with development applications, pursuant to Section 4.0.60.c. Street network plans must provide for connectivity, while traffic calming and other management techniques that are described in the Development Code should be used to reduce traffic volumes and speeds on Local Connector and Local Streets as needed. (Note: City staff will indicate whether there is a section of the Development Code that provides more detail and guidance about how to prepare a street network plan, and whether street network plans are required only for subdivisions.)</p> <p>Section 4.0.60.o establishes the block perimeter standards by zone type (applicable to areas that are larger than two acres and do not have an established street system) as well as requirements for providing pedestrian connections through larger blocks (250-400 feet, depending on zone type). The requirements allow for variations of up to 50% under specified conditions, if approved by the City Engineer.</p> <p>Section 4.0.60.p addresses access on Highway 20/34 in Corvallis. Access is restricted to the highway, specifically driveways and local streets connected to sites fronting the highway or within a quarter mile of the highway. While the section provides the guideline of quarter-mile spacing for “full-street access points” on the highway, it refers to the City’s “Transportation and Access Strategy” for access requirements until the Highway 20/34 Corridor Plan is prepared and adopted. In lieu of a full corridor plan, an optimization study was completed in</p>





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	<p>2015 that recommended low-cost system management solutions. (See Technical Memorandum #2 for a review of the 2015 Optimization Study.</p> <p><b>Recommendation:</b> Existing code provisions address this TPR requirement. Access standards in Section 4.0.60 will need to be reviewed for consistency with the recommendations of the updated TSP, and revised if necessary.</p>
<p>(b) Standards to protect the future operations of roads, transitways and major transit corridors</p>	<p>Adopted traffic evaluation and analysis requirements allow the City to assess and mitigate potential impacts of development on transportation facilities. Section 4.0.60.a requires traffic evaluations (estimation of trips associated with the proposed development) for all development proposals. A traffic impact analysis (TIA) must be prepared as part of a development proposal if the proposal is expected to exceed a threshold of 30 or more peak hour trips or to trigger specific safety or capacity issues.</p> <p>The TIA scope and content is coordinated with the City Engineer. Pursuant to the Development Code, a TIA must include intersection Level-of-Service (LOS) analyses; LOS standards are established in the TSP. Adopted TSP LOS standards for intersections on Arterial and Collector streets are reflected in Auto Traffic and Circulation policies in Policy 11.3.9 in the Comprehensive Plan. The LOS minimum standards are as follows:</p> <ul style="list-style-type: none"> <li>■ During morning and evening peak hours – LOS D</li> <li>■ During all other hours – LOS C</li> </ul> <p>Section 4.0.60.a.2 of the Development Code requires a TIA to include recommended mitigation if the TIA identifies safety issues or LOS conditions below the minimum standards above.</p> <p><b>Recommendation:</b> Existing code provisions address this TPR requirement. No changes to the code are recommended.</p> <p><b>Note for the TSP and Comprehensive Plan:</b> Ensure that Comprehensive Plan policy regarding LOS minimum standards is consistent with any changes made regarding</p>



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TPR Requirement	Local Development Code References and Recommendations
	<b>performance standards during the TSP update process.</b>
(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;	<p>The Corvallis Municipal Airport is in the City urban growth boundary (UGB) but not in the city limits. As such, the airport is regulated by Benton County land use regulations. Airport and related facilities are permitted uses in the Public (P) Zone pursuant to Section 78.105 of the Benton County Development Code. Further, Chapter 86 of the Benton County Development Code establishes an Airport Overlay Zone or the protection of airport uses.</p> <p><b>Recommendation: Existing provisions in the Benton County Development Code address this TPR requirement. No changes to the County or City Development Code are recommended at this time.</b></p>
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	<i>See response and recommendation for TPR Section -0045(1)(c).</i>
(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;	<p>Pursuant to Chapter 2 (Public Hearings), the Director provides the applicant with a Notice of Disposition that includes the hearing authority’s decision and, if applicable, conditions of approval. This can be interpreted to imply that authority is granted to the hearing body to prepare and apply conditions of approval. While in practice the City may condition approval to minimize the impact of proposed development on transportation facilities, the Development Code does not specifically state the hearing body’s authority to do so. Minimizing or mitigating impacts on transportation facilities can also be achieved by improvements proposed as a result of TIA findings, however this authority is not explicit in Section XX [TIA section].</p> <p><b>Recommendation: Add provisions to quasi-judicial procedures in Chapter 2 and to TIA requirements in Section 4.0.60.a that explicitly state the hearing body’s authority to establish conditions of application approval to minimize the impact of proposed development on transportation facilities.</b></p>
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:	Notice requirements for land use applications that are subject to public hearings (i.e., legislative and quasi-judicial procedures in Sections 2.0.40.01.b and 20.0.50.04.a) require that property owners within the proposal area or in the vicinity of the proposal area be notified of



