

TO: City Council for October 17, 2016
FROM: Paul Bilotta, Community Development Director *VPB*
DATE: October 11, 2016
THROUGH: Mark W. Shepard, P.E., City Manager *MWS*
SUBJECT: Airport Master Plan Comprehensive Plan Text Amendment (CPA15-3)



Action Requested:

Staff requests that Council review the formal findings regarding Airport Master Plan Comprehensive Plan Text Amendment (CPA15-3 – attached as Exhibit A) and decide whether to adopt as presented or adopt with modifications, these findings in support of the Council’s tentative decision to approve the request.

Discussion:

On October 3, 2016, the City Council held a public hearing, deliberated on the above-referenced case, and reached a tentative decision to approve the request, subject to adoption of Formal Findings and Conclusions. Enclosed with this memorandum are a draft Formal Findings and Conclusion, draft Notice of Disposition, and a draft Ordinance.

Recommendation:

The following motion is recommended to adopt the enclosed Formal Findings and Conclusions for the 2013 Airport Master Plan Comprehensive Plan Text Amendment (CPA15-3):

Motion to Approve

I move to adopt the Formal Findings and Conclusions presented in the October 11, 2016, memorandum from the Community Development Director to the Mayor and City Council, in support of the City Council’s decision to approve CPA15-3 to incorporate the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan, and to amend Article 11 of the Comprehensive Plan.

Budget Impact:

No budget impact.

VPB:prj

Attachments:

- Exhibit A: Formal Findings and Conclusions
- Exhibit B: Notice of Disposition
- Exhibit CC-C: Ordinance
- Exhibit D: Article 11, Transportation

**BEFORE THE CITY COUNCIL
OF THE CITY CORVALLIS**

**FORMAL FINDINGS – 2013 AIRPORT MASTER PLAN
COMPREHENSIVE PLAN AMENDMENT**

In the matter of a City Council decision to)
approve a Comprehensive Plan Text Amendment) **CPA15-00003**
to incorporate the 2013 Airport Master Plan as a)
Supporting Document to the Corvallis)
Comprehensive Plan)

PREAMBLE

This matter before the Corvallis City Council is a decision regarding a request to amend the Corvallis Comprehensive Plan to incorporate the 2013 Airport Master Plan as a supporting document. The request also includes minor revisions to Article 11 of the Comprehensive Plan, to formally reference the 2013 Airport Master Plan as a supporting document, and to update the list of advisory boards that are relevant to findings and policies contained in Article 11.

The subject site is located on Airport Avenue, roughly one-mile south of Corvallis city limits and within the Urban Growth Boundary.

The Corvallis Planning Commission conducted a public hearing on the above-referenced Comprehensive Plan Amendment request on September 21, 2016, and decided to recommend the City Council approve the requested Comprehensive Plan Amendment.

The City Council held a duly advertised *de novo* public hearing on the application on October 3, 2016. The public hearing was closed and the City Council deliberated and reached a tentative decision on the Comprehensive Plan Amendment on October 3, 2016, to approve the request to incorporate the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan, and to amend Article 11 as proposed.

Applicable Criteria

All applicable legal criteria governing review of this application are identified in the Staff Report to the Planning Commission, dated September 21, 2016; the minutes of the Planning Commission deliberations, dated September 21, 2016, and the minutes of the City Council public hearing and deliberations dated October 3, 2016.

**FINDINGS AND CONCLUSIONS RELATED TO THE COMPREHENSIVE PLAN
AMENDMENT REQUEST (CPA15-00003)**

1. The City Council accepts and adopts those findings made in the September 21, 2016, staff report to the Planning Commission and findings made by the Planning Commission, as reflected in the September 21, 2016, Planning Commission meeting minutes, that support approval of the Comprehensive Plan Amendment request. The City Council accepts and adopts those findings made in September 27, 2016, staff memorandum to the City Council, that support approval of the

Comprehensive Plan Amendment request. The City Council also adopts as findings, those portions of the minutes of the City Council meeting dated October 3, 2016, that support approval of the Comprehensive Plan Amendment request.

