

APPLICABLE REVIEW CRITERION:**3. Visual elements (scale, structural design and form, materials, etc.);****FINDINGS OF FACT**

1. The proposed apartment building has a rectangular form, with various breaks and offsets in the facades and roof.
2. In general, the structure appears as a two-story building, although due to the site topography, a stepped foundation is utilized that results in a three-story component that accommodates bicycle parking, on the ground floor of the stairwells, in the center of the building.
3. While the height limit in the RS-12 zone is 35 feet, the applicant has proposed that the height from finish grade along the facades will not exceed 30 feet, in most cases. With the exception of the center of the roof forms, which rise above the 30 foot mark but fall within the 35 foot height limit, this is compatible with the adjacent RS-3.5, RS-5, and RS-9 zones which have a 30 foot height limit.
4. The facades incorporate a mix of horizontal lap siding and shingle siding (both fiber cement), and vinyl windows with grids. These buildings materials are considered to be compatible with adjacent residential development and with the Regent facility.
5. The applicant is proposing a car port (accessory structure) to cover 11 vehicle parking spaces along the south property line, to provide weather protection for a portion of the vehicle parking spaces.
6. The applicant is proposing a covered bicycle shelter (accessory structure) near the northeast corner of the apartment building, which will cover 100% of the required 15 bicycle parking spaces. The applicant is proposing 18 bicycle parking spaces at this location, and has provided additional covered bicycle parking storage spaces in the apartment units.
7. The applicant has not provided details for the covered bicycle parking or the carport structure.
8. Accessory structures are required to be consistent with LDC 4.3.30.e. The standards include a maximum 14-ft. height limit, and setbacks of at least three feet to the property line. The DDP indicates that the required setback will be satisfied. However, it is not clear from the application materials, that the structures will meet the 14-ft. height limit. These structures should be designed to be visually compatible with the apartment building, and will be required to comply with LDC Section 4.3.30.e (**see Condition # 6**).

CONCLUSIONS

The proposed building architecture uses materials that are intended to be compatible with surrounding residential development. The roof forms and building facades provide periodic breaks, which adds to the visual interest of the structure, and is compatible with adjacent residential development. The carport and bicycle parking structure will need to incorporate materials which are both visually compatible with the apartment building and adjacent residential structures, and also meet the LDC height and setback standards for accessory structures. **Condition # 6** requires these compatibility elements. This criterion is met with conditions.

APPLICABLE REVIEW CRITERION:**4. Noise attenuation;**FINDINGS OF FACT

1. It is anticipated that the proposed 10-unit apartment development will generate similar noise impacts on neighboring properties as the existing Regent Retirement Residence facility, and other nearby residential uses.
2. The building is proposed to be located approximately 65 feet from both the south and east property lines, which exceeds the minimum side and rear yard setback in the RS-12 zone by 50 feet. The additional distance should help alleviate the increased noise that might be anticipated from a higher density residential development.
3. Vehicle parking is proposed to be located five feet from the south property line, per LDC Section 4.2.40.a. This distance is consistent with LDC requirements.
4. Occasional noise impacts will likely occur as residents come and go, and the additional volume of vehicle traffic attributed to 10 apartments may create compatibility issues with the existing neighborhood. The applicant has proposed a landscape screen of evergreen shrubs along the south property line.
5. Despite the increased setbacks between the building and all property lines, and the provision of a landscape screen, Staff have provided a condition of approval to address the potential increase in noise impacts, as well as potential impacts from vehicle headlights on neighboring properties. The condition of approval requires an additional opaque fence along the top of the retaining wall abutting the south and east sides of the parking lot, to help minimize noise and illumination from headlights across the property lines. The top of the fence shall be a minimum of four feet above the finished surface of the parking lot (so that the combined height of the retaining wall and fence above the finished surface of the parking lot is at least four feet) (**see Condition # 5**).

CONCLUSIONS

The noise impacts of the proposed development are anticipated to be compatible with surrounding development based on similar uses. Additionally, the applicant is proposing to increase the building setbacks for all property lines approximately four times the minimums specified in the RS-12 zone. Per **Condition # 5**, an additional requirement for a solid fence along the south and east sides of the parking lot will help to reduce noise from the development site, as well as minimize light intrusion from vehicle headlights on neighboring properties. The criterion addressing noise compatibility is met with a condition of approval.

APPLICABLE REVIEW CRITERION:**5. Odors and emissions;**FINDINGS OF FACT

1. Emissions and odors will not exceed those typically expected in a residential setting.

CONCLUSIONS

This criterion is met without conditions.

APPLICABLE REVIEW CRITERION:**6. Lighting;**FINDINGS OF FACT

1. The applicant's narrative (**see Attachment B – page 74**) states that "All new exterior lighting for the project will be shielded so as not to produce glare onto adjacent properties." Additionally, the applicant has provided a site lighting plan (**see Attachment B – page 21**).
2. Exterior lighting is required to be consistent with LDC Section 4.2.80. The proposed choices for light fixtures include 42" high bollard lights, pole mounted lights on 20-ft. high poles with "house side shield", and fixtures underneath the proposed carport. Staff is proposing **Condition # 3**, which will ensure that lighting design and fixture details submitted as part of the building permit applications are consistent with the provisions in LDC Section 4.2.80.

CONCLUSIONS

The applicant has proposed that exterior lighting will be fully shielded to prevent glare. A condition of approval (**Condition # 3**) has been provided which will ensure the exterior lighting meets the LDC standards. As proposed and conditioned, the criterion for lighting is satisfied.

APPLICABLE REVIEW CRITERION**7. Signage;**FINDINGS OF FACT

1. The applicant's narrative states that any future signs will comply with LDC Chapter 4.7 (**see Attachment B – page 74**).
2. As discussed below, regarding the existing 1981 Planned Development approval for the Regent, a condition of development requires that signs be presented to the Planning Commission for review and approval. Staff note that this condition was typical of Planned Development approvals of that era, and that signs approved as part of Planned Developments in more recent times are typically considered to be compatible with adjacent development, as long as the signs are consistent with the standards in LDC Chapter 4.7. As proposed, the application is consistent with this criterion.
3. Staff recommends a condition of approval (**Condition # 15**), that modifies the existing 1981 condition of approval such that signs are to be consistent with LDC Chapter 4.7, and do not require approval by the Planning Commission.

CONCLUSIONS

The application narrative indicates signs will comply with standards in LDC Chapter 4.7. A previous condition of approval associated with PD-81-1 requires Planning Commission approval for signs. Staff is proposing to modify that condition of approval so that Planning Commission approval is not necessary for construction of signs on Tract B, as long as the signs are consistent with the standards in LDC Chapter 4.7. As conditioned (**Condition # 15**), the criterion for sign compatibility is met.

APPLICABLE REVIEW CRITERION:**8. Landscaping for buffering and screening;****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.

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, 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.

Section 4.2.20 – GENERAL PROVISIONS

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

2. Preservation -

a) Significant Trees and Significant Shrubs to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing Significant Trees and Significant Shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

b) Where the preservation of Significant Trees or Significant Shrubs is required by this Code, by a particular proposal, and/or by Conditions of Approval, no development permits shall be issued until a preservation plan has been reviewed and approved by the Director. The preservation plan shall be developed by a certified arborist and shall comply with the purposes clause and specific standards in this Chapter and any proposal(s) and/or Conditions of Approval that apply to the particular project. Additionally, Significant Trees and Significant Shrubs to be saved and methods of protection shall be indicated on the preservation plan submitted for approval.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE**a. Tree Plantings -**

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

4. Conditions of Approval for individual development projects may require additional tree plantings to mitigate removal of other trees, or as part of landscape buffering or screening efforts;

6. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

Table 4.2-2 - Parking Lot Trees	
Large-canopy trees: trees that normally reach 30- 50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	- Minimum one tree per 12 cars

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views.

They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

a. Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five-ft.-wide perimeter landscaping buffer shall be provided around parking areas; and a minimum 10 ft.-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or planters shall be increased in width by 2.5 ft. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Low-lying ground cover and shrubs, balanced with vertical shrubs and trees, shall be used to buffer the view of these facilities.

FINDINGS OF FACT

1. The site contains Significant Trees (trees outside areas inventoried in the City's Natural Features Inventory and with a trunk size that is eight inches or greater in caliper size). The applicant has identified the Significant Trees on Attachment M (see Attachment B – page 3). Of the 29 trees identified, 26 are considered "Significant", and four of these have their trunks off-site (Trees "A", "B", "C", and "D"). The applicant has also provided an Arborist's Report which identifies trees to be removed and trees to be preserved, along with methods necessary to ensure the survival of the preserved trees (see Attachment B – page 221).
2. Per LDC 4.2.20.d, existing Significant Trees should be preserved to the greatest extent practicable. The applicant is proposing to preserve a portion of the identified Significant Trees.
3. In order to ensure preservation of the existing Significant Trees, per LDC Section 4.2.20.d.2 and Section 4.12.60.f, the applicant will be required to include a preservation plan as part of the construction permit applications, and to install protection fencing consistent with the standards in LDC Section 4.12.60.f, and as identified on the applicant's Tree Management Plan (see Condition # 13).
4. Based on site constraints, the requirement to develop the site at minimum density, and other applicable LDC standards related to vehicle parking allocation and design, the applicant has preserved the existing Significant Trees to the greatest extent practicable.
5. The Coronado subdivision approval includes a condition (see Attachment C – page 79) that requires protection of 13 existing trees identified on the entire Coronado subdivision site. Two of the 13 trees identified in the Coronado approval are potentially impacted by development of

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Tract B. **Attachment B – page 22** illustrates the two trees subject to the Coronado condition of approval. The subject trees are also identified in the current application (**see Attachment B – page 3**) as trees # 100 (Douglas Fir with 15” caliper trunk on Tract B) and # 101 (Garryana Oak with multi-stem trunk on abutting Lot 22 to the west). Protection of these two specific trees ensures compliance with the Coronado subdivision condition of approval. The proposed **Condition # 13**, mentioned above, ensures compliance with the previous condition of approval.

6. Staff note that the Coronado subdivision approval contains a discrepancy between the condition of approval requiring protection of 13 trees on the subject Coronado site, and the drawing referred to as “Attachment G-46” (**Attachment C – page 95**), which appears to illustrate two additional existing Significant Trees on Tract B and identifies in the legend those trees as “Existing Trees To Be Saved”. It is not clear in looking at Attachment G-46, whether the additional two trees are intended to be preserved, other than their illustration appears to match the legend item. After a detailed review of the record for the Coronado subdivision approval including discussion in the staff report (**Attachment C – page 104**) and application materials for that approval (**Attachment C – page 120**), Staff believe that it was intended that only two of the four Significant Trees identified on Tract B are affected by the condition of approval. This is primarily based on a description in the staff report that states “...a total of 13 significant trees will be preserved, all of which are located along the boundaries of the site.” Staff find that the two additional trees located in the north side of Tract B (Trees # 119 (Plum) and 122 (Douglas Fir) in this application) and illustrated on Attachment G-46 are not intended to be preserved.
7. For purposes of review of this application, Staff is identifying the discrepancy for Planning Commission consideration. Should Planning Commission find that there is sufficient evidence in the record of this current application to indicate that the two additional trees identified on Attachment C – page 95 are intended to be preserved per the Coronado subdivision condition of approval, additional findings will need to be made by the Planning Commission that identifies compensating benefits associated with a modification to the Coronado subdivision condition of approval, because the applicant is proposing to remove the two trees that are in question.
8. The applicant is proposing a large canopy tree in the parking lot island on the south row of parking, consistent with the standards in LDC Section 4.2.30.a.
9. Landscape buffers are required between parking areas and adjacent properties, per LDC Section 4.2.40.a.
10. Provision of a minimum 5-ft. landscape buffer and screen between the parking lot and the south and east property lines is consistent with LDC Section 4.2.40.a. The proposed DDP complies with this standard.
11. To mitigate for existing Significant Trees proposed to be removed, the applicant has provided additional medium and large canopy trees in the Green Area located in the east side of the property, which exceeds the standards for required trees in LDC Section 4.2.30.a. If the Planning Commission finds that, per the discussion under item # 6 above, that two additional trees are required to be protected on Tract B per the Coronado subdivision conditions of approval, and decides to approve this application, Staff support the finding that provision of extra large canopy trees in the Green Area located on the east side of the development site offers a compensating benefit for the trees proposed to be removed.

CONCLUSIONS

The applicant has attempted to preserve existing Significant Trees identified on the subject property to the greatest extent practicable, considering other constraints such as the existing site conditions, requirements for minimum density, and other site development standards. The

applicant has provided landscape buffers, screening, and parking lot landscaping consistent with the standards in LDC Sections 4.1.40, 4.2.30, and 4.2.40. As conditioned, the criterion for landscaping is met.

APPLICABLE REVIEW CRITERION:

9. Transportation facilities

Section 1.6.30

Should – Expressing what is desired, but not mandatory.

FINDINGS OF FACT –TRANSPORTATION FACILITIES

1. The proposed planned development is for a ten-unit multi-family development (Apartments), on a 35,223 sq. ft. (0.81 acre) tract.
2. The estimated trips for the site based on Institute of Transportation Engineers, Trip Generation Manual, is 5.69 trips in the a.m. peak hour and 6.51 trips in the p.m. peak hour. The number of trips generated by this site is below the 30 trips per hour threshold to require a full traffic study per LDC 4.0.60.a. Daily trips based on ITE Standards are 66.5 trips per day for the site.
3. Site access is provided off the end of the cul-de-sac on NW Mirador Place, an improved local street. The cul-de-sac is approximately 600 feet long and 18 existing lots are served by it. No other public street access is provided to the site.
4. A cul-de-sac is a dead end street which limits connectivity and the potential for through traffic.
5. Due to existing development patterns in the area, there is no feasible solution to extend the end of NW Mirador Place to connect with another street and provide connectivity.
6. Local streets are described in the Corvallis Transportation Plan on Page 3-8. Table 3-4 calls out volumes of less than 2,000 vehicles per day and speeds of 15-20 mph for local streets.
7. City Council Policy CP08-9.07 addresses neighborhood traffic calming. The policy identifies volumes must typically exceed 300 vehicles per day and exceed the posted speed limit by 5 mph to qualify for evaluation of neighborhood traffic calming.
8. An emergency access easement is provided through the adjacent Regent retirement center parking lot, and connects to the end of the cul-de-sac (**see Attachment C – page 146**).
9. LDC requirements are to be met with development of the site as discussed in the applicable sections below.

CONCLUSIONS

Based on ITE standards, the development of 18 single family units (171 ADT) plus a 10-unit apartment site (66.5 ADT) would result in approximately 238 average daily trips (ADT) on this section of Local Street. Vehicular trip volumes from the proposed Planned Development site in conjunction with the adjacent development are compatible with the existing local street. Additional findings regarding compliance with the applicable public improvement requirements outlined in LDC Chapter 4.0 are found below.

APPLICABLE REVIEW CRITERION:

10. Traffic and off-site parking impacts

FINDINGS OF FACT –TRAFFIC

1. The proposed planned development is for a ten-unit multi-family development (Apartments), on a 35,223 sq. ft. (0.81 acre) tract.

2. The estimated trips for the site based on Institute of Transportation Engineers, Trip Generation Manual, are 5.69 trips in the a.m. peak hour and 6.51 trips in the p.m. peak hour. The number of trips generated by this site is below the 30 trips per hour threshold to require a full traffic study per LDC 4.0.60.a. Daily trips based on ITE Standards are 66.5 trips per day for the site.
3. Site access is provided off the end of the cul-de-sac on NW Mirador Place, an improved local street. The cul-de-sac is approximately 600 feet long and 18 existing lots are served by it. No other public street access is provided or available to the site.
4. A cul-de-sac is a dead end street which limits connectivity and the potential for through traffic.
5. Local streets are described in the Corvallis Transportation Plan on Page 3-8. Table 3-4 calls out volumes of less than 2,000 vehicles per day and speeds of 15-20 mph for local streets.
6. City Council Policy CP08-9.07 addresses neighborhood traffic calming. The policy identifies volumes must typically exceed 300 vehicles per day and exceed the posted speed limit by 5 mph to qualify for evaluation of neighborhood traffic calming.
7. An emergency access easement is provided through the adjacent Regent retirement center parking lot, and connects to the end of the cul-de-sac.
8. LDC requirements are to be met with development of the site as discussed in the applicable sections below.

CONCLUSIONS

The site and adjacent streets are compatible with the planned development of 10 apartments. There may be additional off-site street parking impact due to the apartments if adequate on-site parking is not provided. See discussion below concerning on-site parking requirements, and potential off-site parking impacts.

APPLICABLE DEVELOPMENT STANDARDS – CHAPTER 4.1 (VEHICLE PARKING)

Section 4.1.20 - GENERAL PROVISIONS

- a. **Provision and Maintenance - The provision of required off-street parking for vehicles and bicycles, and loading facilities for vehicles, is a continuing obligation of the property owner. Building or other Permits will only be issued after receipt of site plans drawn to a suitable scale and showing the location of permanent parking and loading facilities. New vehicle and bicycle parking spaces shall be provided in accordance with the provisions of this Code.**

Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS

Minimum parking requirements for Use Types in all areas of the City, with the exception of the Central Business (CB) Zone and the Riverfront (RF) Zone, are described in Sections 4.1.30.a through 4.1.30.f. Minimum parking requirements for the Central Business (CB) Zone are described in Section 4.1.30.g.

- a. **Residential Uses Per Building Type –**
 2. **Duplex, Attached, and Multi-dwelling –**
 - a) **Vehicles –**
 - 3) **Two-bedroom Unit – 1.5 spaces per unit**

LDC 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.

FINDINGS OF FACT – ACCESS and OFF-SITE PARKING IMPACTS

1. Site access is provided at the end of NW Mirador Place, a local street.
2. The applicant proposes an off-street parking lot, as shown on the DDP. The proposed parking lot contains 20 vehicle parking spaces. Based on the proposed 10 dwelling units, each having two bedrooms, 15 vehicle parking spaces are the minimum number required per LDC 4.1.30.a.2.a. The proposal includes sufficient vehicle parking to meet the LDC required minimum of 15 spaces.
3. The applicant will be required to obtain necessary building permits and install the parking lot consistent with the City's Off-Street Parking and Access Standards (**see Condition #11**).
4. The applicant is proposing five more vehicle parking spaces than is required. The 20 proposed spaces also exceeds the maximum allowed vehicle parking, which is 19 spaces per LDC 4.1.20.o. Given that the proposal not only exceeds the minimum, but also exceeds the maximum number of vehicle parking spaces, there should be no off-site parking impacts associated with the proposed development.
5. The applicant has requested to vary from the on-site vehicle parking limit, to allow more parking on the development site. As discussed previously, Staff find that providing additional on-site parking to minimize off-site parking impacts serves as a compensating benefit for the requested variation.

CONCLUSIONS

The DDP provides more than the minimum required vehicle parking for the proposed use. As noted in the discussion above under LDC Section 2.5.40.04.a.1 (compensating benefits for variations), the applicant is proposing to provide additional vehicle parking spaces beyond the maximum allowance. As noted in those findings, the applicant has addressed compensating benefits that mitigate for the proposed variation. As discussed above, the application meets the compatibility criterion for access and off-site parking impacts. As conditioned, the application is consistent with applicable LDC requirements. The criterion is satisfied.

APPLICABLE REVIEW CRITERION:

11. Utility infrastructure

FINDINGS OF FACT – UTILITY INFRASTRUCTURE

1. The proposed planned development is for a ten-unit multi-family development (Apartments), on a 35,223 sq. ft. (0.81 acre) tract.
2. There are existing City utilities in the vicinity of the site.
3. There is an existing 8-inch public water main located in NW Mirador Place which was installed with the Coronado Subdivision improvements. This line loops to the north through the Regent site. An existing 3/4 inch water service is located on the site frontage.
4. There is an existing 8-inch public sewer main terminating in a manhole at the end of NW Mirador Place which was installed with the Coronado Subdivision improvements. A 4-inch sewer lateral was stubbed to the site.
5. There is an existing 12-inch public storm drain in NW Mirador Place which was installed with the Coronado Subdivision improvements, and there is an existing public 10-inch storm drain located in NW Autumn Street with a 10-inch lateral located in an easement between 3080 and

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3098 NW Autumn Street. The 10-inch storm drain in the easement terminates in a field inlet at the SE corner of tract B.

6. The property east of the development site has expressed concerns over Stormwater runoff from the site based on on-going drainage issues.
7. The applicant provided a Utility Plan (attachment "U") dated 3/11/13.
8. New water services and a hydrant will be installed on the existing 8-inch line at the NW corner of the site.
9. To provide sanitary service for the proposed site plan, a private lift station will need to be installed by the developer which connects to the existing sewer in NW Mirador Place (**see Condition # 12**).
10. The applicant is proposing private drainage improvements with site development as part of the planned development. The applicant addresses these facilities in the letter dated March 18, 2013 on pages 12 & 13. Site drainage will be collected through a private storm drainage system consisting of catch basins and pipes and will be detained and treated for water quality. Stormwater detention and Stormwater quality facilities will connect to the existing storm drain line at the SE corner of the site which flows to Autumn Street. Due to slopes, the detention will be in an enclosed private underground pipe system and water quality will be provided by a private stormwater filter system.
11. The applicant will need to install services with development of the site per LDC requirements and are discussed in the applicable sections below.

CONCLUSIONS

Per **Condition # 12**, the site will comply with public infrastructure requirements for provision of sanitary sewer service. The existing site is presently served by City infrastructure for water and storm water utilities. With private infrastructure that will need to be installed with development (**see Condition # 12**), adjacent utilities are compatible with the Planned Development for the proposed 10 unit apartments.

APPLICABLE REVIEW CRITERION:

- 12. Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion)**

FINDINGS OF FACT

1. The proposed planned development is for a ten-unit multi-family development (Apartments), on a 35,223 sq. ft. (0.81 acre) tract.
2. The applicant is mitigating their storm water impacts by providing detention and water quality facilities as shown on the utility plan (**Attachment B – page 12**) and described in the application materials (**see Condition # 8**).
3. The proposed development is not anticipated to generate impacts to air quality beyond that expected with similar residential development. The criterion specific to air quality impacts is considered to be satisfied.

CONCLUSIONS

As conditioned (**see Condition # 8**), the application complies with LDC requirements for impact to water quality. Additional LDC criteria for stormwater quality are discussed in the applicable sections below. As conditioned, the compatibility criterion for air and water quality is satisfied.

APPLICABLE REVIEW CRITERION:

- 13. **Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards**

FINDINGS OF FACT

- 1. A discussion of the applicable LDC development standards in the RS-12 zone, as well as the applicable Pedestrian Oriented Design Standards in Chapter 4.10 is included below. As noted in the discussion above, under compensating benefits for requested variations, the applicant is seeking to vary the standard in LDC Section 4.10.60.01.a.1 (200-ft. rule). As noted in that discussion, compensating benefits have been provided for the requested variation. Other than the requested variation, as noted below in the discussion under applicable development standards in Article IV of the LDC, the proposed design is consistent with the applicable Pedestrian Oriented Design Standards in LDC Section 4.10.60.

CONCLUSIONS

As discussed above, the design meets the standards in Chapter 4.10, except where a specific variation and compensating benefits have been provided relative to LDC Section 4.10.60.01.a.1. This criterion is satisfied.

APPLICABLE REVIEW CRITERION:

- 14. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.**

ADDITIONAL APPLICABLE LDC DEVELOPMENT STANDARDS

Section 4.14.70 - HILLSIDE DEVELOPMENT STANDARDS

c. Mass Grading Standards - The following standards shall apply to development throughout the City of Corvallis:

- 1. **Maximum Allowed Cut Depth and Fill Height - The following standards govern the maximum cut depth and fill height:**

Site Characteristics	
No Extenuating Conditions	Eight-ft. Standard

3. Grading Area Limitations - The following requirements apply to Mass Grading in areas with slopes equal to or greater than 10 percent, as mapped on the Natural Hazards Map:

b) Medium-high and High Density Residential Development Zones -

Medium-high and High Density Residential Development Zones	Mass Grading Regulations:
RS-12, RS-12U, RS-20, and MUR Zones	For development sites greater than 6,500 sq. ft. in size - Graded area shall not exceed 75 percent. The Eight-ft. Standard shall apply, unless extenuating conditions are present.

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FINDINGS OF FACT

1. There are no mapped Natural Resources on the subject site.
2. The site contains Natural Resources not on the City's Natural Features Inventory maps (Significant Trees). As noted in the discussion above under the criterion for landscaping, the applicant has provided a Tree Management Plan, which preserves a portion of the subject Significant Trees. Per the conclusion under the criterion for landscaping, and **Condition # 13**, the proposal is consistent with the standards for protection of Significant Natural Features in LDC Chapter 4.2.
3. As noted in the Site and Vicinity discussion above, the site contains slopes in the 10-15% and 15-25% categories, and development on the site is subject to the Hillside Development Standards in LDC Section 4.14.70.
4. The applicant has designed the apartment building to have a stepped foundation, which helps the structure to fit the topography of the site.
5. The application is consistent with the Eight-ft. cut and fill standard (**see Attachment B – Pages 9 and 10**), noted above.
6. Compliance with the additional applicable Hillside Development Standards is evaluated under the review of criterion 2.5.40.04.a.1 above. As noted in the discussion under LDC Section 2.5.40.04.a.1, the applicant is requesting a variation to the maximum gradable area standard of 75% of the site area, in order to accommodate additional vehicle parking. As noted in that discussion, compensating benefits have been provided that mitigate for the impacts associated with the variation. Other than the slopes on the site, there are no additional Significant Natural Features mapped on the subject site.

CONCLUSIONS

As noted in the discussion above, and in the discussion under the criterion for landscaping, the applicant is proposing to preserve a portion of the existing Significant Trees, consistent with the provisions in LDC Section 4.2.20.d. As noted in the discussion above, under the criterion for compensating benefits for requested variations, the applicant is proposing to vary from the maximum gradable area standard, and has identified a compensating benefit associated with that variation. Staff find the proposal is consistent with the standards for Hillside Development, and the criterion in LDC Section 2.5.40.04.a.14.

APPLICABLE REVIEW CRITERION:**2.5.50.04 - Review Criteria for Determining Compliance with Conceptual Development Plan**

Request for approval of a Detailed Development Plan shall be reviewed to determine whether it is in compliance with the Conceptual Development Plan. The Detailed Development Plan shall be deemed to be in conformance with the Conceptual Development Plan and may be approved provided it is consistent with the review criteria in Section 2.5.40.04 above, provides a clear and objective set of development standards for residential Detailed Development Plans (considering the Detailed Development Plan proposal, required adherence to this Code, and Conditions of Approval), and does not involve any of the factors that constitute a major change in the Planned Development. See Section 2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification.

FINDINGS OF FACT

1. As discussed in the findings above under LDC Section 2.5.40.04, the proposal complies with all applicable compatibility criteria for a Conceptual Development Plan.

2. The proposal is considered a residential Detailed Development Plan. In order to determine whether or not the proposal provides a clear and objective set of development standards, the proposal must be evaluated against all applicable development standards in the Land Development Code. A discussion of the additional applicable LDC development standards, and whether or not the application is consistent with the clear and objective standards contained in Articles III and IV of the LDC is included below. As discussed in the findings below, the proposal adheres to the development standards of the LDC.
3. A discussion of existing, applicable Conditions of Approval from prior land use decisions including the Regent Planned Development and the Coronado tentative subdivision plat approval is included below.

CONCLUSIONS REGARDING APPLICABLE CRITERIA FOR CDP / DDP

The proposed Detailed Development Plan is consistent with the Conceptual Development Plan, as discussed in the findings under LDC Section 2.5.40.04 above. The proposal has been evaluated against the applicable LDC criteria in Articles III and IV of the LDC, as discussed below, and it has been determined that it provides a clear and objective set of development standards. The proposal has been evaluated in the context of the applicable previous conditions of approval, as indicated in the discussion below. As discussed below, Staff find that the proposal is consistent with the existing conditions of approval. The criterion in LDC 2.5.50.04 is satisfied.

ADDITIONAL APPLICABLE LDC DEVELOPMENT STANDARDS

In addition to the applicable criteria for a Major Planned Development Modification discussed above, the application has been reviewed for conformance to applicable LDC development standards contained in Article III (the RS-5 and RS-12 zones), as well as applicable standards in Article IV. As discussed below, and except as noted in the discussion above under LDC 2.5.40.04.a.1 (Compensating benefits for the variations being requested), the proposal is consistent with the applicable LDC development standards in Articles III and IV.

APPLICABLE DEVELOPMENT STANDARDS – RS-12 ZONE

Section 3.6.20 - PERMITTED USES

3.6.20.01 – Ministerial Development

a. Primary Uses Permitted Outright

1. **Residential Use Types –**
 - a) **Family**
2. **Residential Building Types –**
 - f) **Multi-dwelling**

b. Accessory Uses Permitted Outright

8. **Other development customarily incidental to the Primary Uses in accordance with Chapter 4.3 – Accessory Development Regulations**
9. **Required off-street parking for Uses permitted in the zone in accordance with Chapter 4.1 – Parking, Loading, and Access Requirements**

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

a. Minimum Density	12 units per acre. Applies to the creation of Land Divisions.
b. Maximum Density	20 units per acre. Applies to the creation of Land Divisions.

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c. Minimum Lot Area	2,200 sq. ft. per dwelling unit
d. Minimum Lot Width	25 ft.
e. Setbacks	
1. Front yard	10 ft. minimum; 25 ft. maximum
2. Rear yard and Side yards	5 ft. minimum and each lot must have a minimum 15-ft. usable yard either on the side or rear of each dwelling. Additionally, the setbacks listed below apply for side yards not being used as the usable yard described above.
c) Duplex and Multi-Dwelling	10 ft. minimum each side
d) Abutting a more restrictive zone	10 ft. minimum
h. Maximum Structure Height	35 ft., not to exceed a solar envelope approved under Chapter 2.18 - Solar Access Permits or Chapter 4.6 - Solar Access
i. Maximum Lot Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.

Section 3.6.50 - GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

3.6.50.01 - Green Area

- a. A minimum of 30 percent of the gross lot area and a minimum of 20 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 70 percent maximum lot/site coverage standard of Section 3.6.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.**
- b. Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.**
- c. The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.**

3.6.50.02 - Private Outdoor Space Per Dwelling Unit

- a. Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.6.50.04.**
- b. Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.**
- c. Private Outdoor Space shall be directly accessible by door from the interior**

of the individual dwelling unit served by the space.

- d. **Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.**
- e. **Private Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01, if it is located on the ground. Upperstory balconies cannot be counted.**

3.6.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

- a. **Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;**
- b. **Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;**
- c. **Enhancing park sites adjacent to the convergence of sidewalks and/or multiuse paths;**
- d. **Enhancing recreational opportunities near neighborhood commercial activity centers; and**
- e. **Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.**

FINDINGS OF FACT – RS-5 and RS-12 DEVELOPMENT STANDARDS

1. The site has a base zone of RS-5 and RS-12, and is subject to the development standards in LDC Chapters 3.6. Additionally, a portion of the northwest corner of the site is zoned RS-5. Since the DDP concentrates development in the RS-12 portion of the site, most of the applicable development standards are those of the RS-12 zone. Only the entry drive and associated landscape buffers are located on the RS-5 portion of the site. Those improvements are consistent with the allowed uses and development standards of the RS-5 zone.
2. The proposed land use is classified as Family Residential per LDC Section 3.0.30 and the 10-unit apartment building is defined as a Multi-dwelling residential building type per LDC Section 1.6.30. Per LDC 3.6.20.01.a, the proposed 10-unit apartment building and its associated site improvements are permitted outright uses in the RS-12 zone.
3. The RS-12 zone implements the Medium-high Density Residential Comprehensive Plan designation, which allows 12 to 20 dwelling units per acre. As discussed above, under the criteria for a Conceptual Development Plan, the proposed Major Modification is required to be consistent with the density requirements of the Comprehensive Plan. Additionally, as discussed above, it is noted that the Comprehensive Plan designation for the site is Residential - Medium Density, which is inconsistent with the purposes of the RS-12 zone - implementing the Medium-high Density Residential Comprehensive Plan designation.
4. The RS-12 portion of the subject site is approximately 0.78 acres. The RS-5 portion of the site is approximately 0.03 acres. Based on the density ranges of 2-6 units per acre (RS-5) and 12-20 units per acre (RS-12), between 9 and 16 units are permissible on the site. The proposed 10 units fall within the density range permitted by the underlying zones.
5. The minimum lot area requirements in LDC Section 3.6.30.c specify 2,200 square feet per dwelling unit. The DDP proposes 10 units, which requires a total lot area of 22,000 square feet. The subject site is approximately 35,283 square feet, which meets the lot area standard.

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6. Based on the standards in LDC Table 3.6-1, the minimum front yard setback in the RS-12 zone is 10 feet. The minimum side yard setback for a Multi-Dwelling structure is 10 feet for each side. The minimum rear yard setback is either 5 feet, or 15 feet, if the usable yard requirement is applied. The proposed building has a front yard of approximately 88 feet; side yards of approximately 45 feet (west), 22 feet (north), and 65 feet (south); and a rear yard (east) of approximately 65 feet. The proposed building exceeds the minimum setback requirements adjacent to all yards.
7. The RS-12 zone requires that buildings be setback no more than 25 feet from the front property line. As discussed in the criterion above for compensating benefits associated with proposed variations, the applicant proposes to exceed the maximum front yard setback, and has provided compensating benefits to account for the variation. As discussed above, the criterion is satisfied.
8. Per Section 3.6.30.h, the maximum structure height in the RS-12 zone is 35 feet. The DDP illustrates that the building is mostly two stories in height, and with limited exceptions, is no more than 30 feet between finished grade and the peak of the roof. Because the building utilizes a stepped foundation to account for topographical changes on site, the center portion of the building has a three story element to it. At those locations, based on how building height is calculated, the structure is compliant with the 35-ft. height limit.
9. The RS-12 zone has a maximum lot coverage standard of 70%. The proposed lot coverage is approximately 50% (6,439 square foot building; 11,117 square foot parking lot and driveway). This standard is satisfied.
10. LDC Section 3.6.50.01.a requires that a minimum of 30 percent of the lot area be retained / improved as permanent Green Area. As noted in the discussion above, the proposed lot coverage including the building and the parking and driveway is approximately 50%. The remaining 50% of the development site includes landscaped buffers along all property lines, that extend into usable yard areas on the north and east sides of the development site. Total area of improved landscaping or preserved vegetation is approximately 12,840 square feet. This equals approximately 35% of the site, which exceeds the minimum 10% requirement for landscaping or naturally preserved vegetation. The standards in LDC 3.6.50.01 are satisfied.
11. The RS-12 zone requires a minimum of 48 sq. ft. of Private Outdoor Space per dwelling unit. The proposed DDP indicates that each apartment unit will have a minimum of 75 sq. ft. of Private Outdoor Space in the form of a porch or balcony, with minimum dimensions of 7-ft. 6-in. by 10-ft. The proposed balconies and porches comply with the standards in LDC Section 3.6.50.02.

CONCLUSIONS

As discussed above, the proposal is consistent with applicable development standards in the RS-5 and RS-12 zones. The proposed 10-unit apartment building is consistent with the density allowances of between 9 and 16 units. The applicant is proposing a variation to the maximum front yard setback standard of 25 feet, by locating the building approximately 88 feet from the front property line at NW Mirador Place. As discussed under the criterion for LDC Section 2.5.40.04.a.1, the application includes compensating benefits for the requested variation. The applicable RS-5 and RS-12 development standards are met without conditions.

APPLICABLE DEVELOPMENT STANDARDS –CHAPTER 4.0

Section 4.0.20 - TIMING OF IMPROVEMENTS

a. All improvements required by the standards in this Chapter shall be installed concurrently with development, as follows:

2. Where a Land Division is not proposed, the site shall have required public and franchise utility improvements installed or secured prior to occupancy of structures, in accordance with the provisions of Section 2.4.40.12 of Chapter 2.4 - Subdivisions and Major Replats.

FINDINGS OF FACT – IMPROVEMENTS REQUIRED WITH DEVELOPMENT

1. In general, public improvements necessary to serve the site were installed with previous development of the Coronado Subdivision, and in the case of storm drainage, public improvements on NW Autumn Street.
2. Site access is provided off the end of the cul-de-sac on NW Mirador Place, an improved local street. The cul-de-sac is approximately 600 feet long and 18 existing lots are served by it. No other public street access is provided to the site.
3. There is an existing 8-inch public water main located in NW Mirador Place which was installed with the Coronado Subdivision improvements. This line loops to the north through the Regent site. An existing 3/4 inch water service is located on the site frontage.
4. There is an existing 8-inch public sewer main terminating in a manhole at the end of NW Mirador Place which was installed with the Coronado Subdivision improvements. A 4-inch sewer lateral was stubbed to the site.
5. There is an existing 12-inch public storm drain in NW Mirador Place which was installed with the Coronado Subdivision improvements, and there is an existing public 10-inch storm drain located in NW Autumn Street with a 10-inch lateral located in an easement between 3080 and 3098 NW Autumn Street. The 10-inch storm drain in the easement terminates in a field inlet at the SE corner of tract B.
6. The proposed on-site storm drainage system is private.
7. With additional development of the site, public improvements are required as identified in the application and on the utility plan dated 3/11/13 including water services and a fire hydrant on the existing 8-inch water main (**see Condition # 9**). The existing sewer lateral will need to be evaluated based on the pumping characteristic of the proposed private sanitary sewer lift station (**see Condition # 12**).

CONCLUSIONS

The applicant is proposing public improvements for the additional site development consistent with the above LDC standards. As noted, infrastructure with sufficient capacity is available to serve the site. The applicant shall connect to existing City services and proposed connections will be reviewed through Public Improvement by Private Contract Permits (PIPC) and building permit reviews.

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

a. Sidewalks shall be required along both sides of all streets, as follows:

1. **Sidewalks on Local, Local Connector, and Cul-de-sac Streets - Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de-sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except 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 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.**

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3. **Sidewalk Installation Timing - The timing of the installation of sidewalks shall be as follows:**

b) **Except as noted in "c," below, construction of sidewalks along Local, Local Connector, and Cul-de-sac Streets may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat.**

FINDINGS OF FACT – PEDESTRIAN IMPROVEMENTS

1. The plat for Coronado Subdivision shows a 49-foot radius for the cul-de-sac right-of-way, which allows for 6-foot planter strips and 5-foot sidewalks.
2. With development of the site, sidewalks will need to be installed prior to occupancy of the building (**see Condition #10**), abutting the commercial driveway entrance into Tract B.

CONCLUSIONS

Provisions exist to install City standard landscaping strips and sidewalks. Per **Condition #10**, this code standard will be addressed per LDC standards at the time of building permit.

4.0.40 - BICYCLE REQUIREMENTS

b. **Safe and Convenient Bicycle Facilities - Safe and convenient bicycle facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:**

1. **For the purposes of this Section, safe and convenient means bicycle facilities that are free from hazards and provide a direct route of travel between destinations.**

FINDINGS OF FACT – BICYCLE REQUIREMENTS

1. The subject fronts a local street which provides for a shared vehicular and bicycle area.

CONCLUSIONS

The existing conditions meet current LDC requirements.

Section 4.0.50 - TRANSIT REQUIREMENTS

- b. **Development sites at or near existing or planned transit stops shall provide safe, convenient access to the transit system, as follows:**
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.**

FINDINGS OF FACT – TRANSIT REQUIREMENTS

1. The subject site is served by transit routes 2, 7 and 4 on NW Elks Drive, and Route 7 on NW Satinwood Drive.
2. With build out of the Coronado Subdivision, the site will be connected via sidewalks to these transit routes.

CONCLUSIONS

The existing conditions meet current LDC requirements.

APPLICABLE DEVELOPMENT STANDARDS – PUBLIC STREET IMPROVEMENTS (CHAPTER 4.0)**LDC Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS**

- c. **Although through-traffic movement on new Local Connector and Local Streets usually is discouraged, this may not be practical for particular neighborhoods. Local Connector or Local Street designations shall be applied in newly developing areas based on review of a street network plan and, in some cases, a traffic study provided with the development application. The decision regarding which of these designations will be applied is based on a number of factors, including density of development, anticipated traffic volumes, and the potential for through traffic.**

Street network plans must provide for connectivity within the transportation system to the extent that, generally, both Local Connector and Local Streets will be created within a development. Identified traffic calming techniques, such as bulbed Intersections, etc., can reduce traffic speeds and, where included, are to be constructed at the time of development. To further address traffic speeds and volumes on Local Connector and Local Streets, the following street designs, along with other designs intended to reduce traffic speeds and volumes, shall be considered:

1. **Straight segments of Local Connector and Local Streets should be less than .25 mile in length, and include design features such as curves and T intersections.**
2. **Cul-de-sacs should not exceed 600 ft. nor serve more than 18 dwelling units.**
3. **Street designs that include traffic calming, where appropriate, are encouraged.**

FINDINGS OF FACT

1. The proposed planned development is for a ten-unit multi-family development (Apartments), on a 35,223 sq. ft. (0.81 acre) tract.
2. The estimated trips for the site based on Institute of Transportation Engineers, Trip Generation Manual, are 5.69 trips in the a.m. peak hour and 6.51 trips in the p.m. peak hour. The number of trips generated by this site is below the 30 trips per hour threshold to require a full traffic study per LDC 4.0.60.a. The number of estimated daily trips from the development, based on ITE Standards, is 66.5 trips per day.
3. Site access is provided off the end of the cul-de-sac on NW Mirador Place, an improved local street. The cul-de-sac is approximately 600 feet long and 18 existing lots are served by it. No other public street access is provided to the site.
4. A cul-de-sac is a dead end street which limits connectivity and the potential for through traffic. It is expected that a cul-de-sac would typically have lower average speeds than a through street.
5. Due to existing development in the area, there is no feasible solution to extend the end of NW Mirador Place to connect with another street and provide connectivity.

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6. Local streets are described in the Corvallis Transportation Plan on Page 3-8. Table 3-4 calls out volumes of less than 2,000 vehicles per day and speeds of 15-20 mph for local streets.
7. City Council Policy CP08-9.07 addresses neighborhood traffic calming. The policy states that volumes must typically exceed 300 vehicles per day and exceed the posted speed limit by 5 mph to qualify for evaluation of neighborhood traffic calming.
8. An emergency access easement is provided through the adjacent Regent retirement center parking lot, and connects to the end of the cul-de-sac, allowing two emergency access routes to the site.
9. The applicant submitted a response to this LDC section in a letter dated May 3, 2013. In that response, they propose this section of LDC in regard to the number of units on a cul-de-sac uses the language "should" and is therefore not mandatory. In summary they state:
 - Cul-de-sacs serving 18 units or less are not mandatory under the LDC;
 - The total traffic which would be generated by a fully developed Mirador Place, including Tract B would not trigger the City established thresholds to allow post-development construction of traffic calming measures;
 - There are no fire code provisions which limit the cul-de-sac to 18 units; and
 - Mirador Place is a local street with a constructed capacity of at least 8 times more trips than the actual quantity of daily trips which will be generated at full build out.
10. All traffic on a cul-de-sac has one way out and one way in, and all trips will take that route.
11. The Fire Department did not have any comments in regard to the cul-de-sac configuration. The building is required to contain a fire suppression / sprinkler system, based on Fire Department comments (see **Condition # 16**).

CONCLUSIONS

Concerns regarding traffic volume and speed, as well as emergency service to the site have been addressed. Staff find the proposed and existing street improvements will provide adequate service to the development site.

Northwest Mirador Place is a local cul-de-sac and has the ability to serve the proposed development's transportation needs. The cul-de-sac limits through traffic, speeds, and volumes consistent with the above LDC criteria. Given the cul-de-sac configuration at the east end of Mirador Place, through traffic is not anticipated in this area. With proposed development of the site, the cul-de-sac will still be 600 feet long and would serve 27-28 units, exceeding the 18 dwelling unit threshold in LDC Section 4.0.60.c.2. However, anticipated traffic volumes along this local street would be within the anticipated range for a local street. The full length of Mirador Place from the cul-de-sac bulb to Satinwood Street is approximately 1,000 feet, which is less than the 0.25 mile length called for in LDC Section 4.0.60.c.1.

Based on the LDC definition of "should" ("Expressing what is desired, but not mandatory") and LDC criteria that "cul-de-sacs should not exceed 600 ft. nor serve more than 18 dwelling units", Staff conclude that the 600-ft. and 18 dwelling unit specifications are not mandatory. Additionally, Staff note that the cul-de-sac provision is one item in a list of considerations related to through-traffic movement and connectivity associated with local streets. Fire Department staff have noted that, as proposed and conditioned, the development can be adequately served by emergency vehicles and personnel.

Consistent with Staffs' analysis, the Planning Commission may find the proposed development is compatible with the area, consistent with LDC Section 2.5.40.04.a(9) and (10), and that a cul-de-sac with a secondary emergency access is preferable to a through street. Staff find it is

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appropriate to allow additional units in excess of the 18 units since the “should” language in the LDC allows some discretion based on the circumstances of a particular development proposal, and is not considered to be mandatory. In this case, the proposed development and its access from NW Mirador Place are compatible with surrounding development, and the cul-de-sac access is preferred over a Local Street through connection because it better addresses compatibility concerns by limiting through-traffic access and reducing traffic speeds, consistent with the intent of LDC Section 4.0.60.c. Staff also note that a through street connection is not a viable option for the Tract B development, given the pattern of established development in the area.

Conversely, the Planning Commission may determine that the cul-de-sac provision, when considered in the context of a Planned Development application, becomes a mandatory requirement if compatibility concerns related to through-traffic movement, traffic volumes, and local street connectivity are not addressed. If the Planning Commission finds that the compatibility criteria related to transportation facilities, traffic, and off-site parking impacts in LDC Section 2.5.40.04.a(9) and (10) have not been sufficiently addressed, when reviewed in the context of the desired cul-de-sac provisions and other standards in LDC Section 4.0.60.c, and when evaluated in balance with all other applicable criteria for a Conceptual and Detailed Development Plan, then the Planning Commission may decide to deny the application.

APPLICABLE DEVELOPMENT STANDARDS – SITE ACCESS and STREETS (CHAPTER 4.0)

- e. Development sites shall be provided with access from a public street or a private street that meets the criteria in “d,” above, both 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 affected. 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.**

Table 4.0-1- Street Functional Classification System¹

	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local
Auto amenities (lane widths) ²	2-5 Lanes (11 - 14 ft.)	2-5 Lanes (12 ft.)	2-3 Lanes (11 ft.)	2 Lanes (10 ft.)	2 Lanes (10 ft.)	Shared Surface
Bike amenities ³	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	Shared Surface	Shared Surface
Pedestrian amenities	2 Sidewalks (6 ft.) Ped. Islands	2 Sidewalks (5 ft.) Ped. Islands	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)
Transit	Typical	Typical	Typical	Typical	Permissible/not typical	Permissible/not typical
Managed speed ⁴	20 mph - 55 mph	25 mph - 45 mph	25 mph - 35 mph	25 mph	25 mph	15-20 mph
Curbs-to-curb width ⁵ (two way)						
No on-street parking	34 ft. - 84 ft. ⁶	34 ft. - 72 ft.	34 ft. - 45 ft.	32 ft.	20 ft. ⁶	20 ft. ⁶
Parking one side	42 ft. - 84 ft.	NA	NA	40 ft.	28 ft.	25 ft. ⁶
Parking both sides	50 ft. - 84 ft.	NA	NA	48 ft.	28-34 ft.	28 ft.
Traffic calming ⁵		No	Permissible/ not typical	Typical	Permissible	Permissible
Preferred adjacent land use	High Intensity	High Intensity	Med. to High Intensity	Medium Intensity	Med. to Low Intensity	Low Intensity
Access control	Yes	Yes	Some	No	No	No
Turn lanes		Continuous and/or medians with ped. islands	Typical at intersections with Arterials or Collectors	Not typical	Not typical	Not typical
Planting strips ^{7a}	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 6 ft. Except across areas of Natural Features	Two - 6 ft. ⁷ Except across areas of Natural Features ^{7a}
Through-traffic connectivity		Primary function	Typical function	Typical function	Permissible function	Permissible function

1. These standards do not preclude the flexibility currently allowed through the Planned Development process in Chapter 2.5 - Planned Development.
2. Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. On Arterial and Collector roadways, an absolute minimum for safety concerns is 10 ft. Such minimums are expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width.
3. An absolute minimum width for safety concerns is five ft., which is expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width. Parallel multi-use paths in lieu of bike lanes are not appropriate along the Arterial-Collector system due to the multiple conflicts created for bicycles at driveway and sidewalk intersections. In rare instances, separated (but not adjacent) facilities may provide a proper function.
4. Arterial Highway speeds in the Central Business or other Commercial zones in urban areas may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.
5. Street design for each development shall provide for emergency and fire vehicle access. Street widths of less than 28 ft. shall be applied as a development condition through the Subdivision process in Chapter 2.4 - Subdivisions and Major Repairs and/or the Planned Development process in Chapter 2.5 - Planned Development. The condition may require the developer to choose between improving the street to the 28-ft. standard or constructing the narrower streets with parking bays placed intermittently along the street length. The condition may require fire-suppressive sprinkler systems for any dwelling unit more than 150 ft. from a secondary access point. * To be applied in RS-6 and lesser zones.
6. Traffic calming includes such measures as bulb intersections, speed humps, raised planted medians, mid-block curb extensions, traffic circles, signage, and varied paving materials and is addressed in the Transportation Plan.
7. Through the Planned Development Review Process, the planting strip along Local Streets and around the bulbs of Curbs-to-curbs may be reduced or eliminated.
8. Where streets must cross protected Natural Features, street widths shall be minimized by providing no on-street parking and no planting strips between the curb and the sidewalk on either side of the street.

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FINDINGS OF FACT – SITE ACCESS & STREETS

1. Site access is provided off the end of the cul-de-sac on NW Mirador Place, an improved local street.
2. The proposed development includes a commercial driveway approach that will need to transition to adjacent driveways and the existing setback sidewalks along the cul-de-sac (**see Condition # 10**).

CONCLUSIONS

The existing street fronting the site is improved to City street standards with the exception of sidewalk transitions to the existing setback sidewalk, which will be required as a condition with the development of the site (**see Condition # 10**). Staff find that, as conditioned, the proposed street improvements will meet City standards.

APPLICABLE DEVELOPMENT STANDARDS - LDC Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

LDC Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

- a. All development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights.
- b. Where necessary to serve property as specified in "a" above, required public utility installations shall be constructed concurrently with development.
- c. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrently with development.
- d. To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).
- e. All required public utility installations shall conform to the City's adopted facilities master plans.

FINDINGS OF FACT (PUBLIC WATER UTILITY)

1. There are existing City utilities in the vicinity of the site.
2. There is an existing 8-inch public water main located in NW Mirador Place which was installed with the Coronado Subdivision improvements. This line loops to the north through the Regent site. An existing 3/4 inch water service is located on the site frontage.
3. The applicant provided a Utility Plan (Attachment "U") dated 3/11/13.
4. New water services and a hydrant will be installed on the existing 8-inch line at the NW corner of the site.
5. The Developer will be responsible for the cost of installing any services
6. The applicant will be required to obtain necessary PIPC permits (**see Condition # 9**) and building permits to install services required for the development.

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CONCLUSIONS:

Given **Condition 9**, as noted above, the development will meet applicable Land Development Code criteria for City water requirements.

FINDINGS OF FACT (PUBLIC SANITARY SEWER UTILITY)

1. There is an existing 8-inch public sewer main terminating in a manhole at the end of NW Mirador Place which was installed with the Coronado Subdivision improvements. A 4-inch sewer lateral was stubbed to the site.
2. To provide sanitary service for the proposed site plan, a private lift station will need to be installed by the developer which connects to the existing public sewer in NW Mirador Place.
3. With development of the site and building permits, the applicant will need to design a private sanitary sewer lift station for the site and provide verification of the existing service lateral sizing (**see Condition # 12**).

CONCLUSIONS:

An existing public sanitary sewer service is provided to the site and meets applicable Land Development Code criteria for City sewer requirements. The private sewer connection to the public service will need to be permitted by the City, and requires a private sanitary sewer lift station due to topography (**see Condition # 12**). As conditioned, the proposal is consistent with the applicable review criterion for public sewer utilities.

FINDINGS OF FACT (PUBLIC STORMWATER UTILITY)

1. There is an existing 12-inch public storm drain in NW Mirador Place which was installed with the Coronado Subdivision improvements, and there is an existing public 10-inch storm drain located in NW Autumn Street with a 10-inch lateral located in an easement between 3080 and 3098 NW Autumn Street. The 10-inch storm drain in the easement terminates in a field inlet at the SE corner of tract B.
2. No additional public improvement for storm drainage is necessary to serve the site.
3. The applicant provided a Utility Plan (attachment "U") dated 3/11/13.
4. Private storm water detention and stormwater quality criteria are addressed under LDC section 4.0.130, below.

CONCLUSIONS:

No additional City storm drain mains are necessary to serve the site. The application is consistent with applicable Land Development Code requirements for public storm drainage. The applicant will be required to get applicable plumbing permits for private facilities with the building construction, based on the discussion below.

Section 4.0.80 - PUBLIC IMPROVEMENT PROCEDURES

It is in the best interests of the community to ensure that public improvements installed in conjunction with development are constructed in accordance with all applicable City policies, standards, procedures, and ordinances. Therefore, before installing public water, sanitary sewer, storm drainage, streetlights, street, transit, bicycle, or pedestrian improvements, developers shall contact the City Engineer for information regarding adopted procedures governing plan submittal, plan review and approval, permit

requirements, inspection and testing requirements, progress of the work, and provision of easements, dedications, and as-built drawings for installation of public improvements.

FINDINGS OF FACT – PUBLIC IMPROVEMENT PROCEDURES

1. A permit for public improvements is required for work within the ROW. Typically these permits are issued by the Engineering Division. For minor public improvements the permits may be issued in conjunction with the building permits through Development Services.
2. Installation of the new fire hydrant will require a public improvement by private contract (PIPC) permit (**see Condition # 9**).

CONCLUSIONS

Given **Condition #9**, the application is consistent with this section of LDC requirements.

