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Community Development  
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OCT 13 2015

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October 9, 2015

Mr. Rian Amiton  
Associate Planner  
City of Corvallis  
501 S.W. Madison Avenue  
P.O. Box 1083  
Corvallis, OR 97339-1083

**RE: Response to Willamette Business Park Map Amendments (CPA14-00003/ZDC14-00005/PLD15-00008) Staff Review Comments – Second Round**

Dear Mr. Amiton:

Thank you for the written comments included in the August 21, 2015, letter on the subject request noted above. The application has been revised accordingly, and a summary of those modifications is presented below for your reference.

I. Planning Comments

1. **Conceptual Plan (Drawing P200) –**

- a. Variations and Compensating Benefits – Unless variations are requested with associated compensating benefits per LDC 2.5.40.04.a.1, the Conceptual Plan should comply with all LDC standards to the extent that compliance with such standards can be determined.

Note the Block Perimeter Standards established by LDC 4.0.60.o:

**Block Perimeter Standards** - The following block perimeter standards apply to development projects, as described below. The block perimeter standards do not apply to development projects that are two acres or less in size, and situated in areas where the street patterns are established. However, the other street connectivity requirements in LDC Section 4.0.60 do apply.

1. Residential Standards -

- a) Complete Blocks - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks.

...

The site is not encumbered by slopes, public parks, Significant Natural Features, or existing development patterns, and the City Engineer has not identified access management considerations aside from the Hwy 99W frontage. The proposed site configuration therefore does not appear to meet the LDC Block Perimeter Standards. If the Block Perimeter Standards cannot be met, please clearly explain why, and describe compensating benefits intended to offset the requested variation within the narrative response to 2.5.40.04.a.1 (page 49). Alternatively, City staff would accept a less detailed CDP which identifies general anticipated residential densities across the site, without a particular internal roadway layout.

- b. The SW Rivergreen Avenue extension should be shown to extend to the western property line.
- c. The narrative describes a proposed multi-use path along the western edge of the property, and another along the northern edge of the SW Rivergreen extension. Please label where these are located.

**Response:**

*As discussed at the September 8, 2015, meeting with City of Corvallis staff, the proposed Conceptual Development Plan has been modified to simply show the locations of future street intersections along the site's SE 3<sup>rd</sup> Street/State Highway 99W frontage. Satisfaction of the Block Perimeter Standards will be determined through subsequent Detailed Development Plans submitted for the site. The application narrative has been amended accordingly.*

- d. The railroad line is incorrectly identified as Southern Pacific Railroad; the line is actually owned by VFRC, LLC and operated by Albany & Eastern Railroad.

**Response:**

*The application narrative and supporting attachments have been revised to correctly note Albany & Eastern Railroad as the operator.*

- e. A pedestrian island currently exists in Hwy 99 where one is shown "TO BE CONSTRUCTED BY ODOT, SUMMER OF 2006".

**Response:**

*Attachment 'R' of the application has been amended to correctly show the pedestrian island as "existing."*

- 2. **Extent of the Planned Development** – Several times the PD is described as affecting only some of the subject site. In fact, the PD overlay covers the entire site. Note that to date the City's zoning map has incorrectly not shown the full extent of the PD over the LI-O zoned portion of the site; it actually extends over both parcels.

**Response:**

*The application narrative and supporting attachments have been revised to correctly state and show the Planned Development Overlay currently affects the entire site.*

3. **2014 Land Development Inventory Report (LDIR)** – The City has released an updated 2014 LDIR, found online at:  
<http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=9470>. Please revise the land use analysis using this updated information.

**Response:**

*Attachment 'K' of the application has been revised to include relevant tables from the 2014, LDIR.*

4. **Page 25** – The narrative references a NE Walnut Boulevard frontage. I believe Hwy 99W is intended.

**Response:**

*The reference to NE Walnut Boulevard noted above has been corrected to refer to SE 3<sup>rd</sup> Street/State Highway 99W.*

5. **Hanson Easement** –The narrative should clarify that SW Goodnight Avenue, which bounds the site to the north, is not a public street but a private drive also known as the Hanson Easement.

**Response:**

*Clarifying statements have been added in several locations of the narrative that note SW Goodnight Avenue is currently associated with the "Hanson Easement."*

6. **Attachment D** – Please make a graphic distinction between LI-O and PD(LI-O).
7. **Attachments A through G** – Please identify the location of the railroad line.

**Response:**

*The requested modifications to Attachments 'A' through 'G' have been made and are included in the revised application.*

II. Public Works Staff Comments

**Transportation**

1. The conceptual development plan street layout should be consistent with the South Corvallis Area Refinement Plan for street and pedestrian connections to the highway. Engineering staff would support required variances to block perimeter to meet access management standards along the highway. Also see ODOTs comments dated August 13, 2015.

**Response:**

*As discussed at the September 8, 2015, meeting with City of Corvallis staff, the proposed Conceptual Development Plan has been modified to simply show the locations of future street intersections along the site's SE 3<sup>rd</sup> Street/State Highway 99W frontage. Satisfaction of the Block Perimeter Standards and final locations for pedestrian nodes conceptually located along SE 3<sup>rd</sup> Street/State Highway 99W in the South Corvallis Area Refinement Plan will be determined through subsequent Detailed Development Plans submitted for the site. The application narrative has been amended accordingly.*

**Public Utilities**

1. The calculations for the sewer show an increase in demand with the comprehensive plan amendment and zone change. The calculations also show the existing line size is questionable based on build out of the site with either zone.

**Response:**

*The Utility Capacity Study (Attachment I) has been revised by calculating utility demand based on a gross density of nine units per acre, which equates to median density for the RS-9 zone. This is consistent with projections presented in the City's utility master plans. While this decreases the total demand on the sanitary sewer system, the overall conclusions of the study remain unchanged.*

The applicant appreciates the opportunity to submit revised materials for this application, and is confident the application fully responds to all comments offered by City staff. As a result, the applicant will not be submitting any additional information in response to the applicable decision criteria, and formally requests the City determining the application is now complete. If you have any questions about these materials, please do not hesitate to contact me.

Sincerely,



Eric M. Adams  
Owner

Attachments

CC: Lyle Hutchens, Devco Engineering