MEMORANDUM

TO: **Mayor and City Council**

FROM: **Ken Gibb, Community Development Director**

DATE: **May 23, 2008**

RE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

I. ISSUE

The applicant, Willamette Neighborhood Housing Services (WNHS), has submitted an application seeking approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the subject, 3.46-acre, site. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

On April 2, 2008, the Planning Commission held a duly advertised public hearing on the request. At that hearing, the Planning Commission honored a request to hold the record open. The record was held open for one week, following which, the applicant was allowed one week to submit a final written argument. The Planning Commission reconvened on April 16, 2008, deliberated, and voted to deny the applicant's request. The Planning Commission Chair signed the Notice of Disposition from that decision on April 18, 2008, **(Attachment I)**. On April 28, 2008, the applicant/appellant appealed the Planning Commission's decision **(Attachment II)**. The applicant/appellant also granted a 21-day extension to the State's 120-Day rule to allow additional time to submit appeal materials. Additional appeal materials were received on May 20, 2008 **(Attachment II)**. A City Council public hearing has been scheduled for June 2, 2008, to consider the appeal of the Planning Commission's decision to deny the proposed Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat.

II. BACKGROUND and DISCUSSION

Site and Vicinity

The 3.46-acre site is located south and east of Conser Street and contains Jasper Street and Sorrel Place. Seavey Avenue is located immediately to the south. An existing fourplex that is surrounded by the development site was constructed consistent with the 1982 approval for Seavy Meadows. Improvements to Conser Street, Jasper Street, and Sorrel Place were also made at that time. Since that time, some of the sidewalks have buckled due to the growth of tree roots. No other development has taken place at the site since these improvements were made. Remnants of preliminary building pad excavation are still visible on recent City of Corvallis aerial photographs. Due to the soils in this area of Corvallis, these portions of the site have since gradually transformed into "constructed" wetlands. Other natural features found on the proposed development site include mature and sapling cottonwood trees, and non-locally protected jurisdictional wetlands. The site is essentially flat and lacks prominent topography. Immediately northeast of the site along Conser Street is the Conifer Village Subdivision. All other property within the immediate vicinity is currently undeveloped. A branch of the Southern Pacific Railroad runs past the site on the west side of Conser Street. Additional residential development is located on the opposite side of the railroad tracks.

The site is designated as Residential - Medium-High Density on the Corvallis Comprehensive Plan Map, with Natural Resource Overlay Areas, as are other properties abutting the site to the south, east, and west that were also part of the original Seavey Meadows Planned Development. The Conifer Village Subdivision to the northeast is designated as Residential - Low Density, while undeveloped property across Conser Street to the north is shown as Residential - Medium Density on the Comprehensive Plan Map. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City, but is designated for Medium Density Residential Development on the Comprehensive Plan Map.

Consistent with its Comprehensive Plan designation, the site is zoned Medium-High Density Residential on the Corvallis Land Development Code Zoning Map, and is also subject to Planned Development and Natural Resource Overlays (PD(RS-12)). Undeveloped properties south, east, and west of the site that are also associated with the original Seavey Meadows Planned Development share this designation. The Conifer Village Subdivision to the northeast is zoned PD(RS-6), while the undeveloped properties to the north, across Conser Street, are zoned PD(RS-9) with Natural Resource Overlay areas. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City and therefore has no City zoning designation.

Background

1982 – On May 18, 1982, the subject site was annexed into the City Limits along with roughly 37 additional acres that were zoned either RS-9 or RS-12 with a Planned

Development Overlay. Subsequent to being annexed, the original developer proposed a Conceptual and Detailed Development Plan and Tentative Subdivision Plat that would have resulted in the construction of 296 dwelling units (PD-82-5). The Corvallis Planning Commission approved this request, with conditions, on October 6, 1982.

Phase I of the Seavy Meadows development was initiated, which included construction of the existing portions of Jasper Street and Sorrel Place, as well as other infrastructure within the Phase I area, and the existing fourplex building on the site. However, construction of the remainder of the development faltered. When the developer defaulted on infrastructure debt service (Bancroft Bond) the City took possession of the Seavy Meadows site, with the exception of the existing fourplex at the southeast corner of Jasper Street and Conser Street.

1991 – On March 6, 1991, the Corvallis Planning Commission approved a Detailed Development Plan and a Tentative Subdivision Plat for Conifer Village, Phases 4, 5, and 6 (DC-91-1, PD-91-1, and S-91-1). This approval affected approximately 10 acres of the Seavey Meadows Detailed Development Plan by rezoning the property from PD(RS-12) to PD(RS-6) and approving a tentative subdivision plat intended for development with detached single family homes. The City sold that portion of the Seavy Meadows development to the developer of Conifer Village. A portion of Conifer Village, Phase 5, was developed in this location and currently contains 38 single family houses.

Proposal

The applicant's proposal includes two land use requests: 1) a Major Modification to a Conceptual and Detailed Development Plan and, 2) a Major Subdivision Replat.

The Conceptual and Detailed Development Plan approved for Seavy Meadows in 1982 was for a uniform development of attached fourplexes with shared private driveways. The proposed Major Modification would alter that plan to provide a mixture of single-family detached homes, duplex and triplex townhomes, and four- and five-unit multi-family dwellings on the site. Access to the dwellings would rely on the existing public streets - Conser Street, Jasper Street, and Sorrel Place - but would also involve the construction of two new private alleys. Improvements are proposed to portions of Conser Street, Jasper Street, and Sorrel Place to bring those facilities into compliance with current Corvallis Land Development Code street standards. The proposed private alleys would be located adjacent to parking areas serving the subject development, including 20 parking spaces along the alley serving the western side of the development site and 24 parking spaces along the alley serving the eastern side of the development site.

The development is proposed in two phases. Phase I would include construction of seven single family homes for sale to low income families at 80 percent of median family income (MFI) or less. Phase II would include construction of 23 multi-family units, 9 attached townhouse units, and 4 duplex units for low income families making 60 percent of MFI or less. Due to funding variables, the applicant reserves the right to develop Phase 2 first. The

applicant states that required public facilities necessary to serve project phases will be provided, as needed.

The applicant has provided alternative site plans for portions of Phase II. Sheet G2 of the applicant's graphics **(Attachment III)** shows alternative layouts for Buildings 10 and 11 and for Buildings 1, 2, and 3. As depicted on Sheet G1, Buildings 10 and 11 are "quad" units, which are four, single-level dwelling units that share common central space. These units are a type of development designed specifically for senior citizens to allow some level of autonomy in a group-living type environment. If the applicant is successful in obtaining special funding for this type of use, they will build the quad units. If the applicant is unsuccessful in obtaining funding, then the fourplexes shown on Sheet G2 would be constructed. The alternative design for Buildings 1, 2, and 3 is meant to demonstrate how those units could be configured to comply with POD Standards, with main entrances to the units facing the public street, and direct pedestrian connections from the front doors of each unit to the sidewalk along the public street (Conser Drive). The applicant prefers to construct the three triplexes as depicted on Sheet G1, with main entrances facing the private alley and with the front door of each unit within 200 feet of the public sidewalk along Conser Street. The applicant argues that this allows the development to face inward, towards the community building, and allows for the creation of more clearly demarcated private open space in the yards between the units and Conser Drive.

The project will include a mix of incomes with 40 percent of the units at or below 60 percent of MFI. Project amenities will include a 1,700 square foot community building and roughly 14,000 square feet of formally landscaped play areas and common areas. Parking is proposed through the use of both outdoor unassigned common spaces and private attached garages and driveways. Most of the required parking would be provided on the respective properties to be served, but the applicant requests to vary from parking standards to allow 12 of the required parking spaces to be provided on the public streets serving the development.

The 3.46-acre development site is surrounded by 27 acres of locally protected wetlands, which provide a long term natural landscape amenity. The City of Corvallis retains ownership of these areas and has indicated an intent to preserve the wetlands from future development. A variety of community amenities is available to the site including: two of the City's largest employers (Hewlett Packard and Good Samaritan Hospital); a community shopping center,including a grocery store, within three-quarters of a mile of the site; public transportation adjacent to the site; a middle school within a half mile; and a City park within a half mile.

The applicant has requested to vary from a number of Land Development Code requirements through the Planned Development process, and has proposed a number of compensating benefits for those variations, as shown in the following table:

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	Compensating Benefit
LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1.	Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on Attachment 'I'.
LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces, for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.	The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.
LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.	See response above.
LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 17 and 18 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.	Lots 17 and 18 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.
LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.	Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential window coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.

Code Variance	Compensating Benefit
LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.	The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.
LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.	The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.
LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the duplex units are proposed to be situated along the easterly private alley, some of which also fall within the boundaries of Lots 8 and 9.	The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.

Planning Commission Action

Specific criteria and policies that apply to the proposed Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat were addressed in the March 19, 2008, Staff Report to the Planning Commission **(Attachment III)**. Specifically, pages 9-98 of the March 19, 2008, Staff Report address compliance with LDC criteria applicable to the proposed Major Modification to a Conceptual and Detailed Development plan, and pages 99-104 address compliance with LDC criteria regarding the proposed Major Subdivision Replat.

As reflected in the March 19, 2008, Staff Report to the Planning Commission, and minutes from the April 2, 2008, and April 16, 2008, Planning Commission meetings, City Staff recommended that the Planning Commission approve the applicant's requests, with

conditions. The Planning Commission reviewed the application, heard public testimony, and voted to deny the application based on findings from the April 2, 2008, and April 16, 2008, Planning Commission meetings that support the decision to deny the application **(Attachment I)**.