APPLICABLE DEVELOPMENT STANDARDS - Section 4.0.90 - FRANCHISE UTILITY INSTALLATIONS

- f. **The developer shall be responsible for making necessary arrangements with Franchise Utility providers for provision of plans, timing of installation, and payment for services installed. Plans for Franchise Utility installations and plans for public improvements shall be submitted together to facilitate review by the City Engineer.**

FINDINGS OF FACT (FRANCHISE UTILITIES)

1. Existing franchise utilities are located in the vicinity of the subject site.
2. The applicant will need to obtain the franchise utility services they need through the franchise utility companies concurrent with the building permits.

CONCLUSIONS:

The application is consistent with applicable Land Development Code requirements.

APPLICABLE DEVELOPMENT STANDARDS - Section 4.0.100 - LAND FOR PUBLIC PURPOSES

- b. **Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.**

FINDINGS OF FACT (UTILITY EASEMENTS)

1. Consistent with the above LDC requirements and to facilitate future underground installation of franchise utilities, a 7-foot utility easement was granted adjacent to the dedicated ROW, on the Coronado Subdivision plat.

CONCLUSIONS:

Given the existing utility easement, the application is consistent with applicable Land Development Code requirements.

LDC Section 4.0.130 - STORM WATER MANAGEMENT MEASURES

- a. **To reduce the risk of causing downstream properties to become flooded and to help maintain or restore the Properly Functioning Conditions of receiving waters, new development, expansions to existing development, or redevelopment shall be required to provide storm water detention and retention in accordance with "b," of this Section.**
- b. **When Detention and/or Retention are Required - See also Section 4.2.50.04 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**
- 2. **Expansion and Redevelopment -**
 - a) **Development projects that create new or redeveloped Impervious area totaling at least 10,000 sq. ft. and resulting in at least 25,000 sq. ft. of post-development impervious area are required to implement storm water detention and/or retention measures for the new and redeveloped impervious area as specified in the Corvallis Design Criteria Manual. Redeveloped impervious area consists of roof area and replaced impervious area, minus any reduction in overall impervious area, associated with substantial improvement or replacement of structures.**
 - c. **Use of water quality features shall be consistent with the Corvallis Design Criteria Manual. Water quality features within the regulated Riparian Corridor shall be located outside of the applicable riparian easement area. The riparian easement shall be re-vegetated consistent with Sections 4.13.50.d.1 and 4.13.50.d.2 of Chapter 4.13 - Riparian Corridor and Wetland Provisions.**
 - d. **Use of infiltration systems is allowed consistent with the Corvallis Design Criteria Manual.**

FINDINGS OF FACT – STORMWATER MANAGEMENT MEASURES

1. The owner of the property east of the development site (3098 NW Autumn Street) has expressed concerns over private Stormwater runoff from the site, based on on-going drainage issues.
2. The applicant is proposing private drainage improvements with site development as part of the Planned Development. The applicant addresses these facilities in the letter dated March 18, 2013, on pages 12 & 13 (**Attachment B – page 301 and 302**). Site drainage will be collected through a private storm drainage system consisting of catch basins and pipes and will be detained and treated for water quality. Stormwater detention and stormwater quality facilities will connect to the existing storm drain line at the SE corner of the site which flows to Autumn Street. Due to slopes, the detention will be in an enclosed private underground pipe system and water quality will be provided by a private stormwater filter system (**see Condition #8**).

CONCLUSIONS

Given **Condition #8**, the application is consistent with applicable Land Development Code requirements for private stormwater detention and water quality improvements.

APPLICABLE STANDARDS - Section 4.0.140 - ROUGH PROPORTIONALITY

If an applicant intends to assert that it cannot legally be required, as a condition of Building Permit or development approval, to provide easements, dedications, or improvements at the level otherwise required by this Code, the Building Permit or site plan review application shall include a rough proportionality report in accordance with the provisions of Section 1.2.120 of Chapter 1.2 - Legal Framework.

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FINDINGS OF FACT (ROUGH PROPORTIONALITY):

1. The applicant did not submit a rough proportionality report in accordance with the provisions of Section 1.2.120 of Chapter 1.2 - Legal Framework.

CONCLUSIONS:

Construction of public improvements, as cited in the report, implement legislatively prescribed standards and improvements necessary to serve the site. Nexus and rough proportionality findings may not be required. However, given the benefits to the development of the required setback sidewalk improvements and connectivity to the existing public infrastructure, Staff find that the requirements have nexus and are roughly proportional to the benefits received.

APPLICABLE STANDARDS - Section 4.0.140 – PEDESTRIAN ORIENTED DESIGN**Section 3.6.90 - COMPLIANCE WITH CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS**

The requirements in Chapter 4.10 - Pedestrian Oriented Design Standards shall apply to the following types of development in the RS-12 Zone:

- a. All new buildings or structures for which a valid permit application has been submitted after December 31, 2006;

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES**4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas****a. Orientation of Buildings**

1. Primary building entrances shall face the streets or be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long (distance measured along the centerline of the path from a public street right-of-way or private street tract), as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway. This provision shall apply to development of attached single-family dwelling units (three or more) and to development of three or more units on a single lot in any configuration of building types as allowed by the associated zone.
3. Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single family development.

b. Percentage of Frontage -

For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage.

4.10.60.02 - Parking Location**a. Standards**

1. Parking lots shall be placed to the rear of buildings.

FINDINGS OF FACT – BUILDING ORIENTATION:

1. As noted in the discussion under LDC Section 2.5.40.04.a.1, the applicant is requesting a variation to the standard that requires that primary building entrances be located within 200 feet from a public street right-of-way (LDC Section 4.10.60.01.a.1), and a variation to the standard that requires that a minimum of 40 percent of the street frontage width of the property be occupied by the building placed within the maximum setback.
2. As noted in the discussion under compensating benefits, Staff concur with the applicant that the proposed variations aid in allowing the site to be developed according to the minimum density standards of the RS-12 zone, and that requiring the development to meet the standard for maximum setback in conjunction with other applicable site development standards would be nearly impossible. Staff further conclude that residential development of any density on the site would be nearly impossible, without the requested variations to maximum front yard setback and pedestrian orientation. An additional compensating benefit, noted by Staff, is that increasing the setback beyond the maximum setback provides additional buffering of the development in relationship to nearby, lower-density residential development.
3. The proposed vehicle parking is located on the south side of the property, behind the building in relationship to the street to which the building is oriented. The standards in LDC Section 4.10.60.01.a.3 and 4.10.60.02.a.1 are satisfied.

Section 4.10.60 c. Windows and Doors –

Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

FINDINGS OF FACT – WINDOWS AND DOORS

1. The proposed architectural elevations (**see Attachment B – pages 19 and 20**) indicate that the facades on all four sides of the building will have a minimum of 15% windows, consistent with LDC Section 4.10.60.c.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a

minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:

- a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;
- b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or
- c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.

3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.

7. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

8. Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

FINDINGS OF FACT – ARCHITECTURAL DESIGN VARIETY

1. The proposed building architecture includes window and door trim that is 3.5" wide, building and roof articulation that includes 2-ft. roof eaves and 7'-6" by 10' porches or balconies, a stepped foundation that helps to break up the façade and provides roof offsets, additional windows on the south and north facades that exceed 20% of the area of those facades, a mix of horizontal lap and shingle siding, a 7:12 roof pitch, and additional architectural details consistent with the design variety standards in LDC Section 4.10.60.04.b. Thus, the architectural design variety standard is satisfied, because eight out of eight menu options have been chosen.

4.10.60.06 - Pedestrian Circulation**b. Standards**

1. Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.

2. Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit.

c. Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

d. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide.

f. Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

FINDINGS OF FACT – PEDESTRIAN CIRCULATION

1. The proposed development includes a continuous internal sidewalk, constructed of concrete that serves all primary entrances for each dwelling unit, and connects to the public sidewalk on NW Mirador Place. This is consistent with LDC Section 4.10.60.06(b) and (c).
2. The proposed internal sidewalk is located a minimum of five feet from the building facades, except where connections are made to the primary building entrances. This is consistent with LDC Section 4.10.60.06.b.2.
3. The application does not include a required five foot landscaping strip between the sidewalk that runs along the south side of the building, and the parking area. This is not consistent with LDC Section 4.10.60.06.f. There appears to be enough Green Area south of the building to relocate the sidewalk so that the landscape buffer is provided on both sides of the sidewalk. A condition of approval (**see Condition # 7**) has been provided by Staff. As conditioned, the application would meet the standard in LDC Section 4.10.60.06.f.

CONCLUSIONS – PEDESTRIAN ORIENTED DESIGN STANDARDS

The proposed 10-unit apartment development provides an internal sidewalk that serves all ten units, and provides connectivity to the adjacent public sidewalk along NW Mirador Place, consistent with the pedestrian circulation standards in Chapter 4.10. The building architecture includes variety in terms of choice of materials, and articulation in the façade and roof forms, and exceeds the minimum design variety standards in LDC Section 4.10.60.04.b. As noted in the discussion under LDC Section 2.5.40.04.a.1, the applicant is proposing to vary from the standards that require that 40% of the lot frontage be occupied by the building located within

the maximum setback and from the standard that requires that all primary building entrances be located within 200 feet of the public street sidewalk on NW Mirador Place. As noted in that discussion, compensating benefits have been provided to account for the variation. As conditioned (**see Condition #7**), the application will be in full compliance with the pedestrian circulation standards in LDC Section 4.10.60.06. Therefore, the applicable Pedestrian Oriented Design Standards in LDC Chapter 4.10 are satisfied.

PREVIOUS CONDITIONS OF APPROVAL APPLICABLE TO THE REQUEST

The original 1981 DDP included 14 conditions of approval (**see Attachment C – pages 17 and 18**) associated with development of the congregate care facility. Staff have identified 8 conditions out of 14 that are applicable to the portion of the site that is associated with the current Major Modification request. In 2006, the City approved the tentative subdivision plat for the Coronado subdivision. Staff have identified 3 conditions from that approval that are applicable to Tract B. Additionally, a 2007 Major Modification approval included supplemental conditions (**see Attachment C – pages 131 through 134**). The applicable conditions are as follows:

CONDITIONS OF APPROVAL (PD-81-1)

- **#1:** A detailed landscape plan showing the size and type of all plant materials and all existing trees over 12 inches in diameter, shall be submitted prior to building permit approval. Mature trees 4 inches or larger in diameter and shrubs 3 feet or larger in height shall be planted initially to achieve the applicant's landscaping proposal.
- **#3:** Any signs proposed for use during any phase of development and/or future identification shall be approved by Planning Commission prior to issuance of any building permit.
- **#5:** Parking lot, accessway and walkway design and construction, including site drainage and grading, shall meet the approval of the City Engineer.
- **#6:** A storm drain extension shall be required from the southeast corner of the property to drain the proposed public road, and to provide for a future extension to serve the remainder of the property. The design and construction of this line shall meet the approval of the City Engineer and shall occur concurrently with the congregate care project.
- **#10:** Adequate access for fire protection equipment shall be provided as required by the Fire Marshall.
- **#11:** If within one year after occupancy of the congregate care facility it is shown that the proposed 51 parking spaces are inadequate, the applicant/owner of the congregate care facility shall supply additional parking immediately adjacent and south of the proposed lot to meet Land Development Code parking requirements for group care dwelling facilities and the approval of the City Engineer. Prior to building permit approval for the congregate care facility, the applicant shall submit a written statement outlining the process for monitoring on-site parking demand. This process shall be reviewed and approved by the City Engineer and the Planning Director.

- #12: The building shall be set back from Elks Drive no less 30 feet, no less than 135 feet from the south property and no less than 55 feet from the east property line. Other applicable setbacks are included on the site plan.
- #14: Retaining walls shall be constructed where required by the City Engineer.

CONDITIONS OF APPROVAL (SUB05-00005 – Coronado Subdivision)

- #2: Tree preservation condition requires preservation of 13 specific trees. As discussed previously in this staff report, two of the subject 13 trees appear to be potentially impacted by development on Tract B. As noted in that discussion, the two subject trees are proposed to be retained.
- #3: Requires installation of landscaping in the park strip abutting Tract B, and discussed maintenance responsibilities for that landscaping, which are assigned to the homeowners' association, through the required CC&Rs.
- #4: Requires City review and approval of the CC&Rs for the subdivision.

CONDITIONS OF APPROVAL (PLD07-00010)

Staff have determined that none of the conditions of approval from 2007 Major Modification (**see Attachment C – pages 131 through 134**) are applicable to the current Major Modification request. That application approved an expansion of parking, and clarified emergency access for the Regent development.

FINDINGS OF FACT

1. Staff have identified conditions of approval from the 1981 Detailed Development Plan and the 2006 Coronado subdivision approval that apply to the current Major Modification request.
2. Condition # 1, associated with landscaping for the Regent facility, was implemented during the building construction phase of development. As previously noted, a portion of the formal landscaped area associated with the Regent extends across the shared property line with Tract B and will be initially removed by the proposed development during construction. The applicant proposes to install a fire access lane constructed of grass-crete pavers (**see Attachment B – page 13**) that will be planted with an evergreen ground cover (**see Attachment B – page 14**). The existing landscaped area is also proposed to be occupied by a new pedestrian sidewalk and covered bicycle parking area. Outside of the proposed improvements, the existing landscaped area at the south side of the Regent will blend into the new landscaped Green Area of the apartment site, along the east side of the development.
3. Removal of the existing formal landscaping associated with the Regent will not impact the ability of that portion of the Planned Development site to comply with Green Area and other landscape requirements of the RS-12 zone and LDC Chapter 4.2. Therefore, Condition # 1 is satisfied, based on the new development plan.
4. Condition # 3 requires that the Planning Commission approve any signs proposed to be constructed on the Planned Development site. As noted in the discussion above under the applicable Conceptual Development Plan review criteria (LDC Section 2.5.40.04.a.7), Staff find that the current Land Development Code sign standards for residential development in Chapter 4.7 sufficiently address compatibility concerns. The applicant is proposing to be

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- consistent with the standards in LDC Chapter 4.7. Staff recommends that Condition # 3 from PD-81-1 be modified, so that signs for Tract B, if proposed, are to be consistent with the standards in LDC Chapter 4.7, and that it will no longer be necessary for applicable sign permit applications to be reviewed and approved by the Planning Commission (**see Condition # 15**).
5. Condition # 5 requires that parking lots, accessways, and walkways be designed and constructed according to the standards of the City Engineer. Additionally, the condition requires that these facilities be consistent with the City's grading and stormwater drainage standards. As discussed above in the findings under LDC Section 2.5.40.04 and LDC Article IV, the proposed parking lot, driveway, and pedestrian facilities comply with the applicable LDC standards. The proposed Major Modification is consistent with this previous condition of approval.
 6. Condition # 6 requires a stormwater drainage facility be constructed to serve "the proposed public road" and the site in general. The proposed public road, internal to the Planned Development site was never constructed according to the conceptual alignment shown in the 1981 approval. During development of the Regent facility, a stormwater line was constructed near the southern end of the development site that ties into a public stormwater manhole and pipe at the southeast corner of Tract B. The applicant is proposing to re-route this facility around the new building (underground), as discussed in the findings above under LDC Section 2.5.40.04.a.11. As noted in that discussion, the reconstructed stormwater facility complies with the applicable LDC compatibility and design criteria. The proposal is consistent with Condition # 6.
 7. Condition # 10 addresses fire protection requirements for the development site. As previously noted, the proposed development includes an emergency access lane located along the north side of the apartment building. The Fire Department has reviewed the application, and finds that the design meets the applicable Fire Code criteria. This condition is satisfied.
 8. Condition # 11 requires that the vehicle parking use be evaluated after occupancy has been granted to the Regent, in order to ensure an adequate supply exists. In 2007, the owners of the Regent facility applied for a Major Modification to add additional vehicle parking near the southwest corner of the tax lot associated with the Regent development. The additional vehicle parking was approved by the City, and constructed in 2009 (per case BLD08-01196). This condition is satisfied.
 9. Condition # 12 requires that the Regent building ("The building") be constructed at minimum specified distances to the north, east, and south property lines. The setback most applicable to the Tract B development site is the south property line setback. The condition requires that the Regent building be set back from the original south property line of the Planned Development site a minimum of 135 feet. This is the same south property line that is now the south property line of Tract B. As presently constructed, the Regent building is approximately 170 feet from the south property line of Tract B. Therefore, Staff find that the condition of approval, requiring the Regent building to be setback from the south property line a minimum of 135 feet, is satisfied.
 10. Condition # 14 requires that retaining walls be provided on the development site, "where required by the City Engineer". The applicant is proposing a retaining wall along the south and east sides of the parking lot, so that the finished grade of the parking lot complies with the City Engineer's grading and slope standards for a private parking facility (refer to the City's *Off-Street Parking and Access Standards – Grading*, page 18). As proposed, the retaining walls have been designed, consistent with the City Engineer's standards.
 11. Condition # 2 from the Coronado subdivision approval requires protection of existing Significant Trees on the Coronado development site, two of which appear to be potentially impacted by development on Tract B. As proposed in the DDP for Tract B Apartments, the two subject trees are to be retained in compliance with this condition.

12. Conditions # 3 and # 4 from the Coronado subdivision approval address landscape installation and maintenance requirements for the Coronado subdivision. The required landscaping includes street trees potentially associated with the frontage improvements for Tract B, and for any internal landscaping installed as part of the subdivision approval. The final landscape plans for the Coronado subdivision do not include landscaping internal to Tract B. Additional discussion is provided below concerning Condition # 4, which addresses the subdivision's CC&Rs. As discussed below, and noted above, the proposal is consistent with these previous conditions of approval.

CONCLUSIONS

Staff have identified applicable conditions of approval from previous land use actions on the subject site. As noted in the discussion above, and as conditioned (**see Condition # 15**), the proposed Major Modification is consistent with these conditions of approval.

LDC DEFINITION OF 'TRACT' – BUILDABLE STATUS OF TRACT B

The subject property is identified as Tract B on the subdivision plat for Coronado (**see Attachment C – Page 127**). The Declaration statement on the subdivision plat indicates that Tract B “shall be owned and maintained by the declarants to this plat or their successors and assigns.”

The tentative plat was approved by the City in 2006, and the final plat was recorded in 2007. Up to that point, the LDC did not have a definition for 'Tract'. Based on the State definition of Tract (ORS 215.010), tracts are given the same status as lot or parcel, and have been legally created as a result of a land division (subdivision or partition) for many years.

The current LDC includes a definition of 'Tract', as follows:

Tract - A piece of land created and designated as part of a land division that is not a lot, lot of record, or parcel. Tracts are created and designed for a specific purpose. Land uses within a tract are restricted to those uses consistent with the stated purpose as described on the plat, or in the maintenance agreements, or through Conditions, Covenants and Restrictions (CC&Rs). Examples include stormwater management tracts, private access tracts, private street or alley tracts, tree preservation tracts, landscaping or common area tracts, environmental resource tracts, and open space tracts, etc.

This definition was incorporated into LDC Chapter 1.6 in January of 2009 (per Ordinance 2008-020). In reviewing the Coronado subdivision plat language (**see Attachment C – page 127**), Tract B does not appear to have any specific purposes or use restrictions. Additionally, in the Staff report for the Coronado tentative subdivision plat approval (**see Attachment C – page 101**), it appears that future development of Tract B was contemplated. Written testimony has been received (**see Attachment E**), with concerns about the developable status of Tract B and the Conditions, Covenants and Restrictions (CC&Rs) for the subdivision. In reviewing the subdivision's CC&Rs, there are three specific provisions that relate to Tract B (**see Attachment B – page 247**):

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1. Page 249 - Section 1.5 – Definition of Common Maintenance Areas may apply to Tracts within the subdivision, if described elsewhere in the CC&Rs. Based on this, Tract B would appear to be subject to the Common Maintenance Area provisions of the CC&Rs.
2. Page 283 – Landscaping – References landscaping that may be installed on Tract B relative to public improvements. This would likely be referring to the street trees in the park strip between Tract B and NW Mirador Place. The Coronado subdivision approval did not include any additional required landscaping on Tract B.
3. Page 291- “use of the property for attractive single-family residential purposes only”. It is not clear, in reviewing the CC&Rs, whether this statement applies to all development within the Coronado subdivision or specifically the Lots. If the intention was to apply this development restriction to Tract B as well, it is not explicitly stated in the CC&Rs. Such a restriction would be in conflict with the allowances of the RS-12 zone. Additionally, the City’s approval of the Coronado subdivision did not include a specific condition that would have applied this development restriction to Tract B.

Based on the City’s tentative subdivision plat approval, the final plat, and the subdivision’s CC&Rs, it does not appear that Tract B would be subject to any special use restrictions, when considering the current definition of “Tract”. However, there is some concern that the CC&Rs for the subdivision require that the home owner’s association be responsible for any landscape maintenance on Tract B per the current language in the CC&Rs. To address this concern, which is really a matter to be decided by the voting members of the association, the CC&Rs should be amended so that the current owner of Tract B (or its future owner(s)) becomes the party responsible for maintenance (**see Development Related Concern C**).

OVERALL CONCLUSION and RECOMMENDATION

Based on the discussion, findings, and conclusions above, Staff find that the application is consistent with the applicable LDC review criteria for a Major Planned Development Modification. The applicant has requested several variations to LDC standards, as discussed under the review criterion in Section 2.5.40.04.a.1, above. The application has adequately addressed compensating benefits for the requested variations, and in balancing competing objectives related to compatibility, Staff find that the requested variations are supported by the applicable criterion. Additionally, as conditioned, the proposal has sufficiently addressed compatibility criteria in LDC Section 2.5.40.04(a), the Natural Features criteria in Section 2.5.40.04(b), and all applicable LDC standards. Finally, the proposed Major Modification is found to be consistent with previous applicable conditions of approval that relate to the development site.

Staff note that the land use history for the subject site provided additional challenges in determining how the proposal complies with the applicable compatibility criteria, and how those compatibility concerns are to be weighed in light of clear and objective development standards and the Comprehensive Plan density requirements that apply to development of the site. After balancing all of the applicable compatibility criteria and development standards, Staff recommend that the Planning

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Commission approve the request as described in **Attachment B**, and as conditioned in this Staff report. Staff have provided the following recommended motion:

RECOMMENDED MOTION

Motion: I move to approve the proposed Major Planned Development Modification application for the Coronado Tract B Apartments, as described in Attachment B, and with conditions, as described in this Staff report to the Planning Commission. My motion is based upon the Staff recommendation to the Planning Commission.

CONDITIONS OF APPROVAL FOR PLD12-00005 (CORONADO TRACT B APARTMENTS)

Conditions of Approval for PLD12-00005 (Coronado Tract B Apartments)		
Page #	Condition #	Condition Language
All	1	<p>Consistency with Plans and Previous Approvals: This approval modifies the 1981 Detailed Development Plan site plan approval, and construction shall occur consistent with the site plan, floor plans, architectural building elevations, and applicant’s narrative, as described in Attachment B. Unless specifically modified below, all applicable conditions from cases PD-81-1 and PLD07-00010 shall continue to apply. The site shall be developed according to the preferred layout as depicted on the applicant’s Attachment N (Attachment B – Page 4).</p> <ul style="list-style-type: none"> <i>OPTIONAL CONDITION AMENDMENT: Should the Planning Commission find that additional buffering and screening is required along the southern property line, to fully address applicable compatibility criteria, the development plans shall be comply with this Condition # 1, except that the site shall be developed according to the alternate site plan (applicant’s Attachment N-1 – Attachment B – page 5).</i>

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Conditions of Approval for PLD12-00005 (Coronado Tract B Apartments)		
Page #	Condition #	Condition Language
12 - 16	2	<p>Adherence to Land Development Code standards: As illustrated on the proposed Detailed Development Plan (Attachment B), this approval authorizes variations to the following LDC standards:</p> <ul style="list-style-type: none"> A. Maximum vehicle parking per LDC Section 4.1.20.o. B. Maximum gradable area per LDC Section 4.14.70.04.c.3. C. Maximum front yard setback per LDC Section 3.6.30.e.1. D. Percentage of building within front yard setback per LDC Section 4.10.60.01.b. E. Maximum distance between primary building entrance and public sidewalk per LDC Section 4.10.60.01.a.1. <p>Other than those variations listed above, all development shall comply with applicable Land Development Code standards. Compliance shall be demonstrated at time of submittal for Excavation and Grading, site development, and building permits.</p>
20	3	<p>Exterior Lighting: All exterior lighting shall comply with LDC Section 4.2.80 and the lighting plan submitted as part of this application (applicant's Attachment "Z-A"). All light fixtures shall be designed, and supplemented with shielding, where necessary to comply with LDC Section 4.2.80.</p>
16	4	<p>Private Pedestrian / Bicycle Access Easement – The existing private access easement located on the Regent site, and intended to benefit residents of the apartments who will walk or bike along the connection between the new sidewalk on the Tract B site and the public sidewalk on NW Mirador Place will need to be modified to account for the exact location at which the new sidewalk near the northwest corner of the apartment building and existing sidewalk along the south property line of the Regent property meet, or the proposed new sidewalk will need to be re-aligned so that it connects to the location where the existing easement abuts Tract B. Prior to issuance of any site development permits, the applicant shall provide a copy of the new, recorded easement to Development Services staff, to verify that access permissions have been granted to residents of the apartments, or shall modify the new sidewalk alignment according to the existing easement location.</p>
19	5	<p>Required Fence – With submittal of the site construction permit applications, the applicant shall include an opaque fence along the top of the retaining wall or adjacent to the curb, abutting the entire south and east sides of the parking lot, so that the fence will help minimize noise and light trespass across the property lines. The fence shall run from the southwest corner of parking space # 1 to the northeast corner of parking space # 18. The top of the fence shall be a minimum of four feet above the finished surface of the parking lot (so that the combined height of the retaining wall and fence above the finished surface of the parking lot is at least four feet).</p>

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Conditions of Approval for PLD12-00005 (Coronado Tract B Apartments)		
Page #	Condition #	Condition Language
18	6	Accessory Structures (Carport and Bicycle Shelter) – The proposed carport and bicycle shelter are subject to the height and setback requirements specified in LDC Section 4.3.30. As proposed, the structures meet the minimum setback requirement of 3 feet to the adjacent property line. With submittal of building permit applications, the applicant shall demonstrate that the carport and bicycle shelter comply with all applicable standards in LDC Section 4.3.30. Additionally, the structures shall use materials that are compatible with the apartment building and surrounding residential development.
47	7	Relocate Sidewalk on South Side of Building – The proposed sidewalk located on the south side of the building shall be relocated a minimum of 5 feet north of the curb abutting the parking area, in order to comply with LDC Section 4.10.60.06.f. Landscaping shall be provided in this area.
27, 43	8	Private Water Quality and Detention Facilities - Site drainage will be collected through a private storm drainage system consisting of catch basins and pipes and will be detained and treated for water quality per LDC section 4.0.130. Projects that cumulatively create more than 5,000 square feet of pollution generating impervious surface (pavement accessible to motor vehicles) are required to provide water quality facilities. The Planned Development shows detention facilities to mitigate downstream property owners' concerns. As part of the building plans the developer shall provide engineered calculations for applicable storm water quality and detention facilities, consistent with the proposed utility plan in the application, demonstrating compliance with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington Surface Water Design Manual. Due to existing slopes on-site and downstream property drainage concerns, infiltration facilities are not recommended.
34	9	Public Improvements / Fire Hydrant - Any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Public improvements include but are not limited to a new hydrant lateral and water services. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements from the City's Engineering Division. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street lighting improvements are provided. Final utility alignments that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations. Public improvement plan submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.80.
35	10	Setback Sidewalks - In accordance with LDC section 4.0.30, setback sidewalks shall be installed with development of the site, to transition around the new driveway approach on NW Mirador Place.

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Conditions of Approval for PLD12-00005 (Coronado Tract B Apartments)		
Page #	Condition #	Condition Language
26	11	<u>Parking Lot Improvements</u> - The applicant will be required to obtain necessary building permits and install the parking lot consistent with the dimensional requirements and other standards in the City's Off-Street Parking and Access Standards
27	12	<u>Sanitary Sewer Service</u> - With development of the site and building permits, the applicant will need to design a private sanitary sewer lift station for the site and provide verification of the existing service lateral sizing.
22	13	<u>Significant Tree Protection:</u> With submittal of the building and site work permit applications, the applicant shall demonstrate that existing significant trees in the vicinity of construction will be preserved, as described in the applicant's Tree Management Plan (Attachment M) and per the arborist's report submitted with this application. Prior to issuance of building and site work permits, the applicant shall install tree protection fencing consistent with the standards in LDC Section 4.2.20.d and 4.12.60.f, and consistent with the arborist's recommendations.

Conditions of Approval for PLD12-00005 (Coronado Tract B Apartments)		
Page #	Condition #	Condition Language
All	14	<p>Landscaping Construction and Maintenance: The following landscaping provisions shall apply to overall development of the site:</p> <p>Landscape and Irrigation Plans – Prior to issuance of building permits, and concurrent with site improvements (excavation, grading, utilities, and PIPC plans, as applicable), the applicant shall submit landscape construction documents for this site to the Development Services Division, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Required landscaping shall be consistent with the Conceptual Landscape Plan submitted with this application (applicant’s Attachment W), except that additional ground cover and shrubs shall be provided in the landscape strip located between the parking lot and the sidewalk on the south side of the building (see Condition # 7).</p> <p>Significant Trees to be preserved, as discussed in Condition # 13 above, and methods of protection shall be indicated on the detailed planting plan submitted for approval. Where a particular plant or irrigation standard is not specifically mentioned below, the plans shall comply with LDC Chapter 4.2.</p> <p>Installation – All required landscaping and related improvements shall be installed as illustrated on the approved Landscape and Irrigation Permit, and shall be completed prior to issuance of a final Certificate of Occupancy. The installation will be inspected and approved by the Development Services Division, and shall occur prior to or concurrent with final inspections for site construction permits.</p> <p>Three-Year Maintenance Guarantee – Prior to final acceptance of the installation, the developer shall provide a financial guarantee to the City, as specified in LDC 4.2.20.</p> <p>Coverage within Three Years - All required landscaping shall provide a minimum 90 percent ground coverage within three years.</p> <p>Three-Year Maintenance Guarantee Release - The developer shall provide a report to the Development Services Division just prior to the end of the three year maintenance period, as prescribed in Section 4.2.20.a.3 of the LDC. The report shall be prepared by a licensed arborist or licensed landscape contractor and shall verify that 90 percent ground coverage has been achieved, either by successful plantings or by the installation of replacement plantings. The Director shall approve the report prior to release of the guarantee.</p>
20	15	<p>Signs – This condition modifies condition # 3 from case PD-81-1, and is specific to the Tract B portion of the original 1981 DDP. All signs located on Tract B shall comply with the standards in LDC Chapter 4.7, and shall be approved by the Development Services Division as part of a sign permit application. Planning Commission approval for signs located on Tract B is not required.</p>

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Conditions of Approval for PLD12-00005 (Coronado Tract B Apartments)		
Page #	Condition #	Condition Language
37	16	Fire Sprinklers for Building - The apartment building is required to have a fire suppression / sprinkler system. Plans submitted for building permit applications shall comply with the City's adopted Fire Code.

DEVELOPMENT RELATED CONCERNS

- A. Excavation and Grading Plans - Prior to issuance of any construction permits, the applicant shall submit an excavation and grading plan, including erosion control methods and tree preservation measures, to the City's Development Services Department for review and approval.
- B. Infrastructure Cost Recovery - Where it is determined that there will be Infrastructure Cost Recovery payments from past public improvements, the developer shall pay their required share of the costs prior to receiving any building permits in accordance with Corvallis Municipal Code 2.18.040.
- C. Coronado subdivision Covenants, Codes & Restrictions – As evidenced in Attachment B – Pages 242 through 281, the current, adopted CC&Rs for the Coronado subdivision indicate that the homeowners' association is responsible for maintenance of Tract B. The owners should modify the CC&Rs accordingly, so that owners of the lots within the Coronado subdivision are no longer responsible for maintenance of Tract B.

Cellular Paving Literature

EXHIBIT X - PAGE 449

Grasscrete

the environmental paving solution



EXHIBIT X - PAGE 450

the original ...the best,
that's... Grasscrete



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Grass Concrete Limited is a UK based company founded upon the principles of establishing environmental awareness in construction. Since our establishment in 1970 many of our aspirations that were then 'alternative' have now become part of mainstream policy adopted by governments and planners around the world.

Barely an issue in those days the company set out to change traditional thinking towards paving technology. The company's credentials have grown with that of its original product, the unique Grasscrete paving system. Alongside this original invention further paving systems have been introduced as well as a range of earth retaining walls and green roofing solutions.

Why Grasscrete?

With architects and engineers now embracing environmental technology, the relevance of Grasscrete has never been greater. A product ahead of its time has found its era.

As probably the world's only supplier of a complete range of grass reinforcement products, we are able to say that Grasscrete stands alone in its unique capabilities. Though often thought of as a generic reference for grass reinforcement, it's much more than that and, indeed, shouldn't be confused with other types of grass paving.

The lightweight Grasscrete void former can be easily and cost effectively shipped throughout the World. Availability is enhanced by an extensive network of International Licensees.

applications

- Vehicle parking
- Access roads
- Fire and emergency access
- Laybys / pull ins
- Highway verges
- Abnormal load diversions
- SUDS (sustainable urban drainage system)
- Helipads
- Military installations
- Slope protection
- Drainage channels
- Swales
- Spillways

Now available in soil tone concrete. Please ask for further details of Terratone



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structural performance

Grasscrete combines the environmental appeal of natural grass with the engineering principles of reinforced concrete.

This unique cellular structure is created using the Grasscrete void former; vacuum formed with a patented anti-static coating to prevent concrete adhesion as well as enabling easy packing and separation.

Key benefits

Resists differential settlement

Modular, pre-cast concrete or plastic systems rely significantly upon grass for stability by forming a composite tensile matrix. Under constant trafficking the combination of load and vibration can loosen root anchorage, leaving the surface prone to settlement in a syndrome known as 'elephant tracking'.

By contrast Grasscrete isn't structurally influenced by grass and can therefore be trafficked before grass establishment. The reinforced structure resists differential settlement and the flat, upper surface and pocket shape minimises vibration.

Ground heave

Grasscrete's unique pocket profile enables the release of frost heave and hydro-static pressure. These benefits enable the system to be used over frost influenced ground and in demanding slope protection works.

Sub-base depth

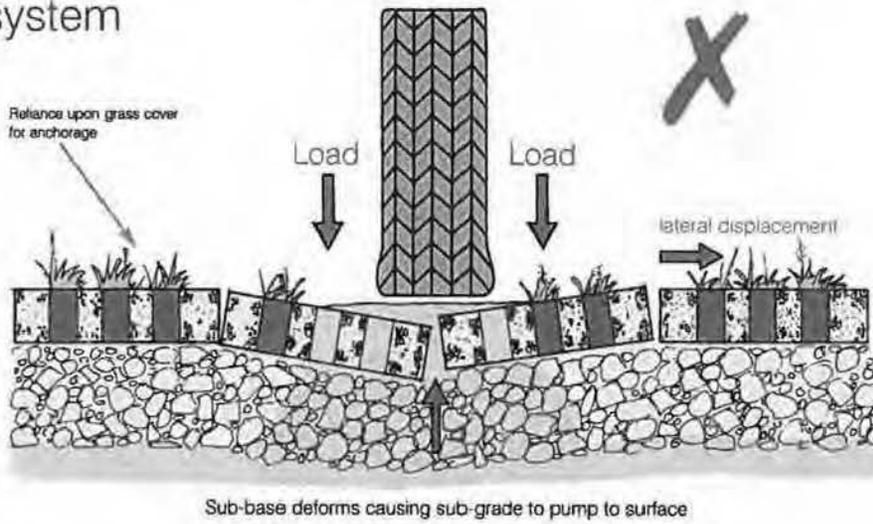
With an allowable ground-bearing requirement of just 45kN/m², Grasscrete can be installed over slimmer sub-bases than required for pre-cast or plastic types.

Edge details

Modular pre-cast concrete or plastic systems require edge restraints or kerbs. For larger projects intermediate shear anchors may also be needed. Grasscrete however, requires no such details, enabling it to blend naturally with adjacent finishes with subtle delineation created by a monolithically cast solid concrete edge margin.



Pre-cast system



Grasscrete

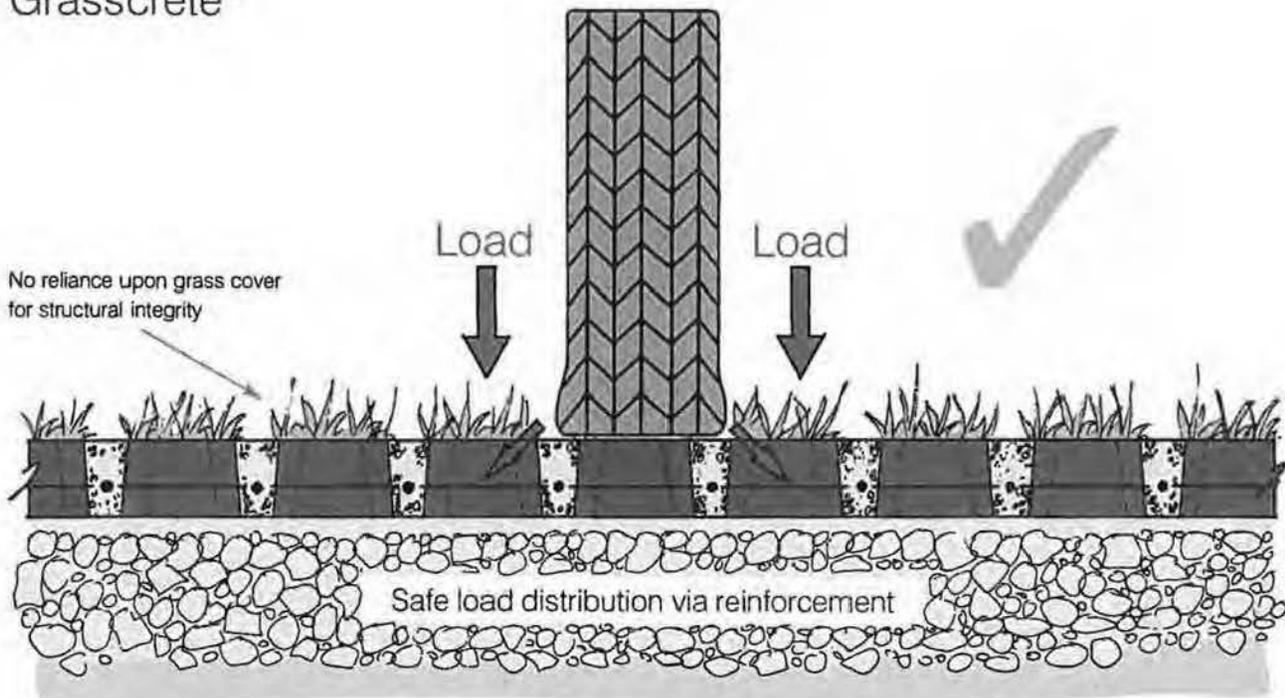


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Key environmental benefits

Permeability

Capable of draining at rates of up to 90% that of normal grassland, Grasscrete maintains the natural equilibrium of ground water re-charge. This serves to reduce the incidence of clay sub-soil shrinkage and attending instability of local building foundations. By combining with underground storage Grasscrete can offer the twin options of rainwater harvesting or the creation of a lag time to mitigate downstream flood potential.

Grasscrete's technology pre-dates what is now commonly termed as Sustainable Urban Drainage (SUDS) and its principles are equally at home under that heading.

The structure creates a natural biological filter for attenuation or rainwater harvesting taking place below. With low surface run-off factors, levels can be freed from the normal requirements to create drainage falls. This offers significant advantages in earthworks design and enables existing installations to be extended with minimal alterations to infrastructure.

Greenspace

Greenspace mitigation within urban areas is invaluable in balancing CO₂ levels created by vehicular traffic. Located at the actual point of emission, the natural digestion by a grassed parking area can help to avoid atmospheric CO₂ build up and reduce the "urban green island effect". The 'feel good' factor of greenspace cannot be overlooked as street scenes are softened without losing essential structural performance.

Recycling

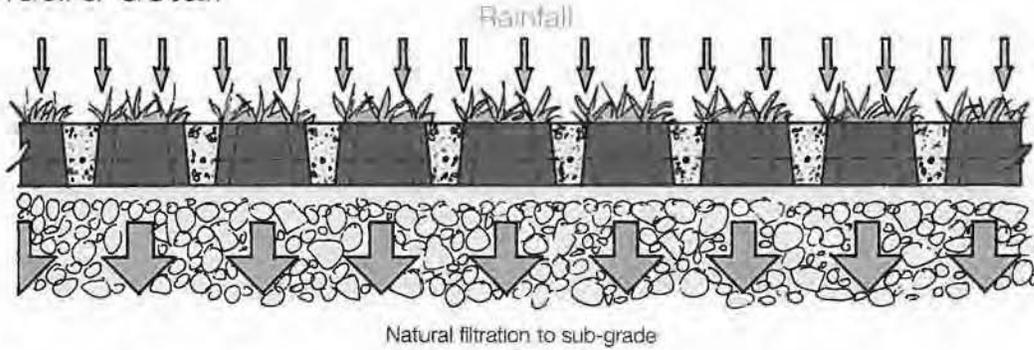
Grasscrete maintains an environmental focus in the use of recycled materials in the manufacture of the styrene formers. This policy is also extended to the soil pockets and sub-base layers where recycled materials are encouraged.



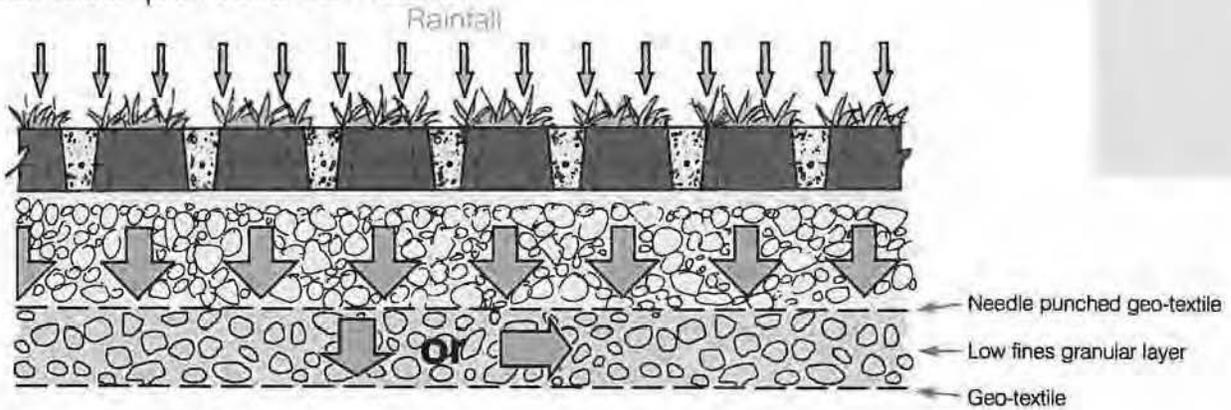
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sustainable drainage technology (SDS)

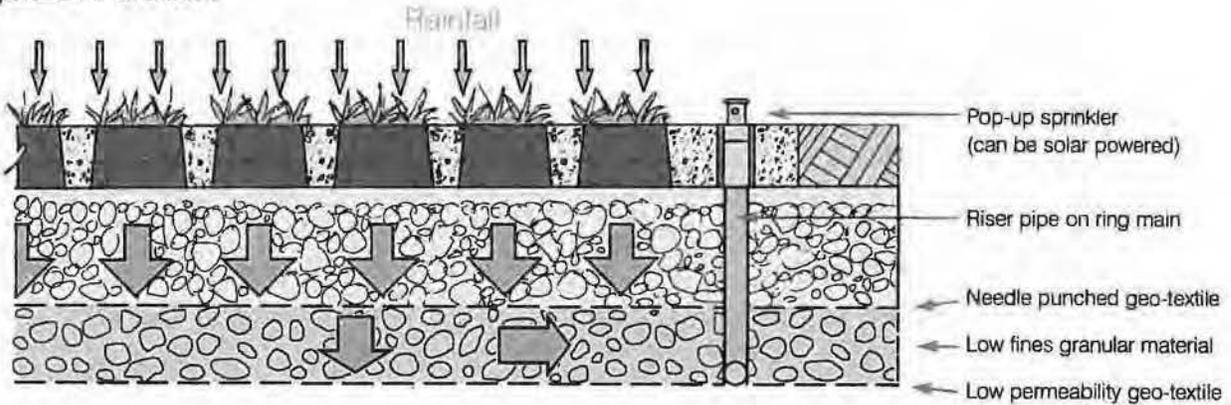
Standard detail



Advanced percolation detail



Irrigation detail



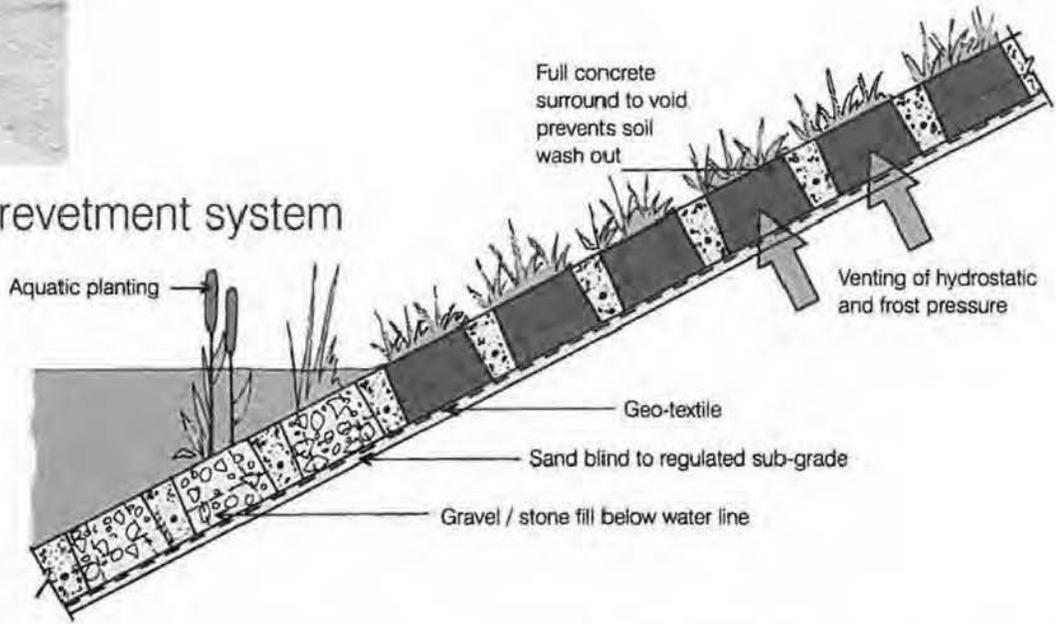
slope protection

Grasscrete has been flow tested to rates in excess of 8 metres per second. This enables it to be used in exacting locations such as emergency spillways.

The same testing process has also shown that when used in water flow Grasscrete is hydraulically efficient. Under heavy flow, long stemmed grass is flattened with the resulting thatch reducing the Mannings 'n' value for hydraulic roughness to as low as 0.03.

Pre-cast concrete systems require infill panels to create directional changes. These can cause turbulent flow that becomes a focal point for erosion, Grasscrete by contrast is a continuous slab with no such weakness.

The ability to easily link together individual slabs means that Grasscrete can be installed with a number of gangs operating in separate locations. This compares to the linear end-to-end construction required for pre-cast elements.



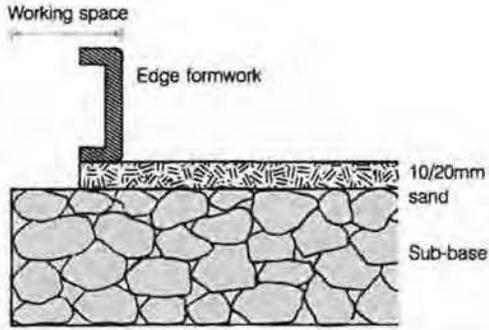
The natural revetment system



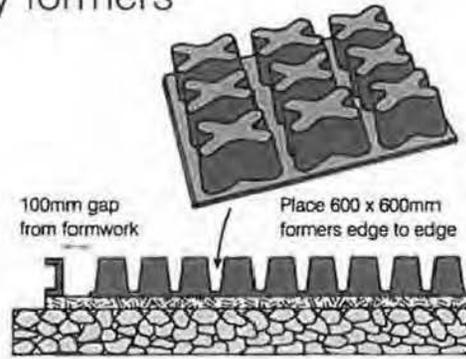
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installation

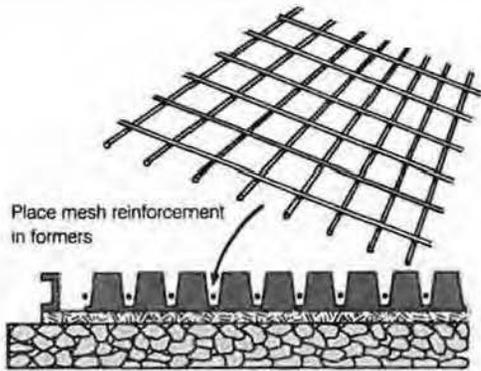
1 Preparation



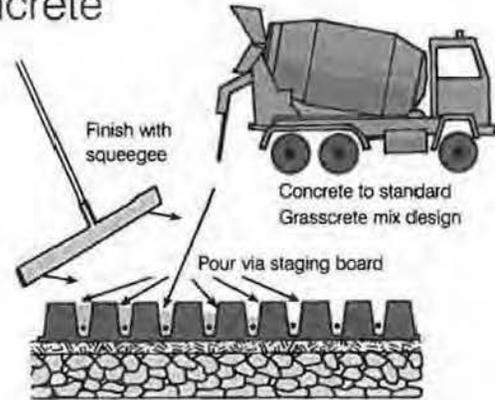
2 Lay formers



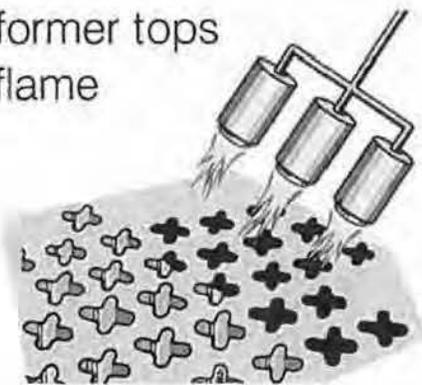
3 Mesh reinforcement



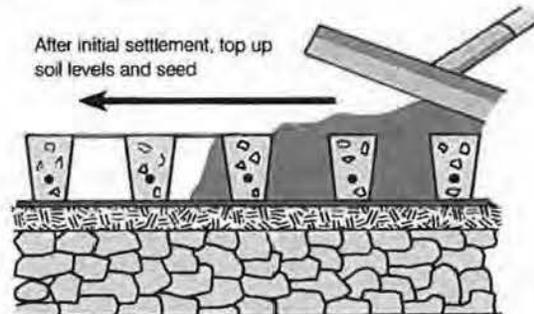
4 Concrete



5 Melt former tops with flame gun



6 Top soil and seed



GC3			<p>Void former size: 600 x 600 x 76mm Paving depth: 76mm Mesh reinforcement: BS4483 Ref. A142 or A193 (200 x 200 x 6mm dia. or 200 x 200 x 7mm dia.) Concrete coverage: 22m²/m³ Topsoil coverage: 24m²/m³</p>
GC1			<p>Void former size: 600 x 600 x 100mm Paving depth: 100mm Mesh reinforcement: BS4483 Ref. A193 or A252 (200 x 200 x 7mm dia. or 200 x 200 x 8mm dia.) Concrete coverage: 15.50m²/m³ Topsoil coverage: 18m²/m³</p>
GC2			<p>Void former size: 600 x 600 x 150mm Paving depth: 150mm Mesh reinforcement: BS4483 Ref. A252 or A393 (200 x 200 x 8mm dia. or 200 x 200 x 10mm dia.) Concrete coverage: 11.50m²/m³ Topsoil coverage: 12m²/m³</p>

Specification

Grasscrete cast on site reinforced cellular paving.

Grasscrete formers type GC.....*,*mm deep laid on a consolidated sub-base with a 10/20mm blinding layer of sand. Steel mesh reinforcement to BS4483 reference*, weighing*kg/m². Concrete 30MN/m² at 28 days with air entrainment of 3%. 10mm maximum aggregate and a*mm slump placed around formers and mesh and levelled to tops of formers. (Where coloured concrete is required please suffix the GC former type reference with "Terratone" eg "GC3/Terratone".) After 48 hours melt exposed tops of formers and fill with soil. Following settlement sow Grassmix No.....* at a rate of 50g/m² and top up with fine friable topsoil, apply fertiliser as necessary.

Expansion joints shall be incorporated at 10 x 10m centres and shall consist of 25mm wide pre-soaked softwood filler.

or (for GC2 with A393 mesh only) Normally only used for heavy load transference:

Expansion joints shall be incorporated at 10 x 10m centres and shall consist of 25mm wide foamboard filler with 20mm diameter x 300mm long sawn mild steel dowels at 400mm centres with cap and debond to one side. Joint shall be sealed with cold applied sealant.

*Refer to data in Grasscrete Types table and Specification Guide for items to be completed.

Specification guide

Vehicular use

Maximum vehicle weight	Grasscrete type	Depth	Reinforcement	Minimum Sub-base depth*	Sub-base type
0 - 3.4 tonnes	GC3	76mm	A142	100mm	(UK) Specification for Highway Works Clause 803 Type 1 sub-base
3.4 - 4.3 tonnes	GC3	76mm	A193	150mm	(International) 40mm down crushed stone granular sub-base
4.3 - 10.8 tonnes	GC1	100mm	A193	150mm	
10.8 - 13.3 tonnes	GC1	100mm	A252	150mm	
13.3 - 30.0 tonnes	GC2	150mm	A252	150mm	
30.0 - 40.0 tonnes	GC2	150mm	A393	200mm	

*Assumes a free draining allowable ground bearing of 45kN/m² which should also be sufficient to enable construction plant/delivery access.