2. The City Council notes that the record contains all of the information needed to evaluate the Comprehensive Plan Amendment request for compliance with the applicable criteria.
3. The City Council specifically accepts and adopts as findings the rationale given during deliberations in the October 3, 2016, meeting by Council Members expressing their support for approval of the Comprehensive Plan Amendment request. All of the above-referenced documents shall be referred to in these findings as the “Incorporated Findings.” The findings below, (the “Supplemental Findings”), supplement and elaborate on the findings contained in the materials noted above, all of which are attached and incorporated herein, by reference. When there is a conflict between the Supplemental Findings and the Incorporated Findings, the Supplemental Findings shall prevail.

Supplemental Findings

4. The City Council notes that the 2013 Airport Master Plan contains provisions that are relevant to land use planning and facility development at the Corvallis Municipal Airport. The City Council notes that the 2013 Airport Master Plan also contains provisions that are operational in nature and not relevant to land use planning and facility development. The City Council notes that the City Council has addressed adopting the 2013 Parks and Recreation Master Plan for operational purposes in a separate decision that is distinct from this land use decision. On January 7, 2014, the City Council adopted the 2013 Airport Master Plan as the guiding document for decisions and development at the airport. The City Council finds that the land use planning and facility development provisions of the 2013 Airport Master Plan are consistent with relevant land use planning goals and policies, and therefore meet the relevant criteria to be incorporated as a supporting document to the Comprehensive Plan.

SUMMARY AND CONCLUSION

As the body charged with deciding whether to approve or deny Comprehensive Plan Amendment requests, the City Council, having reviewed *de novo* the record and all evidence submitted and associated with the Comprehensive Plan Amendment, considered *de novo* evidence supporting and opposing the application and that the proposal meets the applicable review criteria. Therefore, the Comprehensive Plan Amendment (CPA15-00003) is APPROVED.

Dated: _____

Biff Traber, MAYOR

Comprehensive Plan Amendment. Appeals must be filed by 5:00 p.m. on the final day of the appeal period. When the final day of an appeal period falls on a weekend or holiday, the appeal period shall be extended to 5:00 p.m. on the subsequent work day.

Biff Traber, Mayor
City of Corvallis

Signed this ____ day of October, 2016

ATTACHMENTS

Exhibit NOD-A. Ordinance 2016-__ (including Exhibit A: Formal Findings and Conclusions)

ORDINANCE 2016-__

A SPECIAL ORDINANCE INCORPORATING THE 2013 AIRPORT MASTER PLAN AS A SUPPORTING DOCUMENT TO THE COMPREHENSIVE PLAN

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

Section 1. Findings. The findings in Exhibit A attached to this Ordinance are incorporated herein by reference.

Section 2. The Comprehensive Plan is amended to incorporate the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan, and to incorporate the changes set out through Order No. 2016-056 and attached herein as Exhibit B.

Section 3. No other provision in the Comprehensive Plan is amended by this Ordinance.

PASSED by the City Council this _____ day of _____ 2016

APPROVED by the Mayor this _____ day of _____ 2016

EFFECTIVE this _____ day of _____ 2016

Mayor

ATTEST:

City Recorder

Article 11. Transportation

11.0 Background

Findings and policies in this Article were first developed for the 1978 Comprehensive Plan. Transportation master plans that contained new findings and policies were completed in 1983 and 1996, and these findings and policies were incorporated into the Comprehensive Plan. Detailed information relating to transportation issues is contained in the 1996 Corvallis Transportation Master Plan and its periodic reviews and updates. A project list taken from this plan and intended to meet the requirements of public facilities planning rules is referenced as follows:

Tables 10-2 and 10-3 on pages 10-3 through 10-6 of the Corvallis Transportation Plan adopted by the City Council in 1996.

This project list is further refined and prioritized in Chapter 11 - Transportation Alternatives Analysis to specifically address transportation needs for the next 20 years.

Facility plans for the provision of transportation facilities within the Urban Growth Boundary are prepared by the City in cooperation with Benton County for roads under County jurisdiction. Yearly updates of the Capital Improvement / Investment Program shall be the City's short-term list of projects required by public facilities planning rules.