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TPR Requirement	Local Development Code References and Recommendations
<p>(A) Land use applications that require public hearings;                      (B) Subdivision and partition applications;                      (C) Other applications which affect private access to roads; and                      (D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</p>	<p>the decision hearings. Notification requirements do not specifically include transportation service providers and operators, although they would be notified if they are property owners within the proposal area or vicinity. (Note: City staff will confirm whether all land divisions are quasi-judicial decisions in Corvallis.)</p> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>■ <b>Add provisions to Sections 2.0.40.01.b and 20.0.50.04.a that include transportation facility and service providers and operators in notice requirements for applications that may affect a transportation facility or service.</b></li> <li>■ <b>Invite transportation facility and service providers and operators to participate in or provide comments on a pre-application meeting. (These meetings are informal and voluntary pursuant to existing code, so no code provisions are proposed related to this recommendation.)</b></li> </ul>
<p>(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</p>	<p><i>See responses and recommendations related to traffic impact study requirements, TPR Section -0045(2)(b), and to plan and land use regulation amendments, TPR Section -0060.</i></p>
<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.</p>	
<p>(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>Section 4.1.30 establishes requirements for both vehicle and bicycle parking by uses within use types. Bicycle parking is required for multi-family, civic, and some commercial uses. Bicycle parking is not currently required for transit stops and transit centers, nor is it required for all commercial uses (e.g., general retail services and business and professional services). Cover is required for 50% of bicycle parking in a park and for development within the Riverfront Zone and Central Business Zone, pursuant to Section 4.1.70 (Standards for Bicycle</p>



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	<p>Access and Parking).</p> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>■ <b>Add bicycle parking requirements for transit stops and transit centers, and for commercial uses such as general retail services and business and professional services in Section 4.1.30. Consider developing supportive policy statements to be included in the TSP/Comprehensive Plan, including language regarding ongoing maintenance and funding.</b></li> <li>■ <b>Consider expanding current cover requirements to other zones in the city, and additional bicycle parking design requirements (e.g., maximum distance from an entrance)</b></li> </ul>
<p>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</p> <p>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</p> <p>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;</p>	<p>Provisions of this TPR requirement are addressed in the following ways:</p> <ul style="list-style-type: none"> <li>■ <b>Connections between proposed development and adjacent development, transit stops, and community destinations</b> – Sections 4.10.60.06 and 4.10.70.03 in Pedestrian Oriented Design Standards require continuous internal walkways between building entrances, adjacent streets, and adjacent sites for residential development with eight or more units and new or expansions of commercial, industrial, and civic development. Section 4.0.30 (Pedestrian Requirements) also requires pedestrian connections through and to the edges of the site, including improvement and dedication of planned trails on-site and connections to existing or planned pedestrian facilities on adjacent sites. Section 4.0.50 (Transit Requirements) requires on-site walkway connections to an existing or planned transit stop. Section 4.0.30 provides that the Planning Commission or Community Development Director may require off-site pedestrian improvements that connect the proposed development to existing pedestrian destinations such as commercial centers, schools, parks and trails.</li> <li>■ <b>Parking lots</b> – Parking areas for development other than single- and two-family residential development are to be designed, paved, curbed, drained, striped, and constructed to the standards set forth in Section 4.1.40 of the Development Code</li> </ul>