Water environment

Water flow rate	Grasscrete type	Depth	Reinforcement	Preparation (all types)
Up to 4.5 metres/second	GC3	76mm	A142	Trimmed earth sub-grade Sand blind Suitable geo-textile Fine protective cover of sand
Up to 6.0 metres/second	GC1	100mm	A193	
Up to 9.0 metres/second	GC2	150mm	A252	

Seed specification

Mix	Sowing rate	*Specification (temperate European)	Application
No. 1	35gms/m ²	50% perennial ryegrass 20% slender creeping red fescue 25% strong creeping red fescue 5% browntop bent	Vehicular parking, amenity areas
No. 2	30gms/m ²	20% chewings fescue 20% slender creeping red fescue 30% strong creeping red fescue 25% hard fescue 5% browntop bent	Fire paths, shaded low maintenance areas
No. 3	20gms/m ²	25% perennial ryegrass 20% strong creeping red fescue 30% hard fescue 10% smooth stalked meadow grass 10% browntop bent 5% white clover	Slopes, road verges *For other climate types please contact us

Please contact us for further information and advice relating to special mixes for applications such as water courses and spillways.

Grass Concrete Limited

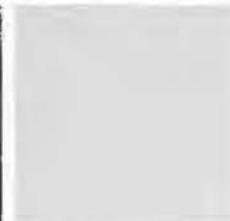
Duncan House, 142 Thomas Lane, Thomas,
Wakefield, West Yorkshire WF2 7RE, England

Tel: +44(0)1924 379443 Fax: +44(0)1924 290289
info@grasscrete.com



Please note that information is given in good faith, without warranty and subject to alteration without prior notice.

A full range of brochures and technical guides are available upon request



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245 NE Conifer P.O. Box 1211 Corvallis, OR 97339 (541) 757-8991 Fax (541) 757-9885

31 December 2014

Amber Bell
Assistant Planner
Planning Division
City of Corvallis
POB 1083
Corvallis, OR 97339-1082

RECEIVED

DEC 31 2014

Community Development
Planning Division

SUBJECT: Tract "B" of Coronado Subdivision PLD 14-00005

Dear Amber,

As clarification and supplemental information to the parking area dimensioning stated on Attachment "N" we are submitting herewith a copy of Chapter 7, Parking Geometrics, from the Urban Land Institute's "The Dimensions of Parking". This is the parking guide recommended and distributed by the Institute of Transportation Engineers (ITE). We have also included a copy of City of Corvallis Standard Detail No. 111, Parking Stall Layout. The applicant proposes meeting the minimum dimensions for full size parking spaces using the ITE standards; and, for compact spaces meeting the minimum dimensions of City Standard Detail No. 111. The proposed specific minimum dimensions are marked on each standard.

The City of Corvallis off-street parking and access standards state –
"These standards are not intended to be replaced for innovative design and concepts. If such a circumstance arises and the innovative design is consistent with the objectives for the City, the design may be approved." The applicant has proposed an innovative design in response to constrained site conditions and the requirement to meet the minimum housing density standards of the site's comprehensive plan designation.

The off-street parking standards are supplemental to but not part of the Land Development Code, thus the proposed use of ITE parking dimension standards is not a variance to LDC standards.

If you have any questions, please do not hesitate to call me.

Sincerely,

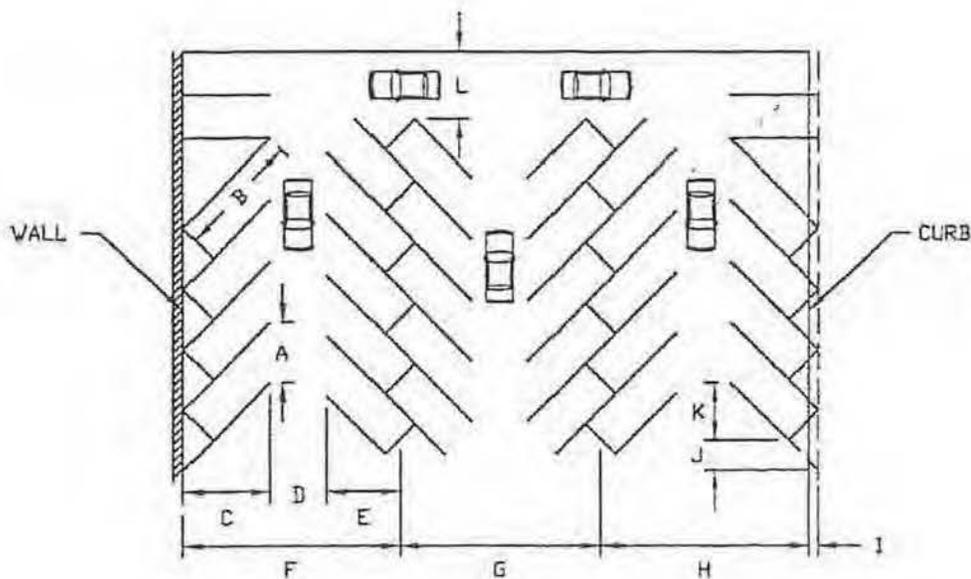
Lyle E. Hutchens
Project Manager

SCANNED
Date: 12/31 By: AB

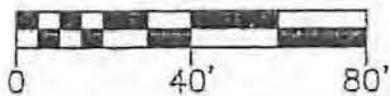
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cc: Group C, LLC

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Dimension	On Diagram	Angle				Compact
		45	60	75	90	Spaces
Stall width, parallel to aisle	A	12.7	10.4	9.3	9.0	8.5
Stall length to line	B	25.0	22.0	20.0	18.5	16.0
Stall depth to wall	C	17.5	19.0	19.5	18.5	16.0
Aisle width between stall lines	D	12.0	16.0	23.0	26.0	20.0
Stall depth, interlock	E	15.3	17.5	18.8	18.5	
Module, wall to interlock	F	44.8	52.5	61.3	63.0	52.0
Module, interlocking	G	42.6	51.0	61.0	63.0	52.0
Module, interlock to curb face	H	42.8	50.2	58.8	60.5	50.0
Bumper overhang (typical)	I	2.0	2.3	2.5	2.5	2.0
Offset	J	6.3	2.7	0.5	0.0	—
Setback	K	11.0	8.3	5.0	0.0	—
Cross aisle, one-way	L	14.0	14.0	14.0	14.0	14.0
Cross aisle, two-way	—	24.0	24.0	24.0	24.0	24.0



CITY OF CORVALLIS PLANNING DEPARTMENT		
PARKING STALL LAYOUT		
DATE: OCTOBER 2003	SCALE: 1" = 40'	STANDARD DETAIL No.
APPROVED:		111

EXHIBIT X - PAGE 463

CHAPTER 7

Parking GEOMETRICS

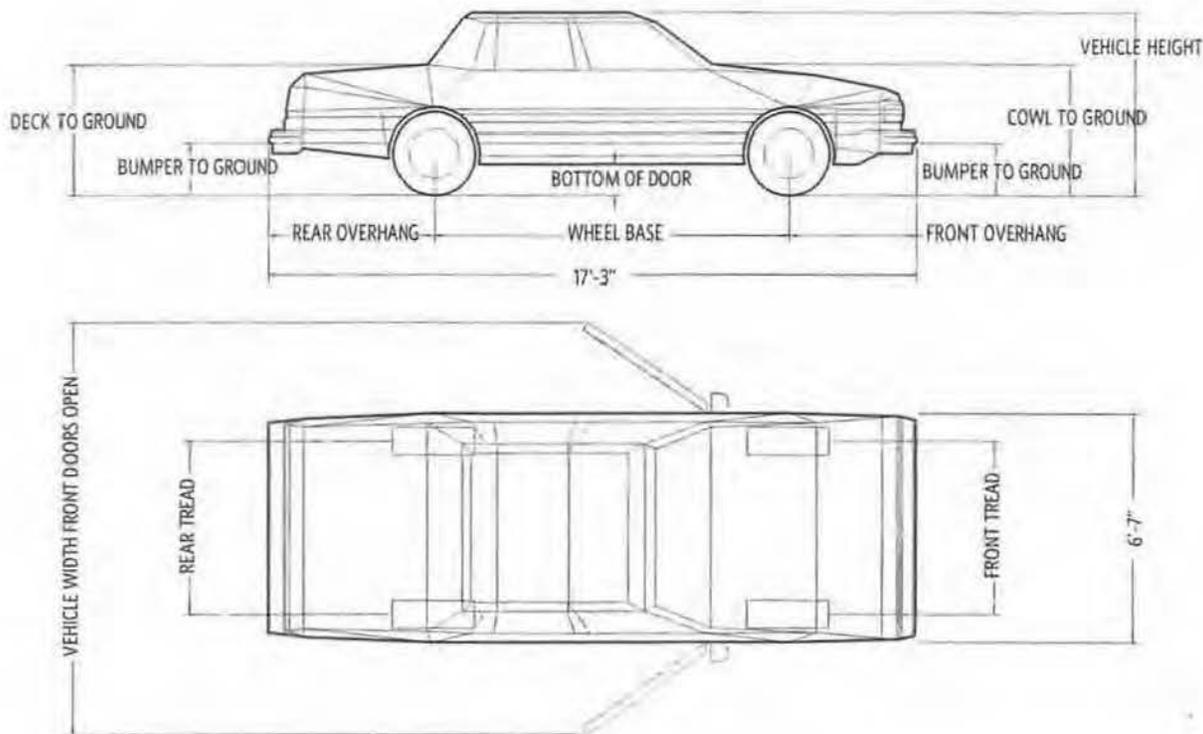
STEPHEN J. REBORA, DAVID LOCOCO,
AND MARY S. SMITH

PATRONS MAY BARELY NOTICE WHEN A PARKING FACILITY works well; but when parking is poorly designed and difficult to use, patrons will be frustrated—often to the point where the parking experience will have a negative impact on the business or destination that it supports. To avoid such outcomes, parking consultants have established guidelines for parking geometrics such as the dimensions of parking stalls, the width of aisles, turning radius, and other factors.

Parking geometrics rely on the same basic approach that governs the design of most products, places, and elements of the built environment: namely, that in order to develop a clear program for what is being designed, you must first have a full understanding of what you are designing for. Like nearly all aspects of the physical environment, automobiles are designed on the basis of anthropometric data: measurements of the human form. Parking facilities, in turn, take into account (1) the dimensions and capabilities of vehicles, and (2) the behavior of drivers and pedestrians.

Although vehicle sizes do change over time, they do not change as quickly as one might think. According to the Federal Highway Administration, the average age of passenger vehicles on the road in 2000 was nine years.¹ Moreover, it takes manufacturers several years to redesign and retool their vehicle lineup when consumer appetites change. The increase in gas prices to \$4 a gallon in the summer of 2008 caused a significant decline in the sales of sport utility vehicles (SUVs) and pickup trucks, and manufacturers had difficulty meeting the demand for more efficient vehicles. However, SUV and pickup sales increased when the cost of gasoline fell back to below \$3 a gallon. In the coming years, gasoline costs and concerns about global warming and reliance on foreign oil are expected to result in a decline in vehicle sizes. However, as of 2009, there has not been a shift in the size of vehicles on the road, nor has there been a shift in size of vehicles sold in the United States. It will take a change in both public policy (perhaps taking the form of higher gas taxes or higher fuel-efficiency standards) and in the desires of the American vehicle purchaser to result in a significant decline in vehicle

FIGURE 7-1: Sample Design Vehicle



sizes. The fact is that pickups, SUVs, and other low-gas-mileage vehicles will be on the road for many years.

Parking geometrics, whether for a surface lot or structured parking, should take into account the following characteristics:

- ▷ the location of the site;
- ▷ the dimensions of the site;
- ▷ site constraints (such as trees, power lines, and buildings);
- ▷ surface conditions;
- ▷ the proximity, layout, and location of surrounding streets;
- ▷ traffic flow;
- ▷ parking demand generators;
- ▷ local zoning and landscaping requirements; and
- ▷ types of patrons likely to use the facility.

Because every location is unique, parking geometrics must be carefully adjusted to maximize the potential of the location being considered.

DEFINING THE DESIGN VEHICLE

Parking designers have found it helpful to select a "design vehicle" and then determine the parking space and aisle dimensions that are appropriate for that vehicle. Instead of using the dimensions of an average-sized vehicle or those of the largest vehicle on the market, the generally accepted approach is to use the dimensions of the vehicle in the 85th percentile (the 100th percentile refers to the largest car size possible).²

In defining the design vehicle, designers must include vehicles that are typically used for personal transportation and that are likely to be parked in parking facilities: that is, automobiles and what the industry defines as "light trucks." According to federal fuel and vehicle-safety standards, light trucks include SUVs, minivans, and pickup trucks. In recent years, auto industry analysts have defined a fourth type of light truck: crossover utility vehicles (CUVs), which meet the federal fuel and safety standards for light trucks but are

Why Small-Vehicle-Only Parking Spaces Do Not Work

When the small-vehicle-only parking space was introduced, the mix of automobiles consisted of very large and very small cars; therefore, the "small-car" or "compact-only" rule was largely self-enforcing. In one common layout, angled spaces for large vehicles were placed on one side of the aisle, and 90-degree spaces for small vehicles were placed on the other. The difficulty of making the turn into the 90-degree parking spaces and the restricted clearances for opening doors discouraged drivers of larger vehicles from using the small-vehicle-only spaces.

However, small-vehicle-only parking spaces did not remain practical for long. Following the oil crisis of the mid-1970s, manufacturers first downsized larger vehicles and introduced new, very small cars. However, since the mid-1980s, manufacturers have been able to improve the fuel efficiency of larger cars through aerodynamics, more efficient engines, and lighter construction. Therefore, they were able to increase the size of smaller vehicles and still meet federal fuel-efficiency standards. As a result, car sizes are concentrated in the middle of the size range. By the late 1980s, over two-thirds of the vehicles sold in the

United States were within 1 foot (0.3 meters) in length and a few inches in width of the traditional boundary between small and large cars. Therefore, many large cars are able to park in small-car-only stalls, albeit with some difficulty.

If small-vehicle spaces are in a convenient location, drivers of intermediate or even larger vehicles may park in the small-vehicle spaces, thus impeding traffic flow and compromising both the safety and comfort of turning for other users. Moreover, when large vehicles are parked in small-vehicle parking spaces, they often encroach into the adjacent parking spaces, creating a ripple effect along the row that eventually renders a parking space unusable—and negates the improved efficiency offered by small-vehicle parking spaces. On the other hand, if small-vehicle spaces are placed at inconvenient locations, small-vehicle drivers may park their vehicles in standard-sized spaces, forcing later-arriving large vehicles into small-vehicle parking spaces. In sum, specially located small-vehicle spaces are not effective unless a facility is policed to prevent the drivers of large vehicles from using small-vehicle spaces, and vice versa.

typically built on a car platform instead of on a pickup truck platform. Examples of CUVs include the Toyota RAV4 and the Chrysler Pacifica.

To help determine the design vehicle, the Parking Consultants Council (PCC) uses data on annual sales of cars and light trucks that are collected by the weekly *Automotive News*, as well as the publication's specification data for model sizes. Since 1999, the 85th percentile vehicle in the United States has varied slightly, but has remained within an inch or two (2.5 to 5 centimeters) of 6 feet, 7 inches (2 meters) by 17 feet, 3 inches (5.3 meters). Thus, the PCC has adopted these dimensions for its design vehicle.

In addition, to better understand trends in vehicle sizes, the PCC monitors changes in seven classes of vehicles size. Three of the classes comprise what are traditionally considered small cars or trucks, while the remaining classes are reserved for large cars and trucks. Because the size of an

intermediate vehicle changes over time, the classifications used by manufacturers and other sources, such as *Automotive News*, are not reliable means of evaluating vehicle sizes. Instead, the PCC compares footprints, or vehicle length multiplied by width, to examine changes in size.

GUIDELINES FOR PARKING GEOMETRICS

First and foremost, the dimensions of parking facilities should be geared to the needs of projected users. For example, facilities that are expected to have high turnover rates, such as those that support convenience stores, should have greater clearances than those that support uses with low turnover rates. Similarly, where a significant portion of users may be elderly people and/or under stress, such as at hospitals, more generous dimensions may be appropriate. It is also important

Figure 7-2 Recommended Minimum Widths for Parking Stalls ←

	Feet	Meters
Low turnover (employees, students, etc.)	8' 3"-8' 6"	2.51-2.59
Low to moderate turnover (offices, regional retail centers, long-term airport parking, etc.)	8' 6"-8' 9"	2.59-2.66
Moderate to high turnover (community retail, medical facilities, etc.)	8' 9"-9' 0"	2.66-2.74

Source: Parking Consultants Council, *Guidelines for Parking Geometrics* (Washington, D.C.: National Parking Association, 2002).

to take account of what kind of parking facilities users are likely to be accustomed to: for example, a self-park facility in a downtown location in a large city can be designed with less generous dimensions than a self-park structure in an upscale suburban mall or in a smaller, rural community.

Finally, designers must be aware that vehicle sizes no longer vary significantly by region and locality. SUVs are just as popular in California and Hawaii as in rural areas and the Snowbelt. The sole exception is in the Southwest, where pickups are more likely to be used for everyday transportation than elsewhere in the country.

Other critical elements determining the dimensions of parking facilities are the width of the vehicles and the ease of maneuvering the vehicles into and out of the parking space. The ease of maneuvering, in turn, depends on three related factors: the width of the space itself, the angle of parking, and the width of the aisle. Within reasonable limits, the same degree of turning comfort can be achieved with a wider aisle and a narrower parking space, or with a wider parking space and a narrower aisle.

DETERMINING THE DIMENSIONS OF PARKING SPACES

Because a parking space that has sufficient clearance for doors to be opened comfortably will be wide enough for vehicle maneuvering if the adjacent aisle is properly sized, the widths of parking spaces have generally been based on required clearances for opening doors (that is, on the necessary distance between vehicles). Door opening clearances should range from 20 inches (51 centimeters) for vehicles in low-turnover facilities to 24 to 27 inches (61 to 69 centimeters) for vehicles in

high-turnover facilities.³ Combining these dimensions with the width of the current design vehicle results in parking-space widths that range from 8 feet, 3 inches (2.5 meters) to 9 feet, 0 inches (2.7 meters).

As noted earlier, turnover plays a strong role in determining parking geometrics; parking spaces are no exception. Figure 7-2 lists recommendations for adjusting stall widths on the basis of turnover.

Unlike width, the length of a parking space is not affected by turnover rate or user type. Currently, the recommended length of a parking space is 18 feet (5.5 meters). This recommendation is based on the length of the design vehicle—17 feet, 3 inches (5.25 meters)—plus nine inches (23 centimeters) to account for the typical distance from the bumper of a parked vehicle to the end of the stall (i.e., the edge of the stall farthest from the aisle).⁴

DETERMINING THE DIMENSIONS OF DRIVE AISLES AND MODULES

The drive aisle is the space between two vehicles that are parked directly opposite each other. The parking design term *module* refers to the distance created by the width of the drive aisle, combined with the length of the vehicle (or vehicles) parked on one (or both sides) of the drive aisle. When a vehicle is located on only one side of the drive aisle, this is referred to as a single-loaded module. When vehicles are located on both sides of the drive aisle, it is referred to as a double-loaded module.

In the early days of the parking garage, the size of parking modules was determined by trial and error. But in the 1950s, Edmund Ricker, an early pioneer in the field of parking geometrics,

FIGURE 7-3: Common Parking Dimensions

Angle (in Degrees)	Base Module	Vehicle Projection	Aisle Width	Single- Loaded Module	Wall to Inter- lock (8' 6")	Interlock to Interlock (8' 6")	Curb to Curb	Overhang
Θ	M_1	VP	A	M_2	M_3	M_4	M_5	α
30	41' 2"	15' 1"	11' 0"	26' 1"	37' 6"	33' 10"	38' 8"	1' 3"
35	43' 0"	16' 0"	11' 0"	27' 0"	39' 6"	36' 0"	40' 2"	1' 5"
40	44' 10"	16' 11"	11' 0"	27' 11"	41' 7"	38' 4"	41' 8"	1' 7"
45	47' 0"	17' 7"	11' 10"	29' 5"	44' 0"	41' 0"	43' 6"	1' 9"
50	48' 6"	18' 2"	12' 2"	30' 4"	45' 9"	43' 0"	44' 8"	1' 11"
55	50' 0"	18' 8"	12' 8"	31' 4"	47' 7"	45' 2"	45' 10"	2' 1"
60	51' 6"	19' 0"	13' 6"	32' 6"	49' 4"	47' 2"	47' 2"	2' 2"
65	53' 0"	19' 2"	14' 8"	33' 10"	51' 2"	49' 4"	48' 6"	2' 3"
70	54' 0"	19' 3"	15' 6"	34' 9"	52' 7"	51' 2"	49' 4"	2' 4"
75	55' 0"	19' 1"	16' 10"	35' 11"	53' 10"	50' 10"	50' 2"	2' 5"
90	59' 0"	18' 0"	23' 0"	41' 0"	59' 0"	59' 0"	54' 0"	2' 6"

All dimensions are rounded to the nearest inch.

Recommendations assume (1) one-way traffic for angles less than 90 degrees, and two-way traffic for 90-degree parking; (2) double-loaded aisles; and (3) a design vehicle that is 6' 7" by 17' 3".

1. In structures, or in lots where at least 30 percent of the stalls have guides or curbs, 1 foot (0.3 meters) may be deducted from the aisle width and the corresponding module.
2. In stalls that are adjacent to walls, columns, or other obstructions that might interfere with door opening or turning movement into the stall, add at least 10 inches (25 centimeters) to the width of the stall.

developed a series of equations that modeled the movement of a vehicle into a parking space. These equations are still in use, although they have been refined over the years to more accurately simulate the relationship between the aisle and a parking space. The combination of these equations and practical experience has led to a set of recommended minimum dimensions for modules that provide an acceptable level of comfort for the turning movement. (See the shaded portion of Figure 7-3.)

Parking and traffic consultants have long recommended that the geometrics of the parking space and drive aisle be based on the rotation of the design vehicle to a desired angle, rather than on rotation of the actual parking space dimensions. Because the design vehicle is smaller than the dimen-

sions of the parking space, the actual resulting width of the drive aisle is greater, since the distance from the back of the parked vehicle to the end of the parking space can be utilized as additional width to the drive aisle. In simple terms, the drive aisle is the space between two vehicles parked directly opposite each other, not the distance between the parking space lines painted on the floor. By taking this approach, the consultant can achieve a more efficient parking layout (i.e., less surface area per vehicle) with slightly narrower drive aisles while not compromising the level of comfort for drivers.

As noted earlier, recommended stall widths vary depending on the level of turnover. By starting with the module dimensions recommended in Figure 7-3 and adjusting the

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Width of Stall							
8' 3"		8' 6"		8' 9"		9' 0"	
Width Projection	Interlock						
WP	i	WP	i	WP	i	WP	i
16' 6"	3' 7"	17' 0"	3' 8"	17' 6"	3' 9"	18' 0"	3' 11"
13' 5"	3' 5"	14' 10"	3' 6"	15' 3"	3' 7"	15' 8"	3' 8"
12' 10"	3' 2"	13' 3"	3' 3"	13' 8"	3' 4"	14' 0"	3' 5"
11' 8"	2' 11"	12' 0"	3' 0"	12' 4"	3' 1"	12' 9"	3' 2"
10' 9"	2' 8"	11' 1"	2' 9"	11' 5"	2' 10"	11' 9"	2' 11"
10' 1"	2' 4"	10' 5"	2' 5"	10' 8"	2' 6"	11' 0"	2' 7"
9' 6"	2' 1"	9' 10"	2' 2"	10' 1"	2' 2"	10' 5"	2' 3"
9' 1"	1' 9"	9' 5"	1' 10"	9' 8"	1' 10"	9' 11"	1' 11"
8' 9"	1' 5"	9' 1"	1' 5"	9' 4"	1' 6"	9' 7"	1' 6"
8' 6"	1' 1"	8' 10"	1' 1"	9' 1"	1' 2"	9' 4"	1' 2"
8' 3"	0' 0"	8' 6"	0' 0"	8' 9"	0' 0"	9' 0"	0' 0"

3. In stalls that are adjacent to curbs or islands, add at least 10 inches (25 centimeters) to the width of the stall to reduce the risk of tripping.
4. Aisle width may be increased by up to 3 feet (0.9 meters) to provide a higher level of comfort.
5. Light poles and columns may protrude into a parking module a maximum of 2 feet (0.6 meters), as long as they do not encroach on more than 30 percent of the stalls. For example, either a 1-foot (0.3-meter) encroachment on both sides of the aisle, or a 2-foot (0.6-meter) encroachment on one side only, would be acceptable.
6. Where columns, light poles, or other obstructions encroach on more than 30 percent of the stalls in the bay, interlock reductions cannot be taken.
7. For each 1-inch (2.5-centimeter) addition to the width of the stall—to a maximum stall width of 9 feet (2.7 meters)—3 inches (7.6 centimeters) can be deducted from the module without decreasing turning comfort.

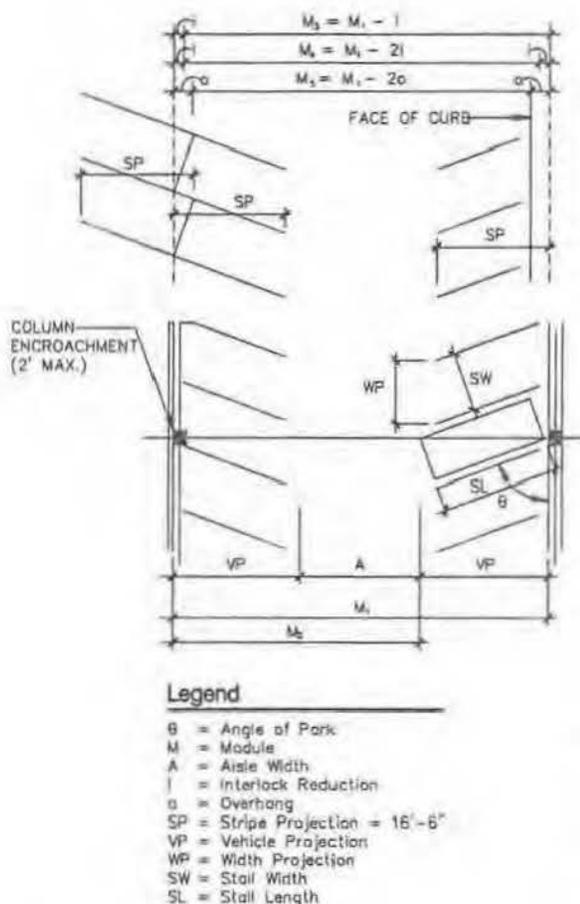
stall widths according to user needs, the designer can ensure comfortable parking dimensions.

It is important to note that the dimensions listed in this chapter are recommended minimums. Depending on the characteristics of the site and the users, it may be prudent to provide larger spaces and modules. Generally, parking consultants have found that to maintain the desired level of comfort it is preferable to increase stall width and decrease module length. Patrons appreciate the additional stall width and barely notice a tighter module. It is recommended that for each additional inch (2.5 centimeters) added to the width of a stall, the size of the module should be decreased by three inches (7.6 centimeters).⁵

Figure 7-3 lists some recommended dimensions for parking facilities. Figure 7-4 provides further definitions of the terms used in Figure 7-3. Note that the only dimension that varies by stall width is the interlock dimension. An interlock occurs with angled parking when two stalls in adjacent modules perfectly align, creating a herringbone pattern. The overlap of one of the stalls into the other's module is the interlock dimension.

In the case of parking lots, the recommended minimum dimensions assume no physical restrictions. When a curb stop is not provided, as is the case in the middle of a shopping center lot, vehicles occasionally pull too far into the parking space, which reduces the aisle width in the adjacent mod-

FIGURE 7-4: Parking Dimensions Illustrated



ments into more than 30 percent of the stalls. Moreover, the following limitations should apply to the encroachments:

- ▷ The module widths recommended in Figure 7-4 may be reduced by no more than 2 feet (0.6 meters); for example, a permissible an encroachment would be 6 inches (15 centimeters) into the parking spaces on one side of the aisle, and 1 foot, 6 inches (46 centimeters) on the other side).
- ▷ If there are vehicle restraints (such as wheel stops, curbs, or bumper walls) at every parking space, then the recommended module widths may be reduced by 1 additional foot (0.3 meters).

In short-span parking structures, columns are occasionally allowed to encroach on the width of parking spaces, on the theory that as long as the door clears the column when it swings open, the width of the parking space is adequate. However, the column constrains turning movement into the parking space; assuming that design vehicles are parked on both sides, the clear space for turning into a typical parking space is the width of the parking space plus at least 20 inches (51 centimeters). To maintain the same clear space, the parking spaces adjacent to walls, columns, or other obstructions must be widened by at least 10 inches (25 centimeters). This creates the same level of comfort for turning into the stalls next to the columns as can be found in the middle of the bay. If the parking spaces are not widened, the cars that park in them will park closer to the middle of the bay in an effort to avoid the obstructions, thereby effectively reducing the stall widths of all the stalls in that row.

CONCLUSION

Parking ordinances that require excessively generous parking geometrics waste land and other resources, and stymie development. Such ordinances are also often in conflict with other community goals, such as increasing green space and reducing stormwater runoff. Instead, parking geometrics should reflect the requirements of the vehicles themselves, and those of users. Furthermore, ordinances should be flexible enough to allow modifications based on the principles outlined in this chapter.

NOTES

1. U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information Web site www.fhwa.dot.gov/ohim/ohh00/line3.htm.

ule. This can be a particular problem in the Snowbelt, where space markings are sometimes obscured. Therefore, when a curb, wall, or other physical restraint is provided at each parking space, the aisle width (and therefore the overall dimensions of the module) can be reduced by 1 foot (0.3 meters).

In parking structures, columns often extend beyond the face of the bumper wall or other vehicle restraint, into the module. Encroachments into stall length (and thus into modules) also occur at light poles in parking lots. It is recommended that such encroachments not reduce the module by more than 2 feet (0.6 meter) and affect no more than 30 percent of parking spaces. While it applies to all conditions, it is especially critical that interlock reductions not be taken if there are encroach-

2. The use of the 85th percentile vehicle parallels a principle used in traffic engineering, which dictates that roadways be designed for the 85th percentile of peak-hour traffic volume.
3. Parking Standards Design Associates, *A Parking Standards Report* (Los Angeles: March 10, 1971).
4. Mary Smith, "Parking Standards," *Parking* (July-August 1985).
5. Ibid.



245 NE Conifer P.O. Box 1211 Corvallis, OR 97339 (541) 757-8991 Fax: (541) 757-9885

06 January 2015

Ms. Amber Bell, Assistant Planner
Community Development
Planning Department
City of Corvallis
P.O. Box 1083
Corvallis, OR 97339-1083

SUBJECT: Coronado Tract B Apartments
(PLD14-00005)

Dear Ms. Bell:

Accompanying this letter per your January 2nd, 2015 email request and as supplemental information to the application is a site plan drawing which shows one of the possible ways the site design could meet the parking standards as proposed by the Applicant and meet City Staff's interpretation of LDC 4.10.60.06(d) and (f). The parking dimensions shown on this drawing are consistent with the supplemental information provide in our December 31st, 2014 letter, concerning ITE and City compact space parking dimension standards.

We have also attached hereto, as requested, the project Architect's review of the building code standards relative to accessibility.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Lyle E. Hutchens
Project Manager

LEH/nre
08-402 abell 01-06-2015.docx

Enclosures

RECEIVED

JAN - 6 2015

Community Development
Planning Department

2015

SCANNED

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT B (PAGE 401 OF 403)

EXHIBIT X - PAGE 472



REITER DESIGN GROUP
ARCHITECTS, INC.

MEMORANDUM

To: Lyle Hutchens
DEVCO Engineering, Inc.

From: Scott A. Reiter
President
Reiter Design Group Architects, Inc.

Subject: Tract B Planned Development Apartments
ADA Accessible Requirements

Date: January 05, 2015

The following is a clarification and explanation as to the ADA Compliance requirements for the proposed Tract B Planned Development Apartments.

Building and Living Unit Accessibility:

Type 'A' dwelling units: Per OSSC 1107.6.2.1, in Group R-2 occupancies, Type 'A' dwelling units are required in projects containing more than 20 dwelling units. This project contains only 10 dwelling units, therefore no Type 'A' units are required.

Type 'B' dwelling units: Per OSSC 1107.7.2 Multifistory dwelling units are not required to be Type 'B' dwelling units. All of the living units in the proposed design are multistory or multi-level units. OSSC 1102 defines "multistory units" to have habitable space located on more than one story. OSSC 202 defines story as "that portion of a building included between the upper surface of a floor and the upper surface of a floor above". The end Type A unit is clearly a multistory unit and is exempt. The Type B units are also multi level and they are "multistory" and exempt.

Site Access, Accessible Route, Accessible Parking:

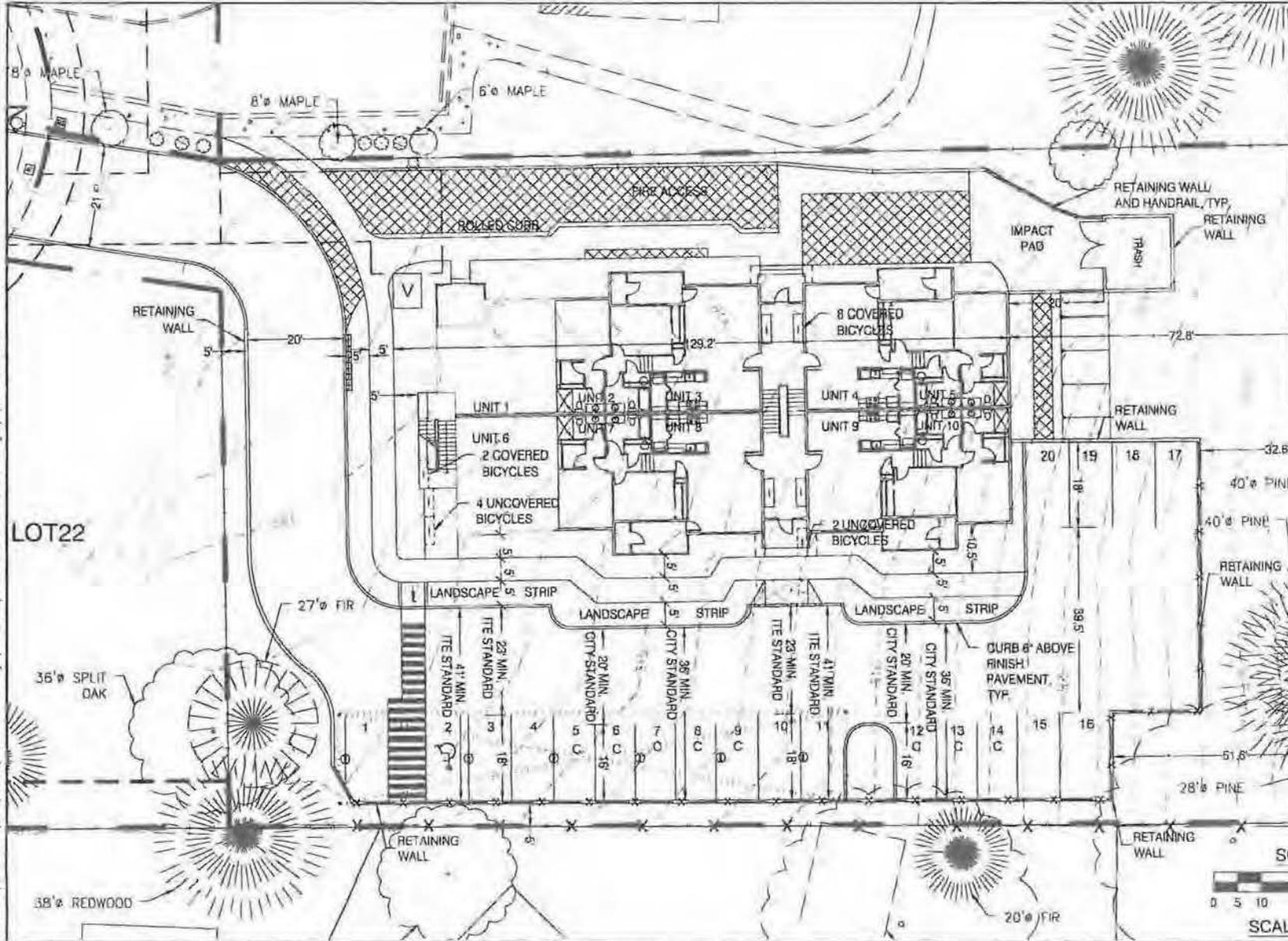
The proposed design provides an accessible route from the public way to the primary building entrances and provides an accessible parking space with an accessible route to the secondary building entrances. As noted above, the building is exempt and the living units are not required to be accessible or adaptable.

2 - NAG

7965 SW CIRRLUS DRIVE • BEAVERTON, OREGON 97008 • (503) 574-3036 • FAX (503) 574-2916

EXHIBIT X - PAGE 473

FILE: I:\CIVIL\3D Projects\08402\Prod-drawings\Land-use\08402SITE_LAYOUT ALTS_LU.dwg 1/6/2015 9:13 AM - Lindo



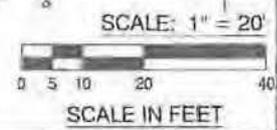
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<input type="checkbox"/> BIC SET		
<input type="checkbox"/> PERM SET		
<input type="checkbox"/> CONST. SET		
<input type="checkbox"/> IN REVIEW		

DEVCO
 Engineering & Architecture, Inc.
 5415 NE 15th Ave, Suite 100
 Portland, OR 97232
 www.devcoinc.com

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PROJECT: TRACT B OF CORONADO SUBDIVISION
 PROJECT LOCATION: NW MIRADOR PLACE
 CORVALLIS, OREGON

DATE: 1/6/2015
 DRAWN BY: SK01
 CHECKED BY: [blank]
 GROUP B, LLC



JOB NO:	08402
DRAWN BY:	DEVCO
SHEET TITLE:	
DRAWN BY:	SK01

CORONADO TRACT B (PLD14-00005)
 PLANNING COMMISSION STAFF REPORT
 ATTACHMENT B (PAGE 403 OF 403)

ORDINANCE NO. 67-121

AN ORDINANCE annexing contiguous property to the City of Corvallis, Oregon.

WHEREAS, the City Council of the City of Corvallis by Ordinance 67-111, passed November 6, 1967, dispensed with submitting the question of the annexation of the property described in this ordinance to the registered voters of the City, and

WHEREAS, the City Council by that ordinance fixed December 4, 1967, at 7:30 o'clock p.m. in the Council Chambers of the City Hall, Fifth and Madison Streets, in Corvallis, Oregon, as the time and place for a public hearing at which time the registered voters of the City could appear to be heard on the subject of annexing to the City the property described in this ordinance, and

WHEREAS, notice of that public hearing was duly and regularly published in a newspaper of general circulation in the City for two (2) successive and consecutive weeks prior to that hearing, being in three (3) publications thereof on November 15, 22, and 29, 1967, and

WHEREAS, said notice was duly and regularly posted in four public places in the City for a like period, and

WHEREAS, the public hearing was held at that time and place and no valid, well-taken remonstrances were made against the annexation, and

WHEREAS, prior to that public hearing the owners of all of the real property described in this ordinance filed their written consent to the annexation of the property described in this ordinance to the City of Corvallis, now therefore,

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

The following described real property contiguous to the City limits of the City of Corvallis, Oregon:

BEGINNING at the northwest property corner of Survey #4416 for F. H. J. Dickmann as surveyed by John F. Gannon, July 8, 1967, located in the H. C. Lewis DLC #47, Sections 23 and 24, T 11 S, R 5 W, W.M., such corner being a 1" x 48" iron pipe; thence S 21°04-1/2' E along the west line of said property 125.46 feet to the point of beginning; thence continuing on said bearing (S 21°04-1/2' E) 191.70 feet to the P.C. of a 19-1/2° curve to the left, proceeding along the arc of said curve 248.23 feet to the P.T. of the curve; thence S 69°30-1/2' E 29.42 feet to a point on the west line of North 9th Street; thence S 25°07-3/4' W along said west line of North 9th Street 174.24 feet; thence S 88°30' W 315.20 feet; thence S 20°09-3/4' W 352.03 feet; thence

S 88°29-3/4' W 1,351.87 feet; thence N 0°26-1/4' W 850.00 feet; thence N 88°29-3/4' E 1,603.84 feet to the point of beginning.

The northwest corner of above referred to Survey #4416 is the northwest corner of tract conveyed to Crepeau by deed recorded July 26, 1967, No. 82481, M-3719, Microfilm Records of Benton County, Oregon.

is annexed to the City of Corvallis, Oregon.

PASSED by the Council this 4th day of December, 1967.

APPROVED by the Mayor this 4th day of December, 1967.

Herbert H. McQueen
Mayor

ATTEST:

Georg Dimerwill
City Recorder

City of Corvallis

ORDINANCE NO. 67-111

AN ORDINANCE relating to annexation of property contiguous to the city limits of the City of Corvallis, Oregon; repealing Ordinance No. 67-99 and declaring an emergency.

WHEREAS, the owners of certain real property contiguous to the City of Corvallis city limits and located adjacent to the northerly portion of said city, which property is included in the description in this ordinance, desire that proceedings be commenced to annex their property to the City of Corvallis, Benton County, Oregon; and

WHEREAS, the City Council of said city is of the opinion that it is for the benefit of said owners of said real property and of the residents of the City of Corvallis that said property be annexed into and made a part of said city; and

WHEREAS, it is to the best interests of the residents and inhabitants of said city that the submitting of the question of the annexation of said area to the registered voters of said city be dispensed with and that a day be set upon which the registered voters of said city may appear before the Council of said city to be heard on the subject of said annexation; and

NOW, THEREFORE,

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

The submitting of the question of the annexation of the real property more particularly described hereafter herein into the City of Corvallis to the registered voters of said city be and the same is hereby dispensed with and the 4th day of December, 1967, at 7:30 o'clock p.m. in the Council Chambers of the City of Corvallis in the Corvallis City Hall, Fifth and Madison Streets of said city be and they are hereby designated as the time and place, respectively, for the holding of a public hearing, at which time the registered voters of said city may appear to be heard on the subject of the annexation to said City of the following described real property contiguous thereto and situated in Benton County, Oregon, to-wit:

BEGINNING at the northwest property corner of Survey #4416 for F. H. J. Dickmann as surveyed by John F. Gannon, July 8, 1967, located in the H. C. Lewis DLC #47, Section 23 and 24, T 11 S, R 5 W, W.M., such corner being a 1" x 48" iron pipe; thence S 21°04'-1/2' E along the west line of said property 125.46 feet to the point of beginning; thence continuing on

ORDINANCE
Elks Annexation
City of Corvallis

Callings Public Hearing

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said bearing (S 21°04-1/2' E) 191.70 feet to the P.C. of a 19-1/2° curve to the left, proceeding along the arc of said curve 248.23 feet to the P.T. of the curve; thence S 69°30-1/2' E 29.42 feet to a point on the west line of North 9th Street; thence S 25°07-3/4' W along said west line of North 9th Street 174.24 feet; thence S 88°30' W 315.20 feet; thence S 20°09-3/4' W 352.03 feet; thence S 88°29-3/4' W 1,351.87 feet; thence N 0°26-1/4' W 850.00 feet; thence N 88°29-3/4' E 1,603.84 feet to the point of beginning.

The northwest corner of above referred to Survey #4416 is the northwest corner of tract conveyed to Crepeau by deed recorded July 26, 1967, No. 82481, M-3719, Microfilm Records of Benton County, Oregon.

The City Recorder be and he is hereby directed to give notice to the registered voters of the City of Corvallis that a public hearing will be held on the 4th day of December, 1967, at 7:30 o'clock p.m. in the Corvallis City Hall, Fifth and Madison Streets of said city, at which time the registered voters of said city may appear and be heard by the Council on the question of the annexation to the City of Corvallis of the above described real property. Said notice shall be given by publication in the Corvallis Gazette-Times, Corvallis, Oregon, for two successive and consecutive weeks prior to the date of the hearing and be posted in four public places in said city for a like period.

Inasmuch as the provisions of this ordinance are necessary for the immediate preservation of the peace, safety, good order and public welfare of the citizens and inhabitants of the City of Corvallis, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect immediately upon its passage by the Council and approval by the Mayor of the City of Corvallis, Oregon.

PASSED by the Council this 6th day of November, 1967.

APPROVED by the Mayor this 6th day of November, 1967.

ATTEST:

Harriet M. Leger
Mayor

George D. Minville
City Recorder

ORDINANCE
Elks Annexation

ORDINANCE NO. 67- 99

AN ORDINANCE relating to annexation of property contiguous to the city limits of the City of Corvallis, Oregon, and declaring an emergency.

WHEREAS, the owners of certain real property contiguous to the City of Corvallis city limits and located adjacent to the northerly portion of said city, which property is included in the description in this ordinance, desire that proceedings be commenced to annex their property to the City of Corvallis, Benton County, Oregon; and

WHEREAS, the City Council of said city is of the opinion that it is for the benefit of said owners of said real property and of the residents of the City of Corvallis that said property be annexed into and made a part of said City; and

WHEREAS, it is to the best interests of the residents and inhabitants of said City that the submitting of the question of the annexation of said area to the registered voters of said City be dispensed with and that a day be set upon which the registered voters of said City may appear before the Council of said City to be heard on the subject of said annexation; and

NOW, THEREFORE,

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

The submitting of the question of the annexation of the real property more particularly described hereafter herein into the City of Corvallis to the registered voters of said city be and the same is hereby dispensed with and the 6th day of November, 1967, at 7:30 o'clock p.m. in the Council Chambers of the City of Corvallis in the Corvallis City Hall, Fifth and Madison Streets of said City be and they are hereby designated as the time and place, respectively, for the holding of a public hearing, at which time the registered voters of said City may appear to be heard on the subject of the annexation to said City of the following described real property contiguous thereto and situated in Benton County, Oregon, to-wit:

BEGINNING at the northwest property corner of Survey #4416 for F. H. J. Dickmann as surveyed by John F. Gannon, July 8, 1967, located in the H. C. Lewis DLC #47, Section 23 and 24, T 11 S, R 5 W, W.M., such corner being a 1" x 48" iron pipe; thence S 21°04-1/2' E along the west line of said property 125.46 feet to the point of beginning; thence continuing on said bearing (S 21°04-1/2' E) 191.70 feet to the P. C. of a 19-1/2° curve to the left, proceeding along the arc of said curve 248.23 feet to the P. T. of the curve; thence S 69°30-1/2' E 29.42 feet to a point on the west line of North 9th Street; thence

CITY OF CORVALLIS
ANNEXATION ORDINANCE
Elks Annexation -1-

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EXHIBIT X - PAGE 479

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thence S 25°07-3/4' W along said west line of North 9th Street 174.24 feet; thence S 88°30' W 315.20 feet; thence S 20°09-3/4' W 352.03 feet; thence S 88°29-3/4' W 1,801.87 feet; thence N 0°26-1/4' W 850.00 feet; thence N 88°29-3/4' E 2,053.84 feet to the point of beginning.

The City Recorder be and he is hereby directed to give notice to the registered voters of the City of Corvallis that a public hearing will be held on the 6th day of November, 1967, at 7:30 o'clock p.m. in the Corvallis City Hall, 5th and Madison Streets of said City, at which time the registered voters of said City may appear and be heard by the Council on the question of the annexation to the City of Corvallis of the above described real property. Said notice shall be given by publication in the Corvallis Gazette-Times, Corvallis, Oregon, for two successive and consecutive weeks prior to the date of the hearing and be posted in four public places in said City for a like period. The City Recorder may combine that notice with any notice concerning the zoning of the described property upon annexation.

Inasmuch as the provisions of this ordinance are necessary for the immediate preservation of the peace, safety, good order and public welfare of the citizens and inhabitants of the City of Corvallis, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect immediately upon its passage by the Council and approval by the Mayor of the City of Corvallis, Oregon.

PASSED by the Council this 2nd day of October, 1967.

APPROVED by the Mayor this 2nd day of October, 1967.

Gennetta M. Sugar
Mayor

ATTEST:

George Summerville
City Recorder

ANNEXATION ORDINANCE
Elks Annexation

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DEDICATION

KNOW ALL MEN BY THESE PRESENTS that we, OLIVER H. SCHREPEL and ANNE L. SCHREPEL, and R.P.O.E. LOOSE have subdivided and parcel of the land described in the Surveyor's Affidavit hereto written and shown by the accompanying plat of the ELKS ADDITION of the City of Corvallis, Benton County, Oregon, as hereby plat and layout and parcel of lots into lots and blocks as shown we dedicate to the use of the public for use as streets as shown on said plat of the ELKS ADDITION.

In witness whereof we, Oliver H. Schrepel and Anne L. Schrepel, being the Board of Trustees of R.P.O.E. LOOSE have, and Order is hereby made by the Board of Trustees of R.P.O.E. LOOSE, this 17th day of December, A.D. 1927.

Oliver H. Schrepel, Trustee
Anne L. Schrepel, Trustee

ELKS ADDITION
IN THE H.C. LEWIS O.L.D. NO. 47 T.15, R.5W, W.M.
CORVALLIS, BENTON COUNTY,
OREGON

SURVEYOR'S AFFIDAVIT

STATE OF OREGON)
COUNTY OF BENTON) ss

I, THEO D. MCDONALD, being first duly sworn, depose and say that I have carefully viewed and marked with proper instruments, the land represented herein, that as an initial point of said survey I drove a galvanized iron pipe 2 inches in diameter 36 inches in length 5 inches below the ground surrounding a 5/8 inch iron rod, said point being 158.65 feet S 0°15' E and 172.80 feet S 88°44' W of the N.E. corner of the Section C. Lewis O.L.D. NO. 47 as plat and of county books NO. 100; thence S 88°30' 22" W 1217.23 feet to a 5/8 inch iron rod, thence N 0°29' 02" W 854.16 feet to a 5/8 inch iron rod; thence N 68°20' 24" E 158.19 feet to a 5/8 inch iron rod; thence S 21°04' 30" E 181.71 feet to a 3/4 inch iron rod; with point being the N.E. of a 20877 foot section, corner to the left; thence along the line of said section 248.29 feet (the curve of which is 239.43 feet and bearing S 44° 27' 00" E) to the S.W. of said section (bearing S 172 inch iron rod; thence S 68°09' 30" E 293.37 feet to a 3/4 inch iron rod; with point being on the right-of-way of R.A. Smith's section S 22° 08' 10" W along said right-of-way 185.82 feet to a 1/2 inch iron pipe set in concrete; thence S 26°15' 40" W 315.20 feet to a 1/2 inch iron pipe; thence S 21°19' 50" W 353.49 feet to the point of beginning.

Theo D. McDonald
Surveyor

This plat and affidavit approved this 17 day of December, A.D. 1927

Oliver H. Schrepel
County Commissioner

Melvin J. Hawthorn
County Commissioner

Richard
County Judge

Charles L. Anderson
County Assessor

Blair
City Engineer

I hereby certify that all taxes and assessments against said property have been paid
June 25, 1927

John
City Treasurer

John
Sheriff and Tax Collector

BE IT REMEMBERED that on this 17 day of December, A.D. 1927, before me the undersigned, a Notary Public in and for said State of Oregon, personally appeared Oliver H. Schrepel and Anne L. Schrepel being the Board of Trustees of R.P.O.E. LOOSE and being duly sworn and are known to me to be the said Board of Trustees and also the persons named in the foregoing plat and affidavit and that they executed the same freely and voluntarily in witness whereof my hand and Notary Public for Oregon this 17th day and year written above.

Notary Public for Oregon My commission expires _____

Subscribed and sworn before me this 16 day of December, A.D. 1927

Richard P. Anderson
Care of Benton County, Oregon

ORDINANCE 81-52

AN ORDINANCE relating to a comprehensive plan, amending Ordinance 80-99 as amended and adopting findings.

The Planning Commission has recommended to the City Council that the Comprehensive Plan be amended. After proper legal notice, a public hearing concerning the proposed change was held on May 18, 1981; and interested persons and the general public were given an opportunity to be heard. The City Council has reviewed all matters presented and has reviewed the recommendations of the Planning Commission.

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

Section 1. As a result of the findings of fact adopted by the City Council, the City Council finds that the proponents have borne their burden of proof; and therefore, the Comprehensive Plan classification for the subject property generally located on the south side of N. W. Elks Drive west of N. W. 9th Street and further described on the attached map, Exhibit A, which by this reference is incorporated herein, is changed to Medium Density Residential (6-12 units per acre).

Section 2. The findings of fact adopted by the City Council of the City of Corvallis are as attached in Exhibit B, which by this reference is incorporated herein and hereby adopted.

PASSED by the Council this 1st day of June, 1981.

APPROVED by the Mayor this 1st day of June, 1981.

Effective this 11th day of June, 1981.