11.1 Relevant Vision Statement Elements

“Public and private sector collaboration has resulted in a regional transportation system which makes it easy for employees to walk, cycle or ride mass transit to work. The regional system also links with the north-south high-speed rail system for those traveling to Eugene, Salem, or Portland. Public and private incentives exist which encourage employees to use mass transit. This, in turn, has reduced the reliance on the automobile as well as eased traffic congestion and air pollution. Congestion, particularly through the downtown, was also eased with the extension of the north-south bypass.”

“In addition, the Corvallis Regional Airport offers service with daily flights to points in Oregon, Washington, California, and beyond. A base for air freight services, particularly in conjunction with the airport's industrial park, serves as a relief airport for Portland and Eugene and provides hangar space and support services for locally-based corporate planes.”

“Air pollution has been lessened, thanks to changing attitudes and actions by residents, strict environmental regulations, an increased emphasis on non-polluting forms of heating and transportation, conservation and technological advances. The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods;

designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods.”

“The paratransit system has been expanded, and public transit works more successfully with increased ridership and more frequent service between compact pedestrian-friendly neighborhoods. The result is cleaner air, quieter neighborhoods, and a healthier populace. Trees have been planted throughout the community to take advantage of their aesthetic qualities, to provide cooling during the summer, and for their ability to help cleanse the air we breathe.”

11.2 Transportation System Planning

Findings

- 11.2.a With some exceptions, the present transportation system for the City of Corvallis is generally adequate for local, as well as through, traffic.*
- 11.2.b The timing, location, and expansion of the transportation system are important factors affecting future urbanization.*
- 11.2.c The majority of the community's future movement will occur over street rights-of-way, whatever the mix of transportation modes. While the private motor vehicle will continue to be the primary mode of transportation over the planning period, other modes, such as public transit, bicycles, and pedestrian movement will increase in importance over the planning period.*
- 11.2.d A major concern of the community regarding the transportation system is the need to maintain and improve the livability of residential areas in the face of increasing population and transportation requirements.*
- 11.2.e Present methods of assessing abutting properties for major arterials and other major streets take into account adopted land use policies. The primary basis is that benefitted properties are expected to equitably participate in street improvements. This periodically leads to conflicts between transportation and land use activities.*
- 11.2.f The needs of those people who, because of age, economic status, or physical or mental disability have limited transportation choices require special consideration in the planning of the transportation system.*
- 11.2.g Motorized transportation is a major consumer of increasingly scarce energy resources.*
- 11.2.h Certain highway corridors to and through Corvallis are considered major entryways or gateways to the community.*

11.2.i A problem with existing trails, multi-use paths, and pedestrian ways has been the lack of continuity in some areas where these facilities exist for a short distance and then terminate with no logical connection to other facilities.

Policies

- 11.2.1** The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.
- 11.2.2** The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.
- 11.2.3** The City shall develop and promote alternative systems of transportation which will safely, economically, and conveniently serve the needs of the residents.
- 11.2.4** Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.
- 11.2.5** The transportation system shall give special consideration to providing energy efficient transportation alternatives.
- 11.2.6** The City shall maintain a long-range transportation plan that will be periodically reviewed and updated.
- 11.2.7** The City shall establish a Capital Improvement Program for the transportation system which:
 - A. Is subject to annual review;
 - B. Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans;
 - C. Defines the locations of rights-of-way necessary for the creation of a community-wide transportation system;
 - D. Establishes a priority for improvements to the system;
 - E. Provides for the needs of all modes of transportation within the rights-of-way; and
 - F. Considers the economic impacts upon properties resulting from transportation improvements.

11.2.8 The following highway corridors shall be considered primary and important entryways or gateways into Corvallis:

Highway 99W from the north (north of the City Center)
Highway 99W from the south (south of the City Center)
Highway 20 from the northeast (between North Albany and the City Center)
Highway 34 from the east (between Tangent and the City Center)
Highway 20/34 from the west (between Philomath and the City Center)

11.2.9 Special attention shall be given to major entryways or gateways into Corvallis to ensure that they reflect and contribute to a positive and desirable image of the community.

11.2.10 Development proposals shall be reviewed to assure the continuity of sidewalks, trails, multi-use paths, and pedestrian ways.

11.2.11 The City shall coordinate with the Oregon Department of Transportation (ODOT) in implementing its highway improvement program.

