



## MEMORANDUM

**DATE:** December 21, 2011

**TO:** Mayor and City Council

**FROM:** Jason Yaich, Associate Planner

**SUBJECT:** Correspondence with Councilor Raymond Related to the McFadden Industrial Annexation (ANN11-00001)

---

On December 19, 2011, Councilor Jeanne Raymond presented several questions to City staff regarding the McFadden Industrial Annexation request. Attached are staff responses to those questions.

The City Council should note that the Planning Commission has approved the associated Zone Change, Planned Development, and Willamette River Greenway applications, contingent upon Council placement of the annexation question on the May 2012 ballot and passage of the annexation measure in the May election. There are a number of conditions of approval associated with those applications. However, because those decisions by the Planning Commission have not been appealed, the sole application under consideration by the City Council is the request to place the annexation measure on the May 2012 ballot. Consequently, the information provided here should be considered in light of the applicable annexation criteria, with an understanding that the specific details of the Zone Change, Planned Development, and Willamette Greenway applications are not subject to a City Council decision.

## Yaich, Jason

---

**From:** Yaich, Jason  
**Sent:** Monday, December 19, 2011 3:24 PM  
**To:** Ward 7  
**Subject:** McFadden Industrial Annexation questions

Hello Councilor Raymond,

The following are responses to questions you provided to Kevin Young, after discussing the McFadden Industrial Annexation application with Kevin on December 19th at the Planning Division office.

**1. What is the building setback from the river?**

A 120-ft. High Protection Riparian Corridor setback applies to this site. This 120-ft. setback is measured from the top of bank of the Willamette River. This setback is illustrated on the proposed Detailed Development Plan (page 13 of Exhibit D to the City Council staff report). There are two other development related setbacks that apply to the frontage / front yard of the McFadden property as well. The GI zone requires that all buildings be setback from the Highway 20 (arterial highway) right-of-way line a minimum of 50 feet (LDC Section 3.24.30.02.b.1). Additionally, a 100-ft. development setback applies to the southwest corner of the McFadden property because it abuts a residential property line at that location. The 100-ft. and 120-ft. setbacks are best illustrated on page 13 of Exhibit D, to the City Council staff report (Detailed Development Plan). The 50-ft. setback is not illustrated on that page. The 120-ft. Riparian Corridor setback is more restrictive than the 50-ft. arterial highway setback in this case because it extends further north into the site.

**2. What use types are precluded?**

The GI zone permits the following uses, which the applicant is voluntarily proposing to not allow (see Condition #9, page 6 of Exhibit D to the City Council staff report):

- kennels
- scrap operations
- explosive or fuel storage

**3. What is the difference between the County industrial zone versus the City General Industrial zone in terms of review process and permitted uses?**

Uses permitted outright, and through the Conditional Development Permit process, are outlined in the City's GI zone, starting of page 143 of Exhibit F to the City Council staff report. Uses permitted outright, and through a Conditional Development Permit process in Benton County's Urban Industrial zone are listed on page 469 of Exhibit F to the City Council staff report.

**4. What is the proposed # of trips - trip cap?**

The applicant is proposing to limit the trip generation in the following manner:

AM peak hour trips: 719 trip ends (max)  
PM peak hour trips: 736 trip ends (max)  
weekday: 5,957 trip ends (max)

See Condition # 7 on page 5 of Exhibit D to the City Council staff report. Additionally, Condition # 6 on the same page of Exhibit D limits the maximum floor area ratio to no more than a total of 855,906 square feet for the entire development site. Both conditions work together so that "the floor area shall be the lesser of the FAR calculation (as calculated per Condition #6) or the floor area used in the trip end calculation methodology." Because of the tie between the two conditions, the actual trip generation cap outlined in Condition # 6 may fall below that specified in Condition # 7.

Please let me know if you have any additional questions.

Sincerely,

Jason Yaich  
Associate Planner - City of Corvallis Planning Division

p: 541.766.6577  
e: [jason.yaich@ci.corvallis.or.us](mailto:jason.yaich@ci.corvallis.or.us)  
w: <http://www.ci.corvallis.or.us/cd>