Alan B Berg

Mayor

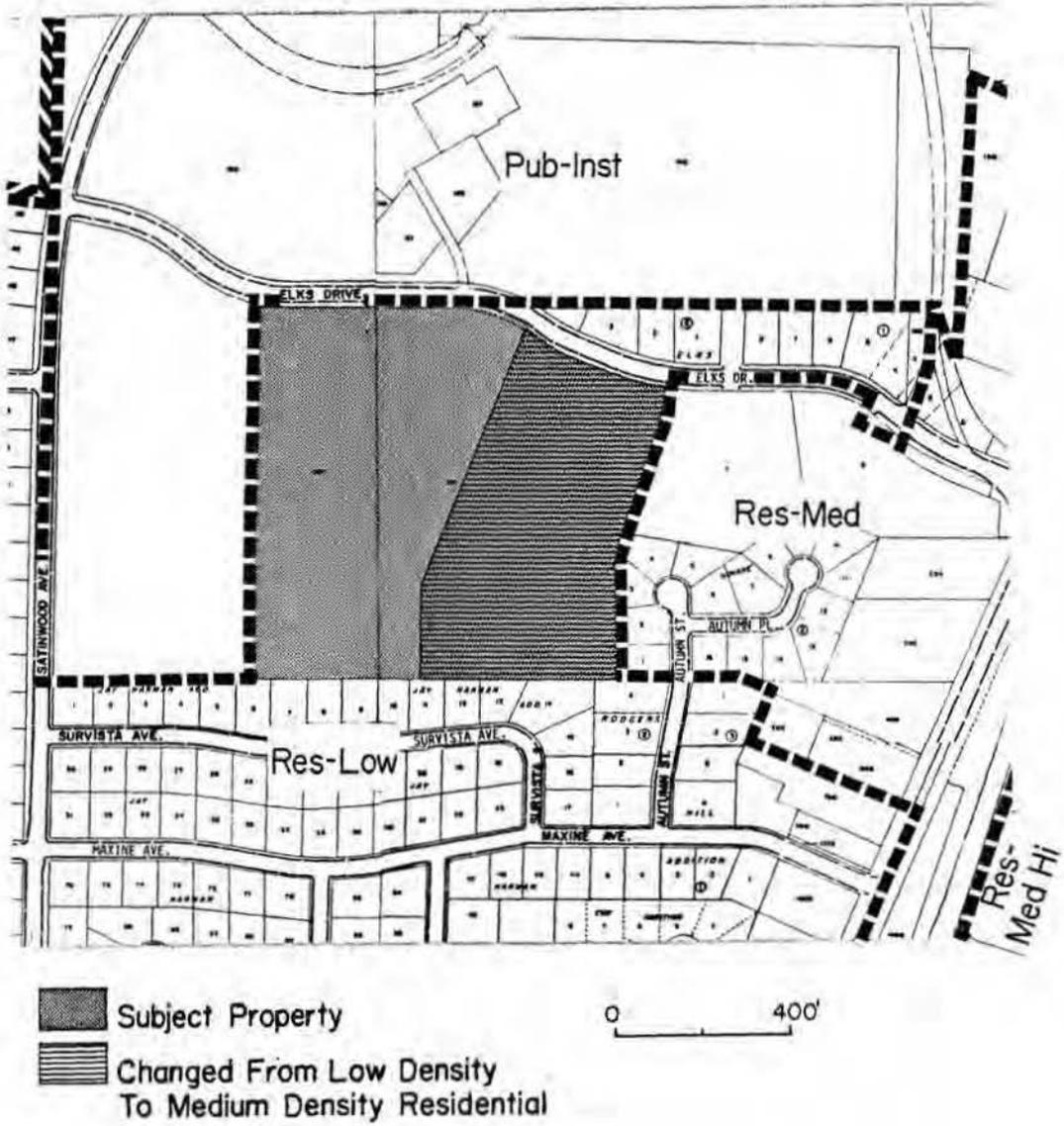
ATTEST:

Kenneth M. Thayer

City Recorder

-1- and final Ordinance
Comp. Plan Amendment 81-4
Congregate Care Center

CPA-8I-4 Comprehensive Plan Amendment



STAFF REPORT
CPA-81-4
May 4, 1981

ORD. 81-52
EXHIBIT B

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The subject property is located on a hill which slopes down towards the surrounding residential areas. Any development on the subject property will have a visual impact on surrounding areas and the impact will tend to increase with increasing densities.

The undeveloped portion of the subject property is approximately 15 acres in size. The present Low Density Residential (2-6 units per acre) Comprehensive Plan designation would allow for a maximum of 90 additional units on the subject property. The proposed Comprehensive Plan Amendment for Medium-High Density Residential (12-20 units per acre) would allow for 180-300 additional units. A major increase in traffic and congestion would be associated with development at a Medium-High Density level.

The applicant is proposing the development of approximately 122 units, 82 in the congregate care center and 40 units of single-family attached townhouses (ATTACHMENT "E"). This amounts to a gross density of about 8 units per acre on the vacant portion of the subject property. This density corresponds to the Medium Density (6-12 units per acre) Comprehensive Plan designation.

6. Comprehensive Plan Policy 8.4.3. states:

MORE INTENSIVE LAND USES PROPOSED FOR ESTABLISHED RESIDENTIAL AREAS SHALL BE SUBJECT TO SPECIAL SITE DEVELOPMENT STANDARDS WHICH MINIMIZE THE NEGATIVE IMPACT ON ABUTTING PROPERTIES.

The City Council, in initiating the subject Comprehensive Plan Amendment, directed that any subsequent District Change be effected through the Planned Development process. This allows for development to be planned in a manner which minimizes negative impacts on abutting properties.

CONCLUSIONS

Based on the above information, staff concludes:

- 1. The subject property is reasonably close to necessary goods and services and, therefore, complies with Comprehensive Plan Policy 10.1.4.

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STAFF REPORT
CPA-81-4
May 4, 1981

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2. An adequate level of key facilities can readily be provided to the subject property. Therefore, the subject request complies with Comprehensive Plan Policy 9.1.9.
3. A demonstrated need and a likely market for congregate care housing in Corvallis exists. Vacancy rates for housing specifically serving the elderly are extremely low and thus the proposed development will increase housing choice for the area's elderly residents. When compared to other examples of local facilities for the elderly, the proposed development represents an affordable housing option to, at least, a segment of the elderly population. Therefore, the subject request complies with Comprehensive Plan Policies 8.2.1., 8.2.2., and 8.2.10.
4. There is a lack of locational choice in terms of serviced, suitably designated, and districted lands for a congregate care center. In the area north of Circle Boulevard, only one parcel exists which meets all applicable criteria. One other parcel is available but would require a District change. Staff does not believe this represents adequate market choice and, therefore, the subject request complies with Comprehensive Plan Policy 8.1.1.
5. The subject Comprehensive Plan Amendment involves a potential for 180-300 dwelling units under Medium-High Density Residential designation as compared to 90 units under the present Low Density Residential designation. This level of potential development, particularly in a highly visible location such as the Elks property, raises serious concerns about compatibility with the surrounding low density residential areas. The height, configuration, mass and scale of 180-300 units would be markedly dissimilar from any other residential development in the area. Traffic and congestion generated by this level of development would be significantly increased. Therefore, staff believes that it has not been demonstrated that the subject Comprehensive Plan Amendment complies with Comprehensive Plan Policy 8.4.4.

It appears to staff that the central reason for the applicant's request for a Comprehensive Plan Amendment from Low Density to Medium-High Density Residential is to facilitate a District Change to PD (RS-12). This is the lowest density district designation which allows for a facility such as a congregate care center. As indicated on the applicant's proposal (ATTACHMENT "E"), approximately

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STAFF REPORT
CPA-81-4
May 4, 1981

-9-

122 units are planned for the subject site. The congregate care center will consist of 82 units while the remaining 40 units will consist of single-family attached units located along the southern portion of the subject property. The overall density is 8 units per acre, which falls in the range of the Medium Density Residential Comprehensive Plan designation. Staff believes that a Medium Density rather than Medium-High Density Comprehensive Plan designation would be more appropriate in the subject case since it could allow for PD (RS-12) districting, thus permitting a congregate care center, while simultaneously limiting overall density on the subject site in order to preclude the problems of compatibility cited above.

6. The City Council, by directing that any development on the subject property take place through the Planned Development process, has insured that attention will be given and special standards will be utilized for minimizing negative impacts on abutting properties. The applicant's proposal (ATTACHMENT "E") indicates that setbacks from property lines and open space areas are at least the equivalent of what would be common in a typical low-density residential development. Therefore, the subject request complies with Comprehensive Plan Policy 8.4.3.

RECOMMENDATION

Based on the above analysis and conclusions, staff recommends that the Planning Commission recommend approval of a Comprehensive Plan Amendment to Medium Density Residential to the City Council, rather than the requested Medium-High Density Residential, for the subject property.

EXHIBIT X - PAGE 486

BEFORE THE PLANNING COMMISSION
FOR THE CITY OF CORVALLIS, OREGON

In the Matter of a District Change)
(DC-81-2) from RS-3.5 to RS-12 and)
a Planned Development Overlay review) ORDER NO. 81-23
process (PD-81-1) for approval,)
Map No. 11-5-23 (Insert), Tax Lot 101)
William Colson and Al Carrick, Applicants)

The above entitled matter came before the Planning Commission on June 3, 1981.

The above named applicant applied to the City for a District Change from RS-3.5 to RS-12 and a Planned Development Overlay review process for 6.8 acres of the Elks property for the development site located on the south side of NW Elks Drive, west of NW 9th Street, Corvallis, Oregon, Assessor Map No. 11-5-23 (Insert), Tax Lot 101, to allow approval of a Detailed Development Plan for an 82-unit congregate care facility on the eastern portion of the Elks Lodge site.

The Planning Commission conducted a review of the proposed development, and on June 3, 1981 found that the request should be approved based on the information contained in the Staff Report, the June 3, 1981 revised narrative and drawings submitted by the applicants.

The Planning Commission adopts the findings of fact and conclusions contained in Exhibit "A".

It is ordered by the Planning Commission that:

Section 1: DC-81-2 and PD-81-1 are granted for Map 11-5-23 (Insert), Tax Lot 101, Corvallis, Oregon, allowing for a District Change from RS-3.5 to RS-12 and a Planned Development Overlay review process for 6.8 acres of the Elks site, the subject property, subject to the following conditions:

- 1. A detailed landscape plan showing the size and type of all plant materials and all existing trees over 12 inches in diameter, shall be submitted prior to building permit approval. Mature trees 4 inches or larger in diameter and shrubs 3 feet or larger in height shall be planted initially to achieve the applicant's landscaping proposal.

ORDER -1-
DC-81-2, PD-81-1, Congregate Care Center

2. The building permit plans shall show three stories on the north side of the structure and two stories on the south side of the structure. The building shall have various heights and offsets with a pitched roof and wood siding.
3. Any signs proposed for use during any phase of development and/or future identification shall be approved by Planning Commission prior to issuance of any building permit.
4. A sanitary sewer extension from NW Elks Drive shall be installed to serve the congregate care facility. This shall include a new stubconnection to the existing sewer in NW Elks Drive. An equivalent assessment for sewer shall be due with the building permit. The approved costs of providing a new stub (within the right-of-way) shall apply towards the equivalent assessment charge.
5. Parking lot, accessway and walkway design and construction, including site drainage and grading, shall meet the approval of the City Engineer.
6. A storm drain extension shall be required from the southeast corner of the property to drain the proposed public road, and to provide for a future extension to serve the remainder of the property. The design and construction of this line shall meet the approval of the City Engineer and shall occur concurrently with the congregate care project.
7. An on-site water main extension and fire hydrants shall be required subject to City ordinances and policies. Locations of fire hydrants and the water main extension shall meet the approval of the Fire Chief and Utilities Director.
8. Easements, at no cost to the City, shall be required for water mains not constructed within public rights-of-way. All easements shall meet the approval of the Utilities Director.
9. The fire sprinkler system shall be looped from the existing 12-inch main on NW Elks Drive to the on-site main extension. A valve shall be cut into the 12-inch main between the main extension and the fire sprinkler connection.
10. Adequate access for fire protection equipment shall be provided as required by the Fire Marshall.
11. If within one year after occupancy of the congregate care facility it is shown that the proposed 51 parking spaces are inadequate, the applicant/owner of the congregate care facility shall supply additional parking immediately adjacent and south of the proposed lot to meet Land Development Code parking requirements for group care dwelling facilities and the approval of the City Engineer. Prior to

ORDER -2-

DC-81-2, PD-81-1, Congregate Care Center

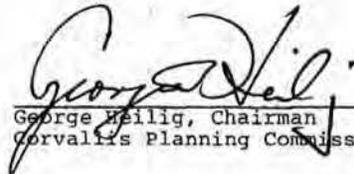
building permit approval for the congregate care facility, the applicant shall submit a written statement outlining the process for monitoring on-site parking demand. This process shall be reviewed and approved by the City Engineer and the Planning Director.

- 12. The building shall be set back from Elks Drive no less than 30 feet, no less than 135 feet from the south property line, and no less than 55 feet from the east property line. Other applicable setbacks are included on the site plan.
- 13. The easements for storm drains, sanitary sewers and other utilities, except water, shall be provided and shall meet the approval of the City Engineer.
- 14. Retaining walls shall be constructed where required by the City Engineer.

Section 2: A copy of this Order shall be on file in the City Planning Department.

Section 3: A copy of this Order shall be sent to the Applicant and parties affected by this decision.

Dated this 1 day of July, 1981.


 George Hellig, Chairman
 Corvallis Planning Commission

ORDER -3- and final
DC-81-2, PD-81-1, Congregate Care Center

SPECIAL REQUIREMENTS & CONDITIONS

File Number DC-81-2/PD-81-1

Subject/Location William Colson/Al Carrick - Corvallis Congregate Care Ctr.

Located on the south side of NW Elks Drive, west of
NW 9th Street.

Approval by City Council Date June 3, 1981

CONDITIONS OF APPROVAL

1. A detailed landscape plan showing the size and type of all plant materials and all existing trees over 12 inches in diameter, shall be submitted prior to building permit approval. Mature trees 4 inches or larger in diameter and shrubs 3 feet or larger in height shall be planted initially to achieve the applicant's landscaping proposal.
2. The building permit plans shall show three stories on the north side of the structure and two stories on the south side of the structure. The building shall have various heights and offsets with a pitched roof and wood siding.
3. Any signs proposed for use during any phase of development and/or future identification shall be approved by Planning Commission prior to issuance of any building permit.
4. A sanitary sewer extension from NW Elks Drive shall be installed to serve the congregate care facility. This shall include a new stubconnection to the existing sewer in NW Elks Drive. An equivalent assessment for sewer shall be due with the building permit. The approved costs of providing a new stub (within the right-of-way) shall apply towards the equivalent assessment charge.
5. Parking lot, accessway and walkway design and construction, including site drainage and grading, shall meet the approval of the City Engineer.
6. A storm drain extension shall be required from the southeast corner of the property to drain the proposed public road, and to provide for a future extension to serve the remainder of the property. The design and construction of this line shall meet the approval of the City Engineer and shall occur concurrently with the congregate care project.
7. An on-site water main extension and fire hydrants shall be required subject to City ordinances and policies. Locations of fire hydrants and the water main extension shall meet the approval of the Fire Chief and Utilities Director.

SPECIAL REQUIREMENTS AND CONDITIONS (CONTINUED) DC-81-2/PD-81-1

8. Easements, at no cost to the City, shall be required for water mains not constructed within public rights-of-way. All easements shall meet the approval of the Utilities Director.
9. The fire sprinkler system shall be looped from the existing 12-inch main on NW Elks Drive to the on-site main extension. A valve shall be cut into the 12-inch main between the main extension and the fire sprinkler connection.
10. Adequate access for fire protection equipment shall be provided as required by the Fire Marshall.
11. If within one year after occupancy of the congregate care facility it is shown that the proposed 51 parking spaces are inadequate, the applicant/owner of the congregate care facility shall supply additional parking immediately adjacent and south of the proposed lot to meet Land Development Code parking requirements for group care dwelling facilities and the approval of the City Engineer. Prior to building permit approval for the congregate care facility, the applicant shall submit a written statement outlining the process for monitoring on-site parking demand. This process shall be reviewed and approved by the City Engineer and the Planning Director.
12. The building shall be set back from Elks Drive no less than 30 feet, no less than 135 feet from the south property line, and no less than 55 feet from the east property line. Other applicable setbacks are included on the site plan.
13. The easements for storm drains, sanitary sewers and other utilities, except water, shall be provided and shall meet the approval of the City Engineer.
14. Retaining walls shall be constructed where required by the City Engineer.

DC-81-2
 PD-81-1
 Planning Department
 STAFF FINDINGS
 May 4, 1981

I. GENERAL INFORMATION

- DC-81-2: The applicant is requesting a District Change from RS-3.5 (Low Density Residential) to RS-12 (Medium-High Density Residential).
- PD-81-1: The applicant is requesting a Planned Development Overlay review process in conjunction with the District Change to RS-12. The applicant is requesting approval of a Detailed Development Plan for Phase I, to allow construction of an 82-unit congregate care facility on the eastern portion of the site, and approval of a Conceptual Development Plan for Phase II, to allow construction of 40 additional attached single-dwelling units on the remaining southerly and westerly portions of the site (Attachment "A").

APPLICANTS: William Colson and Al Carrick
 Holiday Management Company
 2741 12th Street, S.E.
 Salem, OR 97302

OWNER: Corvallis Elks Lodge
 447 Elks Drive
 Corvallis, OR 97330

AGENTS: Cliff Curry, Architect
 John Morgan, Morgan, Ryan and Associates
 875 High N.E.
 P. O. Box 12984
 Salem, OR 97301

LOCATION: The subject property is located on the south side of NW Elks Drive, west of NW 9th Street. Assessor Map No. 11-5-23 (Insert), Tax Lot 101 (Attachment "B").

LOT AREA: Approximately 17 acres

PRESENT DISTRICT: RS-3.5 (Low Density Residential)

PROPOSED DISTRICT: RS-12 (Medium-High Density Residential)

AGENCIES CONTACTED: Engineering, Utilities and Building Divisions of the Public Works Department, and the Fire Department.

NOTICES MAILED TO AFFECTED PARTIES: 60; various affected parties have submitted written testimony (Attachment "C").

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II. BACKGROUND INFORMATION

On November 3, 1980, the applicants' agent submitted a site plan for a 90-unit congregate care facility on 17 acres of the Elks Lodge property.

On November 12, 1980, the applicants' agent met with the Technical Review Team to discuss the subject request. At that time, the applicants' agent was instructed to submit a revised development plan that was in compliance with the Comprehensive Plan and compatible with the site.

On November 24, 1980, the applicants' agent submitted a revised site plan for an 82-unit congregate care facility.

On January 16, 1981, the applicants and their agent met with the Technical Review Team to discuss the revised development plan.

On January 28, 1981, the applicants submitted a revised plan for the 82-unit care facility, indicating a height reduction at the south end of the building.

On February 4, 1981, the Planning Commission denied the request for an 82-unit congregate care facility.

On February 23, 1981, the agent, authorized by the owners and applicants, appealed Planning Commission's decision (Attachment "D").

On March 2, 1981, the City Council set the appeal public hearing for April 6, 1981.

On April 6, 1981, the City Council held a public hearing to consider the subject case. The City Council held the hearing in conformance with appeal procedures set forth in the Land Development Code. However, since under the Code, the Planned Development process can no longer be used to change the use types of the underlying district, Council determined that it lacked authority to grant the applicants' request for a zone change to Planned Development. In order to provide relief to the applicant, the City Council initiated the Comprehensive Plan Amendment, as well as a District Change to RS-12 with a Planned Development overlay, for the subject property (Attachment "E").

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On April 22, 1981, the Staff Review Committee (SRC) met with the applicants' agent to discuss the Comprehensive Plan Amendment issue, the proposed revised site plan request, and development criteria for the remaining undeveloped portions of the Elks Lodge site.

On April 29, 1981, the Staff Review Committee met with one of the applicants and his agent to discuss the site development alternatives for the subject property.

III. VICINITY DATA

The surrounding land uses (Attachment "F") and districts (Attachment "B") are as follows:

The area north of the subject property has been developed for the Good Samaritan Hospital and related medical facilities. This area is currently a PD(RS-3.5) district, and a RS-3.5 (Low-Density Residential) district along the southeasterly most side of the subject area.

Areas southeast and east of the subject property have been developed for detached and attached single family residences and commercial uses. A portion of the area directly east of the site has been approved for an 83-unit congregate care facility (Novare, PDM-79-21). These aforementioned areas are currently PD (RS-9; Medium-Density Residential with a PD overlay), and PD (RS-12; Medium-High Density Residential with a PD overlay).

The area south of the subject property has been developed for single family residences, and is an RS-3.5 district. Further south is Wilson School.

The area west of the subject property has been developed for single family residential uses and is currently an RS-3.5 (Low-Density Residential) district. The area directly west of the subject property is currently vacant and is a PD (RS-3.5; Low-Density Residential with a PD overlay).

IV. SITE INFORMATION

Presently, the Elks Lodge building and related parking that exists on the site are located on the highest portion of the property. The remainder of the site is grass covered and slopes away from the Elks Lodge building. In the absence

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of specific property lines or specific site boundaries, staff estimates that the area developed by the existing Elks Lodge facility is approximately 3.5 acres, which includes the building and parking coverage, and the related open space. The open space is calculated on 60 percent impervious surface and 40 percent open space ratio. This leaves a balance of 13.5 acres of undeveloped area within the entire 17 acre site.

VI. PUBLIC FACILITIES AND SERVICES

Transportation: Access to the subject site would be from NW Elks Drive via NW 9th Street or NW Satinwood Drive. The Corvallis Transit System does serve the subject property along NW Elks Drive.

Sewer, Water and Drainage: Sanitary and storm sewer services can be extended to the site, subject to City policies and ordinances.

V. FINDINGS

During the review of this case, staff identified the following three major issues discussed below.

- A. The appropriateness of a Comprehensive Plan Amendment from Low Density Residential (2-6 units per acre) to Medium-High Density Residential (12-20 units per acre),
 - B. The need for a conceptual development plan for the remaining undeveloped portions of the Elks Lodge site, and
 - C. The compatibility of the proposed congregate care facility with the site and surrounding land uses.
- A. Concurrent with the District Change and Planned Development review request, the applicant has applied for a Comprehensive Plan Amendment from Low Density Residential to Medium-High Density Residential. This Comprehensive Plan Amendment and District Change was initiated by the City Council. Under the Land Development Code, the City Council was unable to review or approve a Planned Development district change to permit the proposed use. The Medium-High Density Residential designation and an RS-12 Development District as initiated by Council would permit construction of a congregate care facility on the Elks Lodge site, and would allow for additional density on the remaining undeveloped portions of the site.

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After reviewing the potential density increase to a maximum of 300 dwelling units with the Medium-High Density Residential Comprehensive Plan designation, the existing site constraints, and the existing surrounding uses, staff found that a Medium-High Density Residential designation for the site would be inappropriate. Staff has recommended that a Medium Density Residential (6-12 units per acre) Comprehensive Plan Amendment with a PD (RS-12) District Change would be more appropriate in that it would permit the proposed use and would limit the development potential of the site to a level that would be compatible with surrounding land uses.

- B. Throughout the review process for the congregate care facility, staff, the Planning Commission and the surrounding residents have expressed concerns about what would be developed on the remaining vacant portions of the Elks Lodge site. After the City Council denied the applicants' appeal request and initiated a Comprehensive Plan Amendment to permit a higher density within the Elks Lodge site, staff requested that the applicants' agent define the parameters for development within the vacant portions of the Elks site by establishing a list of development criteria. Briefly, these criteria should include, at a minimum, the setbacks from the southerly and westerly property lines, the type and height of any proposed dwelling structures, the approximate number of units, vehicle and pedestrian circulation systems, and the type of landscaping, screening and/or buffering that may be appropriate within the site.

The applicant has established development criteria as indicated in Attachment "A". Generally, these criteria include a 40 foot setback from the southerly property line and an average 40 foot setback from the westerly property line. The applicant is proposing approximately 40 additional dwelling units within the southerly and westerly portions of the Elks Lodge site. The dwellings will be clustered, single dwelling units in various configurations, not to exceed two stories in height. Landscaping, screening and buffering will be incorporated into the detailed site plan to mitigate any potential negative impacts that proposed dwelling units may have upon the surrounding residences. The development criteria also indicate an approximate street location which would service the entire Elks Lodge site (Attachment "A").

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This information complies with the requirements for conceptual approval, or step one in the Planned Development process. An approved conceptual plan provides the desired information concerning the balance of the site, but does not allow development. Approval of a detailed plan, or step two, such as that submitted for the congregate care facility, will be required before development can occur on the balance of the site. The specified development criteria establishes a framework for future site development. Specific drawings indicating exact structure, landscaping, road location and building elevations, would be reviewed at a future public hearing prior to actual development.

The proposed street and rights-of-way would be dedicated to the City, facilitating adequate maintenance and service, and police and fire protection. The street would be 34 feet wide, rather than 26 feet as proposed by the applicant, with walkways on both sides, to be constructed to City standards. The additional street width would allow for additional on-street parking if needed. The actual vehicular access for each cluster unit would be determined during the detail development plan review process for Phase II. It is anticipated that these access points would be via private drives, an extended cul-de-sac bulb or a combination of both. The approximate street and right-of-way location would also provide adequate room for any future expansion of the Elks Lodge.

With the ultimate dedication of the entire right-of-way through the Elks Lodge site, two lots will be created. This division of land and the creation of a dedicated right-of-way requires approval of a major partition, as defined by ORS 92.010(2). Major partitions are considered ministerial in nature, and staff will require that such a partition be completed prior to building permit issuance for the clustered dwellings.

- C. The third issue staff has identified is the detailed site plan proposed for the congregate care facility. Staff's initial concerns dealt with the design of the proposed structure and its relationship to the hillside site, the proposed structure's proximity to the butting residences to the east and to the NW Elks Drive right-of-way, the amount of open space related to the scale of the proposed structure, and the proposed parking and vehicular circulation on the site.

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1. The structure originally proposed was designed without regard to the nature of the site's east facing slope and the proximity of abutting residences (Attachment "G"). The structure was proposed to be uniformly three stories in height, located 40 feet from the easterly and northerly property line. Due to the design of the structure, and the nature of the site, staff found that the proposal was out of scale with the surrounding developments.

Since the original design submission, the applicant has substantially improved the appearance of the structure and its relationship to the site and surrounding uses.

The revised proposal shows that the structure has been relocated, increasing the setback area from the north property line to approximately 125 feet, the same as the Elks Lodge setback from NW Elks Drive, and retaining at least a 100-foot setback from the residences to the south. Although the shortest setback dimension to the easterly property line is still 40 feet, the proposed structure has been turned, increasing the setback area along the southern and eastern portion of the structures to about 100 feet.

The actual design of the proposed structure has been modified to incorporate various offsets and recesses within the structure. The elevations and roofline resemble a residential character. Previously, the applicant had indicated that the proposed structure would not exceed two stories on the southerly portion. The building plans submitted, however, indicate that the entire structure is three stories in height. Staff recommends that the southerly portion of the structure not exceed two stories.

Additionally, the applicant has provided more open space surrounding the structure, decreasing visual impact.

2. The applicant is proposing 42 parking spaces on site for the 82-unit facility. According to the Land Development Code, 31 one-bedroom units and 51 studio units as proposed, would require 69 parking spaces. The applicant further states that, historically, congregate care facilities generate little traffic because of the lack of need for automobiles by the residents of the facility. The applicant has monitored other congregate care facilities of similar size within Oregon and has found that the

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average parking demand is approximately 20 percent of the number of units within each project (Attachment "A"). Staff concurs with the applicant that senior citizens may drive less than other age groups, and that the number of parking spaces proposed would adequately serve the facility. However, if, in the future, more parking is required, the applicant has agreed that additional parking would be provided on site. Additionally, due to the project's distance from commercial and entertainment areas, the owners of the congregate care facility should provide its residents with a shuttle service which adequately meets the transportation needs of its residents.

3. Included in the applicants' request for a conceptual development plan is a looped street from NW Elks Drive. To adequately service the congregate care facility, staff finds that a portion of this right-of-way should be dedicated, and that the street should be improved to City standards with the approval of the detailed development plan for Phase I. The actual length of the right-of-way will be determined by the City Engineer during the working drawings phase of the proposed facility, but generally the right-of-way dedication shall include a 50 foot right-of-way from NW Elks Drive to the southerly end of the proposed parking area. Additionally, the intersection of the proposed street and NW Elks Drive may be moved easterly to accommodate adequate sight distance along NW Elks Drive.
4. The proposed monthly rents for a dwelling unit which the proposed congregate care facility will be approximately \$600-\$800. A portion of these rental rates pays for space and hot water heating within the structure. A supplementary alternative form of space and hot water heating could be used given the southern exposure of the site. Staff encourages the applicant to explore alternative energy sources, such as solar hot water heating, to alleviate future high heating costs to the residents, and to insure the future user appeal and economic viability of the congregate care facility.
5. The remaining site development issues with the congregate care facility includes the extension of sanitary and storm sewer facilities to the site, the construction of a looped water system for adequate fire and sprinkler protection, and sign review for the project. These issues are addressed through the recommended conditions that follow.

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IV. STAFF RECOMMENDATION

Based on the findings stated above and the attached narratives and drawings submitted by the applicant, staff recommends that Planning Commission approve the proposed District Change, the Conceptual Development Plan for Phase II of the Elks site, and the Detailed Development Plan for Phase I of the Elks site, subject to the City Council's approval of Comprehensive Plan Amendment CPA-81-4 and the following conditions:

1. A detailed landscape plan for Phase I of the Elks site showing the size and type of all plant materials and all existing trees over 12 inches in diameter, shall be submitted prior to building permit approval of Phase I.
2. The building permit plans shall show three stories on the north side of the structure and two stories on the south side of the structure. The building elevations for the proposed congregate care facility shall have various heights and offsets with a pitched roof and wood siding.
3. Future development of Phase II of the Elks Lodge site and parking area shall require Planning Commission approval of a Detailed Development Plan prior to building permit approval.
4. Any signs proposed for use during any phase of development and/or future identification shall be approved by Planning Commission prior to issuance of any building permit.
5. Portions of the property have not been assessed for sanitary sewer service. Those portions not previously assessed, that are associated with the congregate care facility, shall be assessed an equivalent assessment concurrent with issuance of building permits. The current rate is \$180.00/1,000 square feet of land area. This rate is adjusted annually. Preliminary calculations indicate that this charge, at the current rate, would be approximately \$14,777.

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6. The proposed roadway shall be a standard 34-foot wide public street with curbs, drainage, sidewalks, etc. The design and construction shall meet the approval of the City Engineer. The right-of-way shall not be less than 50 feet wide. Slope and utility easements shall meet the approval of the City Engineer.
7. The roadway shall be constructed to a point south of the driveway connection from the south end of the parking lot with the Congregate Care Facility phase of development.
8. The future extension of the public roadway to loop back to NW Elks Drive shall be shifted westerly to abut the west property line of NW Elks Drive.
9. A sanitary sewer extension from NW Elks Drive shall be necessary to serve the Congregate Care facility. This shall include a new subconnection to the sewer in NW Elks Drive. An equivalent assessment for sewer shall be due with the building permit. The approved costs of providing a new stub (within the right-of-way) shall apply towards the equivalent assessment change.
10. Parking lot and walkway design and construction, including drainage facilities, shall meet the approval of the City Engineer.
11. A storm drain extension shall be required from the southeast corner of the property to drain the proposed public road, and to provide for a future extension to serve the remainder of the property. The design and construction of this line shall meet the approval of the City Engineer.
12. An on-site water main extension and fire hydrants shall be required subject to City ordinances and policies. Locations of fire hydrants shall meet the approval of the Fire Chief.
13. Easements, at no cost to the City, shall be required for water mains not constructed within public right-of-way. All easements shall meet the approval of the Utilities Director.

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14. The fire sprinkler system shall be looped from the existing 12-inch main on NW Elks Drive to the on-site main extension. A valve shall be cut into the 12-inch main between the main extension and the fire sprinkler connection.
15. If within one year after occupancy of the congregate care facility, it is shown that the proposed 42 parking spaces is inadequate, the applicant/owner of the congregate care facility shall supply additional parking to meet Land Development Code parking requirements for a group care dwelling facility. The location shall be determined by the City Engineer. Prior to building permit approval for the congregate care facility, the applicant shall submit a written statement outlining the process for monitoring the on-site parking demand. This process shall be reviewed and approved by the City Engineer and the Planning Director.

CORVALLIS ELKS LODGE
CONGREGATE CARE CENTER

William Colson & Al Carrick, Developers

Purpose of Application

This is an application to change the Corvallis Comprehensive Plan land use map for the subject property from Low Density Residential to Medium Density Residential, to change the zone of the property from RS-3.5 to RS-12 and to place a PD (Planned Development) overlay on the subject property. Specifically, as part of a detailed plan approval, the application is to allow the creation of a congregate care center with 82 dwelling units for the eastern portion of the site immediately east of the Elks Lodge. It is also for conceptual plan approval for housing development in the south and southeast portions of the site.

This comprehensive plan change and zone change with the concurrent plan development overlay was initiated by the Corvallis City Council on April 6, 1981. This was after the Council denied the same applicant's request for a planned development zone for the same project. (PD-80-9). The reason for the denial and subsequent initiation of this procedure was that Corvallis' new Land Development Code was adopted during the processing of the original application, changing the criteria and capabilities that were applicable.

This report, has part of the official application for this plan and zone change, hereby makes reference to, amends, and incorporates all written and verbal testimony submitted by and

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ATTACHMENT C

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on behalf of the applicants as part of their request for a zone change from R-1 to PD (PD-80-9).

The materials submitted in this supplemental report are intended to serve only as a supplement to the original application. This report will deal only with those matters for which specific and new information is needed. The original justification report includes a detailed discussion of the project, its conformance to the Corvallis comprehensive plan, and public need for the proposed use.

1) COMPREHENSIVE PLAN AMENDMENTAlternative Lands

The developer of the congregate care center explored a wide variety of sites before approaching the Corvallis Elks Lodge about a joint project. It was at that time that the area east of the lodge was selected as the most suitable and appropriate for the congregate care center location. The main factors that went into this included the following: 1) The suitability of the physical configurations of the site to lend itself to the unique design needs of a congregate care center. The slope of the site means that, while the center is essentially a large and compact structure, most of the rooms and areas within the center can relate well with the surrounding land area. The slope means that access to the center can be achieved at two levels rather than relying totally on one level access with elevators for all floors. 2) The center is located very close to the hospital and many other offices and facilities of the Corvallis medical

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community. This means that needed regular and emergency services can be provided on a very fast basis which is important to this elderly population. 3) The site provides a variety of important amenities that lend themselves to a high quality of living environment. These include the view to the north, east and south from the proposed site, the large amount of open space that can be maintained around the building, the placement of the structure in an area characterized by large buildings surrounded by significant landscaped areas, the capability of Elks Drive to handle the minimal amount of traffic generated, and the capability to work with a fraternal service organization, the Corvallis Elks, in providing a facility that is beneficial to the developers, the Elks Lodge, and to the general Corvallis community.

There were very few alternatives to the subject property that could have been utilized for this congregate care center. Immediately east of the subject property is an area for which zone change approval was given several months ago for the creation of another congregate care facility. This, therefore, was not considered an alternative location. The applicants and developers have recently learned that this property has been sold and that the original developers nor the new owners are no longer intending to construct the proposed congregate care facility. Therefore, it is the applicants understanding that the zoning has or will shortly revert back to its original single family designation.

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Comparing the Corvallis Elks site with the site to the east, it is this application's contention that the Elks site is vastly preferable. The primary factor that speaks well for the Elks site is the fact that it is higher on the hill and presents a much better view. In an effort to create a high quality housing complex this is a very important factor. Also, through careful design processes, the Elks congregate care building has been designed so that it works well with the surrounding single family use. The Elks site does not abutt against as many single family homes as the other congregate care project did.

The only site in the surrounding area that is appropriately zoned and vacant that could conceivably be used as an alternative to the proposed site is the area designated as medium high density residential on the east side of 9th Street a short distance south of its intersection with Elk Drive. This property was rejected by the developer in his original search. Several aspects of the property render it unsuitable as a reasonable site for a congregate care center. The site has virtually no view as it sits on the flat area and is surrounded by a variety of residential and commercial uses. An important aspect of providing high quality of congregate care is the availability of significant visual amenities for the residents. While the subject property has a substantial amount of open space, attractive surroundings, and an excellent view, the alternative land can provide none of these.

A second factor is the nearby high traffic volumes and noise generation. The medium high density residential piece has a

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major arterial/highway on its western boundary and an arterial on its southern boundary. A substantial amount of traffic flows on both sides of the property everyday generating a noise and congestion level that is unacceptable to the creation of the high quality elderly housing complex. Also, while the difference is relatively small, the Elks site has much faster access to medical facilities and services.

Based on the above factors, the developers have concluded that the Elks property is vastly preferable. The only property that has appropriate zoning and is vacant in the area has a variety of factors that render it unsuitable to the creation of a high quality elderly housing complex.

The most significant other factor that goes to a comprehensive plan change is the question of public need. The original zone change application included an extensive section on public need. This section is still extremely valid and has been incorporated as part of this report. However, this report will attach a memorandum from Leon Laptook, City Planning Department to the Benton County Task Force concerning the need for congregate care housing and dated March 18, 1980. This memorandum outlines a variety of reports on the need for congregate care facilities in the Corvallis/Albany market area.

One of the original questions by the planning commission over the applicants statement of public need was whether this particular project would help to satisfy the substantial public need that had been shown. Referencing Mr. Laptooks memorandum, it shows a

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statement of need referencing a variety of official sources.

Summery these with the following:

- 1. State Housing Division 5 - 10% of elderly population.
- 2. State Housing Division & Department of Vocational Care 5% of general population.
- 3. Pederson & Associates "...need certainly exists for congregate care housing.
- 4. State Housing Division 10% of elderly (121 households).
- 5. Rebecca Auve 303 person in need.
- 6. City of Corvallis Housing Assistance Plan 306 households
- 7. City of Corvallis Planning Department 10% of elderly population.
- 8. Lane Council of Governments 15 - 40% of nursing home residents would be better in congregate care facilities.

This application assumes three things: 1) The 82 units of congregate care housing are designed and will be managed to be successful in meeting the needs of all residents. The developers experience with over 30 other such projects on the west coast, has given him the ability to know how to design and manage projects so that they are successful and meet a public need. There is virtually no question that this project will be financially and socially successful. 2) There is a clearly demonstrated public need for congregate care housing. Looking at the above numbers, there is a fairly wide range of demand estimated. However, the 82 proposed units of congregate care housing probably do not even begin to meet the lower range of the estimated need. This means that even if the official government

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estimates are high, there still is a need for the number of units proposed as part of this application. 3) Mr. Laptook's memorandum summarizing a variety government studies, does not in any way differentiate between the need for low moderate or middle income housing. It is a fact that the proposed congregate care center will be providing middle income housing and will not be involved in any subsidized program. This does not run contrary at all to the statement of public need that has been made. The government estimates are partially based on the need for subsidized facilities. But they do not differential at all on an overall need that includes subsidized and non:subsidized projects. Probably the Lane Council of Governments estimate that 15 - 40% of all people in nursing homes do not require nursing home care and would be better located in congregate care facilities gives the highest credence to the need for this project. The project is intended to do two things in the non-subsidized market. The first is to provide a viable and highly desirable alternative to nursing home care which fits in with Lane COG's estimate of those that could be out of nursing homes. It also is to provide a viable alternative to that portion of the elderly population that still occupy their original homes that would do better both physically and socially by being in a congregate care facility. There is no estimate available of what the percentages of such households there are that could use congregate care facilities.

In summary, this application contends that it has been clearly shown by a variety of government sources that there is a need for

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congregate care, this need has not been differentiated into subsidized versus non-subsidized need, and therefore it is assumed that middle income households have a need as strong as low and moderate income households and are reflected in the government figures. The need is demonstrated by Lane COG's estimate of the number of people in nursing homes that do not need such intense care and by the success of projects of this nature in a very large number of other west coast cities.

2. DESIGN CRITERIA FOR THE ENTIRE ELKS LODGE PROPERTY

This application initiates a planned development procedure for the entirety of the Elks property. The property divides itself easily into three different components. First, the existing Elks Lodge and facilities which will be in a sense "grandfathered" into this planned development designation. The Elks Lodge facilities are complete except for two potential future projects. These include the extension of the building to the south for additional lodge activities and the possible future paving of the overflow parking lot along the western edge of the property. The second portion of the property is the eastern boundary which is the site of the proposed congregate care facility. This portion of the site is, by this application, being considered for detailed plan approval for the specific congregate care project. The design criteria for this detailed plan approval will be discussed in the third element of this report below. The final portion of the site is the open area on the south facing slope south of the Elks building. This area is, as part of this application, being considered for conceptual planned development

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approval.

The following design criteria are established for this particular area:

1. This area will house up to 40 owner occupied dwelling units.
2. The dwelling units will be designed and arranged in a cluster fashion in groups of probably not more than 6 dwelling units each.
3. The housing will be developed either as condominium complex or as a 0-lot line housing complex with the simple ownership of lots.
4. The housing will not exceed two stories in height.
5. All structures will be set back a minimum of 40 feet from the exterior boundary lines of the Elks property.
6. All lands not occupied by structures, parking areas and accessways will be fully landscaped including the creation of a landscaped screen along the southern property line.

Another important aspect of the plan for this portion of the Elks property is the creation of a loose street that will move between the Elks Lodge and the congregate care center along the eastern side of the property, turn to the west and run between the lodge and the proposed housing, and then turn to the north and go back to Elks Drive. It is the intention of this application that this street will occupy a public right-of-way. The width necessary for the improvement and the right-of-way will be that width that will accommodate the following factors:

1. Two travel lanes of the minimum adequate width.
2. No lanes will be provided for on-street parking.
3. Curbs on both sides.
4. A curblined sidewalk on the outer side of the loop.

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5. A space wide enough to accommodate necessary public utilities.

It is assumed that the right-of-way, based on the above factors, will be somewhere between 40 and 50 feet wide.

Along the western edge of the Elks site, it is the intention to create a half street improvement with one half of the necessary right-of-way and improvement for the street butted up against the property line. The owner on the other side of this particular property line is the Good Samaritan Hospital. As of the time of the preparation of this report the hospital had not agreed to this particular scheme and felt that they would not be able to concur with this half-street improvement for some time in the future. Therefore, the exact location of this particular portion of the proposed street can not be finalized probably until time of detailed plan approval for this planned development or until the hospital decides to proceed with development of its property. If this street cannot be located on the property line, it will probably be moved slightly to the east so that it runs immediately adjacent to the property line.

The proposed right-of-way dedication and street improvement will only occur to the minimum point necessary for servicing the congregate care facility at this time. An adequate turn-around space or means will be provided.

3. CONGREGATE CARE FACILITIES SPECIFIC DEVELOPMENT PLAN

Attached to this report is a series of drawings indicating the

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specific site plan and conceptual elevations of the proposed congregate care facility. Over the course of the last several months, this design has gone through a substantial amount of public review and input that has resulted in the current proposal. This design has been pulled back substantially from the eastern property line as compared to the original project. The physical configuration of the building has also changed so that it has less impact on the single family homes to the east. The factors that have gone into this include a substantial variety of jogs and both vertical and horizontal planes of the structure so that it is extremely broken up in character rather than appearing as one huge monolithic structure. Also, the building has been "stair-stepped" back from the property line so that while it is in actuality a three story structure, it appears as only a two story structure from the houses beneath it.

The building has also been pulled slightly farther away from Elks Drive and again does not stand as all in monolithic as the original. This was intended to address one of the planning commission's original objections which was that the building would present a large ediface view of Elks Drive that would be unattractive.

A parking scheme has been worked out with the staff that should address the original variance of this application. The intention is to create only the 42 parking spaces shown on the site plan. If at a date one year after occupancy is achieved, it is shown that this parking space is inadequate, additional parking lot area will be created on the north side of the building so that

CORVALLIS ELKS ZONE AND PLAN CHANGE

the code required number of parking spaces is achieved. It is suggested that the planning staff recommend to the Planning Commission and Council the appropriate mechanism and criteria to be used in this review. All of the reasons stated in the original application for the variance apply in this particular case and of course are part of this application.

SUMMARY

By this application, the Corvallis Comprehensive Plan would be amended to medium density residential for the property, the zone would change to RS - 12, and a planned development overlay would be utilized. Three major components of this new planned development would appear. First is the present and future Elks facilities, second is the Corvallis Elks Congregate Care project with 82 units of housing, and third is an area with 40 units of owner occupied housing developed in a clustered manner. This application is for conceptual plan approval for all portions of the site except for the congregate care center for which it is for detailed plan approval.

By this report and by the earlier report on PD-80-9, the applicant has shown that there is an overwhelming public need for congregate care facilities, that this is an appropriate site for meeting that need, that there are no reasonable alternative sites zoned or unzoned for the proposed use, and that the proposed use is supported by the policies of the community as stated in its comprehensive plan.

The design for the site has carefully reviewed and amended so

Morgan, Ryan & Associates, Inc.

page 12

EXHIBIT X - PAGE 515

CORVALLIS ELKS ZONE AND PLAN CHANGE

that the facilities and structures to be created blend well into the surrounding area and are not incompatible with single family housing to the east or south.

Based on these conclusions, the proposed amendments are justified and should be granted.

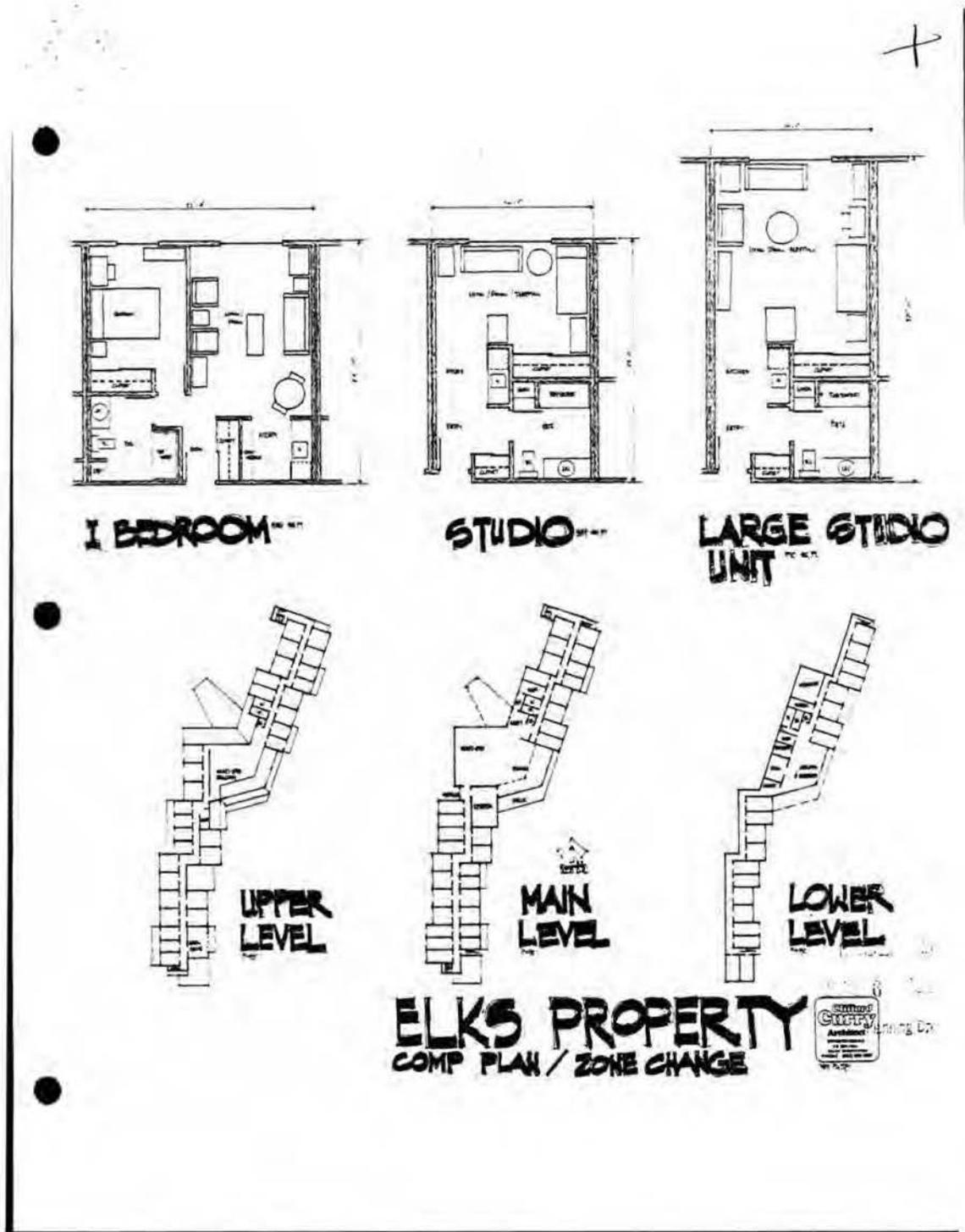
Morgan, Ryan & Associates, Inc.
875 High Street SE
Salem, Oregon 97301

(503)399-7621

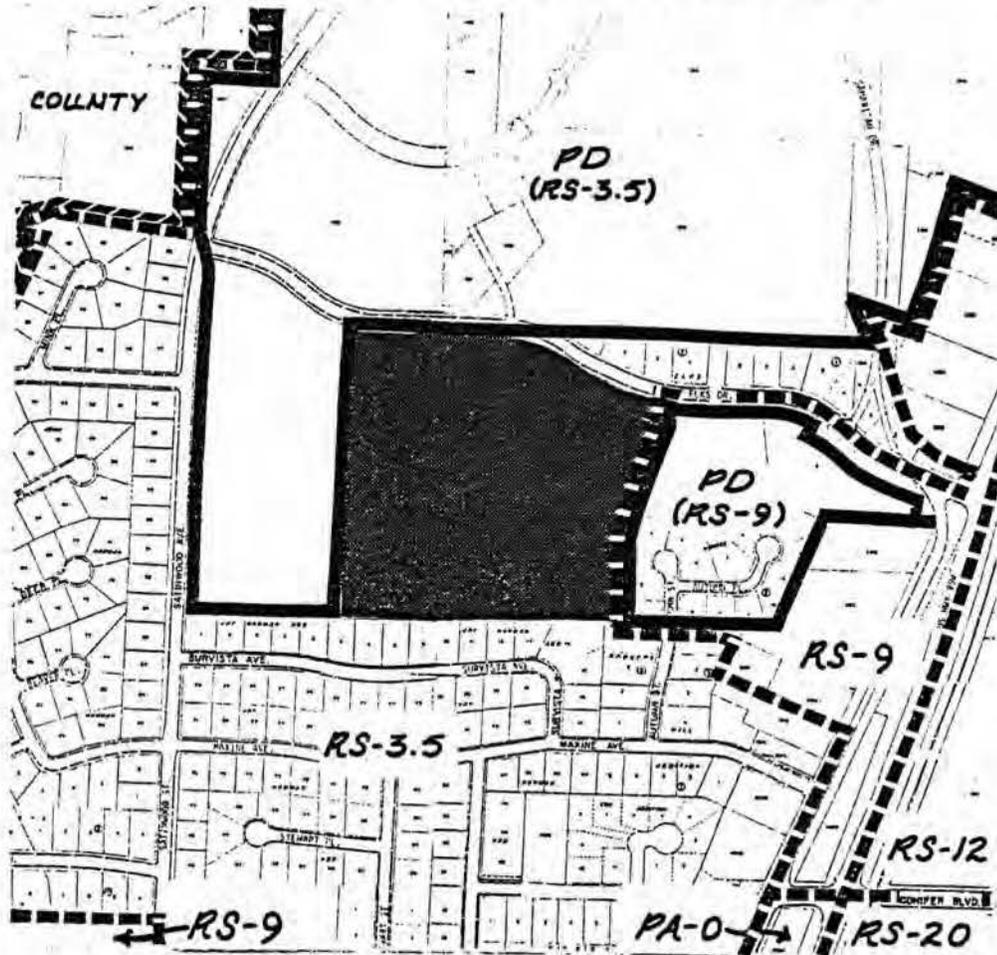
Morgan, Ryan & Associates, Inc.

page 13

EXHIBIT X - PAGE 516



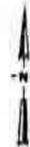
DC-81-2 DISTRICT CHANGE PD-81-1 PLANNED DEVELOPMENT



 SUBJECT PROPERTY

RS-3.5 To PD(RS-12)

0 400'



May 5, 1981

Dear planning commission:

I live on Durvite St. near the Clive Club. Our back yard is right up against the Clive Club's field. It is a really neat place to go to since there aren't any parks near us. There is an old road running through it with big trees by it. There are also fossils of seashells there. My friends and I would hate to see them put a big building out there especially if they would have to cut down some of the big trees along the road. Why would old people want to live way out here on the edge of town anyway? I think that the field would make a nice park.

Sincerely,

Inez
477 1/2 Durvite
7th grade

RECEIVED

MAY 5 1981

City Planning Dept.
ATTACHMENT "C"

EXHIBIT X - PAGE 519

May 1, 1981

Corvallis Planning Commission
180 N.W. 5th Street
Corvallis, Oregon 97330

Dear Planning Commission Members:

As neighbors of the Elks Club property, we are writing you to express our concern about the proposed Comprehensive Plan Amendment (CPA-81-4) which would change the entire 15 acre site from low density residential (2-6 units/acre) to medium-high density residential (12-20 units/acre). Such an amendment would allow from 180-300 units to be built on this property.

Our concerns are as follows:

1. The density change from low to medium-high would be very abrupt with no transitional densities inbetween.
2. Such a high density designation directly abutting our low density neighborhood could potentially lead to developments that would drastically change the appearance and livability of our single family home neighborhood. (i.e. units which are more than one or two stories high which because of the elevation of the Elks' property would look down on the surrounding homes).
3. Such a density change could have a negative effect on the property values in our neighborhood as is implied in the 1980 Comprehensive Plan Text 8.4.3 " More intensive land uses proposed for established residential areas shall be subject to special site development standards which minimize the negative impact on abutting properties."
4. The development of 180-300 units on this property would lead to increased traffic on N.W. Satinwood Drive where many children live and walk to school and to subsequent pressure to widen this street in the future.
5. Such a drastic increase in residential density could lead to increased enrollment pressure on Wilson School.

In addition, we would like to express our concern that there has been no mention of a plan for open or park space in conjunction with this proposed Comprehensive Plan Amendment as directed in 1980 Comprehensive Plan Text 8.14 " Residential developments shall have adequate open space to provide for a high quality environment."

RECEIVED

City Planning Dept.

EXHIBIT X - PAGE 520

Thus, the net effect of this amendment would appear to be a drastic increase in the residential density of our neighborhood bringing with it all the attendant problems of such an increase.