11.2.12 The transportation system shall reflect consistency with the Corvallis Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.

11.2.13 Uniform construction standards which accommodate all transportation modes shall be maintained for the City's transportation system.

11.2.14 Oregon Department of Transportation should fund, maintain, and improve all State highway facilities (highways 99W, 34 and 20) to meet level-of-service standards contained in the Oregon Highway Plan. When specific construction plans are proposed, ODOT should prepare comprehensive roadway designs that recognize urban usage for surface transportation modes, including facilities for pedestrians, bicycles, transit, drainage, curbs, and gutters.

11.2.15 Corvallis will invest in planning and coordinate with the State and counties to develop highly detailed transportation and access plans that firmly fix the location of future arterial and collector streets for each developing sector within the Corvallis Urban Growth Boundary.

11.3 Auto Traffic and Circulation

Findings

11.3.a Corvallis' developed transportation network lacks completed circumferential routes.

11.3.b Adequate transportation facilities are key to the development of commercial, industrial, and research areas.

- 11.3.c *Direct access from the airport industrial area to the rest of the community is currently limited to South 3rd Street.*
- 11.3.d *The development potential of the airport industrial area, the Sunset Research Park and shopping area, and south and west Corvallis would be greatly improved with the completion of a circumferential street in the southwest quadrant of the City.*
- 11.3.e *The citizens of the community desire that the transportation system maximize access without decreasing livability.*
- 11.3.f *Residential uses along arterial streets must be carefully designed to be compatible with long-range transportation planning.*
- 11.3.g *There is a need to weigh the costs and benefits between improved transportation access for the community as a whole and maintaining livability of established residential areas which have developed along major streets. In addition to the level-of-service (LOS), livability, sustainability, and accessibility should be considered.*
- 11.3.h *Oregon Revised Statutes (ORS 368.093, Section 3), requires that a governing body of a City consult with and consider the needs of the Fire Department when adopting road specifications and standards.*
- 11.3.i *A street pattern that is roughly rectilinear with frequent connections can disperse auto traffic, reduce the distance of local trips, and provide better connections for pedestrians and bicyclists.*
- 11.3.j *There are good methods available that can be used to discourage through traffic in residential areas. On arterial and collector streets, capacity improvements can be made, such as adding lanes, turn lanes, and signals. On local streets, parking changes can be made, signs and traffic calming features can be installed, such as bulbed intersections.*
- 11.3.k *If traffic congestion increases on arterials and other major streets without improvements to or expansion of the system, including the use of transportation demand management and transportation system management techniques, traffic pressure increases on local streets and detracts from residential livability.*
- 11.3.l *The acquisition of adequate rights-of-way is required prior to, or during, the development process for economical and efficient implementation of street plans.*
- 11.3.m *Adequate setbacks would increase safety and improve the movement of traffic along major arterials and other major streets.*
- 11.3.n *Control of access will improve the capacity of an arterial / collector street and reduce accidents, pollution, and congestion.*

11.3.o Residential land uses require access for emergency and service vehicles.

11.3.p Improvement and expansion of the transportation system is accomplished through the Capital Improvement Program and the development process. Improvements and expansions are expected to meet adopted community plans and standards.

Policies

11.3.1 In areas where undeveloped industrial land depends on access from arterial or collector roadways nearing capacity, the City shall encourage businesses to explore options such as using rail transportation services and flex time for employees that minimize off-site transportation impacts.

11.3.2 Circumferential routing of major streets with controlled access and adequate setbacks shall be developed to facilitate the movement of through traffic.

11.3.3 Access control plans shall be developed for major streets on which direct access from abutting properties impairs the safe operation of the street.

11.3.4 The City shall maintain the carrying capacity and viability of major arterials and other major streets by developing, adopting, and implementing access control standards that restrict or reduce curb cuts and other direct access points, require adequate rights-of-way, setback lines, and road improvements as part of the development process.

11.3.5 Local streets shall be designed and built to discourage high speed through traffic.

11.3.6 Adequate street widths and routes shall be provided for emergency and service vehicles while maintaining accessibility to abutting properties.

11.3.7 The City shall work with Benton County to ensure that all development within the Urban Growth Boundary shall conform to, and participate in the implementation of, the adopted City of Corvallis Transportation Plan.

