

Vehicular Circulation:

Applicable LDC Criteria

2.6.30.06 - Review Criteria

- c. The site is capable of being served by urban services and facilities required with development - The developer is required to provide urban services and facilities to and through the site. At minimum, both Minor and Major Annexations shall include consideration of the following:
 - 4. Transportation facilities consistent with the City's Transportation Plan and Chapter 4.0 - Improvements Required with Development; and
 - 5. Park facilities consistent with the City's Parks Master Plan.

4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

- a. Traffic evaluations shall be required of all development proposals in accordance with the following:
 - 1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.
- e. Development sites shall be provided with access from a public street or a private street that meets the criteria in "d," improved to City standards in accordance with the following:
 - 1. Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrently with development. Where a development site abuts an existing private street not improved to City standards, and the private street is allowed per the criteria in "d", above, the abutting street shall meet all the criteria in "d", above and be improved to City standards along the full frontage of the property concurrently with development.
- k. Location, 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 standards may be granted by the City Engineer provided that the safety and capacity of the street network is not adversely effected. The following standards shall apply:
 - 8. Right-of-way and improvement widths shall be as specified in the Transportation Plan and Table 4.0-1 - Street Functional Classification System.

The applicant's site is located along the north side of SW Western Boulevard and west of SW 35th Street.

SATHER ANNEXATION (ANN12-00001)
CITY COUNCIL STAFF REPORT
EXHIBIT E-30

SW Western Boulevard

SW Western Boulevard is designated as an arterial street according to the City's Transportation Plan. The section of SW Western Boulevard adjacent to the applicant's site is improved to County standards with two travel lanes and bike lanes. City standards for an arterial street, per LDC Table 4.0-1- Street Functional Classification System, include 12 foot travel lanes, a 12 foot center turn lane, 6 ft bike lanes, 12 foot landscape strips, and 5 foot setback sidewalks. Future development will need to address City standard improvements along the site frontage that may also include Right of Way dedications **(Development Related Concern A)**.

SW West Hills Road

SW West Hills Road is designated as a collector street according to the City's Transportation Plan and is currently under Benton County's jurisdiction. The adjacent section of SW West Hills Road is improved to County standards with two travel lanes. City standards for a collector street, per LDC Table 4.0-1- Street Functional Classification System, include 11 foot travel lanes, an 11 foot center turn lane at intersections with other collector or arterial streets, 6 ft bike lanes, 12 foot landscape strips, and 5 foot setback sidewalks. Future development will need to address City standard improvements along the site frontage that may also include Right of Way dedications **(Development Related Concern A)**.

SW 35th Street

While the site does not have frontage along SW 35th Street, there is existing Right of Way for a future collector street between the site and SW 35th Street that will be used as the primary access for the site. SW 35th Street is designated as an arterial street according to the City's Transportation Plan. The adjacent section of SW 35th Street adjacent to the applicant's site is improved to County standards with two travel lanes, bike lanes, and a non-standard asphalt pedestrian path on the east side. City standards for an arterial street, per LDC Table 4.0-1- Street Functional Classification System, include 12 foot travel lanes, a 12 foot center turn lane, 6 ft bike lanes, 12 foot landscape strips, and 5 foot setback sidewalks. Future development will need to address off-site improvements to the intersection of the new collector street with SW 35th Street per LDC § 4.0.60.e.3 **(Development Related Concern B)**.

Future Collector Street

The City's Transportation Plan identifies a future collector street through the applicant's site. The alignment of the street originates at SW 35th Street between two parcels owned by OSU that are within the City limits. The street alignment goes west from SW 35th Street, into the applicant's parcel where it turns north towards the railroad tracks. At the northern edge of the applicant's parcel the alignment turns back to the west and exits the applicant's parcel in its northwest corner. There is an existing 40 foot Right of Way, under Benton County's jurisdiction, that matches the City's Transportation Plan alignment and continues westward, south of the railroad tracks to SW 53rd Street.

The applicant's general land use plan includes a new collector street per the City's Transportation Plan, however, the alignment depicted in the general land use plan does not match the

Transportation Plan or existing Right of Way alignment. The applicants state the proposed alignment is preferable as it locates traffic and development associated with the street further away from the protected natural features on the site. The applicants have also correctly acknowledged that changing the alignment of the future collector street through their site would require future City of Corvallis/Benton County approval of a Right of Way vacation application along with dedication of Right of Way for the proposed alignment.