Appeal Issues

Land Development Code section 2.19.30.02(d) - Hearings Authority states that appeals of Planning Commission decisions shall be reviewed by the City Council. Land Development Code section 2.19.30.01(c) states that all hearings on Appeals shall be held de novo (as a new public hearing), and the Council's decision is not limited to the stated grounds for appeal. Under the terms of LDC 2.19.30.01(c), the Council is charged with reviewing the application for consistency with the relevant criteria, and the Council is not charged with reviewing the decision of the Planning Commission for errors.

The Notice of Disposition of the Planning Commission's decision to deny the Seavey Meadows application **(Attachment I)** indicates the following three reasons for the denial:

1. Failure to preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04,

2. Failure to comply with Comprehensive Plan Policy 4.11.12, which states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands," and

3. Failure to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The Planning Commission made these determinations because Commissioners found little evidence in the record that supported compliance with these provisions. As a component of the appeal, the applicant/appellant submitted a hydrology report and wetlands analysis to provide the information that the Planning Commission found to be deficient. Following is an analysis of the appellant's rebuttal of the Planning Commission's findings, based on the referenced documents. The Planning Commission's findings are shown in **bold**, the appellant's arguments are shown in *italics*, and Staff's analyses are shown in plain text.

1. **Failure to preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a**

harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04.

"The two existing Significant Natural Features that exist on the site are wetlands and trees. The wetlands within the 3.46 acre development site were inventoried by the City and deemed to be locally significant but not locally protected. When the City's Natural Features regulations were being developed, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site and the City Council determined that approximately 5 of the 32 acres contained fewer natural features and in balancing the various needs, determined it to be locally significant, but not locally protected. At the same time, the remaining City-owned wetlands were listed as locally significant and locally protected. The wetlands slated for impact are significantly degraded in comparison to the surrounding wetland. They have been excavated and filled in the past, support limited wetland vegetation, and have had all topsoil removed. Utilities and compacted building footprints are already present within the wetlands slated for impact."

"The City's Natural Features Inventory of Significant Vegetation Areas shows no significant vegetation within the 3.46 acre development site. However, Section 4.2.20.d.1 considers trees over 8-inches in diameter to be preserved to the greatest extent practicable and integrated into the design of a development. The majority of the existing trees are cottonwoods, most of which have grown adjacent to the existing paved areas as shown in the photos on the following page. These cottonwood trees are short lived, are too close together, and are prone to decay. Therefore, the applicant has recommended removing these trees and replanting the site with trees spaced further apart and varieties more suitable to the site conditions."

The appellant is correct that the wetlands on the Seavey Meadows development site are not locally protected. Through the City Council's adoption of natural features protections, as part of the Phase III Land Development Code Update, it was specifically determined that local protections would not be applied to the wetlands on the development site, as opposed to the surrounding wetlands, which received local protection. However, in finding that significant natural features were not preserved to the greatest extent possible, the Planning Commission expressed concerns regarding the impact of the proposed development on adjacent wetlands. This is reflected in Finding #3 below, which finds that the applicant/appellant was unable to demonstrate that the proposed development would not change hydrology in the area in a way that would have a negative impact on nearby locally protected wetlands. A complete analysis of this issue is found under the analysis of Finding #3. Findings from that discussion address the above finding as well.

As noted in the March 19, 2008, Planning Commission Staff Report **(Attachment III, page 17)**, there are a number of existing trees on the site that are greater than 8 inches in diameter, which would typically be considered significant, per Land Development Code

Section 4.2.20.d. However, per LDC Section 4.2.20.c, if a site has been inventoried for natural features, and no significant vegetation areas have been identified on the site, then vegetation on the site is not protected by the Land Development Code. The applicant/appellant is not required by the Land Development Code to preserve any of the existing trees on the site, which are not considered to be a significant natural feature.

Despite this, the applicant did conduct an inventory of the existing trees on the site, which finds that, with the exception of a single Spruce tree located to the west of the existing fourplex, all the trees on the site are volunteer Black Cottonwoods. This type of tree is a short-lived species that is prone to abnormal growth and decay. The applicant proposes to remove all Black Cottonwood trees on the site, but would preserve the existing Spruce tree. The applicant notes that the proposed landscaping plan will result in a variety of tree species in greater numbers than currently exist on the site.

Staff conclude that the applicant/appellant is not required to preserve wetlands, trees, or any other significant natural feature on the development site itself. The issue of potential impacts of development on adjacent locally-protected wetlands is fully addressed under Finding #3 below, and findings from that discussion are incorporated by reference under the above Finding.

2. **Failure to comply with Comprehensive Plan Policy 4.11.12, which states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands."**

   "This policy is intended to ensure that land proposed for development does not result in detrimental impact from discharging into wetlands. It is important to note that there are existing catch basins and a 24-inch storm sewer main in Sorrel Place. The proposed development includes the installation of two Baysaver pollution control devices to filter additional runoff from the roads, alleys, and parking areas. All stormwater will be put into pipes and discharged into the City's storm drain system. Stormwater from the development will therefore comply with Policy 4.11.12, as none of the site's stormwater will be discharged into the surrounding wetlands. Since the wetlands to be impacted are currently degraded and separated hydrologically from the remaining wetlands, discharging stormwater into the City's storm drain system will not affect the hydrology of the surrounding wetlands."

The 3.46-acre development site is not located upslope of the adjacent wetlands. As noted in the applicant/appellant's hydrology report **(Attachment II)**, the area is relatively flat, with stormwater ponding within the wetlands, and a general trend of stormwater sheet-flow to the east. Due to prior development of street and utility infrastructure on the 3.46-acre site, as well as excavation of building foundations, the existing grade of the development site is generally lower than that of adjacent areas. Constructed streets in the area, which include Conser Street, to the north and west; Jasper Street, in the middle of the site; and Sorrel Place, to the south, also serve as a barrier to the surface flow of water in the area. As noted

by the applicant/appellant, infrastructure on the development site will intercept stormwater on the site and direct it into the City's storm drain system. Because of these factors, and the fact that adjacent wetlands are "perched," meaning that they sit above largely impervious soils, with little direct groundwater connection, it is not anticipated that the proposed development would significantly disrupt existing water flow patterns that serve the adjacent wetlands. Because stormwater from the development site would be treated and released into the City's storm drain system, no detrimental change to water quality affecting the adjacent wetlands is anticipated.

Staff conclude that the proposed development is not located upslope of adjacent wetlands, as specified in Comprehensive Plan Policy 4.11.12. Additionally, Staff conclude that the proposed development would not significantly disrupt existing water flow patterns that serve the adjacent wetlands, and would not create a detrimental change to water quality affecting the adjacent wetlands.

3. **Failure to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

   "It is important to understand the relationship of these two significant sites in regards to hydrology. The development site is physically separated from the surrounding wetlands by roads that include Conser Avenue, Jasper Street and Sorrell Place. To better describe hydrological impacts along the limited areas not bounded by streets, the applicant has retained the services of a hydrologist who is working with the projects wetland consultant."

The appellant has submitted a Hydrology Investigation, prepared by hydrologists, and an associated technical memorandum, prepared by a wetland biologist **(Attachment II)**. The Hydrology Investigation makes a number of findings, including the following:

1. The development site and adjacent areas are relatively level, with a general drainage pattern that sheet-flows to the east, towards Steward Slough/Sequoia Creek. Although agricultural activities, fill placement, and historic site excavation have altered the topography somewhat in this general area, the general drainage pattern remains sheet-flow to the east in most areas.

2. Ground water levels in nearby water wells along Seavy Avenue are between 10 and 20 feet below ground surface. Test pits dug on the site in 2007 to a depth of 8.6 feet did not encounter water. Site observations suggest that, "*the shallow surficial soils do not readily release water to depressions/excavations, and that the water within the northwest-southeast trending ditches and along the railroad tracks result from interception/collection of surface water run-off perched by the extremely low permeability soils.*" In other words, the soil in this area appears to be largely

impermeable, which results in a "perched wetland" sitting above the impervious soil layer.

3. The report states that, "*The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west.*" In other words, the wetlands appear to be hydrated almost entirely from precipitation, with little evidence of significant sheet flow of water onto the site. Because the wetlands are perched, ground water would not typically replenish the wetlands.

The technical memorandum prepared by the appellant's wetland biologist **(Attachment II)** comments on the Hydrology Investigation and makes the following findings:

> *"The resultant hydrology report was consistent with our opinion that the hydrology of the adjacent wetlands would remain unaffected by the proposed development. The wetlands at Seavey Meadows are composed of a perched water table that is primarily precipitation driven as the water collects on top of poorly drained clay soils. The report identifies that there is a limited sheet flow occurring within the Seavey Meadows wetlands, as there is very little elevation change throughout the area. The impacted wetlands are further disconnected hydrologically from the adjacent areas, as they are surrounded by roads and fill. If the development site surface water is redirected to the storm sewer system, this will have no effect on the adjacent wetlands since they are currently not receiving any sheet flow from these areas."*

Staff have reviewed the submitted materials in relation to the decision criterion in question (LDC 2.4.30.04.b.4). That criterion is as follows:

> **Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

Excavation and grading will be a necessary component of the proposed development. To accommodate proposed streets, utilities, homes, and other proposed improvements, excavation and grading within the 3.46-acre development site will be necessary. Hydrological analysis of the area confirms that the soils in the area are largely impervious, and have created a "perched" wetland sitting on top of largely impervious soils. This means that sub-surface water flows are not a component of the hydrology that supports wetlands in this area. As noted in the applicant/appellant's Hydrology Investigation, "The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west." This means that, for the most part, water that serves the wetlands in the area falls from the sky. Because of this, the applicant's proposed excavation and grading on the 3.46-acre development site would not have a significant impact on the hydrology of surrounding areas. Stormwater that falls on the development site

will be treated and directed into the City's storm drain system, thereby avoiding the possibility of creating negative water quality impacts in adjacent wetland areas. Based on the submitted materials, information, and analysis from the applicant/appellant's hydrologist and wetland biologist, Staff conclude that the proposed development will not have a negative impact on the hydrology of the area, as described in the above criterion.

