

## 9th Street Improvement Plan

### Chapter I: Inventory of Existing Conditions

# **APPENDICES**

# APPENDIX A

## Oregon Department of Transportation Spacing Standards

### ODOT Suggested Non-Freeway Access Management Classification System

Category	State Highway Functional Class*	Level of Importance	Multilane or Two-Lane	Area	Typical Operating Speed	Typical Median Control
3	Major Arterial	Statewide/regional	Multilane	Rural Urban Fully developed**	55 mph 45 mph 35 mph	full/partial full/partial n/a
			Two-lane	Rural Urban Fully developed**	55 mph 45 mph 35 mph	none none none/partial
4	Minor Arterial	Regional/district	Multilane	Rural Urban Fully developed**	55 mph 45 mph 35 mph	partial none/partial n/a
			Two-lane	Rural Urban Fully developed**	55 mph 45 mph 35 mph	partial none/partial none/partial
5	Major Collector	District	Multilane	Rural Urban Fully developed**	45 mph 40 mph 35 mph	none/partial none n/a
			Two-lane	Rural Urban Fully developed**	45 mph 40 mph 35 mph	none none/partial none/partial

\* The functional class stated is for the state highway system. Some facilities may qualify for a higher functional class for the local jurisdiction. The highest functional class, state or local, should be used to assign the access management category.

\*\* Fully developed refers to urban areas that have historically and traditionally been served by the main streets for urban areas, typically in and near the central business district.

Source: Access Management Classification and Safety Standards, ODOT

## **Appendix B**

### **Corvallis Land Development Code, Section 4.1.40**

#### **STANDARDS FOR OFF-STREET PARKING AND ACCESS**

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this Section and the City's Off-street Parking and Access Standards, established by the City Engineer and as amended over time. A permit from the Development Services Division shall be required to construct parking, loading, and access facilities, except for Single Detached, Duplex, Single Attached, and Attached Building Types; and Manufactured Dwellings.

##### **a. Access to Arterial, Collector, and Neighborhood Collector Streets**

1. Off-street facilities shall be designed and constructed with turnaround areas to prevent back-up movement onto Arterial Streets.
2. Location and design of all accesses to and/or from Arterial, Collector, and Neighborhood Collector Streets, as designated in the Corvallis Transportation Plan, are subject to review and approval by the City Engineer. Accesses shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions to this requirements may be granted by the City Engineer. Evaluations of exceptions shall consider the posted speed for the street on which access is proposed, constraints due to lot patterns, and effects on the safety and capacity of the adjacent public street, bicycle, and pedestrian facilities.
3. When developed property will be expanded or altered in a manner that significantly affects on-site parking or circulation, both existing and proposed accesses shall be reviewed under the standards in "2," above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

##### **b. Access to Unimproved Streets**

1. Development may occur without access to a street built to City standards when that development constitutes infill on an existing substandard public street. A condition of development shall be to prepay the City for future street improvements according to current policies and procedures. This shall be required with approval of any of the following applications:
  - a) Land Divisions;
  - b) Conditional Developments;

- c) Building Permits for new nonresidential construction or structural additions to nonresidential structures, except Accessory Development; and/or
  - d) Building Permits for new residential units.
- 2. The City Engineer may allow the developer to sign an irrevocable petition for public street improvements in lieu of prepayment if it is determined that:
  - a) Existing development along a particular street corridor is so extensive that the ability to fund a future street improvement project through the collection of additional prepayment fees is limited; or
  - b) Future improvement scenarios are uncertain to the extent that an estimate for street improvements cannot be generated with any degree of confidence.

**c. Vision Clearance –**

- 1. Except within the Central Business (CB) Zone, Vision Clearance Areas shall be provided at the intersections of all streets and at the intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety. The extent of Vision Clearance Areas shall be determined from standards adopted by the City Engineer that consider functional classification of the streets involved, type of traffic control present at the intersection, and designated speed for the streets.
- 2. Traffic control devices, street lights, and utility installations approved by the City Engineer are permitted within Vision Clearance Areas.