11.3.8 Streets shall be classified as “arterial highway,” “arterial street,” “collector street,” “neighborhood collector,” or “local street.” These classifications shall reflect their use. New development may designate two levels of local street, local connector and local. Each development project shall be reviewed for its logical progression and connection from local streets to neighborhood collector, or collector streets, to arterials for site access. Each development project shall provide improvements necessary to make logical connections. Emphasis should be placed on creation of a roughly rectilinear street pattern that encourages dispersion of local traffic through a number of streets and minimizes the use of cul-de-sacs.

- 11.3.9** Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS “D” or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS “C” for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.
- 11.3.10** In addition to level-of-service and capacity demands, factors such as livability, sustainability, and accessibility shall be considered in managing the City’s transportation system.
- 11.3.11** Private driveway access shall be limited on all existing and future arterial streets to reduce interference, improve safety, and preserve traffic capacity. New residential driveways shall not directly access arterial streets where alternate access can be developed. At the time of development or redevelopment, opportunities to restrict or combine access points along arterials should be pursued.
- 11.3.12** New local streets, neighborhood collectors, collector streets, and arterial streets shall be located and designed to manage traffic volume and speed to minimize negative impacts on abutting land uses.
- 11.3.13** In existing neighborhoods, changes in traffic control, such as the use of diverters and traffic circles for local streets, shall be considered through use of a neighborhood traffic management corridor plan. The area affected by the change in traffic control shall be determined by traffic engineering studies.
- 11.3.14** The City shall evaluate planted medians as an extra-capacity feature (needed for safety and traffic calming) for arterials and collectors otherwise requiring a continuous center turn lane, and the appropriateness of reimbursement through system development charges.

11.4 Auto Parking

Findings

11.4.a Corvallis has a number of areas in which parking problems exist.

11.4.b Inappropriately designed and placed on-street parking increases congestion and reduces the safety of streets.

11.4.c Inappropriate on-street parking on collector and arterial streets can reduce the efficiency of traffic movement, increase the likelihood of accidents, and can have a negative impact on adjacent land uses.

11.4.d On-street parking can add to congestion, and decrease safety; however, properly developed on-street parking in residential areas can discourage through traffic, reduce vehicle speeds, and generally improve neighborhood livability.

11.4.e Single-level, off-street parking near major traffic generators and other major facilities uses inordinate amounts of land.

11.4.f Many older, established areas have inadequate off-street parking.

11.4.g Parking problems can in part be alleviated by a shift to other modes of transportation such as transit, bicycles, and walking.

Policies

11.4.1 The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.

11.4.2 The City shall adopt and implement measures that discourage nonresidential vehicular parking on residential streets and in other adversely affected areas.

11.4.3 All traffic generators shall provide adequate parking.

11.4.4 Multiple-level parking facilities near major traffic generators should be encouraged where practical.

11.4.5 The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.

11.4.6 New industrial and commercial development shall provide preferential car pool and van pool parking near primary building entrances.

11.4.7 The City shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities. Factors such as good transit and pedestrian access should be considered.

11.5 Bicycle

Findings

- 11.5.a The size and terrain make much of Corvallis suited to the use of bicycle for alternative transportation and recreation purposes.*
- 11.5.b A recognized need in Corvallis is a well-designed, interconnecting network of multi-use trails which connects parks and recreation facilities, open space, schools, residences, and employment centers.*
- 11.5.c The County and City should jointly plan to provide trails and multi-use paths within or near the Urban Fringe.*
- 11.5.d When properly designed, bikeways can be considered for multi-use purposes.*
- 11.5.e The development of bikeways on arterial and collector streets may result in the loss of on-street parking for abutting properties.*

Policies

- 11.5.1** Bikeways shall be conveniently located, be adequately constructed, have minimal stops and obstructions, and have safe crossings on major streets.
- 11.5.2** Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.
- 11.5.3** On-street parking should be managed where it conflicts with bicycle corridors.
- 11.5.4** Acquisition of land and/or easements for bikeways and trails shall be evaluated along with the need of land for parks and open space.
- 11.5.5** Selected bikeways shall be designed to accommodate multi-use activities.
- 11.5.6** Bikeways shall be developed to provide access to all areas of the community.
- 11.5.7** All new collector and arterial streets shall be designed to accommodate bicycle facilities.
- 11.5.8** All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.
- 11.5.9** The City shall work with local businesses to accommodate the conversion of adjacent on-street automobile parking to bicycle parking where appropriate.