Conclusion

The Planning Commission made three findings to support its decision to deny the Seavey Meadows application: 1) the proposed development fails to preserve existing Significant Natural Features and landscape features and amenities to the greatest extent possible; 2) the proposed development fails to comply with Comprehensive Plan Policy 4.11.12, which relates to development "upslope" of wetlands; and 3) the proposed development fails to comply with LDC 2.4.30.04.b.4, which regards negative hydrological impacts to wetlands and riparian corridors.

Staff find that there are no significant natural features, or landscape features and amenties on the proposed development site that require preservation. Impacts to adjacent significant features are addressed in the responses to findings 2 and 3. Staff find that the proposed development is not "upslope" from adjacent wetlands and will not result in negative interference with water patterns discharging to adjacent wetlands, nor detrimental changes in water quality for waters discharging to adjacent wetlands. The applicant/appellant has responded to the Planning Commission's determination that the issue of hydrological impacts from the proposed development was not adequately addressed by providing a hydrology investigation, and analysis of potential wetland impacts, based upon the hydrology investigation. Staff have reviewed these materials and concur that the proposed development will not cause negative hydrological impacts.

For these reasons, Staff recommend that the City Council approve the appeal and reverse the Planning Commission's decision to deny the proposed Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat.

III. REQUESTED ACTION

Major Modification to a Conceptual and Detailed Development Plan
With respect to the appeal of the Planning Commission decision to deny the Seavey Meadows Major Modification to a Conceptual and Detailed Development Plan (PLD08-00001), the City Council has the following options:

OPTION #1: **Approve** the proposed Major Modification to a Conceptual and Detailed Development Plan, subject to conditions from the March 19, 2008, Planning Commission Staff Report, as subsequently amended by Staff **(Attachment VI)**, thereby reversing the Planning Commission's decision and approving the appeal; or

OPTION #2: **Deny** the proposed Major Modification to a Conceptual and Detailed Development plan, thereby upholding the Planning Commission's decision and denying the appeal; or

OPTION #3: **Approve** the proposed Major Modification to a Conceptual and Detailed Development plan with amended conditions of approval, thereby reversing the Planning Commission's decision and approving the appeal.

From the facts presented in the March 19, 2008, Staff Report to the Planning Commission **(Attachment III)**, as well as the facts presented in this May 23, 2008, Memorandum from Community Development Director Ken Gibb to the Mayor and City Council, Staff recommend that the City Council pursue Option #1, approving the Major Modification to a Conceptual and Detailed Development Plan request, subject to amended conditions, and direct Staff to prepare Formal Findings in support of the City Council's decision.

Consistent with Option #1, the motion below is based upon the facts in the March 19, 2008, Staff Report to the Planning Commission that support the Staff recommendation to approve the Major Modification to a Conceptual and Detailed Development Plan. This motion is also based on the criteria, discussions, and conclusions contained within the May 23, 2008, Memorandum to the Mayor and City Council from the Community Development Director; and the reasons given by the City Council, as reflected in the meeting minutes, during their deliberations on this matter.

MOTION: I move to approve the proposed Major Modification to a Conceptual and Detailed Development Plan, and subject to adoption of Formal Findings and Conclusions.

Tentative Subdivision Plat

With respect to the appeal of the Planning Commission decision to deny the Seavey Meadows Major Subdivision Replat (SUB08-00001), the City Council has the following options:

OPTION #1: **Approve** the proposed Major Subdivision Replat, subject to conditions from the March 19, 2008, Planning Commission Staff Report, as subsequently amended by Staff **(Attachment VI)**, thereby reversing the Planning Commission's decision and approving the appeal; or

OPTION #2: **Deny** the proposed Major Subdivision Replat, thereby upholding the Planning Commission's decision and denying the appeal; or

OPTION #3: **Approve** the proposed Major Subdivision Replat with amended conditions, thereby reversing the Planning Commission's decision and approving the appeal.

From the facts presented in the March 19, 2008, Staff Report to the Planning Commission **(Attachment III)**, as well as the facts presented in this May 23, 2008, Memorandum from Community Development Director Ken Gibb to the Mayor and City Council, Staff recommend that the City Council pursue Option #1, approving the Major Subdivision Replat request, subject to amended conditions, and direct Staff to prepare Formal Findings in support of the City Council's decision.

Consistent with Option #1, the motion below is based upon the facts in the March 19, 2008, Staff Report to the Planning Commission that support the Staff recommendation to approve the Major Subdivision Replat. This motion is also based on the criteria, discussions, and conclusions contained within the May 23, 2008, Memorandum to the Mayor and City Council from the Community Development Director; and the reasons given by the City Council, as reflected in the meeting minutes, during their deliberations on this matter.

MOTION: I move to approve the proposed Tentative Subdivision Plat, subject to conditions from the January 3, 2008, Planning Commission Notice of Disposition, and subject to adoption of Formal Findings and Conclusions.

ATTACHMENTS

ATTACHMENT I - Planning Commission Notice of Disposition regarding the Seavey Meadows Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat, signed April 18, 2008

ATTACHMENT II - Appeal Letter, received April 28, 2008, along with supplemental appeal information, received May 20, 2008

ATTACHMENT III - March 19, 2008, Staff Report to the Planning Commission

ATTACHMENT IV- Minutes of the April 2, 2008, and April 16, 2008, Planning Commission meetings

ATTACHMENT V- Public Testimony submitted after close of the record for Planning Commission deliberations on April 9, 2008

ATTACHMENT VI- Proposed Conditions of approval, as amended by Staff after release of the March 19, 2008, Staff Report to the Planning Commission

Review and Concur:

Jon S. Nelson,
City Manager

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

SCANNED

Date: 04-18-08 By: JAS

CORVALLIS PLANNING COMMISSION
NOTICE OF DISPOSITION

ORDER 2008 - 040

CASE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

REQUEST: The applicant requests approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the subject, 3.46-acre, site. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

APPLICANT: Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

OWNER: City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

LOCATION: The subject site is located on the south side of Conser Street and north of Seavy Avenue in northeast Corvallis. The subject site is also identified on Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500 through 3700.

DECISION: The Corvallis Planning Commission conducted a public hearing on April 2, 2008, and deliberated on April 16, 2008. The Planning Commission decided to deny the requested Conceptual and Detailed Development Plan and Tentative Subdivision Plat. The Planning Commission adopts the findings contained in the portions of the April 2, 2008, and April 16, 2008, Planning Commission minutes that demonstrate support for the Planning Commission's actions. Specific findings to support the denial decisions include, but are not limited to:

1. Failure to preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04,

2. Failure to comply with Comprehensive Plan Policy 4.11.12, which

Attachment I-1

states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands," and

3. Failure to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

If you are an affected party and wish to appeal the Planning Commission's decision, appeals must be filed, in writing, with the City Recorder within 12 days from the date that 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. Filing fee of $240.00.

Appeals must be filed by 5:00 p.m. on the final day of the appeal period. When the final day of an appeal period falls on a weekend or holiday, the appeal period shall be extended to 5:00 p.m. on the subsequent work day. The City Recorder is located in the City Manager's Office, City Hall, 501 SW Madison Avenue, Corvallis, Oregon.