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TPR Requirement	Local Development Code References and Recommendations
<p>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</p> <p>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</p> <p>(E) Streets and accessways need not be required where one or more of the following conditions exist:</p> <p>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;</p> <p>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</p> <p>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</p>	<p>and in the City's Off-street Parking and Access Standards, established by the City Engineer. Chapter 4.10 (Pedestrian Oriented Design Standards) sets standards and guidelines for separating and distinguishing walkways and vehicle circulation and parking areas.</p> <ul style="list-style-type: none"> <li>■ <b>Bikeways and sidewalks</b> – Section 4.0.30 (Pedestrian Requirements) requires sidewalks on both sides of all streets, and addresses the timing of these improvements depending on functional classification. Tables 4.0-1 (Street Functional Classification System), 4.0-2 (Shopping Street Standards), and 4.0-3 (Downtown/Monroe Avenue Street Standards) show that sidewalks are required on all streets (and wide sidewalks and planting strips on shopping streets and streets in Downtown/Monroe Avenue) and that bike lanes are required on all streets except for local collectors and local streets, where streets are shared facilities. Section 4.0.40 (Bicycle Requirements) sets standards for multi-use paths.</li> <li>■ <b>Cul-de-sacs</b> – Section 4.0.60 (Public and Private Street Requirements) allows for the creation of cul-de-sacs but provides guidance (not requires) that they not be longer than 600 feet or serve more than 18 dwelling units. Section 4.0.40 (Bicycle Requirements) sets standards for bicycle and pedestrian rights-of-way connecting cul-de-sacs, such that at least 15-foot-wide rights-of-way and five-foot-wide landscaping must be provided.</li> <li>■ <b>Street spacing standards</b> – <i>See response and recommendations related to street and access standards in TPR Section -0045(2)(a).</i></li> <li>■ <b>Exceptions for streets and accessways</b> – Section 4.0.60.o establishes block perimeter standards and requirements for through-block pedestrian connections when block faces exceed a specified length. The section allows variations up to 50% as evaluated and approved by the City Engineer. More broadly, Section 4.0.60.k establishes that "(l)ocation, grades, alignments, and widths for all public and private streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use. Where topographical conditions present special circumstances, exceptions to these</li> </ul>



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TPR Requirement	Local Development Code References and Recommendations
	<p>standards may be granted by the City Engineer provided that the safety and capacity of the street network is not adversely effected.”</p> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>■ <b>Add definitions for sidewalks, walkways, bikeways, and multi-use paths and potentially amend the definition for accessways in Section 1.6.30. Further distinguish use of these terms in the Development Code. Ensure consistency between these terms and those used to describe pedestrian and bicycle facilities in the TSP.</b></li> <li>■ <b>Consider adding standards for minimum walkway spacing through large parking lots.</b></li> <li>■ <b>To ensure consistency with the recommendations of the updated TSP, update street design standards in Tables 4.0-1, 4.0-2, and 4.0-3 or replace these tables with references to street design standards in the updated TSP.</b></li> <li>■ <b>Ensure consistency between pedestrian/bicycle facility design standards in the updated TSP, the Development Code (Tables 4.0-1, 4.0-2, and 4.0-3), and Sections 4.0.30 (Pedestrian Requirements) and 4.0.40 (Bicycle Requirements).</b></li> </ul>
<p>(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors</p>	<p><i>See responses and recommendations related to recommended improvements in TIAs in TPR Section -0045(2)(b) and conditions of approval in Section -0045(2)(e).</i></p>
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</p>	<p><i>See responses and recommendations related to on-site walkways in TPR Section -0045(3)(b).</i></p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:</p>	



**Table 2: TPR Review of Corvallis Land Development Code**

TPR Requirement	Local Development Code References and Recommendations
<p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;</p>	<p>Section 4.0.50 (Transit Requirements) addresses transit stops and shelters but not road geometrics and on-street parking restrictions, which are in the domain of other City documents such as the municipal code, TSP, and engineering standards. Section 4.0.50.a requires the integration of transit stops and shelters in site design, along with existing and planned transit routes “as appropriate,” and refers to the standards and guidelines of the Corvallis Transit System for design of these stops and shelters. Section 4.0.50.b requires safe and convenient pedestrian connections between buildings and transit stops.</p> <p><b>Recommendations:</b> Existing code provisions address this TPR requirement. No changes to the code are recommended.</p> <p><b>Notes for the TSP:</b> Include existing and planned transit route maps in the TSP transit plan, with designations that are consistent with the Corvallis Transit Master Plan. Include transit features in figures and/or discussion of roadway design in the TSP street plan.</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be</p>	<p><i>See the responses and recommendations related to on-site pedestrian circulation and pedestrian connections to adjacent sites in TPR Sections -0045(3)(b).</i></p>