- 11.5.10** When economically feasible, bicycle facilities shall be physically separated from pedestrian facilities.
- 11.5.11** Where bicycle and pedestrian facilities are combined, adequate width for the combined uses shall be provided.
- 11.5.12** Safe and convenient bicycle facilities that minimize travel distance shall be provided within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.
- 11.5.13** The City shall provide adequate covered bicycle parking facilities at major transit stations.
- 11.5.14** The City shall work to acquire abandoned railroad rights-of-way for multi-use paths to serve bicycle, pedestrian, and equestrian uses.
- 11.5.15** The City shall work to maintain and preserve the scenic aspects of current and future separated multi-use paths.
- 11.5.16** The City shall install bicycle carrier racks on City buses and encourage the provision of bike carrier racks on inter-City buses such as the Linn - Benton loop bus.

11.6 Pedestrian

Findings

- 11.6.a Pedestrian movement has not been adequately planned in the past.*
- 11.6.b Pedestrian crossings on many major streets are unsafe.*
- 11.6.c Architectural barriers restrict access for handicapped persons.*
- 11.6.d The 1990 Census identifies the pedestrian mode as the second highest mode used in Corvallis to get to work, while Oregon State University has identified it as the most common mode for students accessing the campus.*
- 11.6.e Many barriers to pedestrian use exist in the community, including multi-lane roadways with no pedestrian refuge, long blocks requiring extended out-of-direction travel, and lack of sidewalks or other pedestrian facilities in some areas.*

Policies

- 11.6.1** The City shall require safe, convenient, and direct pedestrian routes within all areas of the community.
- 11.6.2** The community shall give special consideration to providing access for handicapped people.
- 11.6.3** Pedestrian access shall be addressed in the review of proposed cul-de-sac developments. The City shall require pedestrian rights-of-way interconnecting the ends of such streets where feasible .
- 11.6.4** New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.
- 11.6.5** All arterial and collector streets shall have sidewalks constructed at the time of initial street improvement to encourage pedestrian use.
- 11.6.6** Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.
- 11.6.7** Where minimizing travel distance has the potential for increasing pedestrian use, direct and dedicated pedestrian paths shall be provided by new development.
- 11.6.8** The Oregon Department of Transportation shall construct sidewalks at the time of highway improvements as an integral part of the improvement and pay the sidewalk improvement costs with ODOT project funds.
- 11.6.9** Maintenance policy decisions shall consider and encourage pedestrian facility use.
- 11.6.10** Flexibility in pedestrian facility standards may be allowed for retrofitting of local streets in substandard locations when the deviation from standards can be shown to better pedestrian accessibility.
- 11.6.11** The City shall encourage timely installation of pedestrian facilities to ensure continuity and reduce hazards to pedestrians throughout the community.
- 11.6.12** New commercial development shall be oriented toward adjacent existing and planned sidewalk facilities to encourage pedestrian, bike, and transit activity.
- 11.6.13** New commercial and residential development shall generally provide for a maximum block perimeter of 1,500 feet, except where it would negatively impact significant natural features.

11.7 Transit

Findings

- 11.7.a Public transit offers the community a mechanism to reduce traffic and pollution as well as to increase energy efficiency.*
- 11.7.b Work, school, medical, and shopping trips are the most conducive to mass transportation.*
- 11.7.c Within the Urban Growth Boundary, the present transit system is inadequate in the areas of coverage and frequency of service. A determination of the community's transit needs could best be developed through a route and schedule analysis.*
- 11.7.d A viable transit system is dependent upon efficient access to the population service area and adequate funding.*
- 11.7.e Local, national, and statewide commercial buses, and private operators now provide inter-city public transportation in the region. These existing carriers will continue to play an important part in the public transportation system of the area.*
- 11.7.f A regional transit system may be needed within the planning period to provide adequate access to regional recreational areas.*
- 11.7.g Additional public transportation connections between Corvallis and other areas of the Willamette Valley will need to be improved within the planning period.*
- 11.7.h Albany, Corvallis, and Philomath will need to develop mechanisms to provide public transportation between jurisdictions, perhaps expanding service provided by the Linn - Benton Loop System.*