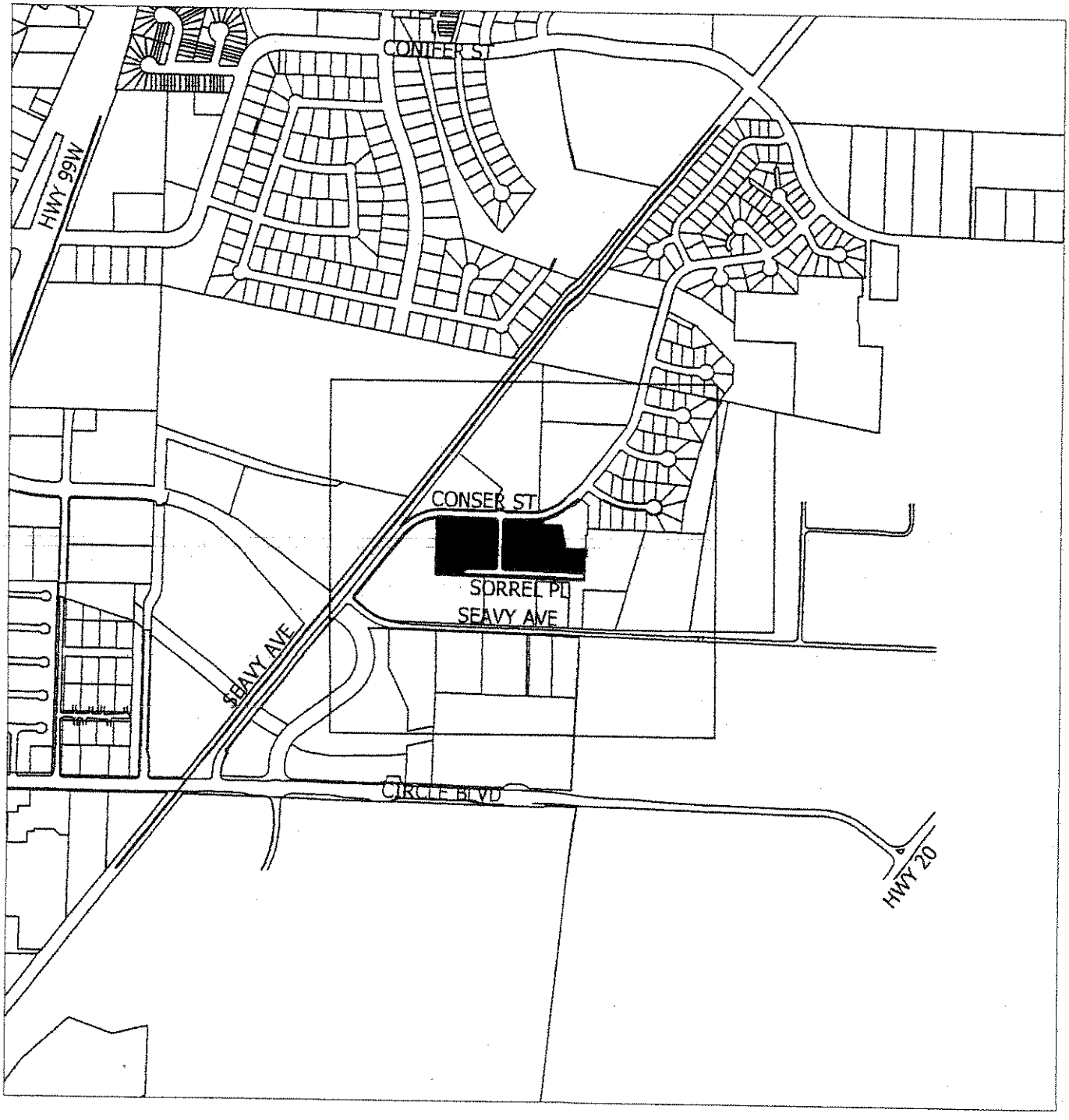
David Graetz, Chair
Corvallis Planning Commission

Signed this 18th day of April, 2008

Appeal Deadline: Wednesday, April 30, 2008, at 5 p.m.

Attachment I-2

VICINITY MAP



Subject Property

N

0 800 1600

Scale: 1" = 800'

ATTACHMENT A

Attachment I-3

WILLAMETTE
NEIGHBORHOOD
HOUSING SERVICES

MAIN OFFICE 257 SW Madison Avenue
Corvallis, OR 97333
541.752.7220
800.403.0957
541.752.5037 Fax

LINN COUNTY BRANCH 745 Main Street
Lebanon, OR 97355
541.259.2166
800.403.0957
541.258.3791 Fax

EMAIL info@w-nhs.org
WEB www.w-nhs.org

NeighborWorks® CHARTERED MEMBER

RECEIVED

APR 28 2008

Community Development
Planning Division
10:25 a.m.

RECEIVED
APR 28 2008
TIME 10:32 am
CITY

SCANNED
Date:_____ By:_____

April 28, 2008

Ms. Kathy Louie, City Recorder
Corvallis City Managers Office
501 SW Madison Avenue
Corvallis, OR 97333

Subject: Appeal of Seavey Meadows (PLD08-00001, SUB08-00001)

Dear Ms. Louie:

We wish to appeal the Planning Commission's April 16th decision on the Seavey Meadow project referenced above. As a participant in the Planning Commission public hearing, I am an affected party with standing.

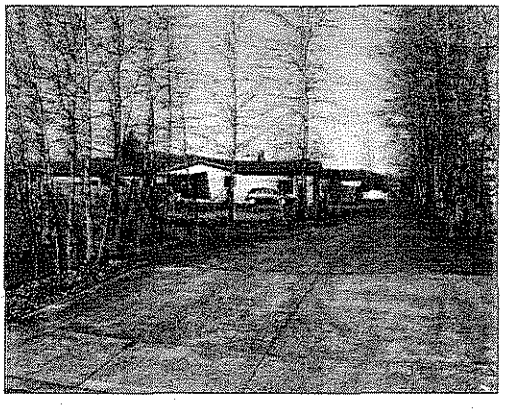
The grounds for this appeal are as follows:

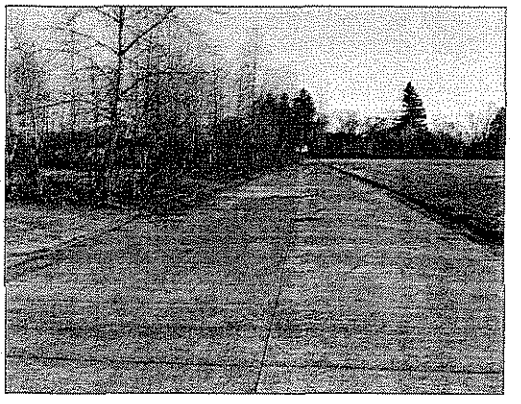
1. **The Planning Commission found the project failed to preserve, to the greatest extent practicable, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04.**

   The two existing Significant Natural Features that exist on the site are wetlands and trees. The wetlands within the 3.46 acre development site were inventoried by the City and deemed to be locally significant but not locally protected. When the City's Natural Features regulations were being developed, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site and the City Council determined that approximately 5 of the 32 acres contained fewer natural features and in balancing the various needs, determined it to be locally significant, but not locally protected. At the same time, the remaining City-owned wetlands were listed as locally significant and locally protected. The wetlands slated for impact are significantly degraded in comparison to the surrounding wetland. They have been excavated and filled in the past, support limited wetland vegetation, and have had all topsoil removed. Utilities and compacted building footprints are already present within the wetlands slated for impact.

   The City's Natural Features Inventory of Significant Vegetation Areas shows no significant vegetation within the 3.46 acre development site. However, Section 4.2.20.d.1 considers trees over 8-inches in diameter to be preserved to the greatest extent practicable and integrated into the design of a development. The majority of the existing trees are cottonwoods, most of which have grown adjacent to the existing paved areas as shown in the photos on the following page.

Attachment II-1





These cottonwood trees are short lived, are too close together, and are prone to decay. Therefore, the applicant has recommended removing these trees and replanting the site with trees spaced further apart and varieties more suitable to the site conditions.

2. **The Planning Commission found the project failed to comply with Comprehensive Plan Policy 4.11.12, which states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands."**

This policy is intended to ensure that land proposed for development does not result in detrimental impact from discharging into wetlands. It is important to note that there are existing catch basins and a 24-inch storm sewer main in Sorrel Place. The proposed development includes the installation of two Baysaver pollution control devices to filter additional runoff from the roads, alleys, and parking areas. All stormwater will be put into pipes and discharged into the City's storm drain system. Stormwater from the development will therefore comply with Policy 4.11.12, as none of the site's stormwater will be discharged into the surrounding wetlands. Since the wetlands to be impacted are currently degraded and separated hydrologically from the remaining wetlands, discharging stormwater into the City's storm drain system will not affect the hydrology of the surrounding wetlands.

3. **The Planning Commission found the project failed to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 – Riparian Corridor and Wetland Provisions."**

The development site and the area proposed for mitigation both contain locally significant wetlands. LDC Section 2.4.30.04.b.4 is intended to ensure that excavation and grading activities does not alter the hydrology that supports existing Locally Significant Wetlands.

It is important to understand the relationship of these two significant sites in regards to hydrology. The development site is physically separated from the surrounding wetlands by roads that include Conser Avenue, Jasper Street and Sorrell Place. To better describe

hydrological impacts along the limited areas not bounded by streets, the applicant has retained the services of a hydrologist who is working with the projects wetland consultant. The hydrologists report will not be completed before the appeal deadline, therefore the applicant requests a 21-day extension to the 120-day rule to provide additional time to submit this material.

Attached to this letter is the $240 appeal fee. If you have any questions, please contact me at 752-7220.

Respectfully Submitted,

Jim Moorefield
Executive Director

Appellants Name and Address:

Jim Moorefield
Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

Attachment II-3

TECHNICAL MEMORANDUM

Hydrology Investigation
May 18, 2008

Seavey Meadows Development
NE Conser Street
Corvallis, Benton County, Oregon

Prepared for:

Willamette Neighborhood Housing Services

257 SW Madison Avenue
Corvallis, Oregon 97333

Prepared on behalf of:

Turnstone Environmental Consultants, Inc.

PO Box 816
Philomath, OR 97370

Prepared by:

EVREN NORTHWEST
environmental natural resource consultants

PO Box 80747
Portland, Oregon 97280-1747
Ph: 503 452-5561 Fax: 503 452-7669

447-08001-01

RECEIVED
MAY 19 2008
Community Development
Planning Division

Attachment II-4

TECHNICAL MEMORANDUM

Hydrology Investigation

Seavey Meadows Development
NE Conser Street
Corvallis, Benton County, Oregon

May 18, 2008

This Technical Memorandum has been prepared by EVREN Northwest, Inc. for:

Willamette Neighborhood Housing Services

257 SW Madison Avenue
Corvallis, Oregon 97333

Prepared on behalf of:

Turnstone Environmental Consultants, Inc.