In order to connect the applicant's site to SW 35th Street, an off-site extension of the new collector street will be required per LDC § 4.0.60.e.3. As discussed above, the existing Right of Way for the new collector street is 40 feet wide. Additional Right of Way will be required to build a City Standard street section. In an April 17, 2012, email from OSU to the applicants, OSU states they would be open to discussions regarding potential Right of Way dedications. **(Development Related Concern B).**

City standards for a collector street, per LDC Table 4.0-1- Street Functional Classification System, include 11 foot travel lanes, an 11 foot center turn lane at intersections with other collector or arterial streets, 6 ft bike lanes, 12 foot landscape strips, and 5 foot setback sidewalks. Future development will need to address City standard improvements along this frontage **(Development Related Concern A).**

Future Local Street Network

The applicant's general land use plan shows a network of local streets and public walkways. The alignment shown demonstrates that block perimeter standards (LDC § 4.0.60.n) can be met. They have shown walkways where the street network would cross mapped natural features as allowed in LDC § 4.0.60.n.1.a. The street and driveway layout shown also complies with access standards, per LDC § 4.1.40.a.

The block pattern shown in the applicant's general land use plan includes a half street frontage along the southern portion of the western boundary. Per LDC § 4.0.60.e.2, half width street improvements, as opposed to full width improvements are generally not acceptable. If a street layout similar to this is proposed with development, a full width street, curb to curb, would typically be installed concurrent with development **(Development Related Concern C).**

Two local streets are shown to connect to SW Western Boulevard and SW West Hills Road. The intersections of additional local streets along the site's southern property frontage may be problematic with the existing conditions of the skewed intersection of SW Western Boulevard and SW West Hills Road. While local street connections at the southern boundary of the parcel are required to meet block perimeter standards, the City may not allow full access to and from the local streets to SW Western Boulevard and SW West Hills Road. Access limitations may include right-in/right-out or emergency access only. Traffic studies required with future development will aid the City in determining the appropriate level of access **(Development Related Concern D).** Nonetheless, an acceptable configuration of public streets can be accommodated on the subject site.

Transportation Planning Rule

The Zone District Change required with the annexation triggers consideration of the State's Transportation Planning Rule (TPR), OAR 660-012-0060. Recent changes to the TPR, section 9, allow a local government to find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if the following requirements are met.

- a. The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
- b. The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and
- c. The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

In the case of the associated zone change application (**see Part II of this staff report**), the proposed zoning is consistent with the existing comprehensive plan map designation. The City does have an acknowledged TSP and the zoning is consistent with the TSP. Consequently, the TPR does not apply to the subject application. With section 9 of OAR 660-012-0060 satisfied, no further action regarding the TPR is required.

Traffic Impact Analysis

A Traffic Impact Analysis (TIA) was completed for the proposed development. The TIA shows that site access points on SW Western Boulevard and SW 35th Street will have acceptable levels of service (LOS) if the worst case development scenario (maximum density of 20 units per acre) were to occur on the site.

Per the Livability Indicators, LDC § 2.6.30.07.c Table 2.6-1 - Community-wide Livability Indicators and Benchmarks for Annexation Proposals, a LOS analysis of affected intersections within a one mile radius of the site is required. According to the table, intersections that are generally within a mile radius of the site will be a LOS "D" or better following urban level development of the annexation site. The TIA identified four intersections within a one-mile radius of the site that, under the 20 year planning horizon and the worst case build scenario, will have a LOS of "E" or "F". For each of these intersections (SW 35th Street at SW Western Boulevard, US-20/OR-34 at SW 15th Street, US-20/OR-34 at SW 35th Street, and US-20/OR-34 at SW Technology Loop) mitigation was proposed that brought the LOS to "D" or better. The mitigation proposed is a southbound right turn lane at the intersection of SW 35th Street at SW Western Boulevard; a four lane highway section with left turn refuges and a south bound left turn lane at the intersection of SW 15th Street at US-20/OR-34; a four lane highway section at the intersection of SW 35th Street at US-20/OR-34; and a four lane highway section at the intersection of SW Technology Loop at US-20/OR-34. A four lane highway section is consistent with recommendations in the Corvallis Transportation Plan and the CAMPO study.

Future development on the site will need to complete a TIA in accordance with 4.0.60.a. The City Engineer shall define the scope of the traffic impact study based on established procedures. The

TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. At that time, the applicant shall complete the evaluation and present the results with an overall site development proposal (**Development Related Concern E**).

Conclusion on Vehicular Circulation

Given the discussion above, the Sather Annexation has demonstrated that, with improvements, the existing street network can accommodate development of the subject property consistent with the City's Land Development Code and the Transportation Plan.

Bicycle/Pedestrian Circulation:

Applicable LDC Criteria

4.0.30 - PEDESTRIAN REQUIREMENTS

- a. Sidewalks shall be required along both sides of all streets, as follows:
 - 2. Sidewalks on Arterial, Collector, and Neighborhood Collector Streets - Sidewalks along Arterial, Collector, and Neighborhood Collector Streets shall be separated from curbs by a planted area. The planted area shall be a minimum of 12 ft. wide and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of five ft. wide. An exception to these provisions is that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 4.5 - Natural Hazard and Hillside Development Provisions.
 - 3. Sidewalk Installation Timing - The timing of the installation of sidewalks shall be as follows:
 - a) Sidewalks and planted areas along Arterial, Collector, and Neighborhood Collector Streets shall be installed with street improvements.
- d. To provide for orderly development of an effective pedestrian network, pedestrian facilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).
- f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps in existing sidewalks that will be impacted by the development. If such a Contractor Sidewalk/street Stamp exists, it shall either be left in its current state as part of the existing sidewalk, or incorporated into the new sidewalk for the development site, as close as possible to the original location and orientation.