**d. Backing or Maneuvering of Vehicles** - For developments requiring four or more parking spaces, vehicular backing or maneuvering movements shall not occur across public sidewalks or within any public street other than an alley, except as approved by the City Engineer. An exception to this provision may be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, for a total of six spaces, provided that these spaces are within driveway areas designed to serve individual units within the Duplexes and Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Evaluations of other requests for exceptions shall consider constraints due to lot patterns and effects on the safety and capacity of the adjacent public street and on bicycle and pedestrian facilities. See also Section 4.10.60.01 a.3 and Section 4.10.60.02.

**e. Screening** - All parking areas containing four or more spaces and all parking areas in conjunction with an off-street loading facility shall require screening in accordance with the zoning requirements and Chapter 4.2 - Landscaping, Buffering, Screening,

Natural Resource Protection, and Lighting. Where not otherwise specified by zoning requirements, screening along a public right-of way shall include a minimum five-ft.-wide plant buffer adjacent to the right-of-way.

- f. **Lighting** - Lighting shall be consistent with the provisions outlined in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
- g. **Setbacks** - Where vehicles will be backing out from a driveway to the public right-of-way, all off-street parking shall have a minimum 19 ft. setback from the sidewalk or future sidewalk to a garage or carport. Where no sidewalk location has been established, a 19-ft. setback from the right-of-way edge to the parking structure shall be used.

Nothing in this Section shall imply or permit a lesser setback than that required by any other section of this Code.

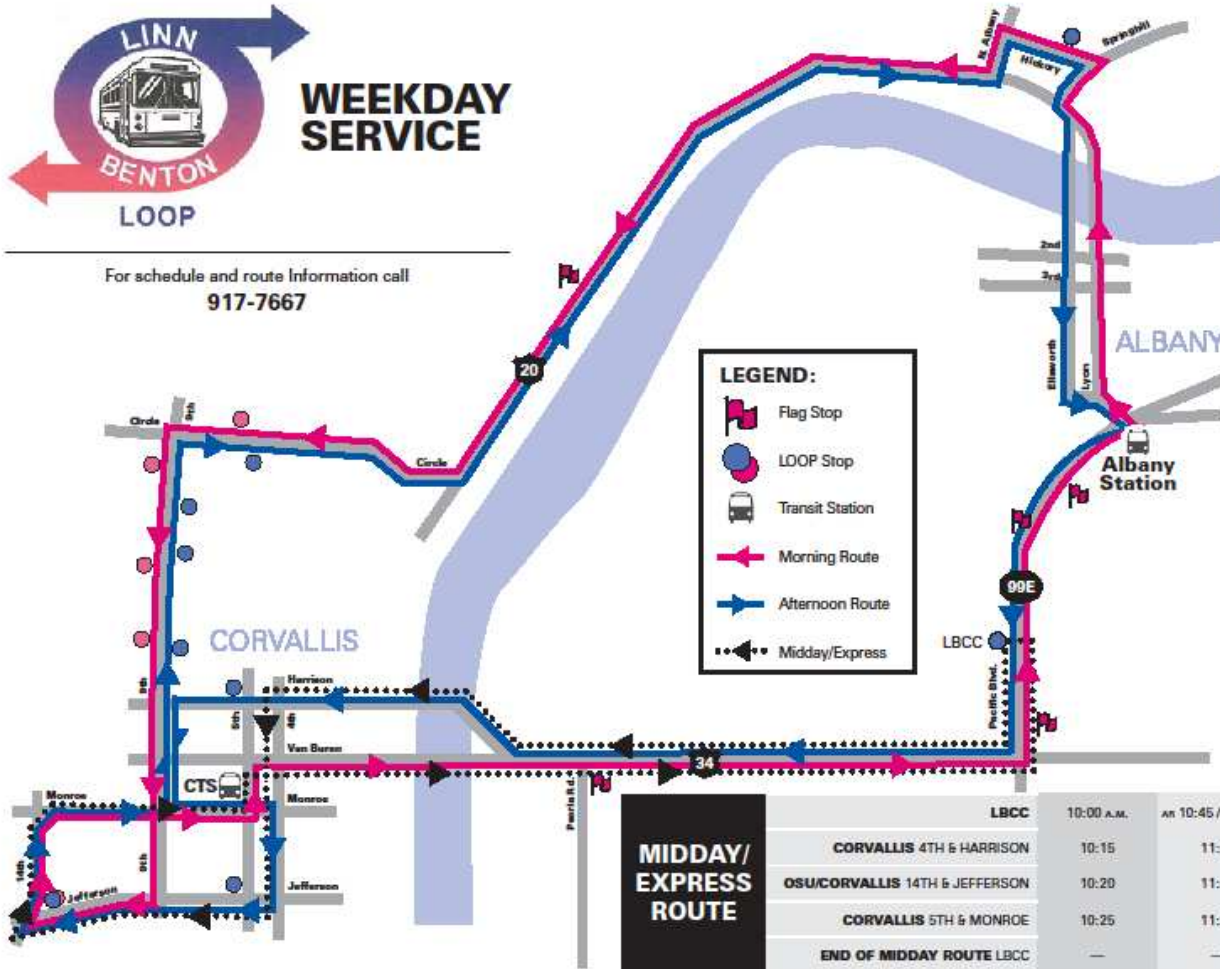
- h. **Sidewalks** - Sidewalks shall be required in accordance with the provisions of Section 4.0.40 of Chapter 4.0 - Improvements Required with Development.
- i. **Driveways** –
  - 1. Driveways shall be surfaced as required by standards established by the City Engineer. No point along the driveway length shall traverse a slope in excess of 15 percent. The location and design of the driveway within the lot frontage shall provide for unobstructed sight per the Vision Clearance requirements in Section 4.1.40.c. Requests for exceptions to these requirements will be evaluated by the City Engineer, who will consider the physical limitations of the lot and the safety impacts to vehicular, bicycle, and pedestrian traffic.
  - 2. Single-family (Attached or Detached) and Duplex development shall be limited to a maximum 20 ft.-wide curb cut. An exception to this provision may be granted in situations where steep terrain in excess of a 15 percent grade prevents compliance. Additional exceptions to this requirement may be obtained through the procedures outlined in Chapter 2.12 - Lot Development Option and Chapter 2.5 - Planned Development.
- j. **Access between Sites via Parking Lots and/or Drives** - Where vehicular circulation between sites is appropriate to reduce off-site traffic impacts and/or to provide convenience for customers and/or delivery vehicles, vehicular connections between commercial developments shall be provided via parking lots and/or drives.