PO Box 816
Philomath, OR 97370

Project No. 447-08001-01

By

Neil M. Woller, R.G., *Senior Hydrogeologist, Registered Geologist*

and

Lynn D. Green*, Senior Hydrologist*

Attachment II-5

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2.1 Topography 4
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2.3.2 Ground Water 5
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3.2 Discussion of Depressions and Occurrence of Surface Water 8
4.0 CONCLUSIONS AND RECOMMENDATIONS 9
5.0 LIMITATIONS 11

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FIGURES

Figure 1 Site Vicinity Map
Figure 2 Aerial Photograph (AOI)
Figure 3 Aerial Photograph with Topography (Proposed Seavey Meadows Development)
Figure 4 Topographic Map (2005; Source: City of Corvallis)
Figure 5 Topographic Map (Source: Turnstone Environmental)

APPENDICES

APPENDIX A HISTORICAL AERIAL PHOTOGRAPHS
APPENDIX B PHOTOGRAPHIC LOG

TECHNICAL MEMORANDUM

Hydrology Investigation

Seavey Meadows Residential Development Site
NE Conser Street, Corvallis, Benton County, Oregon

1.0 INTRODUCTION

At the request of Turnstone Environmental Consultants (TEC), EVREN Northwest, Inc. (ENW) investigated hydrologic conditions at Seavey Meadows in Corvallis, Oregon (see Figures 1 and 2). This work was conducted to evaluate potential hydrologic impacts to the area from the proposed Seavey Meadows Residential Development which includes single- and multi-family residential structures.

The scope of work for this study included the following:

- Site reconnaissance
- Review of geologic and hydrogeologic literature regarding the vicinity of the site
- Review of previous reports and applications for the proposed development
- Acquisition and review of available topographic maps and historical aerial photographs
- Preparation of this Technical Memorandum

For convenience, in the following discussion, the "Area of Interest" (AOI) is defined as the area enclosed by Stewart Slough to the north, the railroad alignment to the west, and a tributary to Steward Slough (alternately labeled Stewart Slough or Sequoia Creek on various reviewed maps) to the east and south. The AOI includes the proposed Seavey Meadows Residential Development, Seavey Meadows Wetlands Reserve, former Stewart Property, a multi-family structure located east of Jasper Street at its intersection with Conser Street, Seavy Road, and private properties. A large portion of this area is considered jurisdictional wetlands as previously delineated and/or described by TEC[1]. The Seavey Meadows Wetlands Reserve and large areas of the AOI are owned by the City of Corvallis. The proposed Seavey Meadows Residential Development will consist of single- and multi-family structures.

[1] TEC. 2008, Seavey Meadows Wetland Delineation. February 12th.

Attachment II-7

1.1 Review of Historical Photographs

Historical aerial photographs (Appendix A) were acquired from the University of Oregon's Knight Library, and are summarized below.

1936: The predominant drainage direction is eastward, based on Stewart Slough and its tributaries. The railroad right-of-way is developed at the west side of the area of interest, and NE Seavy Road is constructed within the southern portion of the AOI. The proposed Seavey Meadows Residential Development site and the Wetlands Reserve area appear to be under cultivation, with plowed fields evident. Several trees are aligned along a fence line across the northern portion of the area. A moderately incised northeast-trending tributary drainage is present in the northeast portion of the Wetlands Reserve Area and discharging to Stewart Slough in the approximate location of the current NE Conser Street bridge across Stewart Slough. A ditch is visible along the approximate alignment of the North Berm (Figure 2), intersecting both Stewart Slough at the east margin of the AOI and its previously described tributary in the northeast portion of the Wetlands Reserve.

1944: The area is still under cultivation. The previously described drainage in the northeast portion of the Wetlands Reserve Area now appears to be extended southward in linear drainage ditches south-southeastward through the middle of the Wetlands Reserve, with additional linear segments extending to the railroad tracks and to another location along NE Seavy Road.

1948: The subject area is still under cultivation; however site drainage patterns are largely obscured, except for the ditch along the future North Berm alignment.

1956: The subject property is still under cultivation, and the drainage ditches are again visible. A new ditch appears to extend northward across the Wetland Reserve Area to the railroad alignment; the ditch previously extending to the natural drainage in the northeast corner of the Wetland Reserve appears to have been removed.

1963: The subject property is still under cultivation.

1970: The site is still under cultivation. Some riparian-type growth is occurring along the existing drainage ditches. A residential development has been constructed across the railroad tracks northwest of the Wetlands Reserve Area. Another residential development is present on the east side of Stewart Slough.

1978: The eastern portion of the Wetlands Reserve Area seems to be no longer cultivated, with incursion of nonagricultural vegetation. The western portion still appears to be cultivated, and the drainage ditches are still present.

1982: The area to the north of the Wetlands Reserve Area is undergoing earthmoving, and the highly disturbed fill area in the northwest portion of the Wetlands Reserve Area appears

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APPENDICES

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Attachment II-10

TECHNICAL MEMORANDUM

Hydrology Investigation

Seavey Meadows Residential Development Site
NE Conser Street, Corvallis, Benton County, Oregon

1.0 INTRODUCTION

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---

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1978: The eastern portion of the Wetlands Reserve Area seems to be no longer cultivated, with incursion of nonagricultural vegetation. The western portion still appears to be cultivated, and the drainage ditches are still present.

1982: The area to the north of the Wetlands Reserve Area is undergoing earthmoving, and the highly disturbed fill area in the northwest portion of the Wetlands Reserve Area appears

to be present. A new road (NE Conser Street) approaches the Wetlands Reserve from the north, crossing Stewart Slough and terminating at the approximate location of the (present-day) North Berm.

1994: NE Conser Street is completed, and a residential development is constructed at its east side. NE Jasper Street and NE Sorrel Place are also constructed, and the current multi-family residence is visible at the intersection of NE Conser and NE Jasper Streets. All agricultural activity appears to have halted in the AOI, replaced by low, natural vegetation. A berm with established vegetation is visible extending from the railroad tracks to NE Conser Street. To the west of the railroad tracks ground has been cleared for new construction.

Historical Photograph Summary. The aerial photographs described above show that the area was historically farmland. Principal natural drainage of the area was Stewart Slough and its tributaries, with the predominant drainage direction in the AOI to the east. A tributary drainage extended northeastward through the Wetlands Reserve Area to Stewart Slough. By 1936, some enhancement of drainage with development of drainage ditches had been completed. The drainage ditches were relocated in subsequent years to facilitate and enhance agricultural activities; however still discharged to locations along Stewart Slough/Sequoia Creek. The eastern portion of the area was removed from cultivation first, and cultivation of the western portion may have continued into the early 1980s. In 1982, the fill mound in the northwestern portion of the Wetland Reserve Area was created during initial site preparation for the residential development to the north. NE Conser Street, NE Jasper Street, NE Sorrel Place, the existing multi-family structure in the proposed Seavey Meadows Residential Development, and at least one of the berms were present by 1994.

2.0 SITE DESCRIPTION AND SETTING

The proposed Seavey Meadows Residential Development is located between NE Conser Street and and NE Sorrel Place, on both sides of NE Jasper Street (see Figures 2 and 3). NE Conser Street curves northward from just east of the proposed Seavey Meadows Residential Development to its bridge over a tributary of Stewart Slough. The north-trending segment of NE Conser Street forms a boundary between a residential neighborhood on its east side and the Seavey Meadows Wetland Reserve along its west side.

To the west of the proposed Seavey Meadows Residential Development and Wetland Reserve Area is a northeast-trending railroad right-of-way. On the west side of the railroad is a residential neighborhood. Residential neighborhoods are also located north and east of the AOI.

2.1 Topography

The AOI is relatively level, with an approximate average elevation of 216 feet (see Figures 4 and 5). However, agricultural activities, fill placement, and historic site excavation have resulted in some local variations with significance (discussed in detail in Section 3.0).

Stewart Slough is a branching drainage with a general eastward flow direction in the vicinity of the AOI. One branch of Stewart Slough forms an east-flowing north boundary to the AOI, and crosses NE Conser Street at a bridge near the residential development to the north. The other branch of Stewart Slough (Sequoia Creek) forms both an east-flowing southern boundary and a north-flowing east boundary to the AOI. The two (2) branches of the Slough have their confluence southeast of the NE Conser Street's Stewart Slough bridge. Available topographic mapping (Figures 1, 4 and 5) shows the base of the Stewart Slough drainage east and north of the Seavey Meadows Wetland Reserve is at 206 to 198 feet elevation, incised into the fluvial terrace.

2.2 Geology

Geologic mapping in the vicinity of the area shows the subject property is underlain by Quaternary Lower Terrace deposits. These deposits are described as semi-consolidated cobbles, gravel, sand, silt, clay, and organic material, with surficial materials generally consisting of silty clay and fine sand. The unit is characterized by a low, undulating fluvial surface with meander scrolls and oxbow lakes.[2]

The area to the east of Sequoia Creek (east of the AOI) is generally at 208 to 210 feet elevation, constituting a still lower fluvial terrace surface; to the west, across the railroad tracks, is a higher elevation alluvial plain (see Figure 4).

OGD Consulting performed a Foundation Investigation at the subject property in 2007.[3] Four (4) test pits were excavated with a track-mounted excavator on April 5, 2007. The investigation focused on the nature and characteristics of the uppermost soils. The maximum depth of the test pits was approximately 8.6 feet. Ground water was **not** encountered in the test pit explorations. However OGD Consulting noted indications of surface water ponding during wet winter months which was inferred to perch on the highly plastic clay present in surficial soils. This surficial topsoil was described as very soft to soft clay with some organic material, generally highly plastic with a blocky structure. The clay was wet at the time of the field investigation. Fill was locally present to approximately one-foot depth.