Francis & Haywood	449 NW Survista Ave.	Corvallis
Elsie M. Haywood	449 N.W. Survista Ave.	Corvallis
Margot M. Pearson	477 N.W. Survista Ave	Corvallis
George Pearson	477 NW Survista Ave	Corvallis
Clara Pearson	499 NW Survista Ave	Corvallis
Clifford Planer	499 N.W. Survista Ave	Corvallis
Willie J. Lin	515 NW SURVISTA	CORVALLIS
Evelyn A. Liss	515 NW Survista	Corvallis
Hank Auker	555 NW SURVISTA	CORVALLIS
Roxana Paine	589 NW Survista	CORVALLIS
Catherine J. Wittel	510 NW Survista	Corvallis
Matthew d. Wittel, Jr.	510 NW Survista	Corvallis
Marilyn Sue Love	444 N.W. Survista	Corvallis
David Love	444 NW Survista	Corvallis
Joyce Dickerson	555 N.W. Survista	Corvallis
Gay Leoman	605 N.W. Survista	Corvallis
Richard W. Sherman	605 N.W. Survista Ave.	Corvallis
Suzanne D. Ferdig	619 NW Survista Ave	Corvallis
Mike Ferdig	619 NW - SURVISTA AVE.	CORVALLIS
Harley Newton	540 NW Survista	Corvallis
Bob Newton	540 Survista	Corvallis
Robert M. Lehmann	622 NW Survista)

CPA#81-4 page 3

Dennis Williamson	606 NW Survista	Corvallis
Ruth A. Sellers	646 NW Survista	Corvallis
John C. Sellers	646 NW Survista	Corvallis
Edith E. Thomas	658 NW Survista	Corvallis
Karla A. Thomas	658 NW Survista	Corvallis
Mary Rowless	670 N.W. Survista	Corvallis
John R. Crawford	680 N.W. Survista	Corvallis
Margaret A. Crawford	680 NW Survista	Corvallis
Paul P. Wilson	680 NW Survista	Corvallis
Ann M. Lewis	3098 NW Satinwood	Corvallis
Larry E. Lewis	3098 N.W. Satinwood	Corvallis
Angela J. Wilson	3174 NW Satinwood	Corvallis
[Signature]	3174 NW Satinwood	Corvallis
Homer E. Ladd	3232 NW Satinwood	Corvallis
Rhema E. Ladd	3232 NW Satinwood	Corvallis
Keith A. Redberg	3282 NW Satinwood	Corvallis
Jennifer Redberg	3288 NW Satinwood	Corvallis
Dr. & Mrs. Tony Logan	631 NW Survista	Corvallis

EXHIBIT X - PAGE 522

Comprehensive Plan Amendment (CPA- 4)

Ken Evelyn Wedg 433 NW SURVISTA CORVALLIS
 3126 NW Autumn Corvallis
 Sally Steele 3136 NW Autumn Corvallis
 Kenneth R. Steub 3136 NW Autumn Corvallis
 Linda Abraham 3133 NW Autumn Corvallis
 Dennis Abraham 3133 NW Autumn Corvallis
 Pam & Sam Khoo 322 NW Autumn Pl. Corvallis
 Steven Kappe 356 NW Autumn Pl. Corvallis
 Gordon Ware 368 NW Autumn Pl. Corvallis
 Ash Wolfe 349 NW Autumn pl. Corvallis
 Jean Levin 382 NW Autumn Pl. Corvallis
 Sharon J. Browner 394 NW Autumn Pl. Corvallis
 Reth M. Harrison 3098 N.W. Autumn Corvallis
 Ann Harrison 3098 N.W. Autumn St. Corvallis
 Gerald C. Alexander 3060 NW Autumn St. Corvallis
 Teruko A. Alexander 3060 N.W. Autumn Corvallis
 Ruth A. Spack 461 N.W. Survista Corvallis
 Oliver W. Spack Jr. 461 N.W. Survista

EXHIBIT X - PAGE 523

Thus, the net effect of this amendment would appear to be a drastic increase in the residential density of our neighborhood bringing with it all the attendant problems of such an increase.

Name	Address	
Dorcas Eijeman	815 N.W. Conifer	Covallia
Edna Lemmle	850 NW Conifer	"
Thelma R. Bailey	830 NW Conifer	"
Patricia Becta	880 NW Conifer	"
David B. Tubitt	885 NW Conifer	"
Edna M. Erfield	885 NW Conifer	"
George E. Beld	970 N. W. Conifer	"
Janet D. Harjuntel	875 NW Conifer	"
Joel Harjuntel	875 NW Conifer	"
Frank Beld	835 NW Conifer	"
Chris Beld	835 NW Conifer	"
Bob Madson	785 N.W. Conifer	"
Ruby Miller	775 N.W. Conifer	"
Janet Vance	735 NW Conifer	"
Paulie Ahlerson	760 N.W. Conifer	"
Suzanne Gableson	760 N.W. Conifer	"
Justin F. Dealy	715 NW Conifer	"
Tara J. Giesmann	815 NW Conifer	"
David Dealy	715 NW Conifer	"

CPA-01-4

- Barbara Speadbury. 3434 N.W. Maxine Cir
- Brian G. Speadbury. " " " "
- Amelia Allen 655 NW Survista
- Chloe R. Allen " " " "
- John E. Pasmussen 667 N.W. Survista
- Lucille G. Pasmussen 667 N.W. Survista
- Jan R. Haurahan 695 NW Survista
- Paul Haurahan 695 Survista, N.W
- Ardis V. Puster 3312 N.W. Saterwood
- John E. Puster 3312 NW Saterwood
- Burl Fordham 3493 N.W. Maxine Cir.
- Dary J. Mussen 3513 NW Hink Pl.
- Drene H. Mussen 3513 NW Hink Pl.

EXHIBIT X - PAGE 525

May 1, 1981

Corvallis Planning Commission
180 N.W. 5th Street
Corvallis, Oregon 97330

Dear Planning Commission Members:

As neighbors of the Elks Club property we wish to express to you some of our concerns about the proposed District Change of this property from RS-3.5 (Low Density Residential) to RS-12 (Medium-High Density Residential) (DC-81-2) with a Planned Development Overlay (PD-81-1). The proposed Corvallis Congregate Care Center has been designed for only a 2 1/2 acre portion of this 15 acre property. This leaves 12 1/2 acres for which no plan has been developed. As residents of the immediate neighborhood, we feel that this large parcel should not be developed haphazardly. Any development plan should allow for a gradual transition from our low density residential neighborhood to the medium-high density area. It should also take into account that adequate open space be provided so that the low density appearance and livability of our family neighborhood be maintained. (1980 Comprehensive Plan Text 8.14 "Residential developments shall have adequate open space to provide for a high quality environment.") An overall plan for the future development of this entire property would assure us that our concerns have been addressed.

Ronald L. Hayward	449 NW Survista Ave	Corvallis, OR
Elvie M. Hayward	449 N.W. Survista Ave	Corvallis, OR
Margot N. Pearson	477 N.W. Survista Ave	Corvallis
George D. Pearson	477 NW Survista	Corvallis
Cerline Plamer	494 NW Survista	Corvallis
Clifford Plamer	494 N.W. Survista	Corvallis
William J. Lim	515 NW SURVISTA	CORVALLIS
Evelyn G. Liss	515 NW Survista	Corvallis
Hank Dukes	555 NW SURVISTA	Corvallis
Norman Turner	589 NW Survista	Corvallis
Cathie J. Wittel	510 NW SURVISTA	Corvallis
Walter J. Wittel	510 NW Survista	Corvallis
Marilyn Sue Lowe	444 N.W. Survista	Corvallis
David Lowe	444 NW Survista	Corvallis

EXHIBIT X - PAGE 526

DC-81-2, PD-81-1

Joyce Dickerson 555 N.W. Survista Corvallis
 Richard H. Johnson 605 N.W. Survista Ave Corvallis
 Gay Lesman 605 NW Survista Ave Corvallis
 Suzanne & Jerry 414 NW Survista Ave Corvallis
 Mike Gardig 619 NW Survista Ave Corvallis
 Shirley Newton 540 Survista Corvallis
 Bob Newton 540 Survista Corvallis
 Dennis Williamson 606 NW Survista Corvallis
 Robert Dr. Lehmann 622 NW Survista "
 Russ & Debra 646 NW Survista Corvallis
 John G. Gilbert 646 N.W. Survista Corvallis
 Robert E. Thomas 658 N.W. Survista Corvallis
 Paula A. Thomas 670 N.W. Survista Corvallis Ave
 Mary T. Aouless 680 NW Survista Corvallis
 Margaret A. Crawford 680 NW Survista Corvallis
 John A. Crawford 680 NW Survista Corvallis
 Carl C. Wilcox 690 NW Survista Corvallis
 Cyril W. Lewis 3098 NW Satinwood Corvallis
 Nancy E. Lewis 3098 N.W. Satinwood Corvallis
 Barbara J. Wilson 3174 NW Satinwood Corvallis
 J. Wilson 3174 NW Satinwood MAWS
 J. Wilson 3232 NW Satinwood Corvallis
 Homer E. Ladd 3232 NW Satinwood Corvallis
 Phelma E. Ladd 3232 NW Satinwood Corvallis
 Keith L. Rother 3288 NW Satinwood Corvallis
 Lemper M. Redberg 3288 NW Satinwood Corvallis

EXHIBIT X - PAGE 527

District Change (DC-81-2)

Kent Ziegler 433 NW SURVISTA CORVALLIS
 Jeff [unclear] 3126 NW Autumn Corvallis
 Bennett R. Steele 3136 NW Autumn Corvallis
 Sally Steele 3136 N.W. Autumn Corvallis
 Linda Abraham 3133 NW Autumn Corvallis
 Dennis Abraham 3133 NW Autumn Corvallis
 FRANK & LAURA CARLISE 325 NW AUTUMN PL. "
 Sam + Pam Khoo 322 NW Autumn PL "
 Steven Kappe 356 NW Autumn Pl. Corvallis
 Gordon Ware 368 NW Autumn Pl Corvallis
 Jean Lewis 382 NW Autumn Pl. Corvallis
 Sharon L. Browner 394 NW Autumn Pl Corvallis
 Phil J. Harris 3098 N.W. Autumn Corvallis
 Ann Harrison 3098 N.W. Autumn Corvallis
 Gerald C. Alexander 3060 NW Autumn Corvallis
 Teruko A. Alexander 3060 N.W. Autumn Corvallis
 Ruth A. Spaeth 461 N.W. Survista Corvallis
 Edwin W. Spatz Jr. 461 N.W. Survista "
 Mr. & Mrs. Tony Togan, 631 NW Survista, Corvallis

DC-81-2, PD-81-1

Barbara Spreadbury	3434 N.W. Maxine Cir
Brian A Spreadbury	" " " "
Amelia Allen	655 N.W. Sunvista
Okla. R. Allen	" " " "
John E. Rasmussen	667 N.W. Sunvista
Frederic E. Rasmussen	667 N.W. Sunvista
Jan R. Hansen	695 NW Sunvista
Paul Hansen	695 Sunista, N.W.
Ardis V. Ooster	3312 N.W. Lotenswood
John Ooster	3312 NW LOTENWOOD
Bruce Fordham	3493 N.W. Maxine Cir.
Gary L. Mueser	3513 NW Mink Pl
Don A. Mueser	3513 NW Mink Pl.

EXHIBIT X - PAGE 529

Morgan, Ryan & Associates, inc.

2/23/81 cc: Plann'n

RECEIVED

FEB 24 1981

FINANCE DEPARTMENT

February 19, 1981

Honorable Mayor and City Council
City Hall
Corvallis, OR 97330

Honorable Mayor and City Council:

On behalf of our clients, the Corvallis Elks Lodge, William Colson, and Al Carrick, we hereby appeal the Corvallis Planning Commission's denial of zone change case number PD-80-9 for which our clients are the applicants.

We ask that your set a de novo hearing on the appeal at your earliest convenience. We intend to demonstrate that the Commission action failed to adhere to the Corvallis Comprehensive Plan and Statewide Land Use Goal 10 - Housing. As well, the Commission action blatantly ignored a clearly demonstratable public need that could be satisfied by reasonable, practical means.

I will appreciate written confirmation of the date, time and place of your public hearing on this matter as soon as possible. Thank you for your time and consideration.

Yours truly,



John N. Morgan,
President

cc: Corvallis Elks Lodge
Bill Colson
Al Carrick

RECEIVED

FEB 24 1981

CITY MANAGER'S OFFICE

*Receipt
5753
2/22/81*

Urban and Regional Planning • Design • Governmental Processes

280 Court Street NE Salem, Oregon 97301 (503) 399-7621
~~875 High Street NE~~

ATTACHMENT "D"

EXHIBIT X - PAGE 530

EXCERPTS FROM THE CORVALLIS CITY COUNCIL MEETING OF April 6, 1981

MAYOR BERG OPENED THE PUBLIC HEARING to consider an appeal of the Planning Commission decision to deny a Planned Development for the Corvallis Congregate Care Center (Case PD-80-9).

Planning Director Coffee explained the procedure for the public hearing.

Councilmember Ratzlaff advised the Council that he had received questions which he referred to staff regarding the subject but felt he could address the matter.

Robert Chidester, 2741 12th Street SE, Salem, appeared before the Council as an attorney for Holiday Management Company, the developer of the Congregate Care Center with a request that Council grant a period of 30 days to enable them to research the legal issue. He also advised the Council that it was his feeling that Council had the power to act in the decision. Following Mr. Chidester's testimony, staff reviewed their position regarding the Congregate Care Center and outlined an alternative process for amending the Comprehensive Plan to allow a medium high density residential district (RS-12).

John Morgan, Morgan, Ryan and Associates, Inc., 875 High Street, Salem, planning consultant for the project, advised the Council that they had shown a demonstrated need for the type of housing requested and explained their actions to date. Mr. Morgan also advised the Council that his client wished to build this year. He further requested a 30-day period for an extension and that the Council initiate the amendment request.

The Council recessed at 8:56 p.m. and reconvened at 9:01 p.m.

Mr. Morgan again appeared before the Council to request that a grandfather designation be applied.

Mayor Berg recessed the public hearing and brought the jurisdictional question back to the table. It was moved, seconded, and unanimously carried that the appeal be denied based on the premise that the Council cannot grant a PD.

It was moved, seconded, and unanimously carried that the Council initiate a Comprehensive Plan amendment change from low density residential to medium-high density residential and a district change to RS-12 designation with a PD overlay.

No one further appeared to speak and the public hearing was closed.

ATTACHMENT "E"

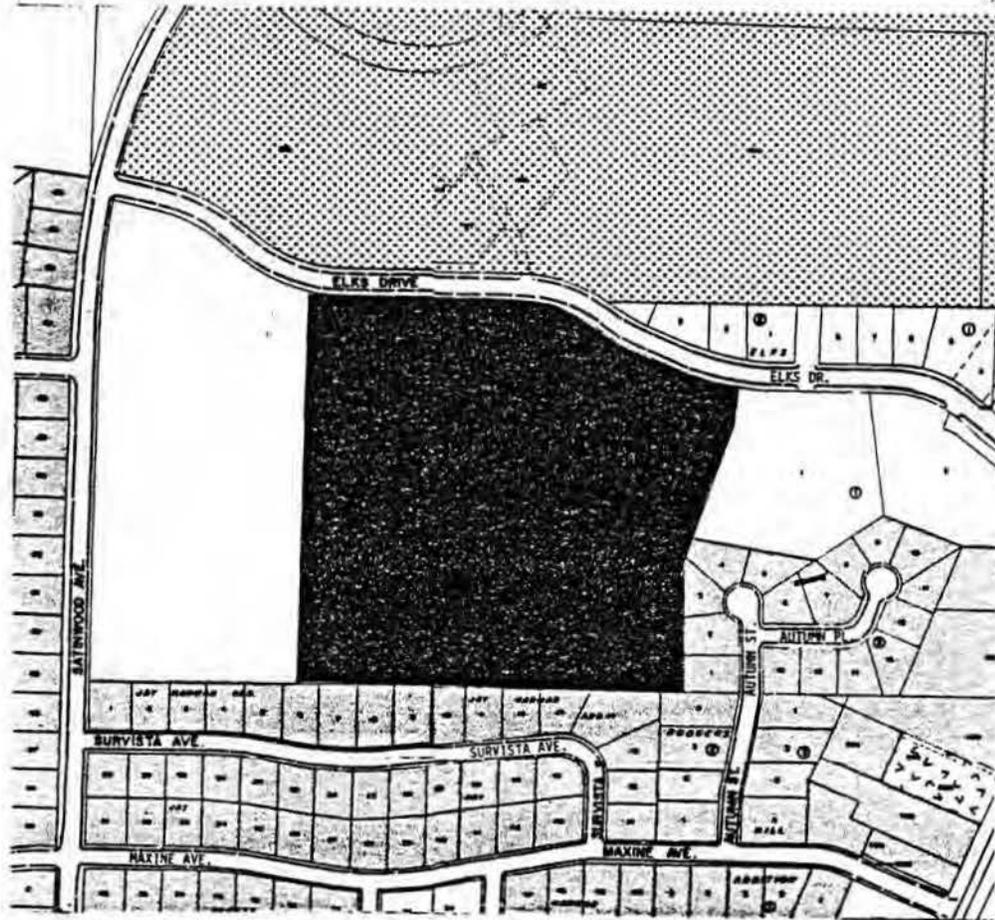
EXHIBIT X - PAGE 531

EXCERPTS FROM THE CORVALLIS CITY COUNCIL MEETING OF April 6, 1981

Planning Director Coffee and Deputy City Attorney Rodeman advised the Council of the procedure to be followed for the public hearing to consider an appeal of the Planning Commission decision to deny a Planned Development for the Corvallis Congregate Care Center (Case PD-80-9).

EXCERPTS FROM THE CORVALLIS CITY COUNCIL MEETING OF March 2, 1981 PD-80-9

D. FINANCE DIRECTOR'S REPORT: Finance Director Thompson directed the Council's attention to an appeal of the Planning Commission decision, PD-80-9 - Corvallis Congregate Care Center (Elks Drive). It was moved, seconded, and unanimously passed to set the appeal hearing for April 6, 1981 at 8:00 p.m., the place undetermined.



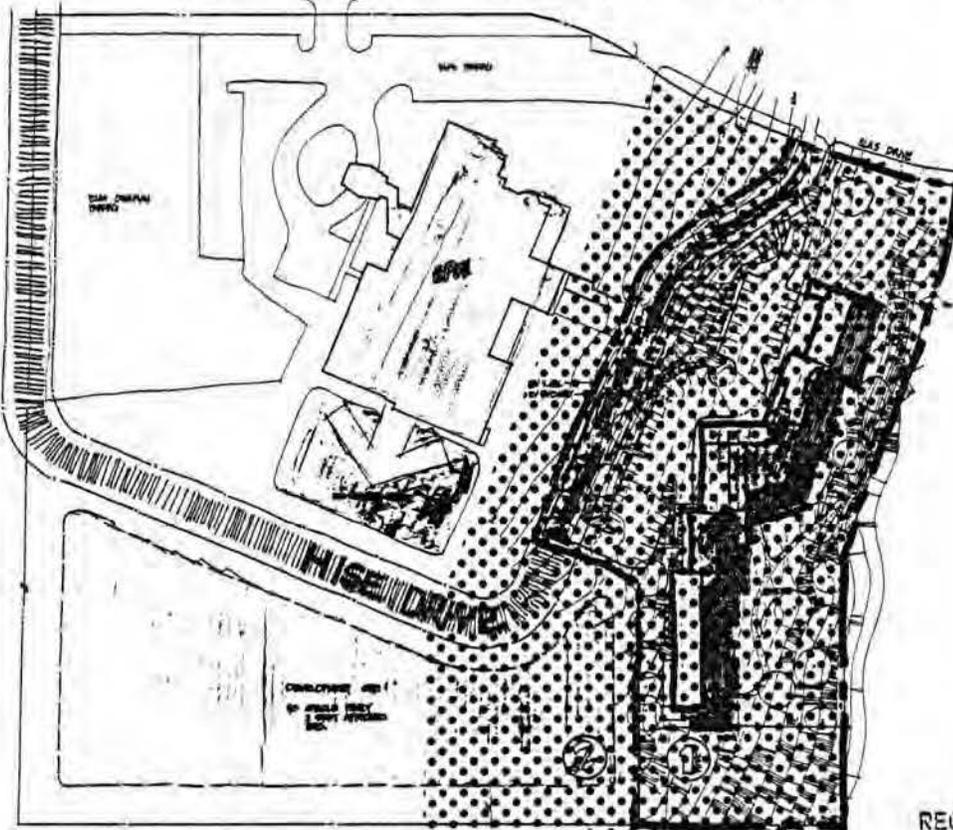
-  SUBJECT PROPERTY
-  SINGLE FAMILY
-  COMMERCIAL
-  GOV'T / INSTITUTIONAL
-  VACANT

DC-81-2
 PD-81-1 LAND USE



APPENDIX B

DOTTED AREA INDICATES THE PLANNING COMMISSION'S RECOMMENDATION. THE AREA INCLUDES APPROXIMATELY 7 AREAS.



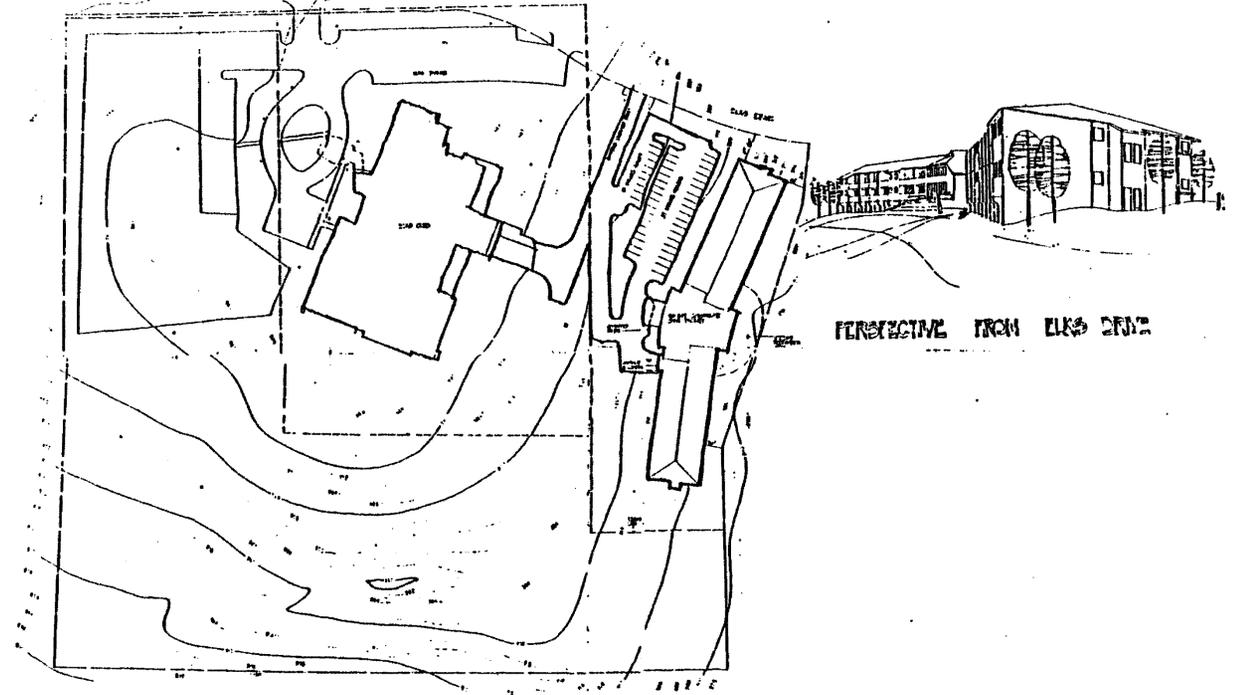
RECEIVED
MAY 6 1981

SITE SECTION

ELKS PROPERTY
COMP PLAN / ZONE CHANGE



EXHIBIT X - PAGE 535



SITE PLAN

ELKS PROPERTY
YOUR CHAIR



APPENDIX "C"

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (62 of 156)



VIEW FROM HARM'S PATIO

REVISED DRAWINGS AS OF
June 3, 1981

ELKS PROPERTY

COMP PLAN / ZONE CHANGE

**Clinton
Curry**
Architect

1000 W. 10TH ST.
P.O. BOX 1000
SAN DIEGO, CALIF. 92101
PHONE (619) 591-1000

JUN 5, 1981

EXHIBIT B

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (63 of 156)

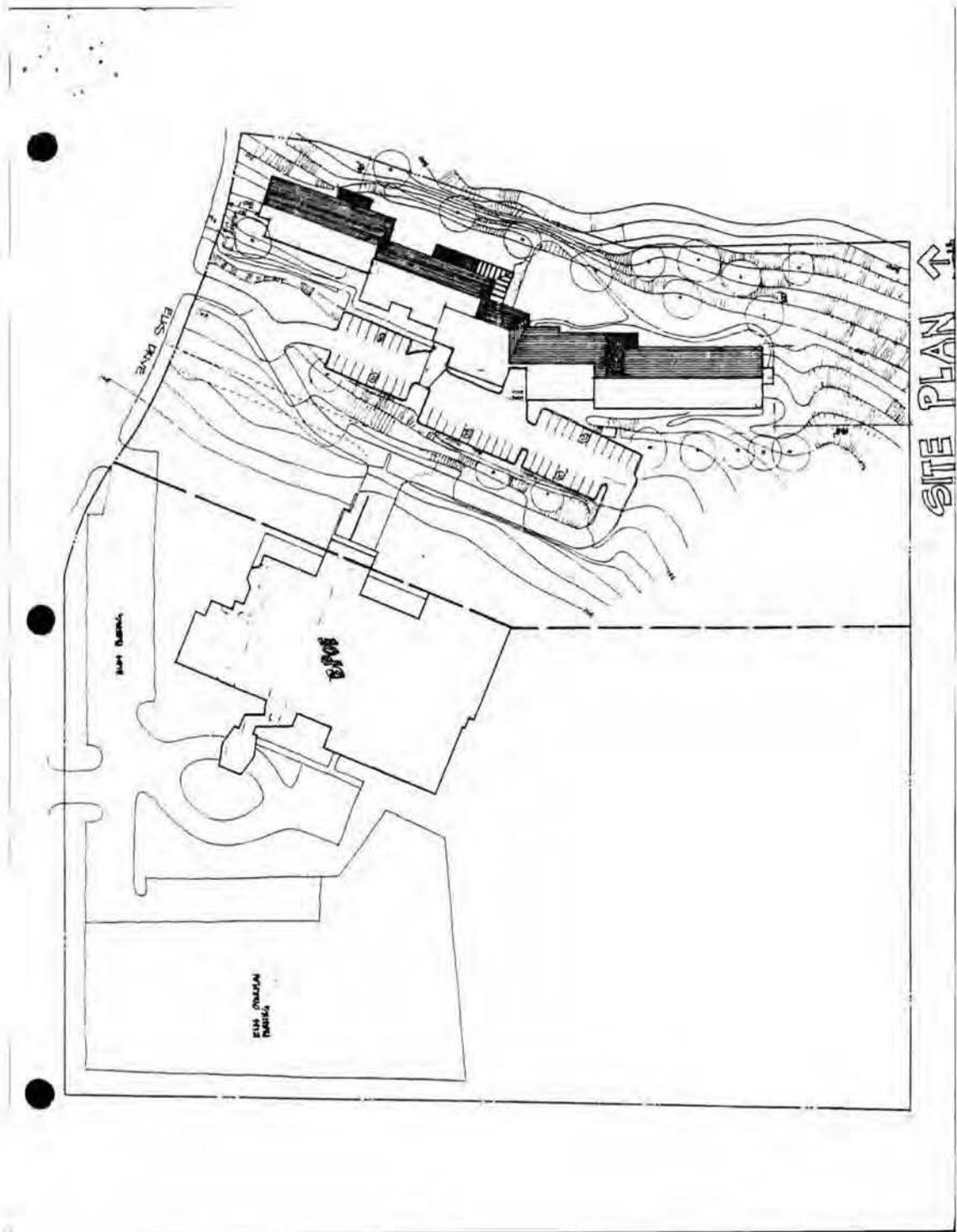


EXHIBIT X - PAGE 538

EXHIBIT 11 page 1

LEASE AREA PLAN
 for COLSON & COLSON CONSTRUCTION
 in LOT 9, BLK 3, ELKS ADDITION TO
 THE CITY OF CORVALLIS
 in THE H.C. LEWIS DLC 47, T11S, R5W, W.M.
 BENTON COUNTY, OREGON
 MARCH 15, 1983 SCALE: 1" = 100'



3.12 ACRES

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Theodore Langston

OREGON
 THEODORE JAMES LANGSTON
 1829

Northstar Surveying Inc.
 402 NW 5th St.
 Corvallis, Oregon, 97330
 PH: 757-9050

NARRATIVE

This plan represents an area to be leased from the Corvallis Elks Lodge for the location of the Congregate Housing Center for Active Elderly. The parcel shape and acreage were taken from the architects rendition and instructions and computed based on the plat of Elks Addition. This map does not represent a boundary survey.

EXHIBIT X - PAGE 539



Community Development Services
Planning and Housing
180 NW Fifth Street
P.O. Box 1083
Corvallis, Oregon 97339-1083
(503) 757-6908

August 5, 1986

Jerry Nelson, Trustee
Corvallis Elks BPOE #1413
3892 NW Jameson
Corvallis, OR 97330

RE: Minor Land Partition 86-2

Dear Mr. Nelson:

The City staff has completed their review of your request for a Minor Land Partition on the parcel identified as Assessor's Map #11-5-23A, Tax Lots 1000 and 1100. Listed below are Conditions of Approval you will need to meet before the Minor Land Partition can be approved. You have one year from the date of this letter in which to complete the conditions, after which time this application will become null and void.

Conditions of Approval

1. A survey and new legal descriptions conforming to the standards established by the Land Development Code, Section 113, shall be submitted prior to final approval. The map containing the survey also needs to show all structures, driveways and easements.
2. Permanent easements for the following shall be submitted prior to final approval:
 - a. Access to the Elk's Lodge parcel across the Congregate Care Center parcel.
 - b. Any utilities crossing one parcel to serve the other.

If you have any questions regarding these conditions or the Minor Land Partition, feel free to contact me at 757-6908. If you



Community Development Services
 Building and Development
 501 SW Madison Avenue
 P.O. Box 1083
 Corvallis, Oregon 97339-1083
 (503) 757-6929

June 23, 1988

Corvallis Elks BPOE 1412
 444 Elks Drive
 Corvallis, Or. 97330

RE: Minor Land Partition No. MLP-88-2

Dear Sir/Madam:

The City staff has completed its review of your request for a Minor Land Partition located on Assessor's Map No. 11-5-23A, Tax Lots 1000, 1100, 1101 and 1400. Below are the conditions of approval you need to meet prior to finalizing your Minor Land Partition. You have one year from the date of this letter to complete the conditions of approval, after which time your application will become null and void.

Conditions of Approval

1. Provide a 50 foot-wide access flag from parcel 3 to Elks Drive. This piece of land shall be made a part of parcel 3.
2. The location of the sanitary sewer service lateral shall be determined and verified in the field. If the sanitary sewer service lateral for the Elks Lodge crosses the access flag for parcel 3 a temporary private easement is needed. This easement shall be written so that it terminates upon dedication to the city right-of-way. The easement shall also clearly indicate which part is responsible for constructing a new service lateral. Its future location will be determined by City staff when its relocation becomes necessary.
3. Consolidate tax lots within parcel 1 so that tax lot 1400 does not become a separate parcel.
4. Provide and record a reciprocal maintenance and access easement between parcels 1 and 2 for continued use of the western Elks Lodge access.
5. Provide a 20 foot-wide public utility easement across parcel 2 for the extension of the public waterline to parcel 3. City Engineering Staff will work with the applicant to determine the appropriate location for the easement.

02.18.11

JHK

EXHIBIT X - PAGE 542

CORVALLIS ELKS BPOE 1413
MINOR LAND PARTITION NO. MLP-88-2
June 23, 1988
Page 2

6. Provide a 20 foot-wide public utility easement, across the eastern edge of parcel 2, for the possible extension of sanitary sewer from Elks Drive to parcel 3. City Engineering staff will work with the applicant to determine the appropriate location for the easement.
7. Have the approved parcel configuration monumented and surveyed. All easements shall be shown on the survey map.
8. Update the partition map to reflect the condition of approval.
9. Parcel 2 is to be expanded to the southerly border of the existing Elks parcel by extending the southwest corner of the proposed Parcel 2 approximately 145 feet at a bearing of N 02° 15' 00" W. This will include all land previously approved for the Regency use through PD-81-1.
10. Legal descriptions shall be provided for parent parcels (existing) and all new parcels.

Review of your application by Engineering Services and the Fire Department also raised issues relative to the future development of Parcel 3. These issues are contained in memorandums and copies are attached for your information.

When your surveyor has prepared a survey map the following sequence needs to be followed:

1. Copies of the survey map are submitted to the County Surveyor and City of Corvallis Development Services for checking.
2. Surveyor makes any changes required by the County Surveyor or the City on the original survey map.
3. Original survey map is brought to City of Corvallis Development Services to obtain necessary City signatures.
4. Original survey map with required City signatures is filed with the County Surveyor.
5. A copy of the filed survey map and legal descriptions are provided to Development Services for recording of the minor land partition.

EXHIBIT X - PAGE 543

To: Joe Kasper, Development Services

Subject: Proposed minor land partition, MLP-88-2
11-5-23A tl 1000,1100,1101,1400, 444 NW Elks Drive

The Elks BPDE is proposing to create three parcels on the site currently containing the Elks Lodge and the Regency, a congregate care facility. The site originally consisted of two parcels (and two tax lots) but in 1986 and 1988 additional taxlots were created without minor land partition approval. One of these taxlots has since been sold, in effect, making it a separate parcel. The conditions for this proposed partition include items that will meet our concerns regarding the the earlier parcel creation.

This memo contains conditions of approval and future development concerns that we would like to make the developer aware of.

Proposed parcel 1, which would contain the lodge and a lodge driveway that is accessed from the regency parcel, is made up of taxlots 1000, 1400, and a portion of 1100. These taxlots must be consolidated to ensure that that no portion of the parcel would later be sold. In addition, if the Elks Lodge parcel desires to continue using its eastern driveway, an access easement and maintenance agreement should be prepared and recorded along with the parcel deeds.

Proposed parcel 2, which would contain the Regency is already a single tax lot (tax lot 1101). However, the land to the south of the regency parcel was intended to serve as open space for the Regency. Thus the southern boundary of parcel 2 should be extended to the south to include the open space. In addition easements for the extension of public sewer and water to parcel 3 are needed.

Proposed parcel 3 (the southern portion of tax lot 1100) is undeveloped. Under its current zoning approximately 15 single-family dwellings could be built on this land. In order to accommodate that amount of development, public utilities and a roadway must be extended to the site. This parcel could tie into the public storm drain system by connecting to the line extended up from Autumn Place. Water service would be provided from the line that serves the Regency. In order to allow future extension of this line a 20 foot-wide public utility easement across the Regency parcel is necessary. Sanitary sewer is not directly available to parcel 3. The most logical location for a sanitary sewer extension is from Satinwood Drive. Because that extension would have to cross property that is under another ownership, timely extension of service is not guaranteed. for this reason a 20 foot-wide public utility easement from Elks Drive along the eastern line of the Regency parcel should be provided.

EXHIBIT X - PAGE 545

Parcel 3, as proposed, does not abut a public roadway; it is connected to Elks Drive via an easement across the western boundary of parcel 2. For development of parcel 3, the city would require construction of a standard public roadway followed by its dedication, along with a 50 foot-wide right-of-way, to the city. An easement access would force additional negotiations with the owner of parcel 1 before development could occur. Because of this, an easement access would not provide for independently developable parcels. In addition that are no topographical or development restrictions which would make a flag access unreasonable. Therefore the boundary of parcel 1 should be moved 50 feet to the east and the land to the west of the relocated boundary should be made a part of parcel 3 for current and future access needs.

Our records indicate that the sanitary sewer service lateral for the Elks Lodge may cross the area where the access flag for parcel 3 will be located. If this is the case, a private easement for line crossing is necessary. However, the city does not allow private facilities to cross public rights-of-way, so when the access flag is dedicated to the city the lateral would have to be abandoned and relocated.

When development is proposed for parcel 3 it is expected that the owner of the parcel will work with the owner of the parcel of land to the west in order to develop better public utility locations. For example, public sanitary sewer might be provided from Satinwood Drive. This alignment could serve both properties and since it would be shorter than a line crossing the regency parcel, the developer could realize a cost savings. Likewise, storm drainage provided from Satinwood could serve the western side of parcel 3. Finally, water for parcel 3 would need to be looped. The line could connect from the Regency line, cross parcel 3 and the property to the west, and tie into the waterline in Satinwood Drive. The looped line could serve all of the properties it crosses and may cost the developer of parcel 3 less than alternate alignments might.

CONDITIONS OF APPROVAL

1. Provide a 50 foot-wide access flag from parcel 3 to Elks Drive. This piece of land shall be made a part of parcel 3.
2. The location of the sanitary sewer service lateral shall be determined and verified in the field. If the sanitary sewer service lateral for the Elks Lodge crosses the access flag for parcel 3 a temporary private easement is needed, this easement shall be written so that it terminates upon dedication to the city of the right-of-way. The easment shall also clearly indicate which party is responsible for constructing a new service lateral. Its future location will be determined by city staff when its relocation becomes necessary.
3. Consolidate tax lots within parcel 1 so that tax lot 1400 does not become a separate parcel.
4. Provide and record a reciprocal maintenance and access easement between parcels 1 and 2 for continued use of the western Elks Lodge.

access.

5. Provide a 20 foot-wide public utility easement across parcel 2 for the extension of the public waterline to parcel 3. City Engineering staff will work with the applicant to determine the appropriate location for the easement.

6. Provide a 20 foot-wide public utility easement, across the eastern edge of parcel 2, for the possible extension of sanitary sewer from Elks Drive to parcel 3. City Engineering staff will work with the applicant to determine the appropriate location for the easement.

7. Have the approved parcel configurations monumented and surveyed. All easements shall be shown on the survey map.

8. Update the partition map to reflect the conditions of approval.

*Eliza A. 6-20-88.
Engineering Services*

PLANNING STAFF USE ONLY

CASE NUMBER MLP92-0007 DATE FILED 6-12-92
 FEE 314.700 RECEIPT NO. 28314 PLANNER JAK DATE ACCEPTED _____
 AVERAGE LOT AREA OF DEVELOPED LOTS WITHIN 300 FEET _____

APPLICATION FOR:
**MINOR LAND PARTITION &
 LOT LINE ADJUSTMENT**



Community Development
 Department
 P.O. Box 1001
 Corvallis, OR 97339-1001
 757-6908

PLEASE TELL US ABOUT YOURSELF AND YOUR SITE:

APPLICANT: NAME THE CORVALLIS CLINIC P.C. WORK PHONE 754-1150
 ADDRESS 3680 NW SAMARITAN DRIVE HOME PHONE _____
 SIGNATURE [Signature] ⁹⁷³³³ 6-18-92
 TITLE: Administrator (DATE)

PROPERTY OWNER*: NAME same as above PHONE _____
 ADDRESS _____
 SIGNATURE _____ (DATE)

*Where the owner and applicants differ, written authorization by owner is required.

PROPERTY LOCATION: ADDRESS 444 NW ELKS DRIVE 1000, 1100, 1101
 ASSESSOR'S MAP NO. 11-5-23A TAX LOT 1400

(The Assessor's Map Number (township/range/section) and the Tax Lot number can be found on your tax statement on the upper left side or at the Assessor's office.)

DEVELOPMENT DISTRICT T.L. 1100- Rs 3.5/ T.L. 1000&1400- P.A.O./T.L. 1101- P.D.
 EXISTING USE OF PROPERTY T.L. 1100-vacant, T.L. 1000&1400-Elks Lodge
 PROPOSED USE OF PROPERTY T.L. 1101-Regent Retirement Center
Existing zoning/use to remain

DATE OF LAST PARTITION (if known) _____

PROPOSED LOT SIZES - Parcel ~~1~~ 1. 7.76 Acres & 2. 5.69 Acres ~~3~~ 3. 3.12 Acres

92-22



CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (76 of 156)

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2 of 2

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NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO PARTITION THE LOTS 2000, 1100 AND 1400 INTO TWO PARCELS WITH RESPECT TO THE EXISTING CITY OF CORVALLIS ZONING ON EACH PARCEL. PARCEL 1 IS P.A.D. - PROFESSIONAL & ADMINISTRATIVE OFFICES AND PARCEL 2 IS RES. S.S. - RESIDENTIAL.

THE BASIS OF SURVEYING IS THE SOUTH LINE OF LOT 5, BLOCK 3 OF "ELKS ADDITION" A SUBDIVISION OF RECORD IN BOOK 7, PAGE 2, BENTON COUNTY PLAT RECORDS.

THE BOUNDARY OF SAID LOT 5, BLOCK 3 WAS ESTABLISHED BY HOLDING FOUND MONUMENTS AS PER C.E. VOSS, C. 2, 6078, C.E. 1459 AND "ELKS ADDITION" AND ALSO PER THE PLAT OF RIDGEVIEW PROFESSIONAL CENTER, A SUBDIVISION NOT YET RECORDED BUT IN PROCESS. THE WEST AND THE SOUTH LINE OF THE LOT 1400 WAS ESTABLISHED AS PER DATA FOR SAID TRAIL LOT, M-05380-06 AND M-05381-06.

THE SOUTH LINE OF N.H. ELKS DRIVE WAS ESTABLISHED BY HOLDING FOUND MONUMENTS AS SHOWN AND ALSO BY HOLDING RECORD THE RECORD RADIUS FOR CURVE # 2 AND # 3.

SURVEYOR'S CERTIFICATE

I, JOHN P. TACCHINI, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, DO HEREBY CERTIFY AND SAY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH MEASURABLE MONUMENTS THE LAND REPRESENTED ON THE ATTACHED PARTITION PLAT, THE BOUNDARY OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE "INITIAL POINT" A 5'-0" IRON ROD MARKING THE NORTHWEST CORNER OF LOT 5, BLOCK 3 OF ELKS ADDITION A SUBDIVISION OF RECORD IN BOOK 7, PAGE 2, BENTON COUNTY PLAT RECORDS, SAID ROD BEING ON THE SOUTH LINE OF N.H. ELKS DRIVE, A 60.00 FOOT HIGHT OF MARK, THENCE ALONG SAID SOUTH LINE OF N.H. ELKS DRIVE, NORTH 89°24'32" EAST, 338.97 FEET TO A 5/8" IRON ROD; THENCE CONTINUING ALONG SAID SOUTH LINE OF N.H. ELKS DRIVE, ON THE ARC OF A 208.94 FOOT RADIUS CURVE TO THE RIGHT, LONG CHORD BEARS SOUTH 70°47'30" EAST, 242.10 FEET; A DISTANCE OF 131.14 FEET TO A 5/8" IRON ROD; THENCE ALONG THE ARC OF A 260.00 FOOT RADIUS CURVE TO THE LEFT, LONG CHORD BEARS SOUTH 64°48'20" WEST, 96.10 FEET; A DISTANCE OF 36.99 FEET TO A 5/8" IRON ROD; THENCE SOUTH 89°24'32" EAST, 25.64 FEET TO A 5/8" IRON ROD; THENCE ALONG THE SOUTH LINE OF SAID LOT 5, BLOCK 3, ELKS ADDITION, SOUTH 17°30'04" WEST, 245.00 FEET TO A 5/8" IRON ROD; THENCE SOUTH 24°29'30" WEST, 156.25 FEET TO A 5/8" IRON ROD; THENCE SOUTH 03°13'00" EAST, 320.00 FEET TO A 5/8" IRON ROD AT THE SOUTHWEST CORNER OF SAID PARCELS 1 AND 2; THENCE ALONG THE SOUTH LINE OF SAID M-05380-06 AND M-05381-06, NORTH 67°45'00" EAST, 228.00 FEET TO A 3/8" IRON ROD ON THE EAST LINE OF SAID LOT 5, BLOCK 3, ELKS ADDITION; THENCE ALONG SAID EAST LINE, SOUTH 03°11'00" WEST, 148.40 FEET TO A 5/8" IRON ROD AT THE SOUTHWEST CORNER OF SAID LOT 5, BLOCK 3, ELKS ADDITION; THENCE ALONG THE SOUTH LINE OF SAID LOT 5, BLOCK 3, ELKS ADDITION, SOUTH 89°24'40" WEST, 856.60 FEET TO A 5/8" IRON ROD AT THE SOUTHWEST CORNER OF SAID LOT 5, BLOCK 3, ELKS ADDITION; THENCE ALONG THE WEST LINE OF SAID LOT 5, BLOCK 3, ELKS ADDITION, NORTH 00°00'40" WEST, 1054.52 FEET TO A 5/8" IRON ROD AT THE NORTHWEST CORNER OF SAID LOT 5, BLOCK 3, ELKS ADDITION; THE "INITIAL POINT" AND THE POINT OF BEGINNING OF THIS DESCRIPTION.

RECORDING

COUNTY OF BENTON 2 s 2
STATE OF OREGON 3

I HEREBY CERTIFY THAT THE ATTACHED PLAT HAS RECEIVED AND DULY RECORDED BY ME IN THE BENTON COUNTY RECORDS, BOOK OF PARTITION PLATS AS PLAT NO. 92-22, ON THIS 21ST DAY OF SEPTEMBER, 2015, AT 2:01 O'CLOCK P.M.

BY: *[Signature]*
BENTON COUNTY CLERK

APPROVALS

[Signature] 9-21-15
CITY OF CORVALLIS, ENGINEER DATE

[Signature] 9-21-15
CITY OF CORVALLIS, DEVELOPMENT SERVICES MANAGER DATE

[Signature] 9-22-15
BENTON COUNTY SURVEYOR DATE

DECLARATION

I HEREBY CERTIFY THAT THIS IS AN EXACT COPY OF THE ORIGINAL PLAT.

[Signature]
JOHN P. TACCHINI, PLS 2287

DECLARATION

I, JOHN P. TACCHINI, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, DO HEREBY CERTIFY AND SAY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH MEASURABLE MONUMENTS THE LAND REPRESENTED ON THE ATTACHED PARTITION PLAT, THE BOUNDARY OF WHICH IS DESCRIBED AS FOLLOWS:

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ACKNOWLEDGEMENT

COUNTY OF BENTON 2 s 2
STATE OF OREGON 3

THIS IS TO CERTIFY THAT ON THIS 21ST DAY OF SEPTEMBER, 2015, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, DID PERSONALLY APPEAR RONNIE H. PARSONS, IN THE CAPACITY SHOWN IN THE ABOVE DECLARATION, AND BEING DULY SWORN, DID SAY THAT HE IS THE IDENTICAL PERSON NAMED IN THE FOREGOING INSTRUMENT AND THAT SAID INSTRUMENT WAS EXECUTED FREELY AND VOLUNTARILY ON BEHALF OF THE CORVALLIS CLINIC, P.C.

[Signature]
NOTARY PUBLIC, STATE OF OREGON
MY COMMISSION EXPIRES 11-3-13

[Signature]
RONNIE H. PARSONS, ADMINISTRATOR

PARTITION PLAT NO. 92-22

FOR THE CORVALLIS CLINIC, P.C.

ON LOT 5, BLOCK 3 OF ELKS ADDITION IN THE NORTHWEST 1/4 OF SECTION 25, TOWNSHIP 11 SOUTH, RANGE 9 WEST, WILLAMETTE MERIDIAN, CITY OF CORVALLIS, BENTON COUNTY, OREGON, IN THE MECHANIC LIENS DEDICATION LAND CLAIM NO. 47, SEPTEMBER 14, 1984
CITY OF CORVALLIS MECHANIC LIENS PARTITION NO. 46196-007

REGISTRATION

PROFESSIONAL LAND SURVEYOR
[Signature]
JOHN P. TACCHINI
PLS 2287

1740 N. 8TH STREET, SUITE 11A
CORVALLIS, OREGON 97330
(503) 754-1000

REGISTRATION

PROFESSIONAL LAND SURVEYOR
[Signature]
RONNIE H. PARSONS
PLS 2287

1740 N. 8TH STREET, SUITE 11A
CORVALLIS, OREGON 97330
(503) 754-1000

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
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1 of 2

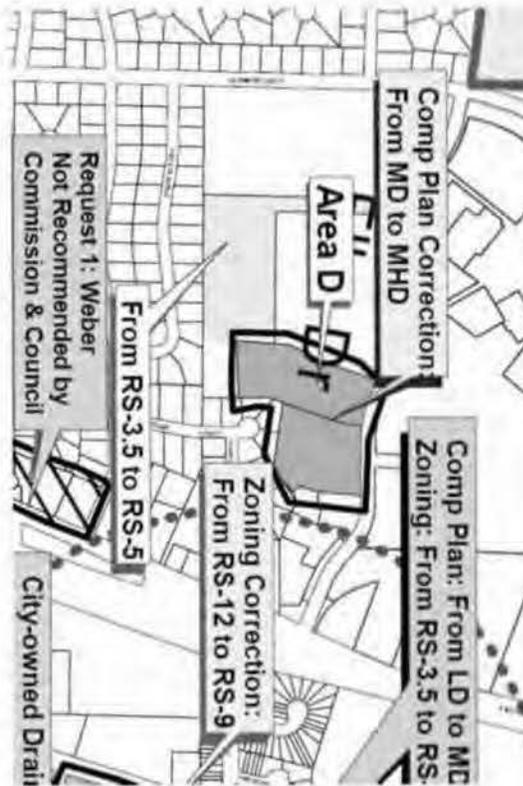
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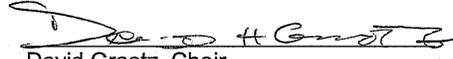
CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (79 of 156)

Excerpt from adopted Comprehensive Plan Map and Zoning Map corrections / changes associated with Periodic Review. Changes reflect City Council adoption (12-18-2000). Note that Regent / Tract B property shows specific change to northern portion (Regent) of site, but that southern portion (Tract B) is unchanged from its previous MD (Medium Density) designation, associated with case CPA-81-4.



to 5:00 p.m. on the subsequent work day. The City Recorder is located in the City Manager's Office, City Hall, 501 SW Madison Avenue, Corvallis, Oregon.

The proposal, staff report, hearing minutes, and findings and conclusions may be reviewed at the Community Development Department, Planning Division, City Hall, 501 SW Madison Avenue.



David Graetz, Chair
Corvallis Planning Commission

Signed: February 16, 2006

Appeal Deadline: February 28, 2006

Expiration Date(s) (If Not Appealed): February 16, 2008 (Tentative Subdivision Plat)

If no appeal is filed by the appeal deadline, the tentative subdivision plat shall be valid for two years. If the applicant has not submitted a final subdivision plat within two years (with appropriate assurances for improvements, if applicable), the approval shall expire on February 16, 2008. At its discretion, and without a public hearing, the Planning Commission may extend the approval one time for up to one additional year if it finds that conditions have not changed. If an extension is desired, the applicant is required to file a written request for the extension, with the City's Planning Division, prior to the expiration date.

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CONDITIONS OF APPROVAL
(ZDC05-00009/SUB05-00005)

Page No.	Condition No.	Condition Language
All	1	Consistency with Plans – Development shall comply with the narrative and plans identified in Attachment G of the Staff Report, except as modified by the conditions below or unless a requested modification otherwise meets the criteria for a Tentative Subdivision Modification. Such changes may be processed in accordance with Chapter 2.4 of the Land Development Code.

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Page No.	Condition No.	Condition Language
23 and 24	2	<p>Tree Preservation and Replanting – As proposed by the applicant and shown on Attachment G-46, 13 existing significant trees will be preserved on the subject site. A certified arborist shall specify, in a singular report completed for the entire site, the provisions necessary to ensure survival of retained significant trees identified on Attachment G-46 as "Existing Trees to be Saved." This report will be submitted to the City for review and approval prior to issuance of any excavation and grading, erosion control, PIPC, or building permits. As part of these provisions, there shall be no cutting, filling, trenching, nor compaction of the soil under tree canopies and to a minimum distance of 5 feet outside the canopy's dripline, consistent with Section 4.2.20.c of the Land Development Code. To assure this protection, a minimum 5-foot high construction fence shall be installed 5 feet outside the canopy's dripline prior to any grading and excavation of the development site. An exception may occur upon inspection and a recommendation by a certified arborist. Existing trees and construction protection fences shall be illustrated on all site plans submitted for excavation, erosion control, PIPC, or building permits.</p> <p>a. A Deed Restriction on Tree Removal and Tree Planting: Concurrent with recordation of the Final Plat, Lots 1, 2, 22, 23, and 34 shall have deed restrictions recorded against them to prohibit cutting significant trees noted for preservation on Attachment G-46. Should the health of the tree pose a safety hazard, removal or limited pruning may occur upon inspection and a recommendation for pruning or removal by a certified arborist. The City Forester shall be contacted before any significant tree on these lots is removed due to a hazardous situation. Concurrent with recordation of the Final Plat, Lots 7-12, 14-33, 35, and 36 shall have deed restrictions recorded against them that inform the lot owner that additional trees shall be planted and maintained on each lot as shown on Attachment G-44. Prior to recordation, the applicant will submit the required deed restrictions to the City for review and approval.</p> <p>b. To ensure that some of the existing tree canopy coverage on the development site is restored, the applicant or developer will install a total of 291 new trees, distributed as shown on Attachment G-44 within Lots 1-4, 7-12, 14-33, 35-37, 44, 45, and 52-55, and Tract "A". All trees installed in these locations will have a minimum trunk caliper of 1½ inches at the time of installation. As proposed by the applicant, a separate automatic irrigation system will be installed to maintain the trees located in Lots 7-12, 14-33, 35, and 36.</p> <p>c. Replacement trees shall be chosen from the list of species provided in LDC Section 4.2.60, or as approved by the Community Development Director.</p>

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Page No.	Condition No.	Condition Language
28 and 29	3	<p>Landscaping Construction and Maintenance – The following landscaping provisions shall apply to overall development of the site:</p> <ul style="list-style-type: none"> a. Landscape Construction Documents – Prior to issuance of PIPC permits, the applicant will submit to the Community Development Director, a Detailed Landscape Plan for this site that contains a specific planting plan (including correct plant names in the Latin format), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall comply with LDC Section 4.2 and other conditions of this approval. Required street trees shall have at least a 1½-inch trunk diameter at the time of installation. The landscape plans shall address the following additional requirements: b. Landscape Installation and Maintenance – Street trees shall be planted along Satinwood Street and Elks Drive concurrent with public improvements. Landscaping within or abutting Tracts “A”, “B”, and “C” shall also be installed concurrent with public improvements. The locations of these trees will be shown on all site plans submitted for public improvement design. The revised streetscape plan for new local streets (approved prior to construction of public improvements) shall be used to install trees concurrent with dwelling construction. All street trees shown along new local streets, and landscaping shown on Attachment G-44 within Lots 1-4, 7-12, 14-33, 35-37, 44, 45, and 52-55, shall be installed prior to issuance of the Final Occupancy Permit for each affected lot. A maintenance plan for all plantings shall be provided prior to the City’s on-site approval of the landscape installation. This plan shall provide measures to assure all new plantings attain the minimum 90 percent ground cover required by LDC Section 4.2.20 within three years from the date of installation approval. c. Security for Landscape Installation and Maintenance – Prior to the approval of the landscaping plan, a Performance Bond (or other LDC-approved financial security) will be provided to the City to secure installation of all landscaping along the portions of NW Satinwood Street and NW Elks Drive abutting the site, as well as along new local streets and within Tracts “A”, “B”, and “C”. A Maintenance Bond (or other LDC-approved financial security) shall be provided to the City to cover 50 percent of the costs for landscape materials and labor (plus costs for administration) associated with landscaping installed along all streets and within Tracts “A”, “B”, and “C”.