Policies

- 11.7.1** An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.
- 11.7.2** The City of Corvallis shall cooperate with neighboring jurisdictions to provide a regional transportation system which facilitates convenient, energy efficient travel. This shall address the needs of persons who, for whatever reason, do not use private automobiles.
- 11.7.3** The City of Corvallis should participate in a trial operation of a Philomath - Corvallis transit system before making long-term commitments to this regional service.

- 11.7.4** Arterial and collector street designs shall include evaluation for transit facilities such as bus stops, pullouts, shelters, optimum road design, and on-street parking restrictions as appropriate to facilitate transit service.
- 11.7.5** New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.
- 11.7.6** Park-and-ride lots on the periphery of Corvallis shall be investigated by the City as an alternative solution to parking and congestion problems.
- 11.7.7** The City should seek appropriate opportunities for increasing residential density and providing industrial and commercial development along existing and proposed transit routes.

11.8 Rail

Findings

- 11.8.a Rail passenger service to Corvallis is included in the State Rail Plan but is currently not available in Corvallis.*
- 11.8.b Rail freight service to the area is provided by Willamette and Pacific Railroad.*
- 11.8.c Railroad crossings constitute a pedestrian / auto safety hazard in heavily urbanized areas.*
- 11.8.d The availability of good, reliable and cost-effective rail service to industrial sites is an important element in promoting economic development.*

Policies

- 11.8.1** Rail service should be considered as an alternative for future transportation planning.
- 11.8.2** Corvallis shall pursue methods to increase the safety of railroad crossings.
- 11.8.3** The City shall work with industry and rail service providers to retain rail service to this community's industrial areas.
- 11.8.4** The City shall work with government, passenger rail service providers, and other agencies to obtain passenger rail service for Corvallis.

11.9 Air

Findings

11.9.a The Corvallis airport has the potential to become a significant general aviation facility.

11.9.b Improper use of lands abutting the airport would reduce the ability of the airport to function as an element of the transportation system.

Policies

11.9.1 The City should further develop facilities and services at the Corvallis airport. The City shall continue efforts to secure permanent, scheduled air-taxi service.

11.9.2 The City shall work to ensure that land uses surrounding the airport both in and outside of the City and Urban Growth Boundary are developed in a fashion that maintains the City's ability to enable the airport to function as an important element of the transportation system.

11.9.3 Expansions of the Urban Growth Boundary and other land use actions affecting property around the Corvallis airport shall fully protect airport functions, viability, and expansion potential.

11.9.4 Future airport development shall be in accordance with the Corvallis Airport Master Plan.

11.9.5 The Corvallis Airport Master Plan shall be updated every ten years.

11.9.6 All land leases shall be in accordance with Federal Aviation Administration (FAA) regulations, and any potential sale of property in the airport industrial park shall be in accordance with the City of Corvallis Land Disposition Policy as approved by the FAA.

11.9.7 Development in the airport industrial park shall be in accordance with the City of Corvallis Airport Industrial Park Development Plan.

11.10 Water

Findings

11.10.a The Marys and Willamette Rivers are not utilized in the transportation system servicing Corvallis.

Policies

11.10.1 The Marys and Willamette Rivers should be considered as potential resources in future transportation planning.

11.11 Central City Transportation Issues

Findings

- 11.11.a Heavy truck traffic creates severe problems for local businesses because of the noise, exhaust emissions, congestion, and safety hazards.*
- 11.11.b Congestion and noise caused by heavy truck traffic are detrimental to the function of the shopping area within the Central Business District. To address these concerns the development of the northern leg of the bypass will be needed in a timely manner.*
- 11.11.c The 1995 Downtown Parking Study indicates that a surplus of almost 700 spaces within the downtown core exists; however, within the core, several blocks are experiencing parking shortages. Additional shortages in the core area and along the riverfront are anticipated within the next ten years.*
- 11.11.d The City's parking requirements have hindered some owners from developing or redeveloping their property in the downtown.*
- 11.11.e Some downtown streets are not designed well for bicycle travel.*
- 11.11.f Downtown retail uses have expanded beyond the boundaries of the current "downtown free parking area," restricting customer parking in some areas.*