The topsoil transitioned downwards to a highly plastic, soft to medium stiff, clay alluvium in the test pits. This material contained variable silt and was moist to wet at the time of the investigation. The clay extended to depths of between 1.9 and 4.0-feet below existing grades at the four (4) test pit locations.

Below the highly plastic clay alluvium OGD Consulting encountered a silty clay alluvium. The silty clay was of medium plasticity and was moist at the time of the investigation. The clay included variable fine-sand content.

Attachment II-14

2.3 Hydrogeologic Setting

2.3.1 Surface Water

A thin veneer of free water was observed on the ground surface in local locations within the Wetland Reserve Area, and ponded water was observed in the north-south trending ditches crossing the Wetland Reserve Area and along the railroad tracks at the west side of the AOI. All surface waters are described in detail in Section 3.0.

As previously noted, Stewart Slough forms a northern boundary and Stewart Slough/Sequoia Creek forms an eastern and southern boundary to the AOI. Stewart Slough and Sequoia Creek are generally incised approximately 10-feet below the surrounding alluvial terrace, except for south of the proposed residential site, where it appears to be less incised. The area is outside the mapped 100-year flood plain, according to a general flood plain map on the City of Corvallis's web site.

2.3.2 Ground Water

Ground-water levels reported in water wells along Seavy Road are between 10 and 20 feet below ground surface. As previously stated, OGD Consulting did not observe any ground

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[2] Bela, J.L. 1979. Geologic hazards of eastern Benton County, Oregon: Oregon Department of Geology and Mineral Industries, Bulletin 98, 122 p., maps 1:24,000, 1:62,500.

[3] OGD Consulting, PC. 2007. *Foundation Investigation, Seavey Meadows Development, Conser Street, Corvallis, Oregon*: Report prepared for Willamette Neighborhood Housing Services, Project No. 715-07-01, 10 p., maps, figures, photographs. May 11.

water recharge into its four (4) test pits (excavated April 5, 2007 to a maximum depth of 8.6 feet), a finding consistent with the water well logs. Hydrogeologic mapping shows that ground-water flows in a southeasterly direction toward the Willamette River in this vicinity.[4]

[4] Frank, F.J. 1974. Ground water in the Corvallis-Albany area, central Willamette Valley, Oregon: US Geological Survey, Water-Supply Paper 2032, 48 p., maps 1:62,500.

3.0 DISCUSSION

3.1 Field Observations

Lynn Green and Neil Woller of ENW visited the site on May 6, 2008, to observe site conditions. Also present at the time of the site visit were Douglas McRae of Willamette Neighborhood Housing Services and Jeff Reims of TEC. A photographic log is presented as Appendix B.

The weather was cloudy but dry. There had only been a trace amount of rainfall during the previous five (5) days. There had been 1.63 inches of rainfall (-2.03 inches below normal) during the preceding month of April.[5]

As previously mentioned, several anomalous topographic features were noted on the fluvial terrace on which the AOI is located:

Positive Relief Features

- Two (2) linear berms extend to the east from the railroad right-of-way berm (Western (RR) Berm) at the west side of the AOI across the Seavey Meadows Wetland Reserve. These berms are labeled in Figure 2 and 3 as North and Central Berm. The Central and North berms are nearly parallel. The North Berm crests at just over 220-feet elevation, while the more southerly Central Berm crests at a lower elevation (probably just under 218-feet, based on the available topographic mapping with two-foot contours). A South Berm was observed paralleling Seavy Road along the southern portion of the AOI. The original purposes of the berms are not known. Berms [designated "Western (RR) Berm" in this Memorandum] were also noted along and associated with the railroad tracks along the western margin of the AOI.
- A highly disturbed area consisting of mounded fill, thickly vegetated with Himalayan blackberries, is located in the northern portion of the AOI (see Figure 2). The maximum elevation of this fill is estimated at just over 218 feet. The origin of this fill was interpreted to be associated with historic ground-clearing activity for the adjacent residential neighborhood to the north (based on a 1994 aerial photograph described in Section 1.1).

Depressions

- Several ditches were observed which are believed to have been elements of historical agricultural-related drainage practices on the property. Two prominent ditches were observed trending north-south in the Wetland Reserve area, and in the wetland area in the southern portion of the AOI, both roughly central within

[5] http://www.weather.gov/climate/index.php?wfo=pqr

Attachment II-16

these areas. The ditches are linear, and terminate within the wetland areas or at the North and South Berms. The ditches in the Wetland Reserve Area contained ponded water; ditches in the proposed Seavey Meadows Residential Development were dry.

- Several areas where soils had been previously prepared to receive proposed slab foundations in the proposed Seavey Meadows Residential Development were observed. These excavated areas appear to be completed around 214 feet elevation.

3.2 Discussion of Depressions and Occurrence of Surface Water

During ENW's site visit, several of the ditches in the Wetland Reserve Area were noted to contain ponded water, and ponded water was observed near the railroad tracks. Limited lateral spreading of surface water was observed at the terminuses of the two (2) central north-south trending drainages (at the North and South Berms). However the excavated foundations on the proposed Seavey Meadows Residential Development site were observed to have mud cracks exhibiting the shrink-swell property described in the geotechnical report. Near one of the excavated foundation areas were two (2) pits, possibly former test pits or utility excavations, that were approximately two (2) feet below grade. They were also observed to be dry (neither contained ponded water). Additionally some animal burrows within the Wetland Reserve area did not contain free (standing) water. Similarly, as previously indicated, the test pits of OGD Consulting's geotechnical investigation did not encounter ground-water seepage although completed at a maximum depth of 8.6 feet. These observations suggest that the shallow surficial soils do not readily release water to depressions/excavations, and that the water within the northwest-southeast trending ditches and along the railroad tracks result from interception/collection of surface water run-off perched by the extremely low permeability soils. Based on these observations, surface water may be drained from the subject area through existing utility conduits (storm and sanitary sewer lines and/or excavation backfill/utility bedding).

ENW did not observe any indication of influx of surface water from areas outside the AOI. Higher topographic elevations are present to the west of the railroad, and areas east of NE Conser Road were noted to be lower elevation (other than the residential properties which had fill placement prior to construction). The source of the water creating the wetlands appeared to be seasonal precipitation with extremely low infiltration rates (downward percolation) and saturation of the surface and shallow soils. The extremely low infiltration of precipitation is attributed to the clayey character of the soils.

The highly disrupted area between the west end of the North Berm and the fill pile(s) immediately to its north contained shallow ponded water. However, the ponded water at that location was aerially limited and thin (estimated at less than ten centimeters deep). This ponding seemed to be related to local excavation probably associated with the initial

placement of the fill pile to the immediate north, as well as surface runoff interception. This location also appears to be in close proximity to historical ditch alignments along the North Berm and northward across the Wetland Reserve areas, suggesting that the historical ditch backfill materials may continue to act as a conduit for surface water transport.

Since the topographic grain of the area is very gently downward-sloping toward the east toward Stewart Slough, the prevalent perched water flow direction is inferred to be eastward; however the two central north-south trending ditches appear to intercept surface water and transport it to the north and south, respectively, within the AOI. Limited ponding of surface water was observed along the North Berm (observed in two (2) locations) and at the South Berm, implying partial impounding of surface water drainage. It should be noted that the ponding of surface water on the south side of the North Berm was present as a thin veneer of free water in two (2) local areas where the central north-south trending ditch and possibly a remnant drainage observed in historical aerial photographs draining towards the northeast intersected the North Berm. Similarly, ponding at the South Berm appeared to be associated with a historical drainage ditch location. These observations indicate the berms at the north and south end of the AOI have some capacity to impound water transported along current or historical ditch alignments. Ponding water observed both north of the North Berm and south of the South Berm suggested piping or seepage through the berms, indicated that complete impounding of surface water flow is not occurring; therefore these berm features appear to be semi-transparent to surface water transport. That ponding was not observed at other locations along the berms supports a general eastward flow for the surface water sheet flow parallel to the berms and/or permeability through the berms.

4.0 CONCLUSIONS AND RECOMMENDATIONS

The investigation, consisting of a site visit, research of the geologic literature, and review of historical development of the AOI, determined that the area is a fluvial terrace, with a higher alluvial plain to the west of the railroad tracks and a lower terrace surface to the east of Stewart Slough. The AOI has been modified by historical agricultural activities, including cultivation, development of drainage ditches, and some modification of the original terrace surface resulting in a slightly rolling topography. The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west.

All perched water within the AOI tries to percolate downward to the regional ground-water table, located between ten and twenty feet below ground surface; however, due to the extremely low permeability of the clayey surficial soils, there is some sheet flow eastward toward Stewart Slough. The sheet flow is intercepted by existing and possibly historical (filled-in) drainage ditches. Ponded waters were present at the ditch locations, with spreading at the ditch terminuses at the North and South Berms, in the highly disturbed area in the northwest portion of the AOI, and in the roadway ditch paralleling Seavy Road, all

attributed to result mainly from interception of surface water sheet flow, but may also have some contribution, to a much lesser extent, from recharge from saturated soils in the shallow subsurface.