# APPENDIX C

## Linn-Benton Loop Map and Schedule



For schedule and route information call  
917-7667



MORNING ROUTE			
ALBANY STATION	6:25	7:35	8:45
NORTH ALBANY PARK & RIDE	6:35	7:45	9:10
HEWLETT PACKARD	6:50	8:00	9:25
AVERY SQUARE	6:56	8:06	9:31
OSU/CORVALLIS 14TH & JEFFERSON	7:00	8:10	9:35
CORVALLIS 5TH & MONROE	7:05	8:15	9:40
LBCC	7:25	8:35	10:00

AFTERNOON ROUTE			
ALBANY STATION	2:45	4:05	5:20-5:40
LBCC	3:05	4:15	5:50
CORVALLIS 7TH & HARRISON	3:20	4:30	6:05
CORVALLIS 5TH & MONROE	3:25	4:35	6:10
OSU/CORVALLIS 14TH & JEFFERSON	3:30	4:40	6:15
AVERY SQUARE	3:35	4:45	6:20
HEWLETT PACKARD	3:45	4:55	6:30
NORTH ALBANY PARK & RIDE	4:00	5:10	6:50
END OF SERVICE ALBANY STATION	—	—	7:00

MIDDAY/ EXPRESS ROUTE	LBCC	10:00 A.M.	AM 10:45 / LV 11:00	AM 11:45 / LV 12:00	AM 12:45 / LV 1:00	1:45
	CORVALLIS 4TH & HARRISON	10:15	11:15	12:15	1:15	2:00
	OSU/CORVALLIS 14TH & JEFFERSON	10:20	11:20	12:20	1:20	2:05
	CORVALLIS 5TH & MONROE	10:25	11:25	12:25	1:25	2:15
	END OF MIDDAY ROUTE LBCC	—	—	—	—	2:30 P.M.