Policies

- 11.11.1** The City shall seek alternative routing, including completion of the northern leg of the bypass, and size and weight limits to better manage heavy truck traffic within the core area without significantly reducing the livability of other areas of Corvallis.
- 11.11.2** The downtown transportation system should be oriented primarily towards providing access and parking for area employment centers and commercial activities, as well as providing for the transportation needs of the residents of the downtown area. Within the core area of the central business district, the emphasis shall be on pedestrian movement. Transportation system improvements in the core area will be consistent with the Downtown Streetscape Plan (1988).
- 11.11.3** The City shall work with the Downtown Parking Commission and shall develop, adopt, and implement a parking plan for the Central City which re-evaluates the distribution of free and metered parking, develops an equitable mechanism for new development to contribute to shared parking in lieu of on-site parking, and may include provisions for multi-level parking structures.

11.11.4 On a periodic basis, the City shall update the Corvallis Transportation Plan that considers all elements of the transportation system, with attention to the special needs of the Central City.

11.11.5 The City shall seek ways to improve bicycle travel to and through the downtown area.

11.12 Oregon State University Transportation Issues

Findings

11.12.a The existing traffic pattern serving Oregon State University has an impact on the community. These impacts include additional through traffic in neighborhoods and higher-speed traffic in residential areas.

11.12.b Existing non-university traffic patterns include traffic flow through the campus which has an impact on the campus community.

11.12.c Off campus on-street parking of university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by encouraging increased use of the free transit pass program, increased bicycle and pedestrian travel, and by developing and implementing a parking plan.

Policies

11.12.1 The University and the City shall work together to improve traffic patterns through and around Oregon State University which will reduce negative impacts on existing residential areas and the campus.

11.12.2 The University shall develop and implement a transportation and parking plan that reduces the negative traffic and parking impacts on existing residential areas.

11.12.3 All-day parking of University-related vehicles on streets in proximity to the University shall be discouraged.

11.12.4 The City shall work with the University to minimize Oregon State University-related off-campus parking problems.

11.12.5 The City shall work with OSU to develop a plan to decrease traffic and parking impacts in and around the University during major events.

11.13 South 3rd Street Transportation Issues

(For discussion of South 3rd Street transportation issues, see the South Corvallis Area, Section 13.11.)

11.14 West Corvallis Transportation Issues

(For discussion of West Corvallis transportation issues, see the West Corvallis - North Philomath Plan, Section 13.12.)

11.15 Supporting Documents

Item	Date	Location of Document
Corvallis Transportation Plan	1996	Corvallis - Benton County Public Library
Corvallis Transportation Demand Management Plan	1998	Corvallis - Benton County Public Library
Benton County Transportation System Plan	1998	Corvallis - Benton County Public Library
Corvallis Downtown Parking Study	1995	Corvallis Planning Division Library
Oregon Transportation Plan	1990	Corvallis - Benton County Public Library
Oregon Highway Plan	1991 (1998)	Corvallis - Benton County Public Library
Oregon Bicycle and Pedestrian Plan	1996	Corvallis - Benton County Public Library
Oregon Public Transportation Plan	1997	Corvallis - Benton County Public Library
South Corvallis Area Plan	1998	Corvallis - Benton County Public Library
West Corvallis - North Philomath Plan	1998	Corvallis - Benton County Public Library
Corvallis Airport Master Plan	2003 -2013	Corvallis Public Works Department
Corvallis Airport Industrial Park Development Plan	draft	Corvallis Public Works Department
Corvallis Land Disposition Policy Municipal Code Section 1.04.060	1995	Corvallis - Benton County Public Library
Downtown Streetscape Plan	1988	Corvallis Planning Division Library

11.16 Advisory Boards

Citizens Advisory Commission on Transit
Bicycle and Pedestrian Advisory Commission -Board
<u>Airport Advisory Board</u>

11.17 Mandated Reports / Plans / Inventories

Central City parking plan
Access control standards and plans
OSU traffic and parking plan