There has been some previous discussion regarding improvement of the Wetlands Reserve Area by removal of the eastward-trending berms. In ENW's opinion, the berms have only limited capacity to impede surface water transport at intersections with existing or historical drainage ditches; however do cause the observed local ponding areas. The berms do not appear to be impeding surface water flow in other areas observed. ENW recommends the following with regards to removal of the existing berms within the wetland reserve area in the northern portion of the AOI:

- Limited impediment of surface water flow was inferred based on site reconnaissance, leading to pooling of surface water within the north-south trending drainages, and lateral spreading at the north and south terminuses at the North and South berms. Removal of these berms may reduce the ponding within the wetlands area.

Existing plans for the proposed Seavey Meadows Residential Development call for redirection of site surface water run-off to the storm sewer system. Observations of dry, mud-cracked soil within the foundation preparation areas and no ponding of water within shallow excavations present in the proposed residential development area suggest that shallow water in that locality may be drained by existing utility conduits.

5.0 LIMITATIONS

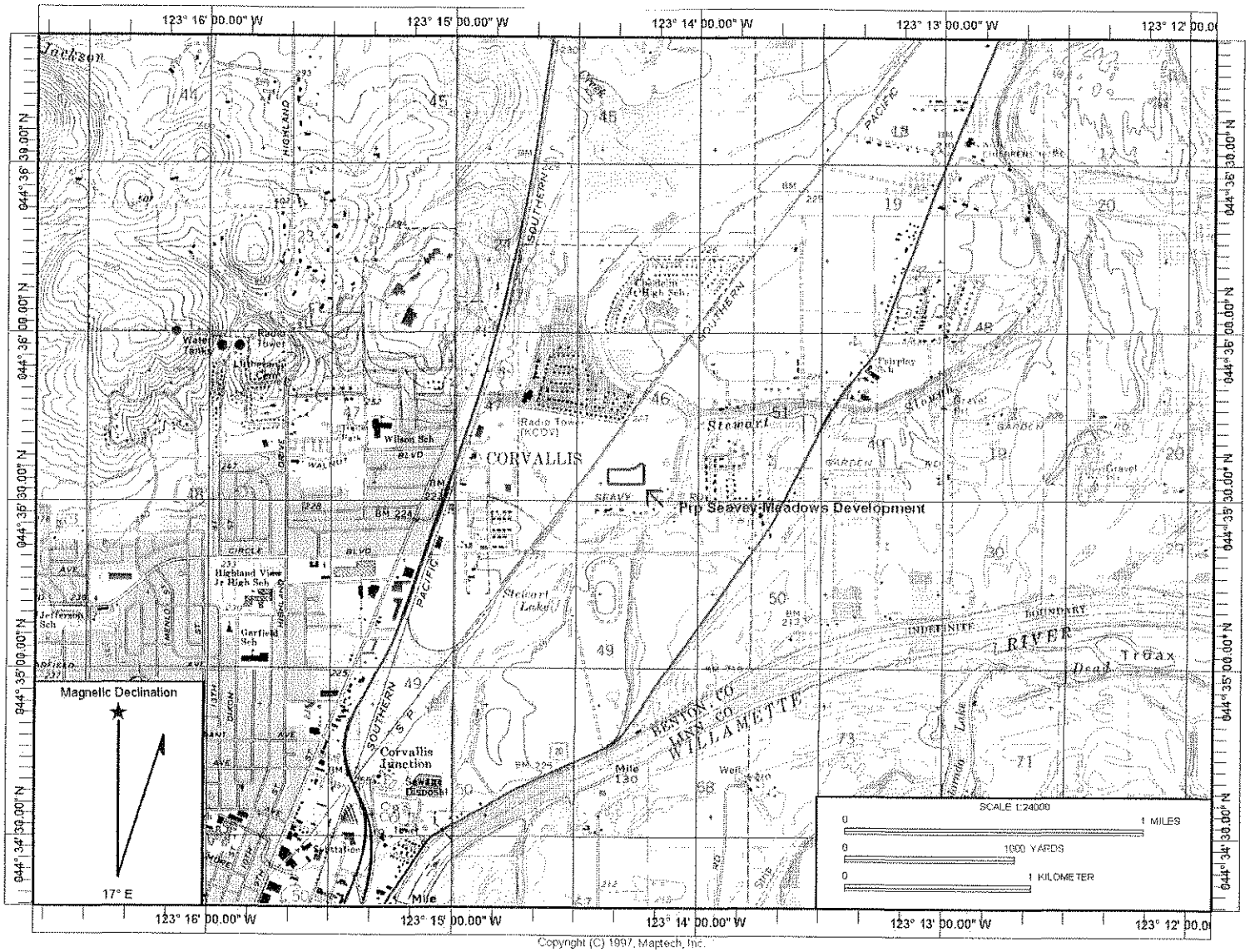
We have prepared this Technical Memorandum for the Client and its agents for use in assessment of the subject property only. The observations described in this report should not be applied to other properties not specifically identified as the subject of this assessment. This report should be provided in its entirety for the project for which it was developed, and not for other purposes. The conclusions and interpretations presented in this report should not be construed as a warranty of conditions, but rather as observed conditions during the investigation. If conditions on-site change, modifications to this report would be required.

The scope of this report is limited to observations made during on-site work; interviews with knowledgeable sources; public agency personnel; contractors licensed in the State of Oregon and review of readily available published and unpublished reports and literature. As a result, these conclusions are based on information and interpretations supplied by qualified parties, as well as our own observations.

ENW performed this study under a limited scope of services per our agreement, in accordance with generally accepted professional principles and practices, and within the limitations of scope, schedule, and budget. No warrantee, expressed or implied is made. The scope of our work did not include assessment of the presence or absence of hazardous substances in the soil or groundwater below the site.

FIGURES

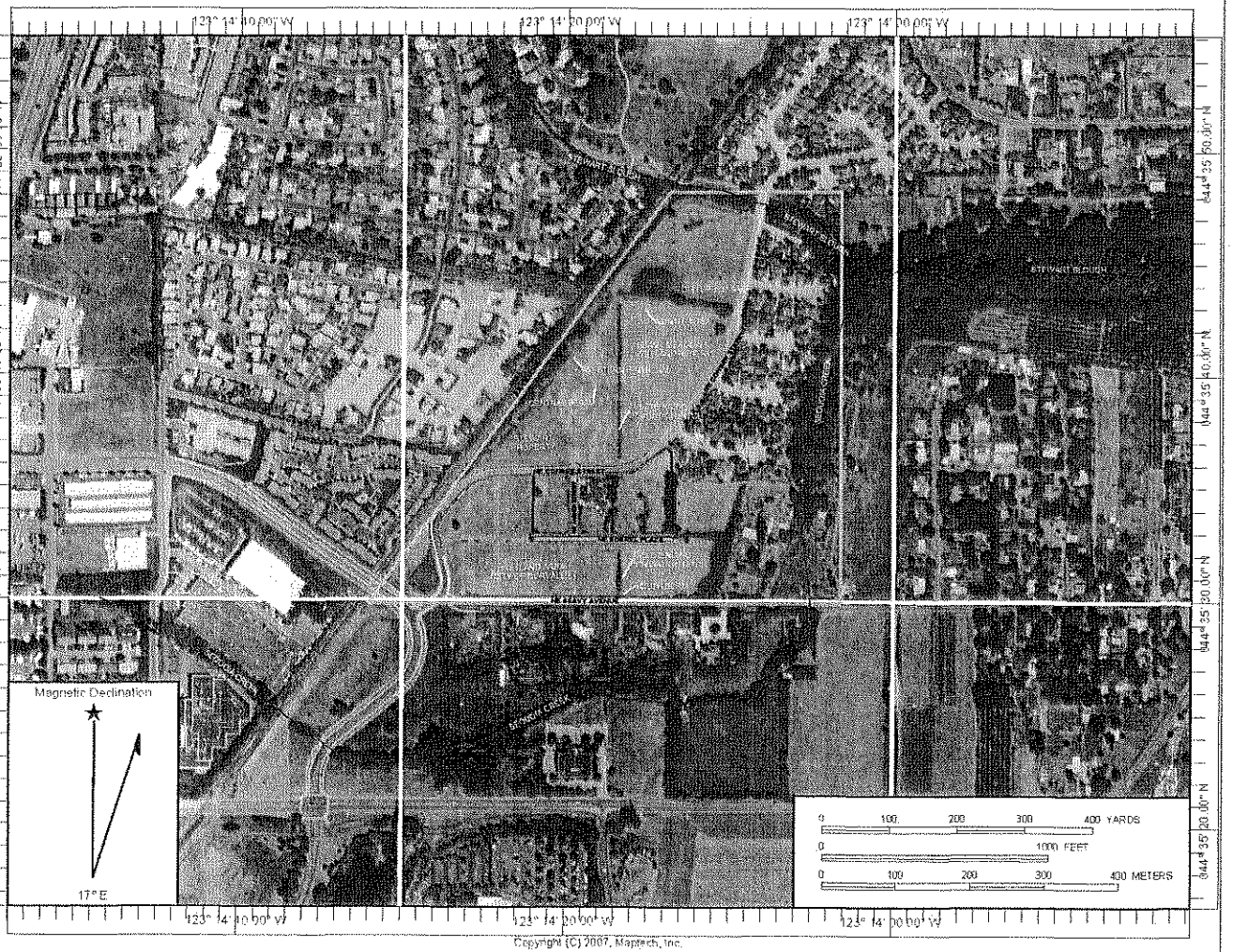
Attachment II-22



Source: USGS Topographic Map, 7.5-Minute Riverside OR Quadrangle, 1969, photorevised 1975