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Page No.	Condition No.	Condition Language
28 and 29	<p align="center">3 (continued) (Modified at hearing)</p>	<p>d. Home Owners' Association Landscape Maintenance Responsibilities – After completion of the required three-year maintenance period, the Home Owners' Association created for this subdivision will be responsible for the perpetual maintenance of landscaping within the following areas:</p> <ol style="list-style-type: none"> 1. Planter strips along all local streets within the subdivision; 2. Planter strips adjacent to the subdivision that are along the east side of Satinwood Street and south side of Elks Drive; 3. Through lot landscaping within 20 feet of the rear lot line of Lots 1-3, and 53-55; 4. Buffer landscaping within 20 feet of the side lot line of Lots 4, 7, 37, 44, 45, and 52 that is adjacent to either NW Elks Drive or NW Satinwood Street; 5. Tract "A", Tract "B", and Tract "C".
28	<p align="center">4</p>	<p>Review and Approval of Home Owners' Association CC&Rs – As proposed by the applicant, a Home Owners' Association shall be established to help assure appropriate maintenance of public pedestrian access easements, street landscaping, and the landscape areas within subdivision. Prior to final plat approval, the applicant shall submit for approval by the Community Development Director, the Home Owners' Association's Codes, Covenants and Restrictions (CC&Rs) and or bylaws. The Homeowners' Association's CC&R's or bylaws shall include all language from each of the following Conditions of Approval:</p> <ol style="list-style-type: none"> 3. Condition of Approval No. 2 – Tree Preservation and Replanting 4. Condition of Approval No. 3, Part d. – Home Owners' Association Landscape Maintenance Responsibilities 5. Condition of Approval No. 18 – Landscaping and Fencing within Vision Clearance Areas 6. Condition of Approval No. 19 – Traffic Calming Escrow Account
26	<p align="center">5</p>	<p>Through Lot Easement Width – The through lot landscape screen easement extending along the north portion of Lots 1-4, and 7 shall be increased in width by an additional 4 feet in order to provide a 20-foot wide easement area that is entirely contained within the respective lots.</p>

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Page No.	Condition No.	Condition Language
22 and 27	6	<p>Grading Plan Modifications – The applicant has proposed excavation and grading limits up to the site’s existing property lines. In accordance with 1997 UBC, Appendix Chapter 3314, “Cut and fill slopes shall be set back from site boundaries in accordance with this section.” Section 3314.2, Top of Cut Slope requires that, “The top of cut slopes shall not be made nearer to a site boundary line than one fifth of the vertical height of cut with a minimum of 2-ft and a maximum of 10-ft. The setback may need to be increased for any required interceptor drains.” The proposed development plan has not addressed the minimum required setback of 2-ft. Alternative setbacks to those described in this section of the UBC may be approved by the building official so long as the applicant’s qualified engineer or engineering geologist demonstrates that the intent of this section has been satisfied. The applicant has yet to demonstrate that the intent of 1997 UBC Appendix Chapter 3314 have been met. Prior to issuance of any construction permits, the applicant shall demonstrate that the intent of Appendix Chapter 3314 of the 1997 UBC has been met in its entirety.</p>
38 and 39	7	<p>Public Improvements – Notwithstanding Condition No. 1, any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements from the City’s Engineering Division. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street lighting improvements are provided. Final utility alignments (including locations for detention facilities) that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations. Public improvement plan submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.90. Note: Land Development Code Section 4.0.70 has been amended to establish street lights as public utilities. Under the revised Code Section, developers shall provide an engineered design for street light installation; obtain appropriate electrical permits from the Development Services Division; and install the street light system concurrent with public improvements.</p>
31	8	<p>Right-of-Way Dedications – Concurrent with final plat approval, the applicant shall provide a ROW dedication along the site’s NW Elks Drive and NW Satinwood Street frontages, as necessary, to achieve a minimum 34-ft of ROW measured south and east respectively from the original ROW centerline. More than 34-ft of ROW may be required to accommodate the proposed water quality swale improvements.</p>

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Page No.	Condition No.	Condition Language
32	9 (Modified at hearing)	Transfer of Satinwood Street Improvement Financial Security – Prior to recording of a Final Plat of a Subdivision of the subject site, the property owner of the subject site (formerly Area 5 of the Good Samaritan Regional Medical Center) and Samaritan Health Services shall demonstrate that the \$325,000 lien, currently placed on the property to financially secure public improvements to NW Satinwood Street, has been either transferred to another property that is a portion of the Good Samaritan Regional Medical Center campus and/or presently owned by Samaritan Health Services, or an alternate form of security provided.
31	10	Environmental Assessment – Prior to approval of the final subdivision plat, the applicant shall submit an environmental site assessment, in accordance with Land Development Code criteria, to the City's Engineering Division for review and approval. The environmental assessment shall include information necessary for the City to evaluate potential liability for environmental hazards, contamination, or required waste clean-ups related to the land dedicated for public use.
32	11	Internal Local Street Improvements – Prior to the final plat approval the applicant shall construct or financially secure standard local street improvements within the subject site. Note that any physical structures for screening will need to be located outside of the public ROW.
32 and 35	12	Public Sidewalk/Landscape Strip Improvements – Sidewalks and landscape strips along local streets shall be installed in conjunction with development of the site, typically with building permits or within three years from the recording of the final plat, except where sidewalks on local streets abut common areas, drainageways, or other publicly owned areas. For those exceptions the sidewalks and landscape strips shall be installed with the street improvements. As part of the plans for public improvements, the applicant shall construct landscape strip and setback sidewalk improvements adjacent to NW Elks Drive and NW Satinwood Street concurrent with street improvements and consistent with their proposal. Where water quality swales are not proposed, the applicant shall construct the standard 12-ft width landscape strip. Where water quality swales are proposed, the applicant shall construct landscape, swale and sidewalk improvements consistent with their proposal. Where the applicant has proposed the water quality swale along NW Satinwood Street, tree species shall be selected that do not interfere with the functionality of the storm water treatment facility and that are tolerant of the potentially wetter soils associated with storm water treatment facilities such as the proposed water quality swales.

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Page No.	Condition No.	Condition Language
38	13	<u>Deed Restrictions for Pressure Reducing Valves</u> – In order to ensure that future owners of lots within the development are aware of the potential need to install pressure reducing valves (PRV), and as part of the building permit process, the developer shall record deed restrictions outlining this need against all affected lots concurrent with the final plat. All costs related to PRV installation and maintenance shall be borne by the property owners.
38	14	<u>Waterline Easement</u> – Prior to the final plat, the applicant shall acquire a public waterline easement for the portion of waterline connecting to the existing waterline serving the Corvallis Clinic Aumann Building.
38	15	<u>Sanitary Sewer Relocation</u> – Concurrent with the construction of public improvements, the applicant shall relocate the existing private sanitary sewer located at the northwest corner of the subject site into the public ROW. The abandoned portions of sanitary sewer shall be removed from the subject site and public ROW. The relocated sanitary sewer line shall have been accepted by the City and put into service prior to taking the existing private sanitary sewer out of service.

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Page No.	Condition No.	Condition Language
39	16	<p>Public Detention Facility Design & Maintenance Agreement – As part of the plans for public improvements the applicant shall provide engineered calculations for pre-development and post-development peak storm water run-off flows, and demonstrate that the storm drainage facilities are designed to match pre and post development flows based on the 2-year through the 10-year storm event. The detention facilities shall be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington Surface Water Design Manual. Infiltration facilities are a recommended means of meeting detention requirements where soil and slope conditions (not more than 10%) permit the use of infiltration facilities and where the facilities will not have an adverse impact on the subject site or adjacent or downhill properties. The detention analysis shall contain a discussion on the feasibility of implementing infiltration during both wet and dry seasons.</p> <p>The design for the public surface detention facilities shall include a landscape plan that details all landscaping essential to ensure the proper function of the detention facilities. This functional landscape plan shall be submitted as part of the plans for public improvements. All associated functional landscaping shall be installed and well established prior to any paving activity on the development site.</p> <p>All detention facilities that are part of the public storm drainage system shall be dedicated to the public and shall be subject to a maintenance agreement requiring the developer to maintain the facilities for one year after build-out of all portions of the site that drain to the facilities. The maintenance agreement shall be executed prior to acceptance of public improvements and shall incorporate a maintenance plan and a maintenance bond. The maintenance plan shall be submitted as part of the plans for public improvements and shall be consistent with maintenance requirements for stormwater facilities identified in the King County, Washington Surface Water Design Manual. The maintenance bond shall be submitted with the maintenance agreement and shall reference the maintenance plan. The maintenance bond shall remain in effect until the detention facilities are accepted by the City.</p>

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Page No.	Condition No.	Condition Language
39	17	<p>Public Water Quality Facility Design & Maintenance – As part of the plans for public improvements the applicant shall provide engineered calculations for storm water quality facilities demonstrating compliance with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington Surface Water Design Manual. Infiltration facilities are a recommended means of meeting water quality requirements where soil and slope conditions (not more than 10%) permit the use of infiltration facilities and where the facilities will not have an adverse impact on the subject site or adjacent or downhill properties. The water quality analysis shall contain a discussion on the feasibility of implementing infiltration during both wet and dry seasons.</p> <p>All water quality facilities that are part of the public storm drainage system shall be dedicated to the public and shall be subject to a maintenance agreement requiring the developer to maintain the facilities for one year after build-out of all portions of the site that drain to the facilities. The maintenance agreement shall be executed prior to acceptance of public improvements and shall incorporate a maintenance plan and a maintenance bond. The maintenance plan shall be submitted as part of the plans for public improvements and shall be consistent with maintenance requirements for stormwater facilities identified in the King County, Washington Surface Water Design Manual. The maintenance bond shall be submitted with the maintenance agreement and shall reference the maintenance plan. The maintenance bond shall remain in effect until the water quality facilities are accepted by the City.</p>
28	18	<p>Landscaping and Fencing within Vision Clearance Areas – All vision clearance areas at street intersections created by the subdivision and subsequent development will be unencumbered by fences or landscaping shown on Attachments G-43, G-44, and G-46. Landscaping shall be maintained by the HOA to ensure this standard is met over time.</p>
32	19	<p>Escrow Account for Traffic Calming Measures – The applicant has proposed that prior to final plat approval, the applicant will place \$10,000 in escrow to support traffic calming measures within one half mile of the proposed subdivision that are approved by the City within three years from the date the plat is recorded. Consideration for, and implementation of traffic calming measures shall be considered and approved through the City's Neighborhood Traffic Calming Program and funded by the applicant's escrow account.</p>
36	20 (Modified at hearing)	<p>New Transit Shelter on Satinwood – The need for the applicant's proposed transit shelter at the location shown on Attachment G-43 will be reviewed through the review of engineered plans for public improvements.</p>

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Page No.	Condition No.	Condition Language
N/A	21 (Added at hearing)	<p>Resolution of Lease Agreement on Tax Lot 200 -- Prior to any development (as defined by Land Development Code Chapter 1.6) occurring on the subject site, and prior to the issuance of any building permits (i.e., excavation, grading, erosion control, structural, foundation, or PIPC), and prior to the approval and recordation of the Final Plat, the applicant shall either provide the City with proof of:</p> <ul style="list-style-type: none"> A. A properly recorded release, executed by the Lessee of the leasehold interest identified in Benton County Land Records as (M277588-99); or B. An enforceable judgement terminating the subject lease or declaring the leasehold subordinate to the owner's right to seek subdivision approval; or C. A signed writing from the Lessee declaring its support for the subdivision (SUB05-00005).

Development Related Concerns

- A. Mailbox Locations - Mailbox locations shall be coordinated between the developer and the Post Office as part of the public improvements construction process.
- B. Excavation and Grading Plans - Prior to issuance of any construction permits, the applicant shall submit an excavation and grading plan, including erosion control methods, to the City's Development Services Department for review and approval. Excavation and Grading permits shall not be approved and issued until the erosion control methods have been installed and approved in the field.
- C. Other Permits - Prior to issuance of any construction permits, the applicant shall be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit if construction activity will disturb, through clearing, grading, and/or excavation, one acre of the site. Additionally, any permits required by other agencies such as the Division of State Lands; Army Corps of Engineers; Railroads; County; or Oregon Department of Transportation, shall be approved and submitted to the City prior to issuance of any City permits.
- D. Infrastructure Cost Recovery - Where it is determined that there will be Infrastructure Cost Recovery payments from past public improvements the developer shall pay their required share of the costs prior to receiving any building permits in accordance with Corvallis Municipal Code 2.18.040.

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- E. Franchise Utility Plans - Prior to issuance of public improvement permits, the applicant shall submit, as part of the public improvement plan set, an overall site utility plan that shows existing and proposed franchise utility locations, including vaults, poles, and pedestals. The proposed franchise utilities shall conform to requirements outlined in Land Development Code Section 4.0.100 - Franchise Utility Installations, including provision of appropriate public utility easements.

- F. Streetscape Plan - As part of the public improvement plans, the applicant shall include a "streetscape" plan that incorporates the following features: composite utility plan; street lights; proposed driveway locations; vision clearance triangles for each intersection; street striping and signing (in conformance with the MUTCD); and proposed street tree locations.

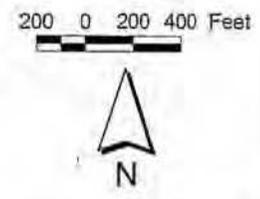
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Satinwood District Change and Subdivision (ZDC05-00009, SUB05-00005) Current Zoning District Designations



LEGEND

	Subject Site		RS-12
	RS-3.5		PD(RS-12)
	PD(RS-3.5)		RS-20
	RS-9		P-AO
	PD(RS-9)		PD(P-AO)



ATTACHMENT B

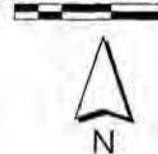
EXHIBIT X - PAGE 569

Satinwood District Change and Subdivision (ZDC05-00009, SUB05-00005) Proposed Zoning District Designations



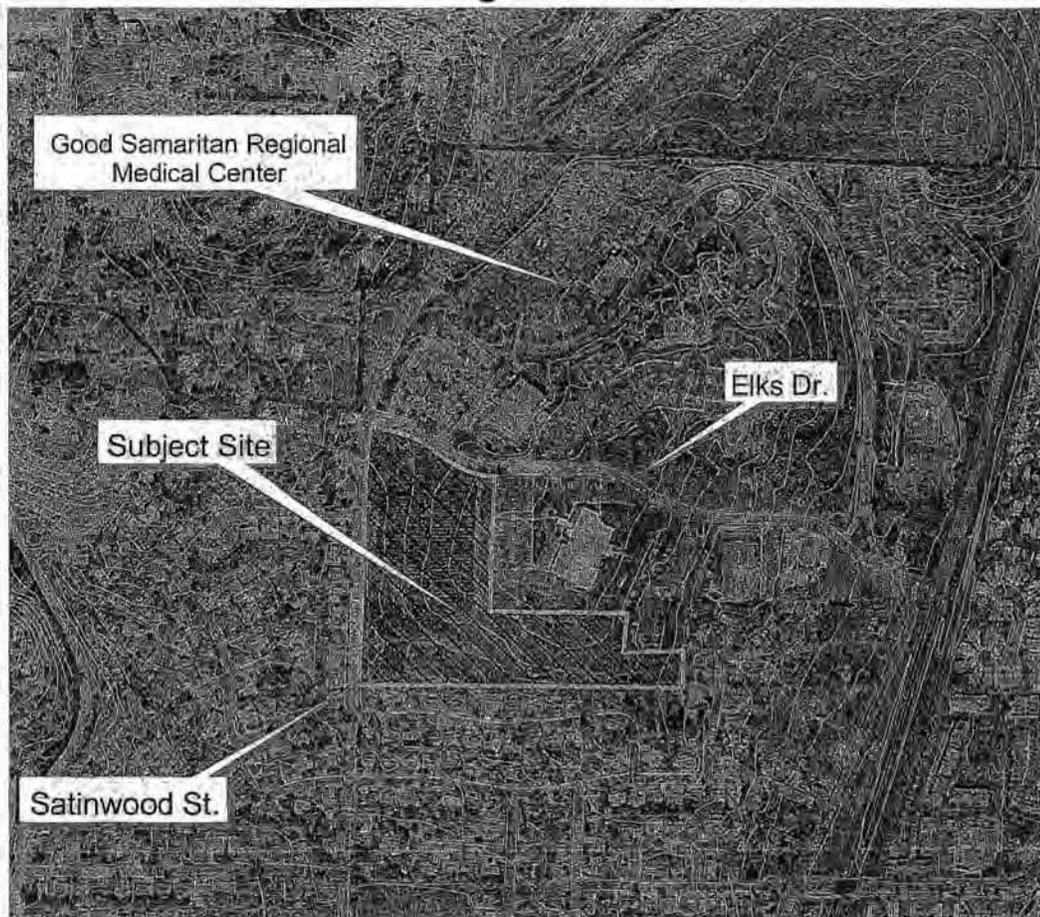
LEGEND			
	Subject Site		RS-12
	RS-3.5		PD(RS-12)
	PD(RS-3.5)		RS-20
	RS-9		P-AO
	PD(RS-9)		PD(P-AO)

200 0 200 400 Feet



ATTACHMENT C

Satinwood District Change and Subdivision (ZDC05-00009, SUB05-00005) Existing Conditions

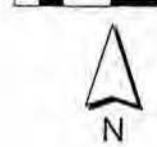


NOTE: Aerial photograph taken in 2004.

LEGEND

-  10' Contour Line
-  Site Boundary
-  City Limits Line

200 0 200 400 Feet



ATTACHMENT D

Attachment G-13

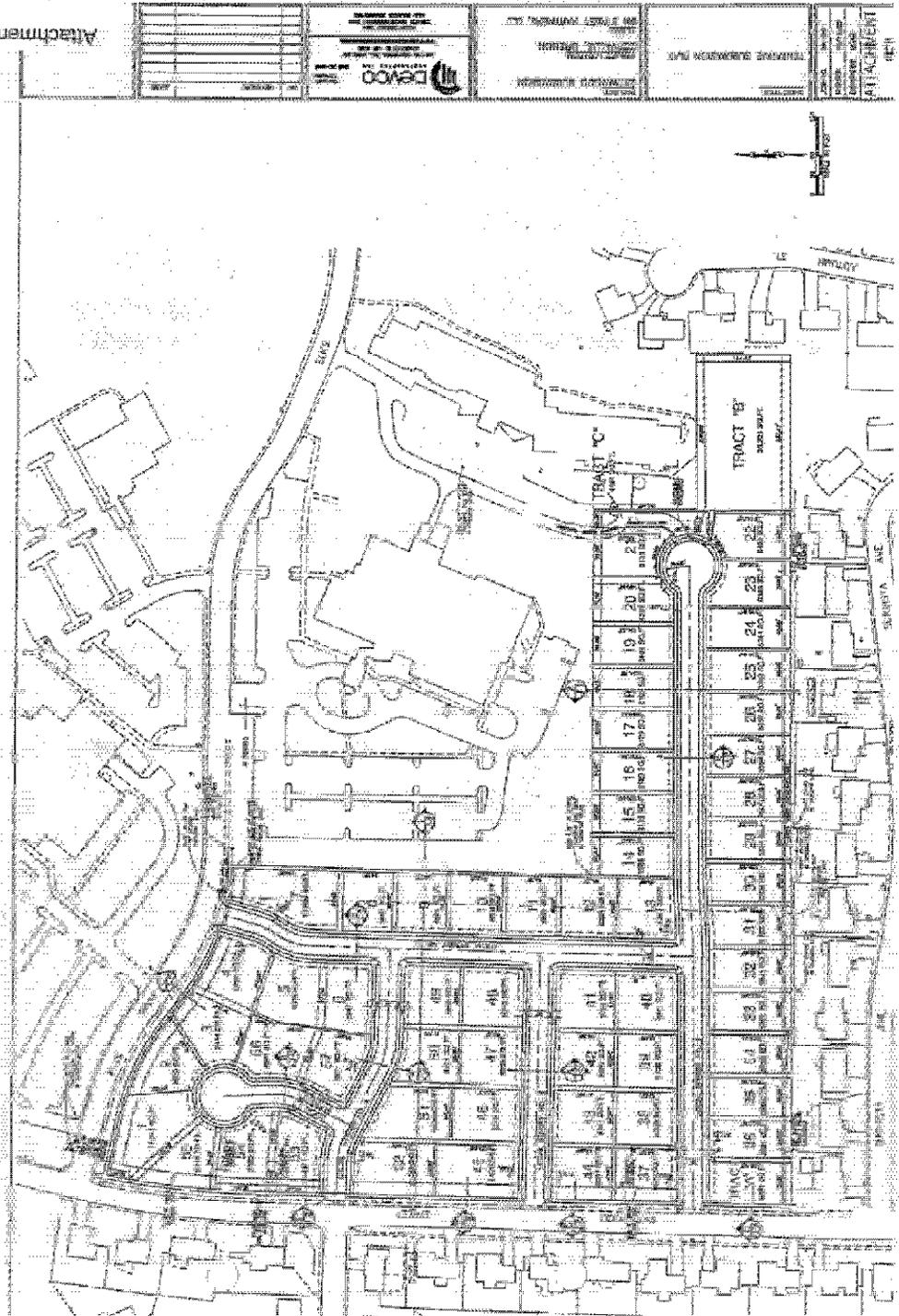
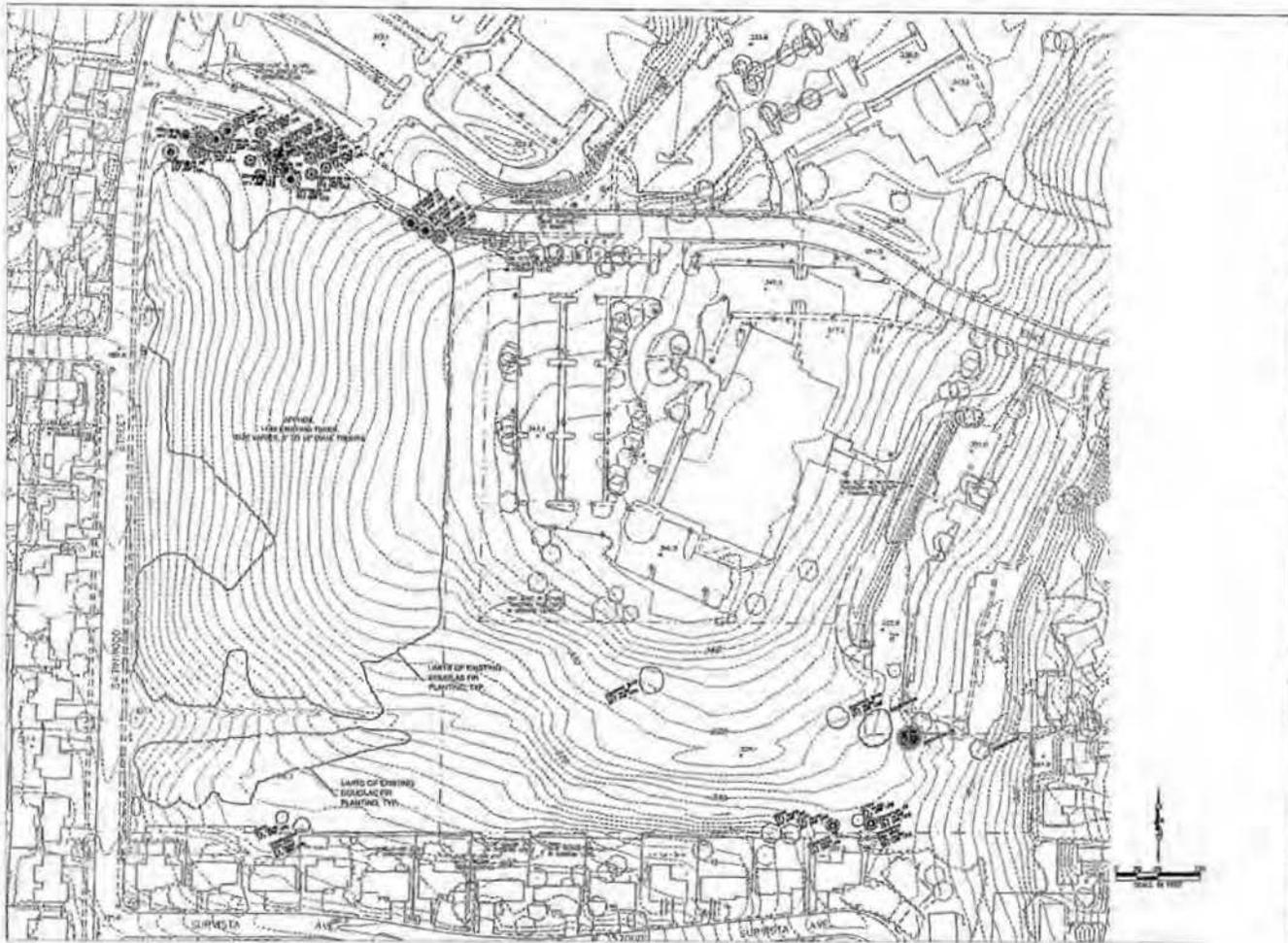


EXHIBIT X - PAGE 572

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (100 of 156)



DATE:	
NO. SHEETS:	
 DEVCO DEVELOPMENT CONSULTANTS, INC. 1000 S. GARDNER AVE., SUITE 100 CORONADO, CA 92009 (619) 441-1111	
GATED SUBDIVISION CORONADO TRACT B PLANNING COMMISSION STAFF REPORT ATTACHMENT C	DEVELOPER: STREET PARTNERS, LLC
DATE: 03-02-2015 DRAWN BY: [Name] CHECKED BY: [Name]	ATTACHMENT # [Number]

Attachment G-45

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (101 of 156)



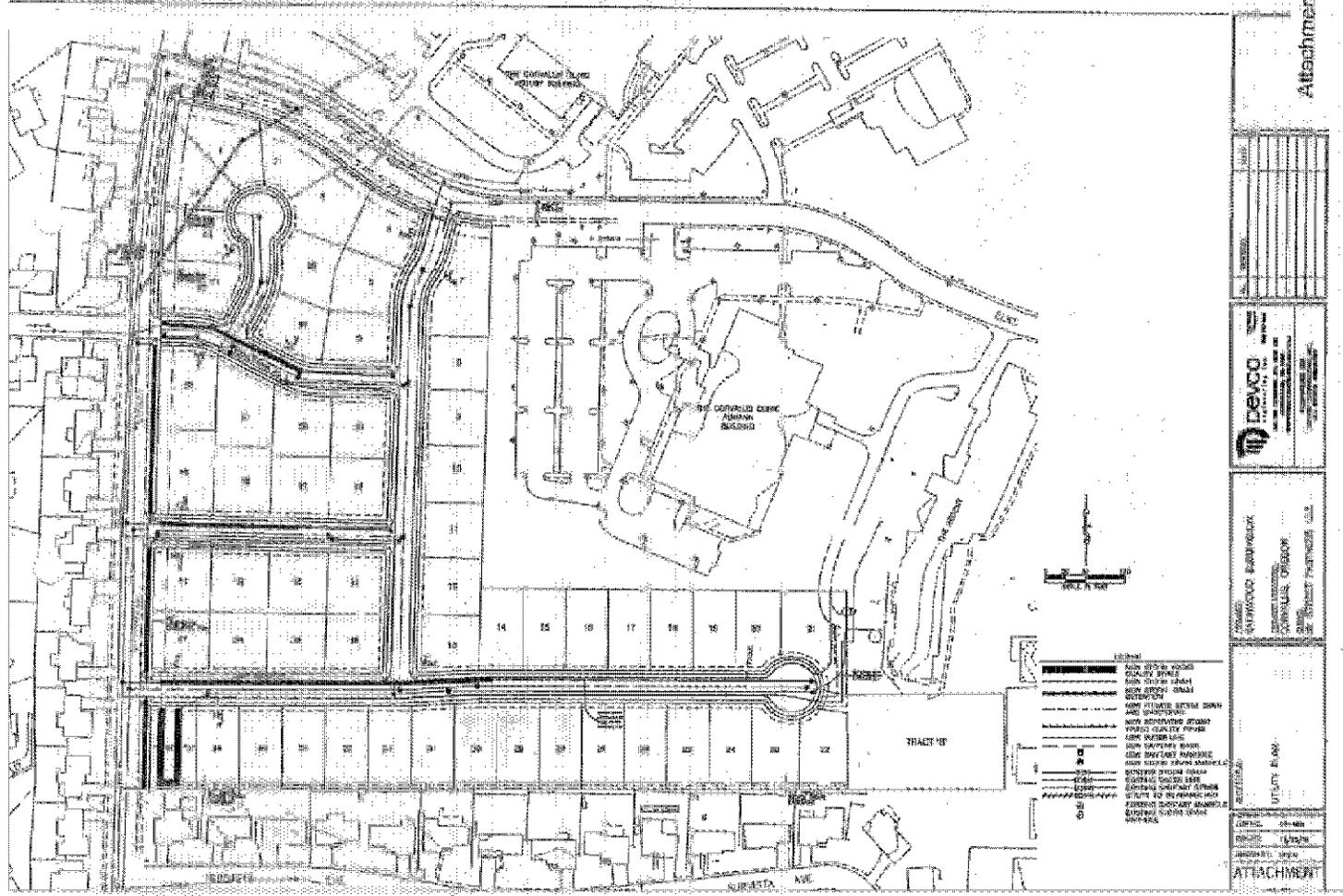
LEGEND

- EXISTING STRUCTURE
- EXISTING STRUCTURE
- NEW STRUCTURE
- NEW STRUCTURE
- NEW STRUCTURE
- NEW STRUCTURE

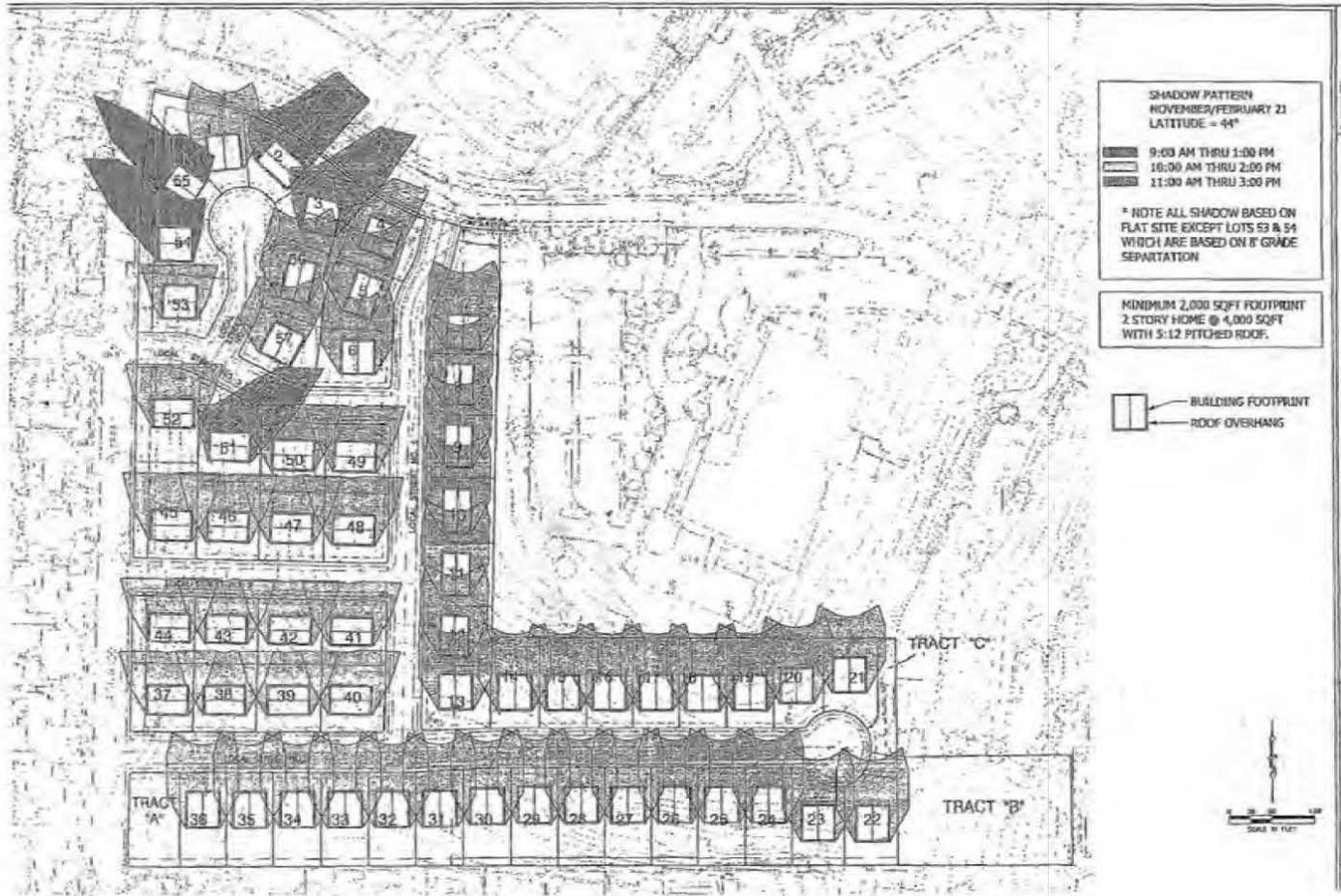
SCALE 1" = 100'

ATTACHMENT <small>10-2014</small>	CORONADO SUBDIVISION SUBDIVISION CORONADO, OREGON PREPARED BY: STREET PARTNERS, LLC	 <small>10-2014</small>	DATE: _____ BY: _____ TITLE: _____
	JOB NO: 14-00005 REVISION: 11/14/14 DRAWING: 101 SHEET: 168 OF 241	ATTACHMENT G-46	

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (104 of 156)



Attachment C-49



Attachment G-50

Satinwood Subdivision
Solar Study

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (105 of 156)

Corvallis Planning Division
 Report to the Planning Commission
 Public Hearing - February 1, 2006
 Staff Report - January 25, 2006
 Eric Adams - 766-6908

TOPIC: Approval of a District Change (Planned Development Overlay Removal) and a Tentative Subdivision Plat

CASE: Satinwood District Change and Tentative Subdivision (ZDC05-00009, SUB05-00005)

REQUEST: Removal of a Planned Development Overlay from a vacant 10.12-acre property, which is currently zoned Low Density Residential with a Planned Development Overlay (PD(RS-3.5)), and approval of a Tentative Subdivision Plat creating 57 lots and associated tracts on the 10.12-acre property, as well as on an additional 5.89 acres zoned RS-3.5.

APPLICANT: 9th Street Partners, LLC **OWNER:** Samaritan Health Services
 202 NW 6th Street 3600 NW Samaritan Drive
 Corvallis, OR 97330 Corvallis, OR 97330

LOCATION: The subject site is located at the southeast corner of the NW Elks Drive and NW Satinwood Street intersection, and is also noted as Tax Lots 100 and 200 on Benton County Assessor's Map 11-05-23AD.

ACRES: 16.01 Acres

COMPREHENSIVE PLAN DESIGNATION: Public Institutional (Tax Lot 100), and a combination of Residential – Low Density and Residential – Medium-High Density (Tax Lot 200)

EXISTING DEVELOPMENT DISTRICT: Low Density Residential (RS-3.5) with a Planned Development Overlay (PD) (Tax Lot 100), and a combination of RS-3.5 and Medium-High Density Residential with a Planned Development Overlay (PD(RS-12)) (Tax Lot 200)

PUBLIC COMMENT: A total of 259 public hearing notices for this land use case were mailed on January 11, 2005. As of January 20, 2005, one piece of public testimony was received.

APPLICANT'S PROPOSAL

The applicant requests the Planned Development Overlay (PD) be removed from from Tax Lot 100, which is currently zoned PD(RS-3.5). This would result in RS-3.5 zoning for this parcel (**Attachment C**). Removing the PD from the property would allow development to occur consistent with RS-3.5 District standards and other applicable LDC requirements, without need of a public hearing or compliance with Planned Development criteria.

In addition to the District Change request, the applicant has also applied for approval of a Tentative Subdivision Plat affecting both Tax Lot 100 and Tax Lot 200. A total of 57 lots would be created through the proposed subdivision, as well as three common tracts. It is important to note that Tract "B" contains the entire area of Tax Lot 200 that is zoned PD(RS-12). The applicant has chosen not to subdivide this portion of the parcel in order to avoid having to apply for a Major Modification to a Detailed Development Plan. The Detailed Development Plan that was approved for The Regent Congregate Care Facility (DC-81-2, PD-81-1), which was constructed on the parcel immediately north of the PD(RS-12) portion of Tax Lot 200, also applied to that portion of Tax Lot 200. Therefore, any development on this portion of Tax Lot 200 would require a land use approval through the Planned Development process.

CRITERIA, DISCUSSION, AND CONCLUSIONS

In order for the Planning Commission to approve a District Change request and a Subdivision proposal, the application must comply with applicable Comprehensive Plan Policies and relevant sections of the LDC. The applicable criteria, discussion of the proposal as relevant to these criteria, and conclusions based on criteria applicable to the requested District Change and Subdivision are presented below.

REPORT FORMAT and ACTIONS REQUIRED

Applicable Comprehensive Plan Policies

- 1.2.9 The applicable criteria in all land use decisions shall be derived from the Comprehensive Plan and other regulatory tools that implement the Plan.

The findings presented below are based on decision criteria identified by the Corvallis Comprehensive Plan and the LDC. Conclusions for each section of the report, and the overall recommendation by Staff to the Corvallis Planning Commission are consistent with the direction provided by these documents.

Applicable Land Development Code Section(s)

2.0.50.15 - Multiple Applications Filed Together

When more than one application has been filed at one time for a specific property or development, and any of those applications would ordinarily be heard by the Planning Commission, all of the applications shall be heard by the Planning Commission at the same meeting.

Based on ORS §197.307, the applicant argues that the PD should be removed from the subject property because the Planned Development process does not provide clear and objective approval standards for the review of needed housing projects, as is required by the Statute. Given that neither a Conceptual Development Plan or Detailed Development Plan are currently approved for this property, the current request must be honored based on additional requirements established by the Oregon Land Conservation and Development Commission (LCDC), as noted below.

Applicable Requirements of the Land Conservation and Development Commission:

On January 26, 2004, Mayor Berg received a letter from the LCDC regarding the resolution of Periodic Review Work Tasks 11 and 12, which relate to housing need analysis and the "needed housing" issue. The final decision, as stated in the letter, is as follows:

"Work Tasks 11 and 12 are approved, subject to the adoption of the following specific revisions to the Corvallis Land Development Code within 90 days following any final appellate judgement on review of Corvallis' periodic review:

- (1) *With the consent of the property owner, to remove the PD overlay zone from residentially zoned property for which no Conceptual or Detailed Development Plan has been approved and is still in existence; and*
- (2) *To provide a process where a property owner may request and the City must approve the removal of a PD or PD overlay zone from residentially zoned property where the residentially zoned property does not have a Detailed Development Plan or a Conceptual Development Plan that includes a Detailed Development Plan on any part of the site."*

Neither a Conceptual Development Plan nor a Detailed Development Plan are currently approved for the property. Per the above LCDC guidance, the City is obligated to approve the removal of the PD Overlay Zone from a property when either of the two aforementioned conditions are met. Staff acknowledge satisfaction of these conditions has been demonstrated by the applicant.

Applicable Comprehensive Plan Policies:

Article 1. Introduction and General Policies

1.0 Background - State Planning Context

The Corvallis Comprehensive Plan is required to address Oregon's Statewide Planning Goals and Guidelines, as summarized here:

Goal 10 - Housing - Specifies that each City must plan for and accommodate needed housing types (typically, multi-family and manufactured housing). It requires each City to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

The purpose behind Statewide Planning Goal 10 is to provide for the housing needs of citizens of the State. Goal 10 requires each city to (1) inventory its buildable residential lands; (2) encourage the availability of adequate numbers of needed housing units at price ranges and rent levels that are commensurate with the financial capabilities of Oregon households; and (3) allow for flexibility of housing location, type, and density. In addition, the City needs to apply clear and objective development standards for developed and undeveloped residential lands

A. LAND USE

Applicable Comprehensive Plan Policies

40.1.1 Low Density Residential: 2 to 6 units per acre

These areas will provide low density residences and necessary urban services to maintain stable residential neighborhoods.

Applicable Land Development Code Section(s)

Section 3.1.10 - PURPOSE (RS-3.5 District)

This district implements the Low Density Comprehensive Plan designation, which allows a range of 2-6 dwelling units per acre. It is intended to provide low density family residential areas together with a full range of urban services in order to maintain stable residential neighborhoods.

Section 3.1.20 - PERMITTED USES (RS-3.5 District)

3.1.20.01 - General Development

a. Primary Uses Permitted Outright

1. (a) Residential Use Types:
 - Family
- (b) Residential Building Types
 - Single Detached

The proposed use for the 57-lot subdivision is single-family residential, which is an allowed land use within the proposed RS-3.5 District. The resultant density is 3.6 units per acre, which is within the development density range required by the proposed RS-3.5 District. Other RS-3.5 development standards, such as minimum lot size and setbacks, are discussed below in the Compatibility Section.

Conclusions on Land Use

The proposed Subdivision meets all LDC land use standards for the requested District, with the exception of standards that must be assessed through the building permit process. Therefore, it is concluded that the Subdivision proposal satisfies the applicable LDC land use criteria.

B. NATURAL FEATURES

For purposes of the subdivision review and approval process, the extent of natural features on the subject site is limited to significant vegetation and the existing topography. As noted in the applicant's narrative, the subject site contains a substantial number of conifer trees and deciduous trees (**Attachments D and G-45**). Many of these trees meet LDC criteria for designation as significant vegetation. The following discussion describes LDC requirements for preservation of significant vegetation and how the applicant proposes to meet these standards. Proposed site preparation activities and preliminary grading plans are also described.

Applicable Land Development Code Section(s)

4.2.20 - GENERAL PROVISIONS

- a. Where landscaping is required by this Code, detailed planting plans and irrigation plans shall be submitted for review with development permit application. Development permits shall not be issued until the Director has determined the plans comply with the purposes clause and specific standards in this chapter.
- c. Significant plant and tree specimens should be preserved to the greatest extent practicable and integrated into the design of a development. Trees of 8-in. or greater diameter measured at a height of 4 ft above grade and shrubs (excluding blackberries, poison oak, and similar noxious vegetation) over 3 ft in height are considered significant. Plants to be saved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees may be considered preserved only if no cutting, filling, or compaction of the soil takes place between the trunk of the tree and the area 5 ft outside the tree's dripline. In addition, the tree shall be protected from damage during construction by a construction fence located 5 ft outside the dripline.

4.2.30 - REQUIRED TREE PLANTINGS

Tree plantings in accordance with the following standards are required for all parking lots for 4 or more cars, public street frontages, and along private drives more than 150 ft long. Trees shall be planted outside the street right-of-way except where there is a designated planting strip or City adopted street tree plan.

Selection of species may be made from the list in Section 4.2.60. Alternate selections must be approved by the Director following written request. Frequency of trees in planting shall be determined by the type of tree used. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief. (See recommended tree list for examples in each category):

	<u>Street Trees</u>
Medium canopy trees	- Maximum 30 ft on center spacing
Large canopy trees	- Maximum 50 ft on center spacing

As stated in the applicant's project narrative and shown on submitted drawings, the site contains two distinct groves of Douglas Fir trees, as well as other conifer and deciduous trees that are randomly distributed throughout the site. The applicant estimates that there are approximately 1,440 trees in the two densely planted Douglas Fir groves, and another 38 trees generally located along the boundaries of the site (**Attachment G-45**). Of these trees, the applicant has approximated that a total of 534 are significant based on criteria contained in Section 4.2.20(c).

Attachment G-46 notes that a total of 13 significant trees will be preserved, all of which are located along the boundaries of the site. None of the Douglas Fir trees contained in either grove are proposed for preservation due to several factors. First, the development plan for the site includes grading the existing topography in order to create building pads for each lot. **Attachment G-47** provides two cross-sections of the resultant stepped profile of the site. To accomplish this grading profile, none of the trees in either Douglas Fir grove can effectively be preserved. Notwithstanding Uniform Building Code provisions, the LDC does not limit the extent of grading activities completed through development (**Condition 6**). Second, the applicant has provided a discussion on the logistics and limitations of attempting to preserve portions of the Douglas Fir groves that might not directly be impacted by the proposed grading plan. Sloped area between the building pads could potentially be left undisturbed and provide space for preservation of existing Douglas Fir trees. However, the manner in which these trees were

have established a dependency on one another for support, especially the trees that are internal to each grove. The applicant has stated in the submitted project narrative that a majority of the trees are in poor health as a result of these conditions. Experience has shown that the removal of trees from groves planted in a similar manner weakens the overall structural strength of the grove, and makes the remaining trees susceptible to "wind throw". In a residential setting, this scenario poses a danger to new homes and their residents. Lastly, if an attempt was made to preserve some of the trees in either Douglas Fir grove, the preservation area would have to be configured in a manner that included a "critical mass" to address the concerns noted above. While such an approach would be possible, the benefits derived from preserving trees in this way would be concentrated in only a portion of the site.

The applicant has proposed an alternative to preserving significant trees in the Douglas Fir groves that will effectively address the issues noted above. A statistical projection based on three transects of the groves suggests that an average of 35 percent, or 504 of the 1,440 trees would be considered significant per Section 4.2.20(c). **Attachment G-44** shows a total of 87 trees planted along the rear of Lots 7-36, and a total of 29 trees planted within landscape buffers or tracts that front on Elks Drive or Satinwood Street. An additional 175 trees are shown in the planter strips along these streets. In total, 291 trees would be planted on the site (**Conditions 2 and 3**). Combined with the 13 trees proposed for preservation, 304, or approximately 57 percent of the 534 significant trees projected to exist on the site will be preserved or replanted.

Section 4.2.20(c) requires that significant vegetation be preserved to the "greatest extent practicable". The applicant's proposal for addressing this criteria was compared to two other approved subdivisions that were characterized by similar development constraints. Both Megan's Addition Subdivision (Order 2004-05) and West Knoll Addition Subdivision (Order 2004-135) were approved for sites with an average slope of approximately 12 percent and also had limited opportunities for street access, but were able to preserve a minimum of 28 percent of the significant trees on each site. In total, both West Knoll and Megan's were able to preserve or replant at least 94 percent of the trees that existed on each site prior to construction. In each case, additional trees were required to be planted on individual lots to compensate for those removed as a result of either public improvements or building construction. As a comparison, it should be noted that West Knoll contained 148 significant trees and Megan's Addition contained 167 trees. Additionally, the tree propagation pattern at West Knoll and Megan's Addition was not as structured or continuous as the groves on the subject site. Therefore, the tree distribution allowed greater flexibility for incorporating existing significant trees with the overall development plan for these subdivisions.

Due to the densely planted groves and proposed grading plan, the subject proposal relies heavily on replanting to meet the precedent established by recently approved subdivisions. While 57 percent of the significant trees estimated to exist on the site would be replanted based on the applicant's proposal, a portion of that percentage is comprised of street trees that would be required by Section 4.2.30 exclusive of any preservation. The total amount of trees proposed to be installed or preserved in areas other than planter strips constitutes 24 percent of the projected significant trees. This percentage is comparable to the amount of trees preserved at both West Knoll and Megan's Addition. However, replanting trees does not afford the same degree of immediate benefits as preserving existing trees.

Although not clearly stated in Section 4.2.20(c), it is assumed that tree preservation requirements were included in the LDC to address the importance of retaining the ecosystems services (e.g., air quality, water quality, energy conservation) that mature trees provide to the

community. Approximately 7.5 acres, or 47 percent of the site are currently canopied by the existing trees. Assuming that each of the 304 trees proposed to be preserved or replanted on the site achieves an average canopy area of 800 square-feet, a total of 5.6 acres, or 35 percent of the site would be canopied. Statistical analysis of the canopy area range for the tree species listed in LDC Chapter 4.2 suggests a high probability of achieving this standard, if the applicant installs trees from this list throughout the site (**Condition 2**). The mean canopy of the trees listed is 1,000 square-feet, and the median canopy is 890 square-feet. While the maximum potential ecological benefits of 304 trees will not be realized for at least 15 to 20 years, redistributing trees throughout the site will provide a greater portion of the site, and the community as a whole, with those benefits. Given the atypical manner in which the existing trees were established, this method of retaining the long-term ecological benefits associated with mature trees attempts to effectively balance this goal with the housing needs for Corvallis.

Conclusions on Natural Features

The applicant has proposed an alternative to strict preservation of significant trees that currently exist on the site. As described above, the proposed grading plan does not allow for a substantial portion of these trees to be preserved. The LDC does not restrict the extent to which a site can be graded through the development process, except for provisions enforced through the Universal Building Code. Therefore, those trees shown on **Attachment G-44** and **Attachment G-46** constitute an effort by the applicant to preserve significant trees to the "greatest extent practicable", as required by Section 4.2.20. When combined with the additional trees proposed to be replanted, the site would be reforested to an extent that provides a canopy area comparable to that afforded by the existing Douglas Fir groves. Given these elements of the proposal, the application is consistent with the applicable LDC criteria listed above.

C. COMPATIBILITY

Determining the land use compatibility of a proposed subdivision requires review of LDC standards presented in Chapters 4.2 (Landscaping) and 4.4 (Land Division Standards), as well as the relevant district's development standards. These portions of the LDC identify development standards intended to, in part, ensure the compatibility of a development proposal with existing and future surrounding land uses. Specifically, Chapter 4.2 addresses compatibility through buffering and screening mechanisms, while Chapter 4.4 and the district development standards present requirements designed to implement an overall functional pattern of development within the City. The following discussion identifies how the proposed Subdivision meets these compatibility requirements.

street each lots faces, as far as practicable.

- e. **Lot Grading:** Lot grading shall conform to the City's excavation and fill provisions.

The applicant has provided an excavation and grading plan (**Attachment G-46**). Accompanying cross-sections indicate that cuts in existing topography will be up to approximately 13 feet deep (north of Lot 18), with fills up to approximately 10 feet deep (south of Lot 26). An excavation and grading permit that addresses erosion control and the construction of proposed retaining walls will be required through the development process. No excavation or grading activities may legally occur prior to issuance of the required permits (**Condition 6**).

- f. **Building Lines:** Building setback lines may be established in a final plat or included in covenants recorded as a part of a plat.

This criterion will not be addressed until the Final Plat is recorded.

- g. **Large Lots:** In dividing land into large lots that have potential for future further subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

A conversion plan is not required as part of the proposed subdivision. The only large lot created through the subdivision is Tract "B", which is subject to Planned Development review provisions. Therefore, no development or future partitioning of this Tract may occur without a Detailed Development Plan approval.

4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce building scale, provide transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect.

4.2.50 - SCREENING (HEDGES, FENCES, WALLS, BERMS)

Screening is used where unsightly views or visual conflicts must be obscured or blocked and where privacy and security are desired. Fences and walls used for screening may be constructed of wood, concrete, stone, brick, and wrought iron, or other commonly used fencing/wall materials. Acoustically designed fences and walls are also used where noise pollution requires mitigation.

Where landscaping is used for required screening, it shall be at least 6 ft in height and be at least 80 percent opaque, as seen from a perpendicular line of sight, within 18 months following establishment of the primary use of the site.

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berm shall be measured from the lowest adjoining finished grade, except where used to comply with screening requirements for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within vision clearance areas, as determined by the City Engineer.

- a. Height of hedges, fences, and walls may not exceed 3 ft in height within a required front yard, exterior side yard (side yard facing street) or the rear yard of a through lot (except where required by the Code or the Planning Commission to meet screening requirements or as permitted in "b")

to City standards for Collector streets, including the off-site section of missing sidewalk beginning on the north side of NW Elks Drive, or enter into an agreement with the City, including financial security, that provided for the extension when it was required by future development to the north. Samaritan Health Services chose to financially secure their obligation in the form of a \$325,000 lien, which was attached to the subject site. Prior to final approval of a Minor Land Partition or a Final Plat of the subject site, the property owner of the subject site and Samaritan Health Services should demonstrate that the \$325,000 lien, currently placed on the property to financially secure public improvements to NW Satinwood Street, has been either transferred to another property that is a portion of the Good Samaritan Hospital Campus and/or presently owned by Samaritan Health Services, or an alternate form of security provided (**Condition 9**).

Internal Local Streets

The applicant has proposed to construct a local street network through the development site. These street extensions will provide the site with public access to the public street network. The proposed local streets should be situated within 50-ft public ROW's dedicated to the City that include standard 28-ft of pavement, curbs and gutters, landscape strips and sidewalks (**Conditions 11 and 12**). Timing of sidewalk improvements is discussed in more detail within the Bicycle/Pedestrian Circulation Section of this report.

To address neighborhood concerns with cut-through traffic in the near-by neighborhoods, the applicant has offered to establish an escrow to support traffic calming measures on several nearby streets. The applicant has proposed that prior to final plat approval, the applicant will place \$10,000 in escrow to support traffic calming measures within one half mile of the proposed subdivision that are approved by the City within three years from the date the plat is recorded. Consideration for, and implementation of traffic calming measures should be considered and approved through the City's Neighborhood Traffic Calming Program and funded by the applicant's escrow (**Condition 19**).

Traffic Impact Analysis

The applicant's TIA is comprised of a trip generation for the site under the Comprehensive Plan designation of Residential – Low Density for the existing PD(RS-3.5) zoning. This anticipates traffic impacts from density possible under that district designation. For comparative purposes, the TIA also addresses trip generation for the proposed development under the proposed RS-3.5 zoning. The trip generation rates for development are based on standards established by the Institute of Transportation Engineers and are published in the ITE Trip Generation Manual, 7th Edition. One "trip" is defined as a vehicle leaving from or arriving at the development.