4.0.40 - BICYCLE REQUIREMENTS

- a. **On-street Bike Lanes** - On-street bike lanes shall be required on all Arterial, Collector, and Neighborhood Collector Streets and constructed at the time of street improvements.

Public set back sidewalks do not exist along the site's SW Western Boulevard and SW West Hills Road frontage. Setback sidewalks and planter strips are City standards and components of safe public sidewalks that are taken into consideration when determining serviceability. The applicant benefits from these neighborhood street improvements in the form of;

- An enhanced aesthetic experience for pedestrians as the separation from motor vehicle traffic decreases road noise, prevents water from the roadway being splashed on pedestrians and provides an enhanced sense of security.
- An enhanced environment for wheelchair users as the sidewalk can be kept at a constant slope with the steeper slopes for driveway approaches built into the planting strip.
- An area for street trees, sign posts, utility and signal poles, mailboxes, fire hydrants, etc.
- Mature street trees may reduce vehicle speed.
- When wide enough, a place for a motor vehicle to wait out of the stream of traffic while yielding to a pedestrian crossing a driveway.
- A break in hard surfacing with added pervious area.

Public on-street bike lanes exist along the site's SW Western Boulevard frontage, however, no bike lanes exist along the SW West Hills Road frontage. As detailed above in the Vehicular Circulation section, future development will need to address the extent of improvements along the site's frontage.

The City's Transportation Plan identifies a future collector street through the applicant's site and the applicant's general land use plan includes a new collector street. City standards for a collector street, per LDC Table 4.0-1- Street Functional Classification System, include 6 ft bike lanes and 5 foot setback sidewalks.

The applicant's general land use plan also includes a network of local streets and public walkways in order to meet block perimeter standards per LDC § 4.0.60.n. LDC Table 4.0-1 - Street Functional Classification System specifies local streets have 5 foot setback sidewalks and that bikes and vehicles share the roadway surface.

Future development on the site will need to address City standard improvements along all existing and new streets (**Development Related Concern A**).

The City's 1996 Transportation Plan shows a future trail in the vicinity of the northeast corner of the applicant's site. The map does not show enough detail to determine if the trail alignment is within the applicant's site. The City's more recent 2000 Parks & Recreation Facilities Plan shows a proposed trail/multi-use path along SW 35th Street, east of the applicant's site.

A bicycle/pedestrian connection from the site access on SW 35th Street to the existing path located on the south side of SW Washington Avenue would be consistent with the Parks & Recreation Facilities Plan making walking or biking between the development and OSU's campus a viable option to vehicular travel. In accordance with 4.0.30.e, the Planning Commission or Director may require off-site pedestrian facility improvements concurrently with development to ensure improved access between a development site and an existing developed facility such as

a trail system. Future development will need to evaluate a pedestrian trail or multi-use path along SW 35th Street (**Development Related Concern F**).

Conclusion on Bicycle/Pedestrian Circulation

Given the discussion above, the Sather Annexation has demonstrated that, with improvements associated with future development, the existing and proposed bicycle and pedestrian circulation network can accommodate development of the subject property consistent with the City's Land Development Code, the Transportation Plan, and the Parks & Recreation Facilities Plan.

Transit

Applicable LDC Criteria

4.0.50 - TRANSIT REQUIREMENTS

- a. Development sites located along existing or planned transit routes shall, where appropriate, incorporate transit stops and shelters into the site design. These improvements shall be installed in accordance with the guidelines and standards of the Corvallis Transit System.
- b. Development sites at or near existing or planned transit stops shall provide safe, convenient access to the transit system, as follows:
 1. All Commercial and Civic Use developments shall provide a prominent entrance oriented toward Arterial, Collector, and Neighborhood Collector Streets, with front setbacks reduced as much as possible to provide access for pedestrians, bicycles, and transit.
 2. All developments shall provide safe, convenient pedestrian walkways between the buildings and the transit stop, in accordance with the provisions of Section 4.0.30.b.

Corvallis Transit System (CTS) Routes 3, C3, 8, and the Philomath Connection currently provide service to SW Western Boulevard and SW West Hills Road along the site's frontage.

Conclusion on Transit

Given the discussion above, the Sather Annexation has demonstrated that the existing transit network can accommodate development of the subject property consistent with the City's Land Development Code and Transportation Plan.

Overall Conclusion on Circulation

Given the discussion above, the Sather Annexation has demonstrated that the existing circulation network, with improvements, can accommodate development of the subject property consistent with the City's Land Development Code, the Transportation Plan, and the Parks & Recreation Facilities Plan.