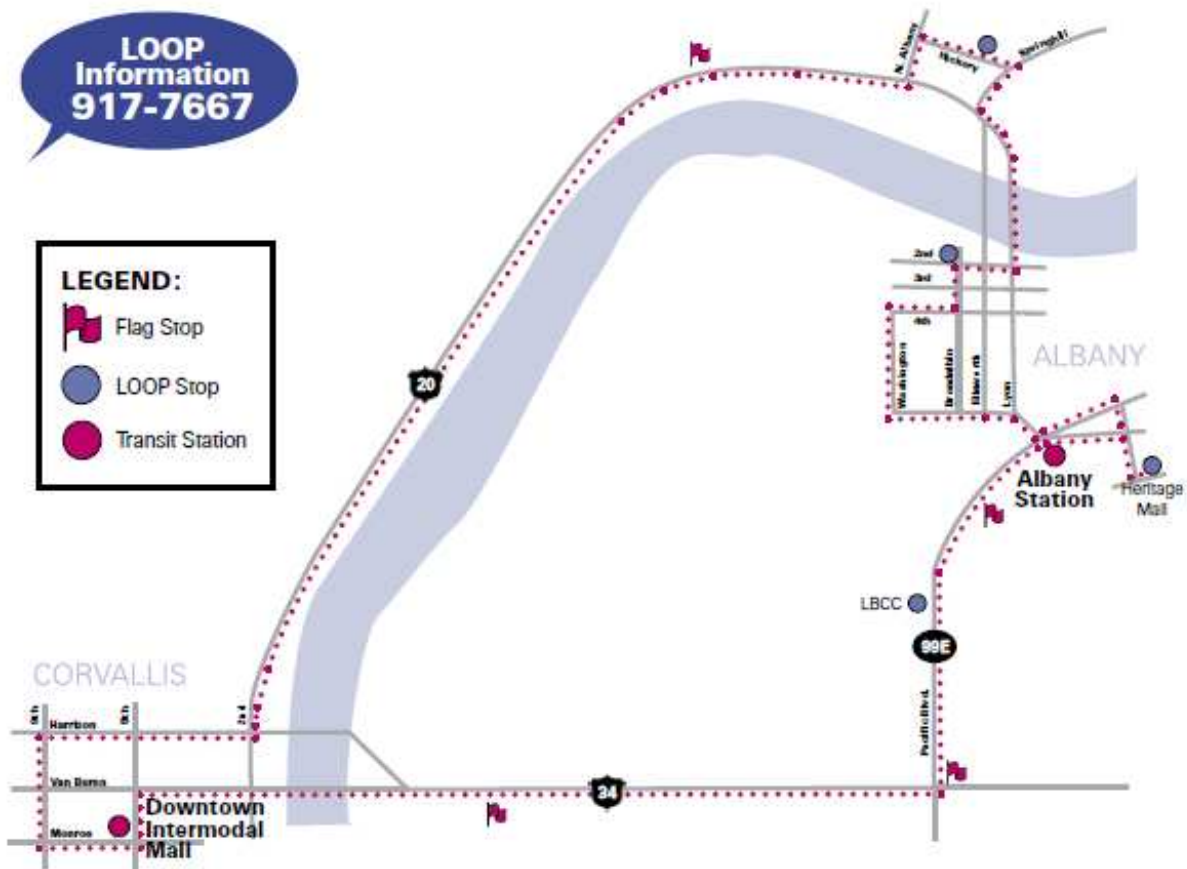
# LINN-BENTON LOOP SYSTEM SATURDAY & HOLIDAY SERVICE

between downtown Corvallis, Albany, and Heritage Mall

**LOOP  
Information  
917-7667**

**LEGEND:**

-  Flag Stop
-  LOOP Stop
-  Transit Station



ALBANY STATION	ALBANY 2ND & BROADALBIN	N. ALBANY PARK & RIDE	CORVALLIS 5TH & MONROE	LBCC	ALBANY STATION	HERITAGE MALL
8:00	8:05	8:10	8:30	8:50	9:05	9:10
—	9:20	9:25	9:45	10:05	10:20	10:25
—	10:50	10:55	11:15	11:35	11:50	11:55
—	No service 12:00 to 1:00 (lunch break)			xxx	xxx	xxx
—	1:00	1:05	1:25	1:45	2:00	2:05
—	2:15	2:20	2:40	3:00	3:15	3:20
—	3:45	3:50	4:10	4:30	4:45	4:50
—	5:00	5:05	5:25	5:45	6:00	(service ends)