Single-Family Detached Housing land uses (ITE #210) were evaluated for the site under the two low density zoning districts and the proposed subdivision. Table 1 summarizes the applicant's findings.

Table 1. Potential Trip Generations Under RS-3.5 Zoning District

ITE Code #	Land Use Scenario	Units	AM-Peak Hour			PM-Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
210	Maximum Potential Development PD(RS-3.5) Single Family Detached Housing	96 DU	72	18	54	97	61	36
210	Maximum Potential Development Proposed RS-3.5 Single Family Detached Housing	87 DU	65	16	49	88	55	33
210	Proposed Subdivision (RS-3.5) Single-Family Detached Housing	58 DU	43	11	32	58	37	21

Under the existing PD(RS-3.5) zoning, the site has the potential to yield 96 dwelling units (DU). The estimated trip generations under these conditions would be 45 vehicles per the AM peak hour and 61 vehicles per the PM peak hour. Comparatively, under the proposed RS-3.5 zoning, the site has the potential to yield an equivalent 87 DU. There will be a decrease given the applicant's proposal to remove the PD overlay. Further, the applicant has proposed a tentative subdivision plat that yields 57 DU or 43 vehicles per the AM peak hour and 58 vehicles per the PM peak hour. The site generated vehicular impacts to the City's transportation system are discussed below.

A LOS analysis was conducted for the intersections of Satinwood/Elks, Satinwood/Walnut and Elks/Highway 99W. All intersections included in the TIA, with the exception of NW Elks Drive/Hwy 99W, were found to be operating at an acceptable LOS "D" or better currently and through the project build-out. The intersection of NW Elks Drive and Hwy. 99W has been operating at an unacceptable LOS on the NW Elks Drive leg of this T-intersection since 1998. Since Highway 99W operates at the Oregon Department of Transportation's (ODOT) acceptable volume to capacity ratio through this intersection, and given the intersection's close spacing from the intersection of Highway 99W and NW Conifer Drive, ODOT has declined past requests to signalize this intersection, even though this intersection doesn't necessarily meet ODOT's mobility standards. A left turn lane has been constructed on NW Elks Drive at Highway 99W with past land use approvals to help minimize LOS impacts at this intersection. Continued coordination with ODOT should be pursued with future development applications that might have additional impact on this intersection.

The applicant's TIA assumed that a portion of the traffic to and from the east would use routes other than Walnut Boulevard, and that Maxine Avenue is the most likely route, although the layout of the street system in the area would not preclude other streets being used as alternative routes. The TIA also assumed that about half of the site traffic is to and from the east, with approximately one-quarter of the total site trips using a route other than Walnut Boulevard, or about five to ten trips during the peak hours. The TIA concludes that the development impacts to Maxine Avenue would be minor. In fact, the proposed five to ten trips per peak hour is below the City's minimum 30 trips per peak hour that would typically constitute a LOS analysis at an intersection.

Finally, the intersection of NW Satinwood Street and NW Walnut Boulevard experiences long

east-bound left turn queues during Wilson Elementary School student arrivals, which coincides with the GSRMC AM peak traffic. A recent May 2005 traffic study for the Corvallis Clinic Ambulatory Surgery Center discussed this congestion at the intersection. The May 2005 study noted that the traffic signal timing at the intersection of NW Satinwood Street and NW Walnut Boulevard is configured so that the eastbound left turn lane on NW Walnut Boulevard receives a large amount of green time allowing the left turn lane to clear. For added efficiency, the pedestrian crossing on NW Walnut Boulevard runs concurrent with the eastbound left turn since both movements require a significant amount of green time. The May 2005 study found that no significant operational problems were observed as a result of the left turn lane queuing.

Conclusion on Vehicular Circulation

Based on evaluation of the trip generation levels, proposed conditions above, review of the Corvallis Transportation Plan, and coordination with other road authorities, it has been determined that the proposal is consistent with City development criteria under its maximum potential level of development. Per the preceding discussion and as conditioned, the existing public vehicular circulation network can accommodate the proposed development consistent with applicable City criteria.

2. Bicycle/Pedestrian Circulation

Applicable Land Development Code Section(s)

LDC 4.0.40 - Pedestrian Requirements

- a. Sidewalks shall be required along both sides of all arterial, collector, and local streets as follows:
 1. Sidewalks shall be a minimum of 5-ft wide on local through streets and a minimum of 4-ft wide on cul-de-sacs. The sidewalks shall be separated from curbs by a tree planting area that provides at least 6-ft of separation between sidewalk and curb.
 2. Sidewalks along arterial and collector streets shall be separated from curbs and 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 6-ft wide.
 3. The timing of the installation of sidewalks shall be as follows:
 - a. Sidewalks and planted areas along arterial and collector streets shall be installed with street improvements.
 - b. Sidewalks along local streets shall be installed in conjunction with development of the site, generally with building permits, except as noted in (c) below.
 - c. Where sidewalks on local streets abut common areas, drainageways, or other publicly owned areas, the sidewalks and planted areas shall be installed with street improvements.
- b. Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivision, planned developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:
 1. For the purposes of this section, "safe and convenient" means pedestrian facilities that: are reasonably free from hazards which would interfere with or discourage pedestrian travel for short trips; provide a direct route of travel between destinations; and meet the travel needs of pedestrians considering destination and length of trip.

4.0.50 - Bicycle Requirements

- a. On-street bike lanes shall be required on all arterial and collector streets and constructed at the time of street improvements.

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DEC 22 2005

Community Development

Satinwood District Change & Subdivision Application

Submitted to:



The City of Corvallis
501 SW Madison Avenue
Corvallis, OR 97333

Submitted by:

9th Street Partners, LLC
202 NW Sixth Street
Corvallis, OR 97330

December 19, 2005

Attachment G-1

EXHIBIT X - PAGE 591

Part II

Tentative Subdivision Plat

REQUEST

The applicant is requesting approval of a 57 lot tentative subdivision plat on 15.81 acres. The two tax lots that make up the 15.81 acres have three different zoning designations. Tax lot 100 is 10.13 acres and is zoned PD(RS-3.5), (Attachment D). A District Change application has been submitted for this property to remove the PD overlay from the parcel, (Attachment E). The applicant is hopeful the PD overlay request will be removed, which will allow the subdivision to be reviewed under the RS-3.5 development standards. Tax lot 200 is 5.68 acres and is zoned RS-3.5 and PD(RS-12). The PD(RS-12) portion appears to have been established when the Regent Retirement Residence was approved. Because this portion of the site appears to have been part of a previously approved Detailed Development Plan, the applicant is proposing to leave this portion of the property in a separate tract that is not proposed to be subdivided.

BACKGROUND

The property which is the subject of this application consists of 15.81 acres of vacant land that is currently owned by Good Samaritan Hospital. The western 10 acres of this property was part of Planning Area 5 within Good Samaritan's Hospital Campus Plan. The Planning Commission recently approved a boundary change (PLD05-00011) which removed this area from the Hospital Campus.

The information in the following narrative has been prepared with the assumption that the District Change request to remove the PD overlay will be approved prior to or concurrent with a final land use decision on the proposed subdivision.

SITE AND VICINITY

The vacant 15.81 acre site consists of two tax lots that are located east of Sattinwood Street and south of Elks Drive, (Attachments A & B). The land is part of a hillside that faces south and west, and a good portion of the site is planted with douglas fir trees. Most of the fir trees are 5-12 inches in diameter. Directly north of the site is the Corvallis Clinic and its associated parking lot. To the north and east is the Aumann Building, while farther to the east is the Regent Retirement Residence. South and west of the site are existing single family homes.

standards noted above.

- b. **Access:** Each lot shall abut upon a street other than an alley for a width of at least 30 ft unless the lot is created through a land partition or minor replat in which case 4.4.30.01 below shall apply.

All 57 lots, along with tracts A, B, & C within the proposed subdivision abut upon a street for a width of at least 30-feet. The narrowest lot frontage (Lot 22) is 30-feet.

- c. **Through Lots:** Through lots shall be avoided except where essential to provide separation of residential development from collector or arterial streets or to overcome specific disadvantages of topography and orientation. A planting screen easement at least 20 ft wide shall be required adjacent to through lots in accordance with Chapter 4.2. No rights of access shall be permitted across this planting screen easement. All through lots having frontage on parallel or approximately parallel streets shall provide the required front yard on each street, except as specified in Chapter 4.2.

The majority of the proposed lots will have either front yards or side yards abutting an improved public street. There are five through lots (1, 2, 3, 54, & 55) whose rear yards abut either Satinwood Street or Elks Drive. These five lots will have 20-foot wide rear yard landscape easements. The easements will include trees, shrubs, and groundcover, and a 5-foot tall architectural fence along the easement boundary closest to the homes. (Attachment G).

- d. **Lot Side Lines:** Side lines of lots, as far as practicable, shall be at right angles to the street the lots face.

All lot side lines are at right angles to the street, with the exception of the lots at the end of the cul-de-sacs, however all are in compliance with the requirements noted above.

- e. **Lot Grading:** Lot grading shall conform to the City's excavation and fill provisions.

A Grading and Tree Preservation Plan has been submitted with this application. (Attachment D). The applicant has also submitted project sections which clearly delineate the existing grades in relations in the proposed grades. (Attachment J-1). Most cut and fill slopes are 2:1 as shown on the plans. Some grading within the front yard building setback is considerably milder, and typically reflects a change in elevation of only a few feet. The applicant will provide the City with a geotechnical report when grading and excavation plans are submitted for building permits. The proposed grading is in compliance with the City's excavation and fill provisions.

- f. **Building Lines:** Building setback lines may be established in a final plat or included in covenants recorded as a part of a plat.

Setbacks for the proposed structures will be in conformance with the RS-3.5 development standards. Based on neighborhood concerns, the applicant is interested

in imposing more restrictive setbacks for some lots. The rear yard setback for lots 24 through 29 will be increased from 25-feet to 40-feet. The rear yard setback for lots 30 through 33 and lots 22 and 23 will be increased from 25-feet to 35-feet. These additional setbacks will be recorded as deed restrictions on the lots when the final plat is filed at the County.

- g. Large Lots:** In dividing land into large lots that have potential for future further subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

A conversion plan has not been submitted with this request because the proposed development includes urbanization of the entire parcel. None of the proposed lots will have the potential for future subdividing. Tract B is the only tract that has the potential to be subdivided in the future. However, this tract is part of the Regents Detailed Development Plan and any future land division or development of this tract would be subject to the Planning Commission's approval of a major modification to the existing Detailed Development Plan.

DEVELOPMENT STANDARDS

Applicable Land Development Code Sections:

Section 3.1.30 - RS-3.5 Development Standards

- a. Lot Area - 8,000 square foot minimum**

The applicant is interested in subdividing the property to allow for construction of single-family homes. As such, each lot is a minimum of 8,000 square feet, in compliance with the standards noted above.

- b. Lot Width - 65 foot (minimum average)**

All lots within the proposed subdivision are at least 65-feet in width or have a minimum average lot width of 65-feet, in compliance with the minimum lot width.

- c. Setbacks -**

Front Yard:	25 foot minimum
Rear Yard:	25 foot minimum
Side Yard (interior):	8 foot minimum
Corner Lot:	20-feet on side abutting the street

All future buildings within the proposed subdivision will be constructed in compliance with the setbacks noted above.

- c. Local streets shall be designed to discourage through traffic. *NOTE: For the purposes of this section, "through traffic" means the traffic traveling through an area that does not have a local origination or destination. To discourage through traffic the following street designs shall be considered, as well as other designs intended to discourage traffic:*
1. Straight segments of local streets should be kept to less than a quarter mile in length, and include design features such as curves and "T" intersections.
 2. Local streets should typically intersect in "T" configurations rather than 4-way intersections to minimize conflicts and discourage through traffic. Adjacent "T" intersections shall maintain a minimum of 125 ft between the nearest edges of the 2 rights-of-way.
 3. Cul-de-sacs should not exceed 600 ft nor serve more than 18 dwelling units.

The street design was a result of a number of factors. The neighborhood expressed a strong desire for the subdivision to have a street connection to Elks Drive in order to provide an outlet to Highway 99W that would not require the project traffic to cross Satinwood. The City's solar access provisions required the majority of the streets in the subdivision to be oriented in an east/west direction. The street layout also reflects the neighbors and City's desire to discourage driveways on Satinwood and Elks.

As the project was being designed, the neighborhood expressed a strong desire to address the cut-through traffic in the nearby neighborhood. A similar concern was raised by the neighbors when the Fairway View Subdivision was proposed in 1998, (S-98-00009). At that time the developer offered to place \$4,000 in escrow to support traffic calming measures on several nearby streets. Since that time the neighborhood has used the money to install several speed humps in their neighborhood. The applicant of this project has offered to place \$10,000 in escrow to support traffic calming measures for the neighborhood. To ensure the funds are used by the local neighborhood, we recommend traffic calming measures be done no further than a half mile from the proposed subdivision. To ensure this occurs, the applicant requests the City impose the following condition of approval on the subdivision:

Traffic Calming - *Prior to final plat approval, the applicant will place \$10,000 in escrow to support traffic calming measure within one half mile of the proposed subdivision which are approved by the City within three years from the date the plat is filed with Benton County.*

All local streets within the proposed subdivision have straight segments that are less than a quarter mile in length, in compliance with the straight street segment requirements. The local streets within the proposed subdivision have "T" intersections that are a minimum of 125-feet between the nearest edges of the 2 rights-of-way, in compliance with the intersection separation requirements.

The project contains two cul-de-sacs. The first is near the northwest corner of the project and is just over 200-feet in length (between center lines) and serves 8 lots.

The second is near the southeast corner of the project and is 600-feet in length (between center lines) and serves 18 lots. Lot 13 receives access from the street to the west. Both cul-de-sacs serve no more than the allowable 18 lots, and do not exceed the maximum length of 600-feet.

There is no need to impose development restrictions on tract B at this time because it is already associated with the Regent Detailed Development Plan. The PD overlay can not be removed because a Detailed Development Plan is already in place. Emergency vehicle access to future development on tract B will be reviewed at the time someone submits a modification to the existing Regent Detailed Development Plan. The neighbors have expressed a desire to see tract B used for a neighborhood park, however a park use would still be subject to Planning Commission review and approval through the PD modification procedures.

A 20-foot wide reciprocal access easement was recorded in 1986, (M-76872-86) for this property, the Regent, and the Aumann Building. The easement actually crosses the northeast corner of lot 2) in the proposed subdivision, and is fully paved. The applicant is proposing to construct a new 20-foot wide paved connection between the cul-de-sac and the existing service drive, within a separate tract C. The accessway will be paved to meet the City's loading requirements and will have spring loaded knock down bollards behind the sidewalk. The bollards will allow emergency vehicles to cross, but will discourage day to day vehicular use.

- d. Development sites shall be provided with access from a public street 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 concurrent with development.
 2. Half-street improvements, as opposed to full-width street improvements, are generally not acceptable. However, these may be approved by the Planning Commission or Director where essential to the reasonable development of the property. Approval for half-street improvements may be allowed when other standards required for street improvements are met and when the Planning Commission or the Director finds that it will be possible to obtain the dedication and/or improvement of the remainder of the street when property on the other side of the half-street is developed.
 3. To ensure improved access to a development site consistent with policies on orderly urbanization and extension of public facilities the Planning Commission or Director may require off-site street improvements concurrent with development.

Satinwood Street and Elks Avenue are both public streets that have been improved to City standards. The applicant is proposing to remove and replace the curbside sidewalk along the project side of these streets in order to address neighborhood concerns and to enhance pedestrian safety. The new sidewalks will be separated from the street as shown on Attachment J-2. Any additional right-of-way that is

The criteria cited above includes an inconsistency. The criteria implies that sidewalks along collector streets be 6-feet in width, yet the table found in LDC Section 4.0.70.1.6 indicates that sidewalks along collectors be 5-feet in width. The City has typically required a 5-foot wide sidewalk for these facilities, and the project is in compliance with this requirement. The sidewalks on either side of new local streets are 5-feet in width. The sidewalks around the cul-de-sacs are 5-feet in width, which exceeds the city's minimum standard of 4-feet. All new pedestrian sidewalks are therefore in compliance with the criteria noted above.

3. The timing of the installation of sidewalks shall be as follows:

- (a) Sidewalks and planted areas along arterial and collector streets shall be installed with street improvements.
- (b) Sidewalks along local streets shall be installed in conjunction with development of the site, generally with building permits, except as noted in (c) below.
- (c) Where sidewalks on local streets abut common areas, drainageways, or other publicly owned areas, the sidewalks and planted areas shall be installed with street improvements.

The applicant intends to install the sidewalks along the collector streets, the landscaping within the parkstrips, and the landscaping within the 20-foot wide landscape easement behind the sidewalk concurrent with street improvements. The sidewalks and landscaping within the parkstrips abutting tracts A, B, and C will also be installed with street improvements. The landscaping within tract A will also be installed concurrent with street improvements. This ensures that all water quality landscaping is installed and operational at the same time the public streets are built. The sidewalks and landscaping within the parkstrips along the remaining local streets will be installed at the time each lot is developed. Therefore, the sidewalks and landscaping within the projects parkstrips will be installed in compliance with city standards.

- b. Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:
 - 1. For the purposes of this section, "safe and convenient" means pedestrian facilities that: are reasonably free from hazards which would interfere with or discourage pedestrian travel for short trips; provide a direct route of travel between destinations; and meet the travel needs of pedestrians considering destination and length of trip.
 - 2. To meet the intent of "b" above, pedestrian rights-of-way connecting cul-de-sacs or passing through unusually long or oddly shaped blocks shall be a minimum of 15 ft wide. When these connections are less than 220 ft long (measuring both the on-site and the off-site portions of the path) and they directly serve 10 or fewer on-site dwellings, the paved improvement shall be no

plans shall be submitted for review with development permit application. Development permits shall not be issued until the Director has determined the plans comply with the purposes clause and specific standards in this chapter. Required landscaping for Planned Developments shall be reviewed and approved by the Planning Commission, and in no case shall landscaping be less than that required by this chapter. All required landscaping and related improvements shall be completed or financially guaranteed prior to the issuance of a Certificate of Occupancy, and shall provide a minimum 90 percent ground coverage within 3 years.

Landscaping will be installed along the park strips on Sattinwood Street and Elks Drive. The lots abutting both collector streets will have 20-foot landscape easements that will be planted with trees, evergreen shrubs, and groundcover in order to achieve a landscaped buffer. A 5-foot tall architectural wood fence will be installed at the rear of the 20-foot landscape easement, closest to the homes. The park strips abutting tracts A, B, and C and the water quality swale within tract A will be landscaped as well. The landscaping in these areas will be installed with public improvements, will have an automatic underground irrigation system, and will be designed to ensure 90% coverage within a 3-year period. The applicant will post an installation bond and 3-year maintenance bond for this portion of the landscaping. Following that time, the homeowners association will take over responsibilities of the common area landscaping.

New trees will also be installed in the rear yards of lots 7 through 33, and lots 35 and 36. These trees will be installed at the same time the street trees are installed, and will have an automatic underground irrigation system for each lot. The trees in the rear yards of these lots will be maintained by the individual homeowners.

- c. Significant plant and tree specimens should be preserved to the greatest extent practicable and integrated into the design of a development. Trees of 8in. Or greater diameter measured at a height of 4 feet above grade and shrubs (excluding blackberries, poison oak, and similar noxious vegetation) over 3 feet in height are considered significant. Plants to be saved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees may be considered preserved only if no cutting, filling, or compaction of the soil takes place between the trunk of the tree and the area 5 feet outside the tree's dripline. In addition, the tree shall be protected from damage during construction by a construction fence located 5 feet outside the dripline.

The applicant has discussed tree preservation issues with staff and submits the following to address staff's concerns on this matter.

Existing Trees

The applicant has retained a professional surveyor to inventory a number of the trees over 8-inches in diameter, as shown on the Existing Vegetation exhibit, (Attachment H). Within the RS-3.5 portion of the project, the northern project boundary contains 22 significant trees, while the south and southeast project area contains 8 significant trees.

The site was originally planted as a tree farm with approximately 1,440 fir trees that range from 5 to 12-inches in diameter at breast height (DBH). The current property owner has this land in forest deferral. The applicant intends to harvest the fir trees prior to development. Three transects were done through the grove from east to west. One was done through the southernmost grove, one was done through the center, and one was done at the northern end. Only 26% of the trees in the south transect were over 8-inches in diameter, while 44% of the trees in the north transect were significant, and 32% in the middle. It appears as if the northern third of the trees were planted earlier as they are considerably larger. If you average the significant trees found in all three transects, it results in 34% being significant. Since each individual tree was not inventoried, we have conservatively estimated that 35% of the trees within the tree farm are over 8-inches DBH and are considered significant. Therefore 504 trees within the tree farm are significant.

The douglas fir trees that were planted as part of the tree farm have been poorly maintained. The trees have not been properly managed, which have put nearly all of the trees under stress. The trees compete for light and nutrients, with most only receiving what is minimally required.

If these trees were thinned in order to preserve them in the front or rear yards of the lots, then the trees would be vulnerable to wind damage and pose a blow-down threat to the homes. It is important to remember that these trees are currently in an overgrown stand that support each other. When trees are thinned, wind tunnels are often created and trees can no longer rely on the support of the adjacent trees. Properly thinned douglas fir trees have a tapered trunk, which allows them to withstand heavy winds. Trees such as the ones on this site have minimal trunk taper and are therefore highly vulnerable to wind damage and blow-down if they are thinned.

In summary, the RS-3.5 portion of the site contains a total of 534 significant trees.

Natural Features Inventory and Neighborhood Concerns

In preparation for the City's adoption of the natural features work, the City completed an extensive inventory of natural features within the urban growth boundary. The inventory included significant stands of trees, and this site was not identified as having any significant stands of trees.

Although the neighbors who attended the neighborhood meetings appreciate the aesthetic value of the tree farm, they recognize that these trees were planted with the intent of harvesting. During the neighborhood meetings, the abutting neighbors to the south identified which trees they wanted the applicant to save. All of the trees that were identified have been targeted for preservation.

Tree Preservation and Replacement

The applicant realizes the aesthetic value and ecosystem services (e.g., air quality, water quality, and energy conservation) provided by trees for the community as a whole. Within the RS-3.5 portion of the project, the following trees are slated for preservation:

Northern project boundary - 6

South and Southeast project area - 6

The following new trees are planned to be installed. All new trees will be a minimum of 1.5-inch DBH.

Medium canopy street trees - 149

Large canopy street trees - 28

Trees in perimeter landscape easement along Satinwood and Elks - 21

Trees on the rear yard slope banks of lots 7 through 36 - 87

Tract A - 8

A total of 304 new and existing trees will be preserved or installed in and around the project. The 304 trees represent just over half (57%) of the existing 534 significant trees on the site, and equate to an average of 5.3 trees for each of the 57 lots. This is considerably more trees than one typically finds most new subdivisions in town, and does not include the additional trees homeowners will install in their own yards. In summary, the applicant feels the majority of the significant trees within the tree farm are not suitable for preservation and has proposed to extensively re-vegetate the site in order to achieve a desirable tree canopy of healthy new trees.

Section 4.5.50 - PROCEDURES

Compliance with the provisions of this chapter shall be determined through the development review processes identified in Chapter 1.2 - Legal Framework (Section 1.2.110) or through the building permit or construction permit review process. Applications for building permits or other permits for structures and other development activities on sites containing the flood plain, natural drainage areas, or wetland areas shall be submitted and reviewed to assure development is reasonably safe from flooding and that riparian and wetland areas are appropriately protected before any permits are issued or improvements, construction, or development begin.

The City's Wetland Factors Map indicates that hydric soils do not exist on the subject property. The site is above the 100-year floodplain and there are no known drainages or

- b. Public utility easements with a minimum width of 7 ft shall be provided adjacent to all street rights-of-way for franchise utility installations.

Franchise utility easements that are 7-feet in width have been shown adjacent to all street right-of-ways on the Tentative Subdivision Plat, (Attachment F).

- c. Where a development site is traversed by a drainageway or water course, drainageway improvements in accordance with the Corvallis Drainage Master Plan and a drainageway dedication in accordance with the requirements of Chapter 4.5 shall be provided to the City.

There are no water courses or drainageways that traverse the property, therefore this criteria is not applicable.

- d. Where a development site is traversed by, or adjacent to, a future trail linkage identified within either the Corvallis Transportation Plan or the Trails Master Plan, dedications of suitable width to accommodate the trail linkage shall be provided. This width shall be determined by the City Engineer, considering the type of trail facility involved.

There are no critical pedestrian links to adjacent uses, other than the emergency vehicle access at the base of the Aumann Building. The 20-foot wide paved access way is intended for emergency vehicles, however pedestrians seeking to visit a friend or relative at the Regent Retirement Residence could easily use this linkage.

- e. Where existing rights-of-way and/or easements within or adjacent to development sites are nonexistent or of insufficient width, dedications may be required. The need for and widths of those dedications shall be determined by the City Engineer.

Any additional right-of-way that is necessary to accommodate the proposed transportation improvements will be dedicated to the City as part of the final plat.

- f. Where easement or dedications are required in conjunction with land divisions, they shall be recorded on the plat. Where a development does not include a land division, easements and/or dedications shall be recorded on standard document forms provided by the City Engineer.

All easements and dedications associated with the proposed subdivision will be recorded on the final plat.

- g. If the City has an interest in acquiring any portion of a proposed subdivision or planned development site for a public purpose, other than for those purposes listed above, or if the City has been advised of such interest by a school district or other public agency, and there is a reasonable assurance that steps will be taken to acquire the land, the Planning Commission may require those portions of the land be reserved for public acquisition for a period not to exceed 2 years.

The City's Parks and Recreation Facility Plan has identified this site as a candidate for a future park. The applicant has asked the neighborhood to contact the Parks and Recreation Department to begin discussions in order to determine what if any future

park facilities should be provided in the neighborhood. At the time this application was prepared, no specific decisions regarding a new park or land acquisition have been made. Therefore, if the City wishes to acquire any portion of the proposed subdivision, they may enter into such agreements with the property owner once they know what it is they need.

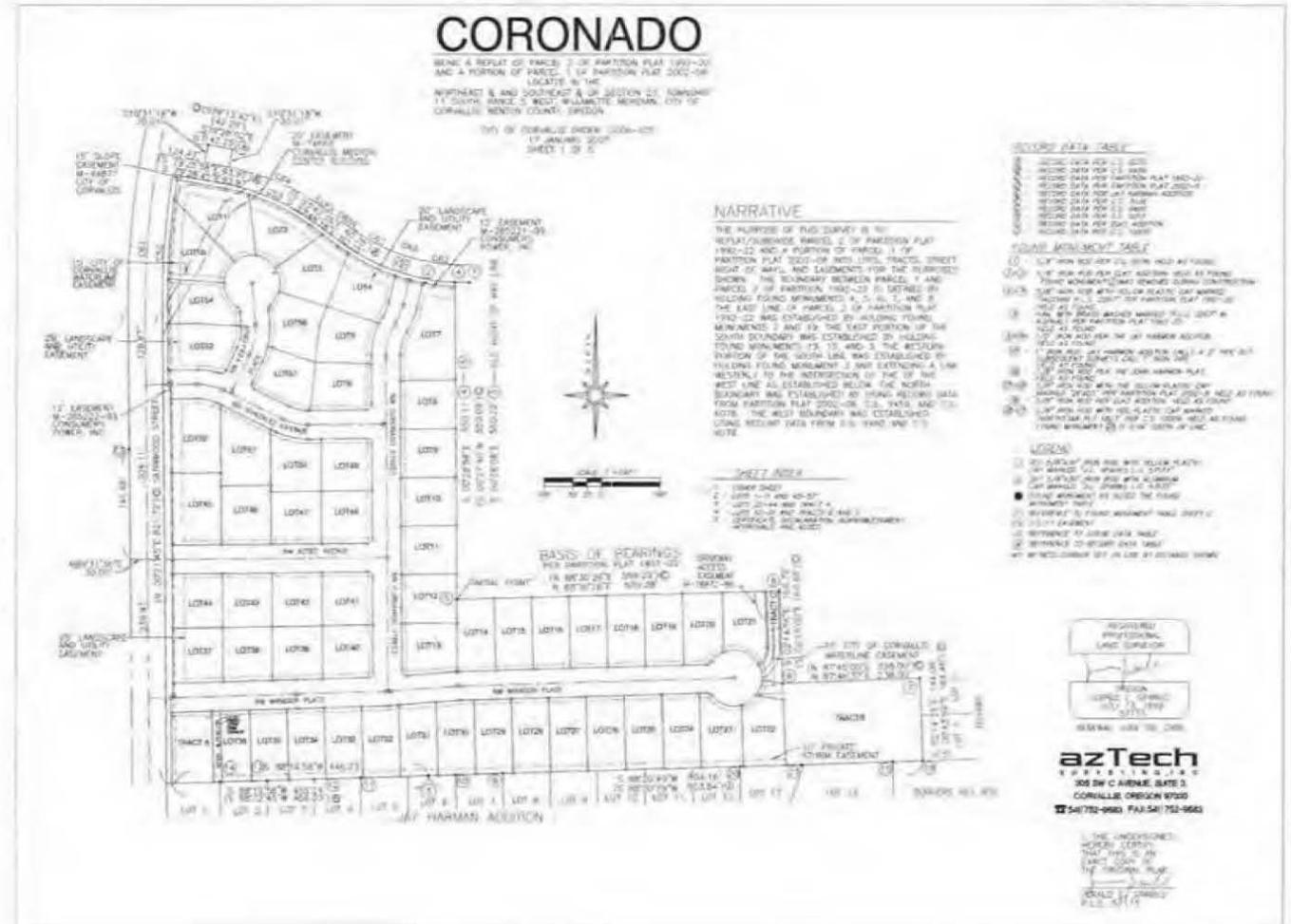
- h. Environmental assessments shall be provided by the developer for all lands to be dedicated to the public or City. An environmental assessment shall include information necessary for the City to evaluate potential liability for environmental hazards, contamination, or required waste cleanups related to the dedicated land. An environmental assessment shall be completed prior to the acceptance of dedicated lands in accordance with the following:
1. The initial environmental assessment shall detail the history of ownership and general use of the land by past owners. Upon review of the information provided by the grantor, as well as any site investigation by the City, the Director will determine if the risks of potential contamination warrant further investigation. When further site investigation is warranted, a Level I Environmental Assessment shall be provided by the grantor.
 2. Level I Environmental Assessments shall include data collection, site reconnaissance, and report preparation. Data collection shall include review of Oregon Department of Environmental Quality records, City and County fire department records, interviews with agency personnel regarding citations or enforcement actions issued for the site or surrounding sites that may impact the site, review of available historic aerial photographs and maps, interviews with current and available past owners of the site, and other data as appropriate. Site reconnaissance shall include a walking reconnaissance of the site checking for physical evidence of potentially hazardous materials that may impact the site. Report preparation shall summarize data collection and site reconnaissance, assess existing and future potential for contamination of the site with hazardous materials, and recommend additional testing if there are indications of potential site contamination. Level I Environmental Assessment reports shall be signed by a registered professional engineer.
 3. If a Level I Environmental Assessment concludes that additional environmental studies or site remediation are needed, no construction permits shall be issued until those studies are submitted and any required remediation is completed by the developer and/or owner. Additional environmental studies and/or required remediation shall be at the sole expense of the developer and/or owner. The City reserves the right to refuse acceptance of land identified for dedication to public purposes if risk of liability from previous contamination is found.

The applicant will conduct a Level I Environmental Assessment, and if necessary conduct remediation efforts as needed before any permits are issued or land is dedicated for public use.

Section 4.0.120 - MAIL DELIVERY FACILITIES

- a. In establishing placement of mail delivery facilities locations of sidewalks, bikeways, intersections, existing or future driveways, existing or future utilities, right-of-way and street width, and vehicle, bicycle and pedestrian movements shall

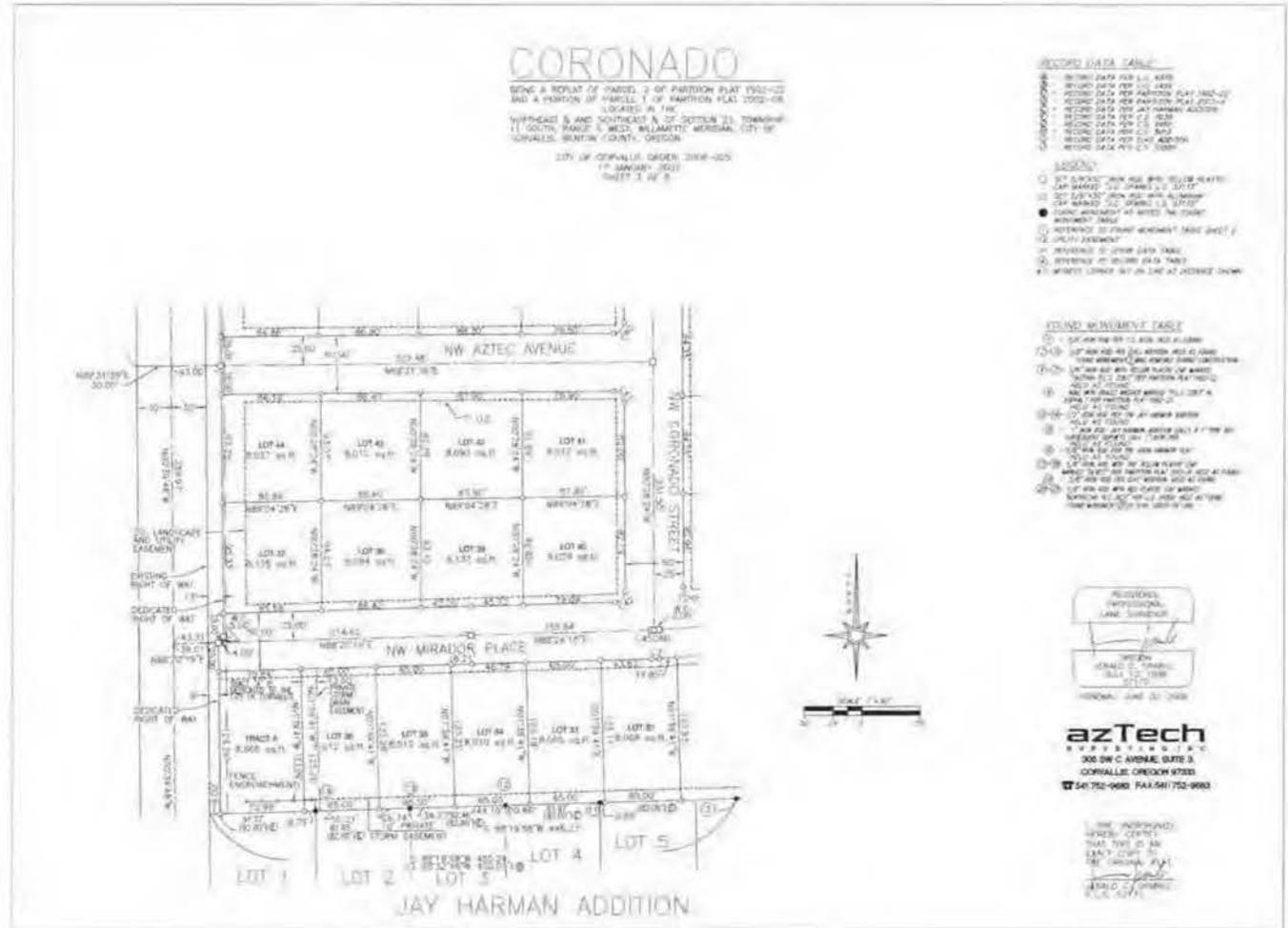
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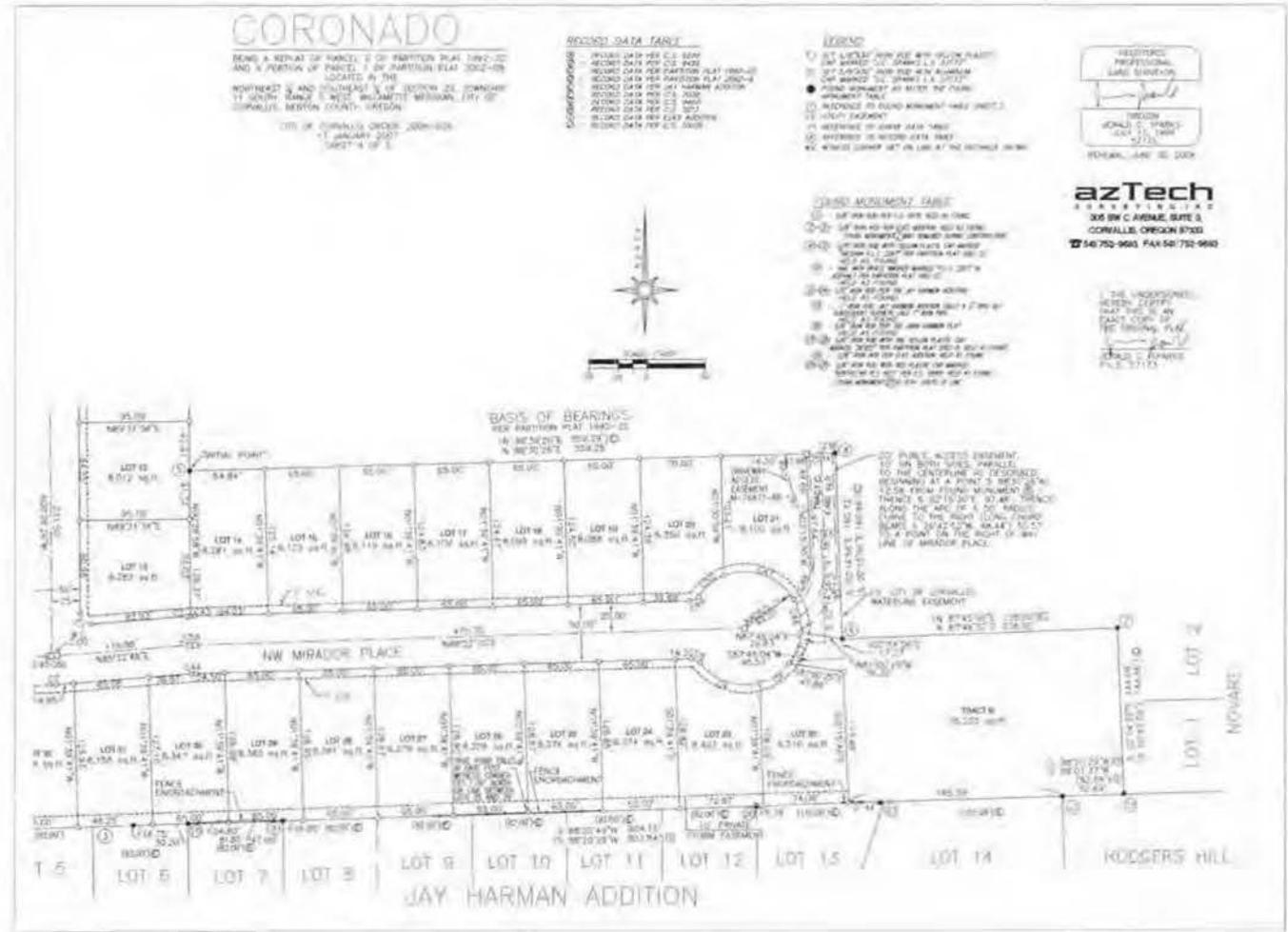
CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (129 of 156)



CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (130 of 156)



CORONADO TRACT B (PLD14-00005)
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CORONADO TRACT B (PLD14-00005)
 PLANNING COMMISSION STAFF REPORT
 ATTACHMENT C (132 of 156)

DRAWING NUMBER
Coronado

DRAWING NUMBER
215

DRAWING NUMBER
215

DRAWING NUMBER
Coronado



CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (134 of 156)



Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

**CORVALLIS CITY COUNCIL
NOTICE OF DISPOSITION**

ORDER # 2008 - 072

- CASE:** **The Regent - Parking Addition
(PLD07-00010, CDP07-00006, MRP07-00006)**

- REQUEST:** An appeal of a Planning Commission decision to approve a Major Modification to a Conceptual and a Detailed Development Plan, a Conditional Development Permit, and a Minor Replat to construct additional parking for The Regent Retirement Residence. Planned Development approval is requested to modify the boundary of the original 1981 Detailed Development Plan (case PD-81-1) and to allow variation to Land Development Code requirements regarding pedestrian landscaping, location of parking, through-lot buffer, and lot coverage / Green Area.

- APPLICANT:** Devco Engineering, Inc.
PO Box 1211
Corvallis, OR 97339

- OWNERS:** BDC Corvallis, LLC Square G Developments, LLC
1120 NW Couch St - Suite 730 4614 SW 47th PI
Portland, OR 97209 Corvallis, OR 97333

- LOCATION:** The subject site is located at 440 NW Elks Drive. The subject site is also identified on Benton County Assessor's Map 11-5-23 AD, as Tax Lots 400 & 6400.

- DECISION:** The City Council held a duly-advertised *de novo* public hearing on the appeal on July 21, 2008. The City Council deliberated and reached a tentative decision on the appeal on July 21, 2008. After consideration of all the testimony and evidence, the City Council voted to uphold the Planning Commission's decision to approve the request, and consequently, approved the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat, and denied the appeal. The applicant allowed additional time to prepare formal findings, under the State's 120-Day Rule, and on September 2, 2008, the City Council adopted Formal Findings in support of its decision.

EXHIBIT X - PAGE 609

If you wish to appeal this decision, an appeal must be filed with the State Land Use Board of Appeals within 21 days from the date of the decision.

The proposal, staff report, hearing minutes, memoranda to City Council, and findings and conclusions may be reviewed at the Community Development Department, Planning Division, City Hall, 501 SW Madison Avenue.



Charles C. Tomlinson
Mayor, City of Corvallis

Signed: September 2, 2008
LUBA Appeal Deadline: September 23, 2008

Attachments: Conditions of Approval
City Council Adopted Formal Findings

CONCEPTUAL AND DETAILED DEVELOPMENT PLAN EXPIRATION DATE (IF NOT APPEALED): September 2, 2013

If no appeal is filed by the LUBA appeal deadline, the Detailed Development Plan shall be valid for five (5) years. If the applicant has not begun construction within this period, the approval shall expire on September 2, 2013.

CONDITIONAL DEVELOPMENT PLAN EXPIRATION DATE (IF NOT APPEALED): September 2, 2010

If no appeal is filed by the LUBA appeal deadline, the Conditional Development Permit shall be valid for two (2) years. If the applicant has not begun construction within this period, the approval shall expire on September 2, 2010.

MINOR REPLAT EXPIRATION DATE (IF NOT APPEALED): September 2, 2009

If no appeal is filed by the LUBA appeal deadline, the Minor Replat shall be valid for one (1) year. If the applicant has not submitted a Final Partition Plat within the one-year period (with appropriate assurances for improvements, if applicable), the Minor Replat approval shall expire, unless the Director grants a single one-year extension per LDC Section 2.14.30.10.

**CONDITIONS OF APPROVAL FOR THE REGENT - PARKING ADDITION
PLD07-00010 / CDP07-00006 / MRP07-00006**

Cond#	CONDITIONS
1	<p>Consistency with Plans – Development shall comply with the narrative and plans identified in Attachments I & J of this Staff Report, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Minor Modification or Conditional Development Modification. Such changes may be processed in accordance with Chapters 2.3 & 2.5 of the Land Development Code.</p>
2	<p>Adherence to Previous Conditions - Except as modified by these Conditions of Approval and the plans identified in Attachments I & J, development shall comply with the previously approved Conditions of Approval for The Regent (PD-81-1).</p>
3	<p>ROW Dedication - A ROW dedication along NW Elks Drive shall be included on the final plat (Minor Replat) to provide 34 feet of ROW from the original ROW centerline. An environmental assessment for all land to be dedicated must be completed in accordance with LDC Section 4.0.100.g.</p>
4	<p>7-ft Utility Easement - According to LDC section 4.0.100, concurrent with the final plat, a 7-ft utility easement shall be granted behind the new ROW for franchise utility purposes unless one currently exists in that location.</p>
5	<p>Landscaping Construction and Maintenance – The following landscaping provisions shall apply to overall development of the site:</p> <ul style="list-style-type: none"> a. Landscape Construction Documents – Prior to issuance of permits for the parking lot construction, the applicant shall submit for review and approval by the Development Services Division, landscape construction documents for this site, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall be provided as shown on Attachment I except as modified by the additional conditions below. Where a particular plant or irrigation standard is not specifically mentioned below, the plans shall comply with LDC Section 4.2. All trees shall have at least a 2-inch trunk caliper size, as measured six inches above the finished grade, at the time of installation. Tree plantings shall match planting standards adopted by the Urban Forester. b. Additional Tree Plantings Required - In addition to the plantings illustrated on Attachment I, two (2) additional medium-canopy trees shall be provided along the south side of the new pedestrian sidewalk, for a total of five (5) trees along the south side of the sidewalk. Trees shall be planted according to the planting and spacing standards identified in Section 4.2.30.b of the LDC.

Cond#	CONDITIONS
<p>5 (continued)</p>	<p>c. <u>Tree Preservation</u> - The applicant shall illustrate the existing significant tree (9" Red Maple (<i>Acer rubrum</i>)) that is located in the planter island at the southeast corner of the existing parking lot, on plans submitted for construction. The existing significant tree shall be preserved in accordance with Section 4.2.20.d (1) & (2). Prior to issuance of construction permits, the applicant shall contact Development Services to schedule an inspection of the required tree protection fencing. Permits shall not be issued until the required protection measures have been inspected and approved by the Development Services Division.</p> <p>d. <u>Inspections and Three Year Maintenance Guarantee</u> - All landscaping and irrigation shall be installed, inspected, and approved by the Development Services Division, prior to or concurrent with final inspections for the parking lot construction. Prior to final acceptance of the installation of required landscaping by the City, the applicant shall provide a three year maintenance bond or other financial assurance to the Development Services Division for review and approval. This financial assurance is to cover the required three year landscape maintenance period which begins at the time the landscape installation is approved by the City. This includes achieving the minimum 90 percent coverage specified by Code. Required landscaping is illustrated on the landscape plan submitted to comply with item (a) above and as modified by this Condition. Exceptions to the plantings shown on Attachment I may be administratively approved by the Development Services Division where, due to plant availability or performance issues, minor changes are warranted. Plant substitutions shall meet the LDC performance criteria and maintain at least the minimum plant density and plant size as specified in this Condition and on Attachment I.</p> <p>e. <u>Three-Year Maintenance Guarantee Release</u> - The developer shall provide a report to the Development Services Division just prior to the end of the three year maintenance period, as prescribed in Section 4.2.20.a.3 of the LDC. The report shall be prepared by a licensed arborist or licensed landscape contractor and shall verify that 90 percent ground coverage has been achieved, either by successful plantings or by the installation of replacement plantings. The Director shall approve the report prior to release of the guarantee.</p>
<p>6</p>	<p><u>Lighting</u> – To minimize lighting impacts to the surrounding areas, the applicant shall only use full-cut-off lights for all site lighting. Additionally, lighting fixtures are to be shielded, as necessary, in order to comply with the standards identified in Section 4.2.80.d of the LDC. If new lighting is proposed, plans submitted for required permits shall include details of fixture designs and other supplemental information to ensure this standard is met.</p>
<p>7</p>	<p><u>Signs</u> – Any signs proposed in association with the parking lot construction shall comply with LDC Chapter 4.7.</p>

Cond#	CONDITIONS
8	<p><u>Raised Pedestrian Walk and Fire Department Access</u> - With submittal of plans for construction permits, the applicant shall include sidewalk construction and driveway details. The details shall indicate that for the portion of the site where the 20-foot wide Fire Department access and pedestrian sidewalk share the same space, the finish grade elevation may be equal. For the portion of the pedestrian sidewalk that is east of and not part of the 20-foot wide Fire Department access, the sidewalk shall be raised a minimum of 6 inches above the driveway surface. An acceptable alternative is to construct a mountable-curb along the entire stretch of the pedestrian sidewalk / driveway interface. The final design shall be acceptable to the City Engineer and Fire Department.</p>
9	<p><u>Fire Department Access / Bollards</u> - With submittal of plans for construction permits, the applicant shall include details for the collapsible bollards such that the referenced "breakaway traffic barriers" be of a spring mounted design that facilitate passage of emergency vehicles without stopping; when the vehicle has cleared the area, the barriers immediately return to an upright position. Final design / product specifications shall be reviewed and approved by the Fire Department.</p>
10	<p><u>Hillside Development Standards</u> - Plans submitted for construction permits will need to comply with the Hillside Development standards identified in LDC Section 4.5.80</p>
11	<p><u>Public Emergency Access Easement (Minor Replat - Final Plat Review)</u> - As shown on the application materials, the final plat shall include dedication of a 20' wide public emergency access easement that extends from NW Elks Drive to NW Mirador Place.</p>
12	<p><u>Minor Replat - Final Plat Submittal Required</u> - Prior to approval of final inspections for the parking lot expansion, the applicant shall submit a final plat drawing and all related documents, as outlined in LDC Section 2.14.50.b. The submittal shall be made to the Planning Division for review and final approval.</p>
13	<p><u>(Minor Replat - Final Plat Review)</u> - Provide an electronic version (.dwg or .dxf file format) of the final plat, including all required revisions, at the time that the final version is routed through the City for signatures.</p>
14	<p><u>Signature Block - (Minor Replat - Final Plat Review)</u> - Provide the following City of Corvallis case number / signature block on the final plat:</p> <p>City of Corvallis Case MRP07-00006</p> <p>_____</p> <p>Corvallis Planning Division Manager</p> <p>_____</p> <p>Corvallis City Engineer Font and text size shall be consistent with State and Benton County standards.</p>

Cond#	CONDITIONS
15	<p align="center"><u>Certificate (Minor Replat - Final Plat Review)</u></p> Partition plats shall contain a certificate signed by the County Assessor or Tax collector certifying that the taxes on the property being partitioned have been paid as required.
16	<p align="center"><u>Final Plat Standards (Minor Replat - Final Plat Review) -</u></p> A partition plat for the land partition shall be prepared by an Oregon licensed land surveyor in accordance with ORS Chapters 92 and 209. The plat shall conform to the partition standards established by the County Surveyor.
17	<p align="center"><u>Notarized Signatures Required (Minor Replat - Final Plat Review) -</u></p> The notarized signatures of the legal owners of the property shall be affixed to the partition plat.

Development Related Concerns:

- A. **Future Setback Sidewalks and Planting Strips** - With future redevelopment of the site, staff will need to evaluate the nexus and feasibility of relocating the NW Elks Drive sidewalk to provide a continuous 12-ft planter strip.
- B. **Waterline Protection** - During construction of the emergency access to NW Mirador Place, 3-ft of cover (backfill) shall be maintained over the existing waterline unless otherwise approved by Public Works.
- C. **Private Storm Water Quality** - Since the proposal creates new impervious surfaces totaling over 5,000 sq ft, the Applicant will be required to provide private stormwater quality facilities with the expansion of the parking area. If pervious pavements are feasible and used in this area, water quality facilities would not be required.
- D. **Excavation and Grading Permit Required** - In order to protect the environment from the impacts of erosion due to ground disturbing activities, excavation and grading plans including erosion control methods shall be submitted to the City's Development Services Division for review and approval prior to undertaking any ground disturbing activity. Upon approval by the Development Services Division, an Excavation (EXC) permit can be issued.
- E. **Vision Clearance** - Prior to issuance of construction permits, the applicant will need to verify to the City's Development Services Division that all vision clearance standards, as adopted by the City Engineer, are maintained at the emergency driveway intersection with NW Mirador Place.
- F. **CC & R - Homeowner's Notification** - The applicant may wish to coordinate with the Coronado subdivision's Homeowner's Association, to remove references to Tract C, where found in the currently recorded CC & Rs, for ownership and maintenance purposes.

- G. **Existing Emergency Access Easement** - The applicant may wish to vacate that portion of the existing emergency access easement that lies over Tract C, and which will no longer be needed as a result of the revised emergency vehicle path.

- H. **Tract B - Coronado Subdivision and Case PD-81-1** - The approval of case PLD07-00010 in no way alters the original boundary of case PD-81-1, except to the extent that Tract C of the Coronado subdivision is added. A major portion of Tract B of the Coronado subdivision is still located within the original Planned Development boundary as shown on the Official Zoning Map - Planned Development Overlay, and is subject to the 1981 Planned Development site plan and conditions.

BEFORE THE CITY COUNCIL
OF THE CITY CORVALLIS

FINDINGS – THE REGENT PARKING ADDITION MAJOR MODIFICATION TO
CONCEPTUAL AND DETAILED DEVELOPMENT PLAN / CONDITIONAL
DEVELOPMENT PERMIT/MINOR REPLAT

In the matter of a City Council decision)
to **approve a Major Modification to an**)
existing Conceptual and Detailed) **PLD07-00010**
Development Plan/Conditional) **CDP07-00006**
Development Permit/Minor Replat; and) **MRP07-00006**
to uphold the Planning Commission’s
decision, and denying the appeal.

PREAMBLE

This matter before the Corvallis City Council is a decision regarding an appeal of the Planning Commission’s approval of a Major Modification to a Conceptual and Detailed Development Plan, a Conditional Development Permit, and Minor Replat to modify the original Planned Development Boundary to include the expansion of an existing parking lot related to an existing intermediate care facility, and replat to consolidate two existing parcels. Certain Land Development Code standards, such as for location of new parking, are proposed to be modified through the Major Modification.

The subject site is currently developed as a retirement/group care facility. The site is located at 440 NW Elks Drive, which is located generally to the west of Hwy 99W and just to the south of the Good Samaritan Regional Medical Center. The site is composed of two parcels, with a total combined area of 3 acres. The current owners of the property are BDC Corvallis, LLC, and Square G Developments, LLC.

The Corvallis Planning Commission conducted a review of the above-referenced Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat on May 21, 2008. Written testimony was submitted, the public hearing was closed, and a request to hold the written record open until May 28, 2008, was granted by the Planning Commission. On June 4, 2008, the Planning

Page 1 of Findings and Conclusions
The Regent Parking Addition – Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

EXHIBIT X - PAGE 616

Commission deliberated and voted to approve the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat. A Notice of Disposition was signed on June 5, 2008, (Order 2008-054).