**Table 2: TPR Review of Corvallis Land Development Code**

TPR Requirement	Local Development Code References and Recommendations
<p>laid out or stubbed to allow for extension to the adjoining property;</p>	
<p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to disabled persons;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p>	<p><i>See the responses and recommendations for pedestrian connections to transit stops in TPR Sections -0045(3)(b) and -0045(4)(a) and for transit amenities in TPR Section -0045(4)(a).</i></p> <p>Responses in TPR Sections -0045(3)(b) and -0045(4)(a) describe existing code language for connecting buildings to streets and transit stops. However, maximum distances between buildings and major transit stops are not established in existing code requirements, major transit stops being those with frequent service, within one-quarter mile of medium to high density development, and/or with high ridership volumes.</p> <p><b><u>Recommendations:</u> Establish maximum distance requirements between building entrances and transit stops for major transit stops.</b></p>
<p>(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</p>	<p>The City is not proposing to designate a pedestrian district at this time.</p> <p><b><u>Recommendation:</u> No code changes are recommended.</b></p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>Existing code does not address this TPR requirement.</p> <p><b><u>Recommendation:</u> Add requirements to the general provisions for off-street parking in Section 4.1.20 for preferential parking for carpools and vanpools in designated employee parking areas in new commercial, industrial, and civic developments.</b></p>





**Table 2: TPR Review of Corvallis Land Development Code**

TPR Requirement	Local Development Code References and Recommendations
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p>	<p>Existing code does not address this TPR requirement.</p> <p><b>Recommendation:</b> Add provisions in Section 4.1.20 that allow existing development to redevelop a portion of existing parking areas for transit-oriented improvements identified in adopted long-range plans of the Corvallis Transit System, granted that minimum parking requirements can still be met.</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;</p>	<p><i>See the responses and recommendations related to transit access in TPR Sections - 0045(3)(b) and -0045(4)(a).</i></p>
<p>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</p>	<p>Existing code and zoning is generally consistent with this TPR requirement to the extent that transit facility improvements recommended in the adopted long-range plan of the Corvallis Transit System are located in areas of the city with urban zoning allowing mixed uses and a range of densities to support transit.</p> <p><b>Recommendation:</b> No code changes are recommended.</p>
<p>(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:</p> <p>(a) Allow transit-oriented developments (TODs) on lands along transit routes;</p>	<p>The focus of a TOD is on providing a combination of density, design, and diversity of use that supports nearby transit service. A central component of this type of development is transit stops that are linked to a local and potentially regional transit system. The updated Corvallis Transit Development Plan (TDP) will identify existing and planned transit routes.</p> <p>A mix of uses (residential, commercial, office, etc.) should be allowed along transit routes. In addition, residential densities in the vicinity of transit routes should support transit (e.g., high density residential use in urban TODs are typically constructed at a minimum of 12 dwelling units per acre and an average density of 18 dwelling units per acre).</p> <p><b>Recommendation:</b> Through the TSP and TDP update the City has an opportunity to revisit the land use designations in the vicinity of existing and planned transit stops and along transit routes that connect Corvallis to the regional public transportation system. Generally, areas along transit routes should allow TODs and a mix of uses and residential</p>



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TPR Requirement	Local Development Code References and Recommendations
	<b>densities that support transit use.</b>
<p>(b) Implements a demand management program to meet the measurable standards set in the TSP;</p>	<p>The 1998 Transportation Demand Management Plan implements demand management tools where practical before considering roadway expansion. The plan recommends tools such as pedestrian and bicycle infrastructure, access management, and incentive/ disincentives to support multimodal travel. It also includes transit and land use elements focusing on increasing transit service and creating transit-oriented developments.</p> <p>The 2012 CAMPO Regional Transportation Plan includes policies related to Transportation Demand Management, which the updated TSP will reflect in policy and project recommendations.</p> <p><b>Recommendation: Continue to build upon the policies outlined in the TDM Plan through the TSP and TDP updates. Code language to support the recommendations of the draft updated plans can be subsequently developed.</b></p>
<p>(c) Implements a parking plan which:</p> <p>(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;</p> <p>(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4) [reducing reliance on the automobile];</p> <p>(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and</p> <p>(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p>	<p>The 2002 Downtown Corvallis Parking Study includes parking management strategies to optimize the use of the existing parking in Downtown Corvallis. Generally, the maximum parking allowed is limited to 30% of the minimum vehicle parking required (Section 4.1.20.o - the Central Business (CB) and Riverfront (RF) districts have separate maximum parking allowance requirements, pursuant to Section 4.1.30.g).</p> <p>The 2012 CAMPO Regional Transportation Plan includes policies related to Parking Management, which the updated TSP will reflect in policy and strategies. Policies include giving priority to carpool or vanpool users and encouraging new developments to locate buildings near the street and provide parking behind buildings.</p> <p><b>Recommendation: Incorporate parking management strategies into the transportation demand management section the updated TSP. The City is helping meet regional goals through parking limitations implemented through the Development Ordinance; development requirements will be updated for consistency with the recommendations of the draft TSP as necessary.</b></p>