On June 17, 2008, Dale Kern and David Dodson (hereinafter referred to as "Appellant"), filed an appeal of the Planning Commission's decision to approve the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat. The Land Development Code ("LDC") specifies that the City Council hear appeals of Planning Commission decisions regarding these land use applications.

The City Council held a duly advertised *de novo* public hearing on the application on July 21, 2008. The City Council deliberated, and after consideration of all the testimony and evidence, the City Council voted to uphold the Planning Commission's decision, denying the appeal, thereby approving the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat requests, as conditioned by the Planning Commission per Order 2008-054.

Applicable Criteria

All applicable legal criteria governing review of this application are identified in the staff report to the Planning Commission, dated May 9, 2008, the public notice for the May 21, 2008, Planning Commission hearing, the staff memo to the City Council dated July 11, 2008, and the minutes of the City Council hearing and deliberations dated July 21, 2008.

FINDINGS AND CONCLUSIONS RELATED TO THE APPEAL OF THE REGENT PARKING ADDITION MAJOR MODIFICATION TO A CONCEPTUAL AND DETAILED DEVELOPMENT PLAN / CONDITIONAL DEVELOPMENT PERMIT/MINOR REPLAT (PLD07-00010 / CDP07-00006/MRP07-00006)

1. The City Council accepts and adopts those findings made in the Staff Report to the Planning Commission, dated May 9, 2008, that support approval of the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat. The City Council adopts as findings those portions of the Minutes of the Planning Commission meetings, dated May 21, 2008, and June 4, 2008, that demonstrate support for approving the Major Modification to a Conceptual and Detailed Development Plan, Conditional

Page 2 of Findings and Conclusions
The Regent Parking Addition - Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

Development Permit, and Minor Replat. The City Council accepts and adopts those findings made in the July 11, 2008, staff memorandum to the City Council, that support approving the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat, as originally conditioned by the Planning Commission. The City Council also adopts as findings, those portions of the Minutes of the City Council hearings dated July 21, 2008, that demonstrate support for approving the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat. The City Council specifically accepts and adopts as findings the rationale given during deliberations in the July 21, 2008, meeting by Council Members expressing their support for approving the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat. 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 incorporated herein (see Attached July 21, 2008, City Council Minutes and July 11, 2008, Staff Memorandum to City Council). When there is a conflict between the supplemental findings and the Incorporated Findings, the supplemental findings shall prevail.

2. The City Council notes that the July 11, 2008, staff memorandum to Council presents information on Attachments III (pages 54 through 59 of 145) regarding the need for imposing Conditions of Approval 1 through 17 and noted Development Related Concerns. The Council finds that all of the approved Conditions are reasonable conditions that are necessary to satisfy the applicable criteria presented in the July 11, 2008, staff memorandum to Council, and through the supplemental findings presented below. The Council finds that all of the noted Development Related Concerns are necessary to satisfy the applicable criteria presented in the July 11, 2008, staff memorandum to Council, and through the supplemental findings presented below.
3. The City Council notes that the record contains all information needed to evaluate the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat decision for compliance with the relevant criteria.
4. The City Council notes that the Council considered the grounds of the appeal and other issues raised through public testimony.

Page 3 of Findings and Conclusions

The Regent Parking Addition - Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

5. To approve a Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat, LDC Sections 2.3.30.04 (Conditional Development Permit), 2.5.40.04 (Conceptual Development Plan), 2.5.50.04 (Detailed Development Plan), and 2.14.30.05 (Minor Replat) list review criteria with which the application must comply. The Incorporated Findings list all of the applicable approval criteria, and demonstrate compliance with these approval criteria. These supplemental findings elaborate upon and clarify the Incorporated Findings, and primarily address issues raised on appeal. These supplemental findings, like the Incorporated Findings, are grouped into fifteen categories, which facilitate a comprehensive and cohesive review of the applicable criteria. The categories include Compensating Benefits for Variations, Basic Site Design, Visual Elements, Noise Attenuation, Odors and Emissions, Lighting, Signage, Landscaping for Buffering and Screening, Transportation Facilities, Traffic and Off-site Parking Impacts, Utility Infrastructure, Effects on Air and Water Quality, Pedestrian Oriented Design Standards, Protection of Significant Natural Features, and Minor Replat. The issue categories are identified with Roman numeral, and findings are assigned chronological numbers.

I. **Compensating Benefits for the Variations Being Requested / Applicable Process**

Applicable Criteria (LDC): LDC 2.5.20(h)

Relevant Conditions of Approval ("COA"): 5.

1. The City Council notes that findings in response to the applicable criteria and purposes cited above are presented on Attachment III (pages 11 through 16 of 145) and Pages 4-5 and 8-10 of the July 11, 2008, staff memorandum to City Council.
2. In response to Appeal Issue #2, the Council notes that the purposes of the Planned Development process provide the rationale for the applicant's requested variations, and that the Planned Development process is the appropriate process for addressing variations to LDC standards.
3. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related COA is consistent with the criteria relating to compensating benefits for the variations requested.

Page 4 of Findings and Conclusions

The Regent Parking Addition - Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

II. Basic Site Design

Applicable Corvallis Comprehensive Plan Policies (CCP): CCP 8.7.3; 9.4.7; 9.4.9.

Relevant Conditions of Approval ("COA"): COA 8 and 9.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 16 and 17 of 145) and Pages 6–10 of the July 11, 2008, staff memorandum to City Council.
2. In response to Appeal Issue #1, the Council notes that the Planning Commission made a specific finding (Development Related Concern H) which states that a major portion of Tract B of the Coronado Subdivision is still located within the original Planned Development Boundary as shown on the Official Zoning Map – Planned Development Overlay and is subject to the 1981 Planned Development site plan and conditions.
3. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related Conditions of Approval are consistent with the criteria relating to basic site design.

III. Visual Elements

Applicable Criteria: None

Relevant Conditions of Approval ("COA"): None.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (page 18 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal is consistent with the criteria relating to visual elements.

IV. Noise Attenuation

Applicable Criteria: None

Page 5 of Findings and Conclusions

The Regent Parking Addition - Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

Relevant Conditions of Approval ("COA"): None.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (page 18 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal is consistent with the criteria relating to noise attenuation.

V. Odors and Emissions

Applicable Criteria: None

Relevant Conditions of Approval ("COA"): None.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (page 18 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal is consistent with the criteria relating to odors and emissions.

VI. Lighting

Applicable Criteria (LDC): LDC 4.2.80.d.

Relevant Conditions of Approval ("COA"): 6.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (page 18 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related COA is consistent with the criteria relating to lighting.

Page 6 of Findings and Conclusions

The Regent Parking Addition - Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

VII. Signage

Applicable Criteria (LDC): None

Relevant Conditions of Approval ("COA"): 7.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (page 18 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related COA is consistent with the criteria relating to signage.

VIII. Landscaping for Buffering and Screening

Applicable Criteria (LDC): LDC 4.2.20.e; 4.2.30, 4.2.40.a.

Relevant Conditions of Approval ("COA"): 5.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 19 through 21 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related COA is consistent with the criteria relating to landscaping for buffering and screening.

IX. Transportation Facilities

Applicable Criteria (CCP and LDC): CCP 11.2.2; 11.3.4; 11.5.6; 11.6.1; 11.6.2; 11.6.4; 11.6.6; 11.7.4. LDC 4.0.30.b; 4.0.40.b; 4.0.50; 4.0.60.i; 4.0.100.e; 4.1.40.a.

Relevant Conditions of Approval ("COA"): 3.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 21 through 26 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related COA is consistent with the criteria relating to transportation facilities.

X. Traffic and Off-site Parking Impacts

Applicable Criteria (CCP and LDC): CCP 11.4.3. LDC 4.1.20.d; 4.1.30.a.

Relevant Conditions of Approval ("COA"): None.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 26 and 27 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal is consistent with the criteria relating to traffic and off-site parking impacts.

XI. Utility Infrastructure

Applicable Criteria (CCP and LDC): CCP 10.2.11. LDC 4.0.70; 4.0.100.b; 4.0.130.

Relevant Conditions of Approval ("COA"): 4.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 27 through 29 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related COA is consistent with the criteria relating to utility infrastructure.

XII. Effects on Air and Water Quality

Applicable Criteria (CCP): CCP 7.3.7; 7.5.5.

Page 8 of Findings and Conclusions

The Regent Parking Addition - Major Modification to Conceptual and Detail Development Plan (PLD07-00010)

Relevant Conditions of Approval ("COA"): None.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 29 and 30 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal is consistent with the criteria relating to effects on air and water quality.

XIII. Design Equal To or in Excess Of the Types of Improvements Required by the Standards in Chapter 4.10 - Pedestrian Oriented Design Standards; and

Applicable Criteria (CCP and LDC): CCP 8.7.5; 9.2.4; 11.2.10; 11.6.1; 11.6.6; 11.6.7; 11.6.11. LDC 4.10.60.01.a; 4.10.60.02; 4.10.60.06.

Relevant Conditions of Approval ("COA"): 5 & 8.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 30 through 35 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related Conditions of Approval are consistent with the criteria relating to pedestrian-oriented design standards.

XIV. Preservation and/or Protection of Significant Natural Features

Applicable Criteria (LDC): LDC 4.2.20.d; 4.5.80.03.d; 4.5.80.04.c;

Relevant Conditions of Approval ("COA"): 5.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 36 through 39 of 145) of the July 11, 2008, staff memorandum to City Council.

2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and COA is consistent with the criteria relating to significant natural features.

XV. Minor Replat

Applicable Criteria (LDC): LDC 2.14.30.05; 4.2.20.01, 4.4.20.02; 4.4.20.03.

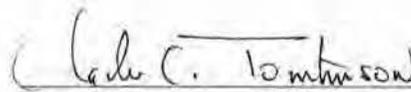
Relevant Conditions of Approval ("COA"): 11 through 17.

1. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III (pages 47 through 52 of 145) of the July 11, 2008, staff memorandum to City Council.
2. As discussed in the Incorporated Findings and the supplemental findings, the Council finds that the proposal and related Conditions of Approval are consistent with the criteria relating to the Minor Replat.

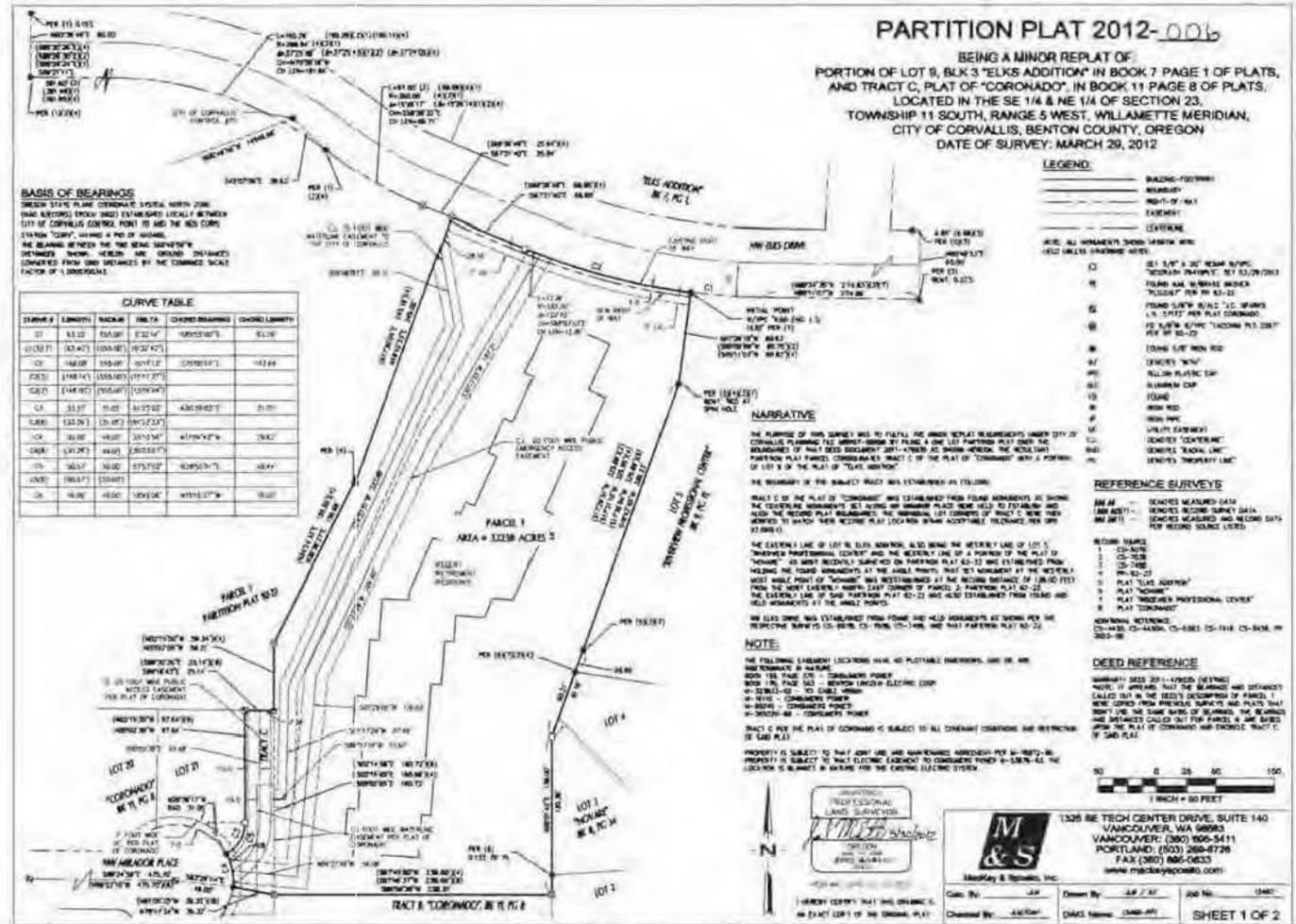
SUMMARY CONCLUSION

As the body charged with hearing appeals of a Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat decision, the City Council having reviewed the record associated with the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat application, considered evidence supporting and opposing the application, finds that the proposal, as conditioned, adequately addresses the review criteria and is found to be consistent with the City's Comprehensive Plan, applicable sections of the Land Development Code, and other applicable approval criteria. The City Council finds that Conditions of Approval are necessary to achieve compliance with the applicable criteria, and the conditions adequately address impacts related to the development. Therefore, the appeal is DENIED, and the City Council upholds the Planning Commission decision to approve the Major Modification to a Conceptual and Detailed Development Plan, Conditional Development Permit, and Minor Replat application (PLD07-000010/CDP07-00006/MRP07-00006).

Dated: September 2, 2008


Charles C. Tomlinson, MAYOR

2012-006



PARTITION PLAT 2012-006

BEING A MINOR REPLAT OF:
PORTION OF LOT 9, BLK 3 "ELKS ADDITION" IN BOOK 7 PAGE 1 OF PLATS,
AND TRACT C, PLAT OF "CORONADO", IN BOOK 11 PAGE 8 OF PLATS,
LOCATED IN THE SE 1/4 & NE 1/4 OF SECTION 23,
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN,
CITY OF CORVALLIS, BENTON COUNTY, OREGON
DATE OF SURVEY: MARCH 29, 2012

DECLARATION

I, STEVEN H. WICK, AUTHORIZED PERSON OF DEC/CORVALLIS, LLC, DO HEREBY CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I HEREBY CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Steven H. Wick
STEVEN H. WICK, AUTHORIZED PERSON OF DEC/CORVALLIS, LLC

ACKNOWLEDGEMENT

STATE OF OREGON
COUNTY OF Washington
THIS IS TO CERTIFY THAT ON THIS 30th DAY OF May, 2012, BEFORE ME A NOTARY PUBLIC FOR THE STATE OF OREGON, STEVEN H. WICK, AS AN AUTHORIZED PERSON OF DEC/CORVALLIS, LLC, WHO HAS PERSONALLY APPEARED TO ME, HAS ACKNOWLEDGED TO ME THAT HE HAS READ AND UNDERSTANDS THE CONTENTS OF SAID INSTRUMENT AND THAT HE HAS VOLUNTARILY EXECUTED THE FOREGOING INSTRUMENT AND DOES HEREBY ACKNOWLEDGE SAID INSTRUMENT TO BE OF HIS OWN FREE ACT AND DEED.

Sara Jean Brantelore
PRINTED NAME: Sara Jean Brantelore
NIGHTLY PUBLIC: Oregon
COMMISSION NO.: 468751
MY COMMISSION EXPIRES: November 22, 2015

CONSENT TO PARTITION

"WELLS FARGO BANK, N.A., AS TRUSTEE FOR THE REGISTERED HOLDERS OF THE TRUST SUSSA FIRST BENTON MORTGAGE SECURITIES CORP., COMMERCIAL MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2005-02" BENEFICIARY OF THAT CERTAIN PARTITION AND RELEASE AGREEMENT RECORDED AS 2011-479036, BENTON COUNTY DEED RECORDS, HAS GIVEN CONSENT TO THIS PARTITION PLAT VIA AN AFFIDAVIT RECORDED AS DOCUMENT NO. 2012-006-276.

SURVEYORS CERTIFICATE

I, JEREE MCGRATH, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, DO HEREBY SAY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE PARCELS SHOWN HEREON. THE LAND IS DESCRIBED AS FOLLOWS:
A TRACT OF LAND BEING A PORTION OF LOT 9, BLK 3 "ELKS ADDITION" IN BOOK 7 PAGE 1 OF PLATS, AND TRACT C, PLAT OF "CORONADO" IN BOOK 11 PAGE 8 OF PLATS, (DOCUMENT NO. 2007-421438), LOCATED IN THE SE 1/4 & NE 1/4 OF SECTION 23, TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN, CITY OF CORVALLIS, BENTON COUNTY, OREGON.

BEGINNING AT THE INITIAL POINT MARKED BY A 5/8" IRON ROD W/IPC MARKED "M&S ENCL. B. 1637" BEING THE MOST EASTERLY NORTHEAST CORNER OF LOT 9, BLOCK 3, ELKS ADDITION TO THE CITY OF CORVALLIS, LYING ON THE SOUTHERLY RIGHT OF WAY LINE OF NW ELKS DRIVE (50 FEET FROM THE CENTERLINE THEREOF WHEN MEASURED PERPENDICULAR); THEREFOY, THENCE ALONG THE EAST LINE OF SAID LOT 9, SOUTH 725°41' WEST 80.83 FEET TO A 5/8" IRON ROD; THENCE CONTINUING ALONG SAID EAST LINE SOUTH 19°42'40" WEST 326.25 FEET TO A 5/8" IRON ROD W/IPC MARKED "MCGRATH 7946915"; MARKING THE WESTERLY ANGLE POINT OF THE PLAT OF "NOVARE"; THENCE CONTINUING ALONG SAID EAST LINE AND THE WEST LINE OF THE PLAT OF "NOVARE", SOUTH 0°01'42" EAST 138.70 FEET TO THE NORTHEAST CORNER OF TRACT B, PLAT OF "CORONADO" MARKED BY A 5/8" IRON ROD W/IPC MARKED "TACONHI PLS 2267"; THENCE LEAVING SAID EAST LINE OF LOT 9, ALONG THE NORTH LINE OF SAID TRACT B, SOUTH 80°50'00" WEST 238.01 FEET TO THE SOUTHEAST CORNER OF TRACT C, PLAT OF "CORONADO" MARKED BY A 5/8" IRON ROD W/IPC MARKED "TACONHI PLS 2267"; THENCE ALONG THE EXTENSION OF SAID TRACT C, THE FOLLOWING FIVE COURSES:
(1) NORTH 78°12'00" WEST 30.32 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF NW MIRADOR PLACE, MARKED BY A 5/8" IRON ROD W/IPC MARKED "J.C. SPARKS L.S. 57133"; SAID POINT BEING ON THE ARC OF A 49.00 FOOT RADIUS, NON-TANGENT, CURVE TO THE LEFT, THE CENTER OF WHICH BEARS N83°29'14"W.
(2) THENCE ALONG SAID RIGHT OF WAY LINE CURVE TO THE LEFT, 30.09 FEET THROUGH A CENTRAL ANGLE OF 25°10'56" (LONG CHORD BEARS NORTH 11°04'42" WEST, 10.02 FEET) TO A POINT MARKED BY A 5/8" IRON ROD W/IPC MARKED "J.C. SPARKS L.S. 57133"; SAID POINT BEING ON THE ARC OF A 51.25-FOOT RADIUS, NON-TANGENT, CURVE TO THE LEFT, THE CENTER OF WHICH BEARS N28°29'17"W.
(3) THENCE LEAVING SAID RIGHT OF WAY LINE ALONG THE ARC OF SAID 51.05 FOOT RADIUS, NON-TANGENT CURVE TO THE LEFT 53.82 FEET, THROUGH A CENTRAL ANGLE OF 81°52'22" (LONG CHORD BEARS NORTH 10°33'22" EAST, 31.76 FEET), TO A 5/8" IRON ROD W/IPC MARKED "MCGRATH 7941915".
(4) THENCE NORTH 0°02'39" WEST, 81.04 FEET TO THE SOUTH LINE OF PARCEL 1, PARTITION PLAT 1992-22 AND THE NORTHEAST CORNER OF LOT 21, PLAT OF "CORONADO", MARKED BY A 5/8" IRON ROD W/IPC MARKED "J.C. SPARKS L.S. 57133".
(5) THENCE ALONG SAID SOUTH LINE NORTH 89°16'15" EAST, 25.14 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 1, MARKED BY A NAIL WITH BRASS WASHER MARKED "PLS. 2267"; THENCE ALONG THE EAST LINE OF SAID PARCEL 1, THE FOLLOWING THREE COURSES:
(1) NORTH 0°02'39" WEST 59.21 FEET TO A 5/8" IRON ROD W/IPC MARKED "TACONHI PLS 2267"; (2) NORTH 28°02'27" EAST 155.01 FEET TO A 5/8" IRON ROD; (3) NORTH 89°42'25" EAST 545.09 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID NW ELKS DRIVE MARKED BY A 5/8" IRON ROD W/IPC MARKED "TACONHI PLS 2267"; THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 67°21'40" EAST 268.60 FEET TO A 3/8" IRON ROD W/IPC MARKED "MCGRATH 7941915" AT THE BEGINNING OF A 550.00 FOOT RADIUS CURVE TO THE LEFT, THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, 148.00 FEET THROUGH A CENTRAL ANGLE OF 151°15'11" (LONG CHORD, SOUTH 25°00'11" EAST 147.84 FEET) TO SAID INITIAL POINT.

APPROVALS

- CITY OF CORVALLIS CASE #1907-00008
- BY: *Heaven Young* 6/15/2012
CORVALLIS PLANNING DEPT. MANAGER DATE
- BY: *Greg A. Neal* 6-15-12
CORVALLIS CITY ENGINEER DATE
- BY: *Jim McManis* 6-20-12
BENTON COUNTY SURVEYOR DATE
- ALL TAXES, FEES, ASSESSMENTS AND OTHER CHARGES AS PROVIDED BY ORS 82.685 HAVE BEEN PAID THROUGH JUNE 30, 2012.
- BY: *John Woodford* 6-19-12
BENTON COUNTY DEPARTMENT OF REVENUE DATE
- BY: *Scott Skelton* 6-19-12
BENTON COUNTY CLERK DATE

RECORDING

I HEREBY CERTIFY THAT THIS PARTITION PLAT WAS RECEIVED AND DULY RECORDED BY ME AS PARTITION PLAT 2012-006 IN BENTON COUNTY DEED RECORDS AS DOCUMENT NO. 2012-49375 ON THE 29th DAY OF JUNE 2012 AT 9:51 A.M. O'CONNOR BLDG.

BY: *Sarah Panko*
FOR BENTON COUNTY CLERK



I HEREBY CERTIFY THAT THIS DRAWING IS AN EXACT COPY OF THE ORIGINAL PLAT.

M&S Mackey & Sparks, Inc.
1325 SE TECH CENTER DRIVE, SUITE 140
VANCOUVER, WA 98685
VANCOUVER: (360) 895-3411
PORTLAND: (503) 289-6725
FAX: (360) 895-0853
www.mackey-sparks.com

Calc. By: <u>EM</u>	Drawn By: <u>EM # 45</u>	Job No.: <u>15460</u>
Checked By: <u>EM/CS</u>	DWG Name: <u>1207-001</u>	SHEET 2 OF 2

CORONADO TRACT B (PLD14-00005)
PLANNING COMMISSION STAFF REPORT
ATTACHMENT C (153 of 156)



**CORVALLIS PLANNING COMMISSION
NOTICE OF DISPOSITION**

Community Development
Planning Division
501 SW Madison Avenue
P.O. Box 1083
Corvallis, OR 97339-1083
(541) 766-6908
FAX (541) 754-1792

ORDER NO. 2013-034

CASE: Coronado Tract B Apartments – Major Planned Development Modification (PLD12-00005)

REQUEST: The applicant seeks approval of a Major Planned Development Modification to construct a 10-unit apartment building on the Regent Retirement Residence Planned Development site. As part of this application, the applicant requests to vary from development standards related to maximum vehicle parking, grading area limitations, maximum front yard setback, and pedestrian oriented design.

**OWNER/
APPLICANT:** Group B, LLC
Attn: Rob Wood
202 NW 6th Street
Corvallis, OR 97330

LOCATION: The 0.81 acre subject site is located approximately 600 feet south of NW Elks Drive and east of NW Satinwood Street, at the east end of NW Mirador Place. It is identified on Benton County Assessor's Map 11-5-23 AD as Tax Lot 6400.

DECISION:
The Corvallis Planning Commission held a public hearing on June 5, 2013. At the hearing, a request to hold the record open an additional seven days was granted. Additional public testimony was received by the Planning Commission on June 12, 2013. The applicant submitted a final written argument on June 18, 2013. On June 19, 2013, the Planning Commission deliberated and denied the application. Findings in support of the Commission's decision were made during the deliberations of the June 19, 2013, meeting.

The Commission's findings in support of the decision to deny the application are reflected in the minutes from that meeting, but are generally summarized as follows:

Coronado Tract B Apartments (PLD12-00005)
Planning Commission Notice of Disposition
Order 2013-034
Page 1 of 2

"A Community that Values Diversity"

EXHIBIT X - PAGE 628

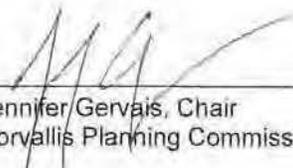
1. Failure to demonstrate consistency with the cul-de-sac standards in LDC Section 4.0.60.c
2. Failure to protect significant trees on the site "to the greatest extent practicable." per LDC Section 4.2.20.d
3. Failure to provide adequate compensating benefits for requested variations from code standards, as required by LDC Section 2.5.40.04.a.1, and
4. Lack of compatibility in basic site design, visual elements, odors and emissions, landscaping, and protection of significant natural features, per LDC Sections 2.5.40.04.a.2, 3, 5, 8, and 14.

If you are an affected party and wish to appeal this decision, appeals must be filed in writing with the City Recorder within 12 days from the date the order is signed. The following information must be included:

1. Name and address of the appellant(s).
2. Reference the subject development and case number, if any.
3. A statement of the specific grounds for appeal.
4. A statement as to how you are an affected party.
5. Appeal filing fee of \$734.70.

Appeals must be filed by 5:00 p.m. on the final day of the appeal period. The City Recorder is located in the City Manager's Office, City Hall, 501 SW Madison Avenue, Corvallis, Oregon.

The proposal, staff report, hearing minutes, and disposition may be reviewed at the Community Development Department, Planning Division, City Hall, 501 SW Madison Avenue.



Jennifer Gervais, Chair
Corvallis Planning Commission

Signed: June 20, 2013

Appeal Deadline July 2, 2013 at 5:00 PM

Coronado Tract B Apartments (PLD12-00005)
Planning Commission Notice of Disposition
Order 2013-034
Page 2 of 2

EXHIBIT X - PAGE 629

APPLICABLE REVIEW CRITERIA

CORONADO TRACT B (PLD14-00005)

PLANNED DEVELOPMENT MODIFICATION CRITERIA

2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification

- a. The factors identified here describe the thresholds that separate a Minor Planned Development Modification from a Major Planned Development Modification.**
- 1. Change in Use Type, with the exception that for a valid (still active) Planned Development that existed or was approved before December 31, 2006, a Modification request shall be considered as follows:**
 - a) A request to add Uses permitted by the underlying zone to up to 25 percent of the total acreage within the Planned Development site shall be considered a Minor Planned Development Modification; and**
 - b) A request to add Uses permitted by the underlying zone to greater than 25 percent of the total acreage within the Planned Development site shall be considered a Major Planned Development Modification;**
 - 2. Change in dwelling unit density of five percent, except as noted in "3," below;**
 - 3. Decrease in dwelling unit density by more than three units for development sites one acre or smaller in size, or decrease in dwelling unit density by more than five units or by more than five percent, whichever is less, for development sites larger than one acre;**
 - 4. Change in the ratio of the different types of dwelling units;**
 - 6. Change in the type and location of accessways and parking areas where off-site traffic would be affected or which result in a less pedestrian-friendly environment;**
 - 7. Increase in the number of parking spaces where such increase adversely affects Significant Natural Features or pedestrian amenities, or is inconsistent with a Condition of Approval or an applicable development standard such as required Green Area**
 - 9. Decrease in the common and/or usable Green Area or open space by more than 10 percent;**
 - 10. Increase in the total ground area proposed to be covered by structures by more than 10 percent;**
 - 11. Change in specific setback requirements by more than 25 percent or by 15 percent for setback requirements previously reduced;**

12. **Decrease in project amenities for pedestrians or bicycles, recreational facilities, screening, and/or landscaping provisions by more than 10 percent;**
 13. **Modification of architectural building elevations where any of the following occurs:**
 - a) **Percentage of window coverage per elevation is decreased by more than 20 percent (may affect the number and/or shape of windows); or windows are installed on a previously specified blank wall on the perimeter of the site;**
 - b) **Building materials for the main walls of the facades are changed;**
 - c) **Any architectural feature is reduced by more than 20 percent. Architectural features include such items as the number of windows with trim, the number of dormers, the number of columns, the number of shutters, the square footage of porches, the number of window boxes, the linear footage of porch or deck railings, and/or the linear footage and/or height of parapets, reveals, and/or cornices, etc.;**
 - d) **Roof pitch is reduced by 20 percent or more;**
 - e) **Building off-sets or recesses are reduced by more than 20 percent; or**
 - f) **Garages or carports are eliminated; and**
 14. **Change to any aspects of the Plan involving Natural Resources and/or Natural Hazards governed by Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation, Chapter 4.13 - Riparian Corridors and Wetlands, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions.**
- b. **A modification that equals or exceeds the thresholds identified in Section 2.5.60.02.a shall be processed as Major Planned Development Modification.**
- e. **A modification to specific requirements established at the time of Planned Development approval, including Conditions of Approval, this Code's requirements, and all aspects of the Planned Development proposal, may be considered as a Minor Planned Development Modification only if it falls within the definition of a Minor Planned Development Modification described in Section 2.5.60.02.c.**

2.5.60.03 - Procedures for a Major Planned Development Modification

If a modification is proposed that equals or exceeds the thresholds described in Section 2.5.60.02, or if modifications to more than three factors that fall below the thresholds identified in Section 2.5.60.02 are proposed within a single calendar year, the changes shall be processed as a Major Planned Development Modification.

- a. **An applicant may petition for review of previously approved plans for purposes of modifying a Planned Development, stating reasons for the change.**
- b. **Where the Director determines that the proposed change is a Major Planned Development Modification in accordance with the thresholds described in Section 2.5.60.02, a hearing shall be scheduled before the Planning Commission in accordance with Chapter 2.0 - Public Hearings. The Planning Commission may approve, conditionally approve, or deny the Major Planned Development Modification.**
- c. **Upon finding that the petition is reasonable and valid, the Planning Commission may consider the redesign in whole or in part of any Detailed Development Plan.**
- d. **In reviewing the proposed Modification, the Planning Commission shall follow the procedures herein required for Detailed Development Plan submittal and**

review. The Commission shall consider the review criteria in Section 2.5.50.04 to determine whether to authorize a Major Planned Development Modification.

- e. Notice requirements, action on the application, issuance of the Notice of Disposition, processing of appeals, and establishment of the effective date and the effective period of a Major Planned Development Modification shall comply with the same provisions for a Detailed Development Plan.**

PLANNED DEVELOPMENT REVIEW CRITERIA (CONCEPTUAL DEVELOPMENT PLAN)

2.5.40.04 - Review Criteria

Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a," below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b," below:

- a. Compatibility Factors –**
 - 1. Compensating benefits for the variations being requested;**
 - 2. Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties)**
 - 3. Visual elements (scale, structural design and form, materials, etc.);**
 - 4. Noise attenuation;**
 - 5. Odors and emissions;**
 - 6. Lighting;**
 - 7. Signage;**
 - 8. Landscaping for buffering and screening;**
 - 9. Transportation facilities**
 - 10. Traffic and off-site parking impacts**
 - 11. Utility infrastructure**
 - 12. Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion)**
 - 13. Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards**
 - 14. Preservation and/or protection of Significant Natural Features, consistent with Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions. Streets shall also be designed along**

contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.

- b. **Natural Resources and Natural Hazards Factors -**
1. **Any proposed variation from a standard within Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, or Chapter 4.14 - Landslide Hazard and Hillside Development Provisions shall provide protections equal to or better than the specific standard requested for variation; and**
 2. **Any proposed variation from a standard within Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, or Chapter 4.14 - Landslide Hazard and Hillside Development Provisions shall involve an alternative located on the same development site where the specific standard applies.**

PLANNED DEVELOPMENT REVIEW CRITERIA (DETAILED DEVELOPMENT PLAN)

2.5.50.04 - Review Criteria for Determining Compliance with Conceptual Development Plan

Request for approval of a Detailed Development Plan shall be reviewed to determine whether it is in compliance with the Conceptual Development Plan. The Detailed Development Plan shall be deemed to be in conformance with the Conceptual Development Plan and may be approved provided it is consistent with the review criteria in Section 2.5.40.04 above, provides a clear and objective set of development standards for residential Detailed Development Plans (considering the Detailed Development Plan proposal, required adherence to this Code, and Conditions of Approval), and does not involve any of the factors that constitute a major change in the Planned Development. See Section 2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification.

APPLICABLE LDC DEVELOPMENT STANDARDS

APPLICABLE DEVELOPMENT STANDARDS – RS-12 ZONE

Section 3.6.20 - PERMITTED USES

3.6.20.01 – Ministerial Development

- a. **Primary Uses Permitted Outright**
 1. **Residential Use Types –**
 - a) **Family**
 2. **Residential Building Types –**
 - f) **Multi-dwelling**
- b. **Accessory Uses Permitted Outright**

- 8. **Other development customarily incidental to the Primary Uses in accordance with Chapter 4.3 – Accessory Development Regulations**
- 9. **Required off-street parking for Uses permitted in the zone in accordance with Chapter 4.1 – Parking, Loading, and Access Requirements**

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

a. Minimum Density	12 units per acre. Applies to the creation of Land Divisions.
b. Maximum Density	20 units per acre. Applies to the creation of Land Divisions.
c. Minimum Lot Area	2,200 sq. ft. per dwelling unit
d. Minimum Lot Width	25 ft.
e. Setbacks	
1. Front yard	10 ft. minimum; 25 ft. maximum
2. Rear yard and Side yards	5 ft. minimum
c) Duplex and Multi-Dwelling	10 ft. minimum each side
d) Abutting a more restrictive zone	10 ft. minimum
h. Maximum Structure Height	35 ft., not to exceed a solar envelope approved under Chapter 2.18 - Solar Access Permits or Chapter 4.6 - Solar Access
i. Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.

Section 3.6.50 - GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

3.6.50.01 - Green Area

- a. **A minimum of 30 percent of the gross lot area and a minimum of 20 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 70 percent maximum lot/site coverage standard of Section 3.6.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.**
- b. **Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as Internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.**
- c. **The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that**

creates new dwelling units.

3.6.50.02 - Private Outdoor Space Per Dwelling Unit

- a. Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.6.50.04.**
- b. Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.**
- c. Private Outdoor Space shall be directly accessible by door from the interior of the individual dwelling unit served by the space.**
- d. Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.**
- e. Private Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01, if it is located on the ground. Upperstory balconies cannot be counted.**

3.6.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

- a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;**
- b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;**
- c. Enhancing park sites adjacent to the convergence of sidewalks and/or multiuse paths;**
- d. Enhancing recreational opportunities near neighborhood commercial activity centers; and**
- e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.**

Section 3.6.90 - COMPLIANCE WITH CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS

The requirements in Chapter 4.10 - Pedestrian Oriented Design Standards shall apply to the following types of development in the RS-12 Zone:

- a. All new buildings or structures for which a valid permit application has been submitted after December 31, 2006;**

APPLICABLE DEVELOPMENT STANDARDS –CHAPTER 4.0

Section 4.0.20 - TIMING OF IMPROVEMENTS

- a. All improvements required by the standards in this Chapter shall be installed concurrently with development, as follows:**
 - 2. Where a Land Division is not proposed, the site shall have required public and franchise utility improvements installed or secured prior to occupancy of structures, in accordance with the provisions of Section 2.4.40.12 of Chapter 2.4 - Subdivisions and Major Replats.**

Section 4.0.30 - PEDESTRIAN REQUIREMENTS**a. Sidewalks shall be required along both sides of all streets, as follows:**

- 1. Sidewalks on Local, Local Connector, and Cul-de-sac Streets - Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de-sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except 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 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.**
- 3. Sidewalk Installation Timing - The timing of the installation of sidewalks shall be as follows:**
 - b) Except as noted in "c," below, construction of sidewalks along Local, Local Connector, and Cul-de-sac Streets may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat.**

4.0.40 - BICYCLE REQUIREMENTS

- b. Safe and Convenient Bicycle Facilities - Safe and convenient bicycle facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:**
 - 1. For the purposes of this Section, safe and convenient means bicycle facilities that are free from hazards and provide a direct route of travel between destinations.**

Section 4.0.50 - TRANSIT REQUIREMENTS

- b. Development sites at or near existing or planned transit stops shall provide safe, convenient access to the transit system, as follows:**
 - 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.**

APPLICABLE DEVELOPMENT STANDARDS – PUBLIC STREET IMPROVEMENTS (CHAPTER 4.0)**LDC Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS**

- c. Although through-traffic movement on new Local Connector and Local Streets usually is discouraged, this may not be practical for particular neighborhoods. Local Connector or Local Street designations shall be applied in newly developing areas based on review of a street network plan and, in some cases, a traffic study provided with the development application. The**

decision regarding which of these designations will be applied is based on a number of factors, including density of development, anticipated traffic volumes, and the potential for through traffic.

Street network plans must provide for connectivity within the transportation system to the extent that, generally, both Local Connector and Local Streets will be created within a development. Identified traffic calming techniques, such as bulbed intersections, etc., can reduce traffic speeds and, where included, are to be constructed at the time of development. To further address traffic speeds and volumes on Local Connector and Local Streets, the following street designs, along with other designs intended to reduce traffic speeds and volumes, shall be considered:

- 1. Straight segments of Local Connector and Local Streets should be less than .25 mile in length, and include design features such as curves and T intersections.**
- 2. Cul-de-sacs should not exceed 600 ft. nor serve more than 18 dwelling units.**
- 3. Street designs that include traffic calming, where appropriate, are encouraged.**

APPLICABLE DEVELOPMENT STANDARDS – SITE ACCESS and STREETS (CHAPTER 4.0)

- e. Development sites shall be provided with access from a public street or a private street that meets the criteria in “d,” above, both 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 affected. 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.**

Table 4.0-1- Street Functional Classification System¹

	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local
Auto amenities (lane widths) ²	2-5 Lanes (11 - 14 ft.)	2-5 Lanes (12 ft.)	2-3 Lanes (11 ft.)	2 Lanes (10 ft.)	2 Lanes (10 ft.)	Shared Surface
Bike amenities ³	2 Lanes (6 ft.)	Shared Surface	Shared Surface			
Pedestrian amenities	2 Sidewalks (6 ft.) Ped. Islands	2 Sidewalks (5 ft.) Ped. Islands	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)
Transit	Typical	Typical	Typical	Typical	Permissible/not typical	Permissible/not typical
Managed speed ⁴	20 mph - 55 mph	25 mph - 45 mph	25 mph - 35 mph	25 mph	25 mph	15-20 mph
Curb-to-curb width ⁵ (two way)						
No on-street parking	34 ft. - 84 ft.*	34 ft. - 72 ft.	34 ft. - 45 ft.	32 ft.	20 ft.*	20 ft.*
Parking one side	42 ft. - 84 ft.	NA	NA	40 ft.	28 ft.	25 ft.*
Parking both sides	50 ft. - 84 ft.	NA	NA	48 ft.	26-34 ft.	28 ft.
Traffic calming ⁶		No	Permissible/ not typical	Typical	Permissible	Permissible
Preferred adjacent land use	High Intensity	High Intensity	Med. to High Intensity	Medium Intensity	Med. to Low Intensity	Low Intensity
Access control	Yes	Yes	Some	No	No	No
Turn lanes		Continuous and/or medians with ped. islands	Typical at intersections with Arterials or Collectors	Not typical	Not typical	Not typical
Planting strips ^{7,8}	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 6 ft. Except across areas of Natural Features	Two - 6 ft. Except across areas of Natural Features ^{7,8}
Through-traffic connectivity		Primary function	Typical function	Typical function	Permissible function	Permissible function

1. These standards do not preclude the flexibility currently allowed through the Planned Development process in Chapter 2.5 - Planned Development.
2. Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. On Arterial and Collector roadways, an absolute minimum for safety concerns is 10 ft. Such minimums are expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width.
3. An absolute minimum width for safety concerns is five ft., which is expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width. Parallel multi-use paths in lieu of bike lanes are not appropriate along the Arterial-Collector system due to the multiple conflicts created for bicycles at driveway and sidewalk intersections. In rare instances, separated (but not adjacent) facilities may provide a proper function.
4. Arterial Highway speeds in the Central Business or other Commercial zones in urban areas may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.
5. Street design for each development shall provide for emergency and fire vehicle access. Street widths of less than 28 ft. shall be applied as a development condition through the Subdivision process in Chapter 2.4 - Subdivisions and Major Replats and/or the Planned Development process in Chapter 2.5 - Planned Development. The condition may require the developer to choose between improving the street to the 28-ft. standard or constructing the narrower streets with parking bays placed intermittently along the street length. The condition may require fire-suppressive sprinkler systems for any dwelling unit more than 150 ft. from a secondary access point. * To be applied in RS-B and lesser zones.
6. Traffic calming includes such measures as bulbied intersections, speed humps, raised planted medians, mid-block curb extensions, traffic circles, signage, and varied paving materials and is addressed in the Transportation Plan.
7. Through the Planned Development Review Process, the planting strip along Local Streets and around the bulbs of Cul-de-sacs may be reduced or eliminated.
8. Where streets must cross protected Natural Features, street widths shall be minimized by providing no on-street parking and no planting strips between the curb and the sidewalk on either side of the street.

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APPLICABLE DEVELOPMENT STANDARDS - LDC Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

LDC Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

- a. All development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights.
- b. Where necessary to serve property as specified in "a" above, required public utility installations shall be constructed concurrently with development.
- c. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrently with development.
- d. To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).
- e. All required public utility installations shall conform to the City's adopted facilities master plans.

Section 4.0.80 - PUBLIC IMPROVEMENT PROCEDURES

It is in the best interests of the community to ensure that public improvements installed in conjunction with development are constructed in accordance with all applicable City policies, standards, procedures, and ordinances. Therefore, before installing public water, sanitary sewer, storm drainage, streetlights, street, transit, bicycle, or pedestrian improvements, developers shall contact the City Engineer for information regarding adopted procedures governing plan submittal, plan review and approval, permit requirements, inspection and testing requirements, progress of the work, and provision of easements, dedications, and as-built drawings for installation of public improvements.

- f. The developer shall be responsible for making necessary arrangements with Franchise Utility providers for provision of plans, timing of installation, and payment for services installed. Plans for Franchise Utility installations and plans for public improvements shall be submitted together to facilitate review by the City Engineer.

APPLICABLE DEVELOPMENT STANDARDS - Section 4.0.100 - LAND FOR PUBLIC PURPOSES

- b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

LDC Section 4.0.130 - STORM WATER MANAGEMENT MEASURES

- a. To reduce the risk of causing downstream properties to become flooded and to help maintain or restore the Properly Functioning Conditions of receiving waters, new development, expansions to existing development, or redevelopment shall be required to provide storm water detention and retention in accordance with "b," of this Section.
- b. When Detention and/or Retention are Required - See also Section 4.2.50.04 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
 - 2. Expansion and Redevelopment -
 - a) Development projects that create new or redeveloped impervious area totaling at least 10,000 sq. ft. and resulting in at least 25,000 sq. ft. of post-development impervious area are required to implement storm water detention and/or retention measures for the new and redeveloped impervious area as specified in the Corvallis Design Criteria Manual. Redeveloped impervious area consists of roof area and replaced

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impervious area, minus any reduction in overall impervious area, associated with substantial improvement or replacement of structures.

- c. **Use of water quality features shall be consistent with the Corvallis Design Criteria Manual. Water quality features within the regulated Riparian Corridor shall be located outside of the applicable riparian easement area. The riparian easement shall be re-vegetated consistent with Sections 4.13.50.d.1 and 4.13.50.d.2 of Chapter 4.13 - Riparian Corridor and Wetland Provisions.**
- d. **Use of infiltration systems is allowed consistent with the Corvallis Design Criteria Manual.**

APPLICABLE STANDARDS - Section 4.0.140 - ROUGH PROPORTIONALITY

If an applicant intends to assert that it cannot legally be required, as a condition of Building Permit or development approval, to provide easements, dedications, or improvements at the level otherwise required by this Code, the Building Permit or site plan review application shall include a rough proportionality report in accordance with the provisions of Section 1.2.120 of Chapter 1.2 - Legal Framework.

APPLICABLE DEVELOPMENT STANDARDS – CHAPTER 4.1 (PARKING)

Section 4.1.20 - GENERAL PROVISIONS

- a. **Provision and Maintenance - The provision of required off-street parking for vehicles and bicycles, and loading facilities for vehicles, is a continuing obligation of the property owner. Building or other Permits will only be issued after receipt of site plans drawn to a suitable scale and showing the location of permanent parking and loading facilities. New vehicle and bicycle parking spaces shall be provided in accordance with the provisions of this Code.**
- o. **Maximum Parking Allowed - No site shall be permitted to provide more than 30 percent in excess of the minimum off-street vehicle parking required by Section 4.1.30, below, except as provided in "p," below, and in Section 4.1.30.g.3.b.**

Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS

Minimum parking requirements for Use Types in all areas of the City, with the exception of the Central Business (CB) Zone and the Riverfront (RF) Zone, are described in Sections 4.1.30.a through 4.1.30.f. Minimum parking requirements for the Central Business (CB) Zone are described in Section 4.1.30.g.

- a. **Residential Uses Per Building Type –**
 - 2. **Single Detached with more than one dwelling unit on a single lot, Duplex, Attached, and Multi-dwelling–**
 - a) **Vehicles –**
 - 3) **Two-bedroom Unit – 1.5 spaces per unit**
 - b) **Bicycles –**
 - 3) **Two-bedroom Unit – 1.5 spaces per unit**

The required bicycle parking may be located within a structure, in accordance with the provisions of Section 4.1.70.

LDC 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.

- 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, 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.**

APPLICABLE DEVELOPMENT STANDARDS – CHAPTER 4.2 (LANDSCAPING)

Table 4.2-2 - Parking Lot Trees	
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	Minimum one tree per 12 cars

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot Easement areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

- a. **Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five-ft. wide perimeter landscaping buffer shall be provided around parking areas; and a minimum 10 ft.-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or planters shall be increased in width by 2.5 ft. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Low-lying ground cover and shrubs, balanced with vertical shrubs and trees, shall be used to buffer the view of these facilities. Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.**

Section 4.2.20 – GENERAL PROVISIONS

- d. **Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -**
 - 1. **Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural**

Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

- 2. Preservation -**
 - a) Significant Trees and Significant Shrubs to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing Significant Trees and Significant Shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.**
 - b) Where the preservation of Significant Trees or Significant Shrubs is required by this Code, by a particular proposal, and/or by Conditions of Approval, no development permits shall be issued until a preservation plan has been reviewed and approved by the Director. The preservation plan shall be developed by a certified arborist and shall comply with the purposes clause and specific standards in this Chapter and any proposal(s) and/or Conditions of Approval that apply to the particular project. Additionally, Significant Trees and Significant Shrubs to be saved and methods of protection shall be indicated on the preservation plan submitted for approval.**

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. Tree Plantings -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

- 4. Conditions of Approval for individual development projects may require additional tree plantings to mitigate removal of other trees, or as part of landscape buffering or screening efforts;**
- 6. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.**

Table 4.2-2 - Parking Lot Trees	
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	- Minimum one tree per 12 cars

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views.

They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

- a. Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five-ft.-**

wide perimeter landscaping buffer shall be provided around parking areas; and a minimum 10 ft.-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or planters shall be increased in width by 2.5 ft. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Low-lying ground cover and shrubs, balanced with vertical shrubs and trees, shall be used to buffer the view of these facilities.

- b. In addition to any pedestrian refuge areas, each landscaped island within and around parking lot areas shall
 - 1. Include one or more shade canopy trees;
 - 2. Be a minimum length of eight ft. at its smallest dimension;
 - 3. Include at least 80 sq. ft. of ground area per tree to allow for root aeration; and
 - 4. Include raised concrete curbs around the perimeter.
- c. Connecting walkways through parking lots shall have one or more canopy shade tree per 40 linear ft. Driveways to or through parking lots shall have one or more canopy shade tree per 40 linear ft. on each side. These trees shall be planted in landscape areas within five ft. of the walkways and driveways, respectively.

4.2.50.02 - Service Facilities and Outdoor Storage Areas

Trash dumpsters, gas meters, ground-level air conditioning units and other mechanical equipment, other service facilities, and outdoor storage areas shall be appropriately screened with a fence, wall, or plantings, consistent with the landscape screening provisions in this Section. When located adjacent to a residential zone, outdoor components associated with heat pumps, ground-level air conditioning units and similar kinds of equipment that create noise shall not be placed within any required setback area. Additionally, if such equipment is located adjacent to a residential zone and between five - 10 ft. of a property line, it shall be screened with a solid fence or wall at least one ft. higher than the equipment. When such equipment is located adjacent to a residential zone and outside a required setback line, and is greater than 10 ft. from a property line, standard screening requirements in this Section shall apply.

4.10.60.06 - Pedestrian Circulation

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units

c. **Connectivity** - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

f. **Safety Adjacent to Vehicular Areas** - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

APPLICABLE DEVELOPMENT STANDARDS – CHAPTER 4.10 (PEDESTRIAN ORIENTED DESIGN)

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS

THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES

4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas

- a. **Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.**
 1. **Primary building entrances shall face the streets or be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long (distance measured along the centerline of the path from a public street right-of-way or private street tract), as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway. This provision shall apply to development of attached single-family dwelling units (three or more) and to development of three or more units on a single lot in any configuration of building types as allowed by the associated zone.**
 3. **Off-street parking and vehicular circulation shall not be place between buildings and the streets to which those buildings are primarily oriented, with the following exceptions:**
 - a) **For driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation.**
 - b) **For up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page.**
 - c) **Where multiple buildings are located on the same site, and Section 4.10.60.01.b is met by a building(s) located within the required maximum setback, parking and vehicle circulation areas may be located between the street and additional buildings located elsewhere on the site.**
- b. **Percentage of Frontage -On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Street Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage**
- c. **Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.**

4.10.60.02 - Parking Location

- a. **Standards**
 1. **Parking lots shall be placed to the rear of buildings.**

4.10.60.04 - Menus for Pedestrian Features and Design Variety

- b. **Design Variety Menu - Each structure shall incorporate a minimum of five of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the**

design features are required, the inclusion of as many as possible is strongly encouraged.

- 1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.**
- 2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:**
 - a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;**
 - b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or**
 - c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.**
- 3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.**
- 4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.**
- 5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.**
- 6. Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.**
- 7. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**
- 8. Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

4.10.60.05 Service Areas and Roof-Mounted Equipment

- a. **Service Areas - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 15 ft. from habitable floor area of both on-site and off-site residential buildings. An exception to locate service areas inside buildings may be granted consistent with the Oregon Fire Code. Transformers shall also be screened with landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.**

4.10.60.06 - Pedestrian Circulation

- b. **Standards**
 - 1. **Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.**
 - 2. **Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit.**
- c. **Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.**
- d. **Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide.**
- f. **Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.**
- g. **Lighting - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

APPLICABLE DEVELOPMENT STANDARDS – CHAPTER 4.14 (HILLSIDE DEVELOPMENT)

Section 4.14.70 - HILLSIDE DEVELOPMENT STANDARDS

- c. **Mass Grading Standards - The following standards shall apply to development throughout the City of Corvallis:**
 - 1. **Maximum Allowed Cut Depth and Fill Height - The following standards govern the maximum cut depth and fill height:**

Site Characteristics	
No Extenuating Conditions	Eight-ft. Standard

- 3. **Grading Area Limitations - The following requirements apply to Mass Grading in areas with slopes equal to or greater than 10**

percent, as mapped on the Natural Hazards Map:

b) Medium-high and High Density Residential Development Zones –

Medium-high and High Density Residential Development Zones	Mass Grading Regulations:
RS-12, RS-12U, RS-20, and MUR Zones	For development sites greater than 6,500 sq. ft. in size - Graded area shall not exceed 75 percent. The Eight-ft. Standard shall apply, unless extenuating conditions are present.

d. Individual Lot Grading Standards - These standards are in addition to Section 4.14.70.04.c, above, and apply to lots which contain slopes equal to or greater than 10 percent, as mapped on the Natural Hazards Map.

1. Maximum Allowed Cut Depth and Fill Height - The following standards govern the maximum cut depth and fill height:

Extenuating Conditions	Maximum Cut and Fill Height
No Extenuating Conditions	Eight-ft. Standard

2. Gradable Area - In no case shall the cumulative impact of Mass Grading and Individual Lot Grading impact more site area on an individual lot than is allowed under the following standards:

Medium-high and High Density Residential Development Zones	Mass Grading Regulations:
RS-12, RS-12U, and RS-20 Zones	For development sites greater than 6,500 square ft. in size - Graded area shall not exceed 75 percent. The Eight-ft. Standard shall apply, unless extenuating conditions are present. Grading must also comply with adopted Building Code standards.