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TPR Requirement	Local Development Code References and Recommendations
<p>(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</p> <p>(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</p> <p>(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</p> <p>(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</p> <p>(D) Exempt structured parking and on-street parking from parking maximums;</p> <p>(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and</p> <p>(F) Provide for designation of residential parking districts.</p> <p>(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.</p>	<p><b>Recommendation:</b> The City should confirm that the conclusions and recommended actions above meet -0045(c) requirements and which, if any, of the items outlined in the alternate approach in -0045(d) need to be addressed through code modifications. The City currently implements many, but not all of these provisions; sample code language can be developed that modifies existing city requirements and better achieves the requirements of -0045(d) if the City so chooses.</p>
<p>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping,</p>	<p>This requirement will be addressed by the TSP update planning process. The requirement can be met by adopting improvements in developed areas that meet the needs identified in the TSP’s pedestrian and bicycle circulation elements.</p> <p>Specific measures identified in this TPR requirement are addressed by the code in the following ways.</p> <ul style="list-style-type: none"> <li>■ <b>Walkways between cul-de-sacs and adjacent roads</b> – Section 4.0.40 (Bicycle Requirements) sets standards for bicycle and pedestrian rights-of-way connecting</li> </ul>



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TPR Requirement	Local Development Code References and Recommendations
<p>transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p>	<p>cul-de-sacs, such that at least 15-foot-wide rights-of-way and five-foot-wide landscaping must be provided.</p> <ul style="list-style-type: none"> <li>■ <b>Walkways between buildings</b> – <i>See responses and recommendations related to on-site pedestrian circulation on-site in TPR Section -0045(3)(b).</i></li> <li>■ <b>Access between adjacent uses</b> – <i>See responses and recommendations related to connections to adjacent sites and community destinations in TPR Section -0045(3)(b).</i></li> </ul> <p><b>Recommendation:</b> Make a minor amendment and distinction that the requirements in Section 4.0.40.b for connecting cul-de-sacs apply also to connecting cul-de-sacs to other streets.</p>
<p>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</p>	<p>Street design standards in Table 4.0-1 allow for local collector and local streets as narrow as 20-28 feet in the lower density RS-1, RS-3.5, RS-5, RS-6, and RS-9 residential zones, with or without on-street parking and granted that emergency access can be provided. Pedestrian and bicycle rights-of-way to connect cul-de-sacs and provide pedestrian and bicycle connections through long blocks must be at least 15 feet wide, pursuant to Section 4.0.40.b. Task 3.2 in the project scope identifies conflicts between street design standards, street tree requirements, and fire access as an issue. Pursuant to landscaping requirements in Section 4.2.30.a, street trees are required to be planted in designated landscape parkway areas or within areas such as planting strips as specified in a City-adopted street tree plan. Pursuant to existing street design standards in Table 4.0-1, 12-foot planting strips are required on all streets down to the neighborhood collector level and six-foot planting strips are required on local collectors and local streets. Section 4.2.30.a addresses general types of required street trees (medium and large canopy) and maximum spacing standards, and Section 4.2.30.b establishes situations in which street trees are not required, including allowing the Community Development Director to determine whether the trees may be a hazard to the public interest or general welfare. (Note: City staff will identify the conflicts that are the basis for this issue being identified in Task 3.2.)</p> <p><b>Recommendation:</b> Existing code provisions address this TPR requirement. No changes to the code are recommended at this time. However, code changes related to street design standards, street tree standards, and fire access may be recommended as needed once the City has clarified the issues that are the basis for Task 3.2.</p>



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TPR Requirement	Local Development Code References and Recommendations
<b>OAR 660-12-0060</b>	
<p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p>	<p>Existing code requires that proposed amendments “demonstrate compatibility” for factors such as transportation facilities and traffic and off-site parking impacts (Sections 2.1.30.06.c, 2.2.30.03, and 2.2.30.04.a). Compliance with statewide planning goals or the Transportation Planning Rule (specifically the “significant affect” requirements of Section -0060) are not identified as specific approval criteria for Comprehensive Plan amendments or zone changes.</p> <p><b>Recommendations: Add language regarding compliance with statewide planning goals and the Transportation Planning Rule (specifically the “significant affect” requirements of Section -0060) in approval criteria for Comprehensive Plan amendments and zone changes in Sections 2.1.30.06.c, 2.2.30.03, and 2.2.30.04.a.</b></p>