EVREN NORTHWEST environmental, natural resource consultants	Proposed Seavey Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**Site Vicinity Map**	Project No. 447-08001-01 Figure No. **1**

DRAWN BY	CHECKED BY	APPROVED BY	DRAWING NUMBER
M.MORRIS 05/14/2008	L.GREEN 05/14/2008	N.WOLLER 05/14/2008	447-08001(v01)



LEGEND:

APPROXIMATE SUBJECT PROPERTY BOUNDARIES

APPROXIMATE BOUNDARIES OF AOI

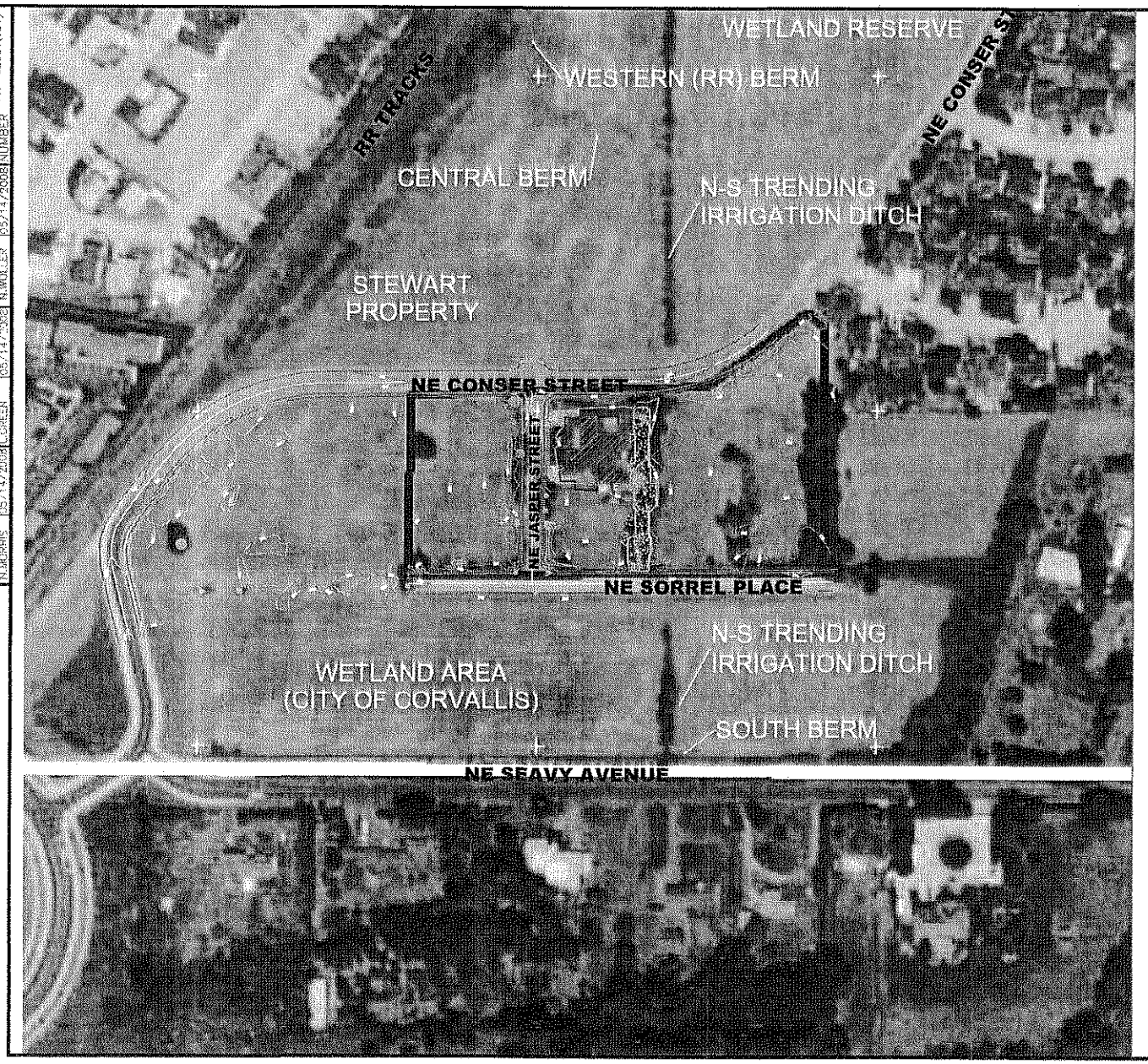
NOTES:

1. BASE MAP DEVELOPED FROM USGS RIVERSIDE NW, OR QUADRANGLE ORTHO AERIAL PHOTOGRAPH DATED 2005.

N

EVREN NORTHWEST
PO BOX 80747, PORTLAND, OREGON 97280-1747
(503)452-5561 Fax(503)452-7069

FIGURE 2
AERIAL PHOTOGRAPH (AOI)
SEAVY MEADOWS DEVELOPMENT
CONSER STREET
CORVALLIS, BENTON COUNTY, OREGON



LEGEND:

- APPROXIMATE SUBJECT PROPERTY BOUNDARIES
- SUBJECT STRUCTURES
- CONTOURS
- FENCE

NOTES:

1. BASE MAP DEVELOPED FROM USGS RIVERSIDE NW, OR QUADRANGLE ORTHO AERIAL PHOTOGRAPH DATED 2005 AND TOPOGRAPHIC CONTOURS PROVIDED BY THE CITY OF CORVALLIS (DATED 2005)

APPROXIMATE SCALE

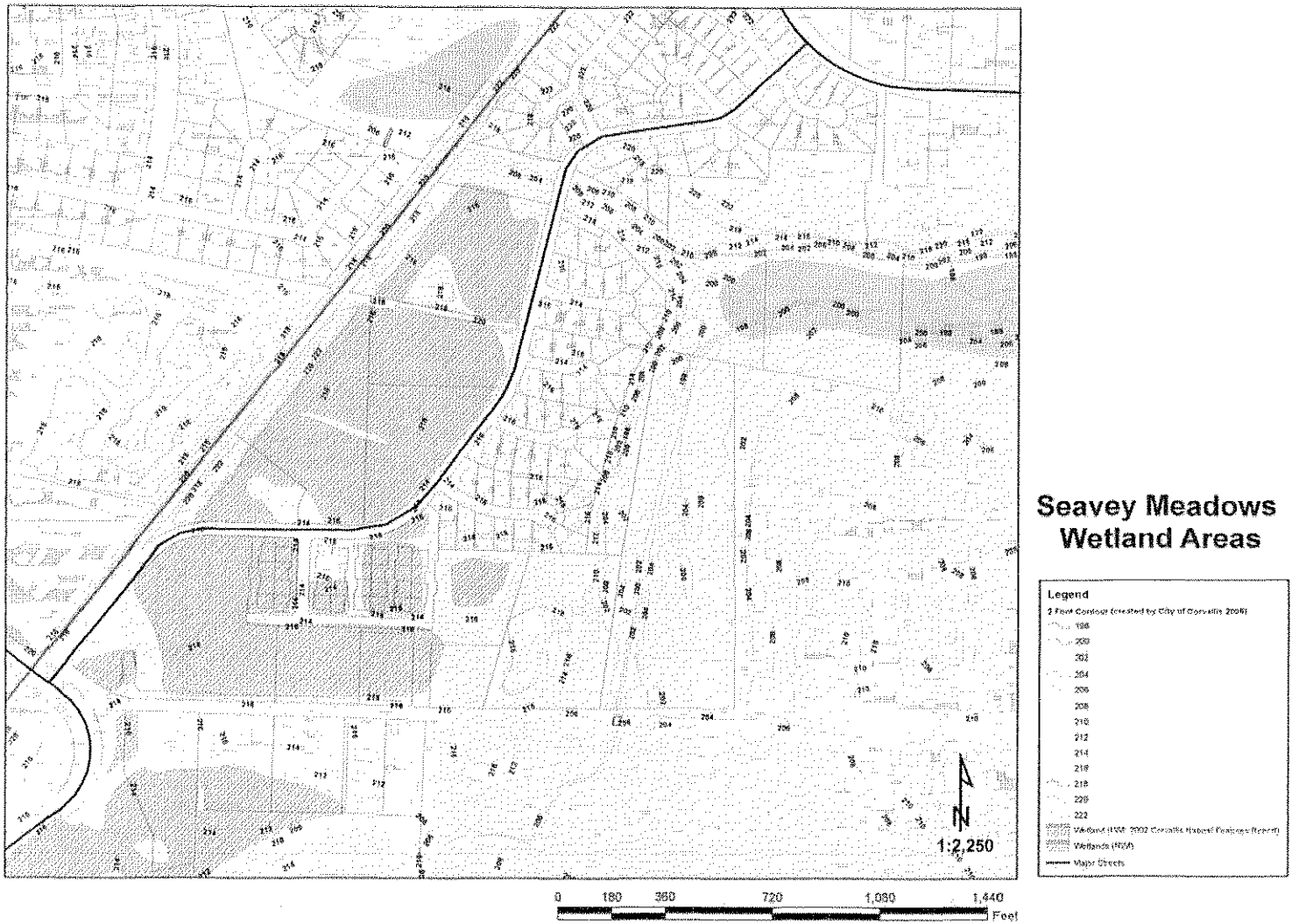
0 150 300FEET

N

EVREN NORTHWEST INC.
environmental general resource consultants
PO BOX 80747 PORTLAND, OREGON 97280-1747
(503)452-5561 Fax(503)452-7099

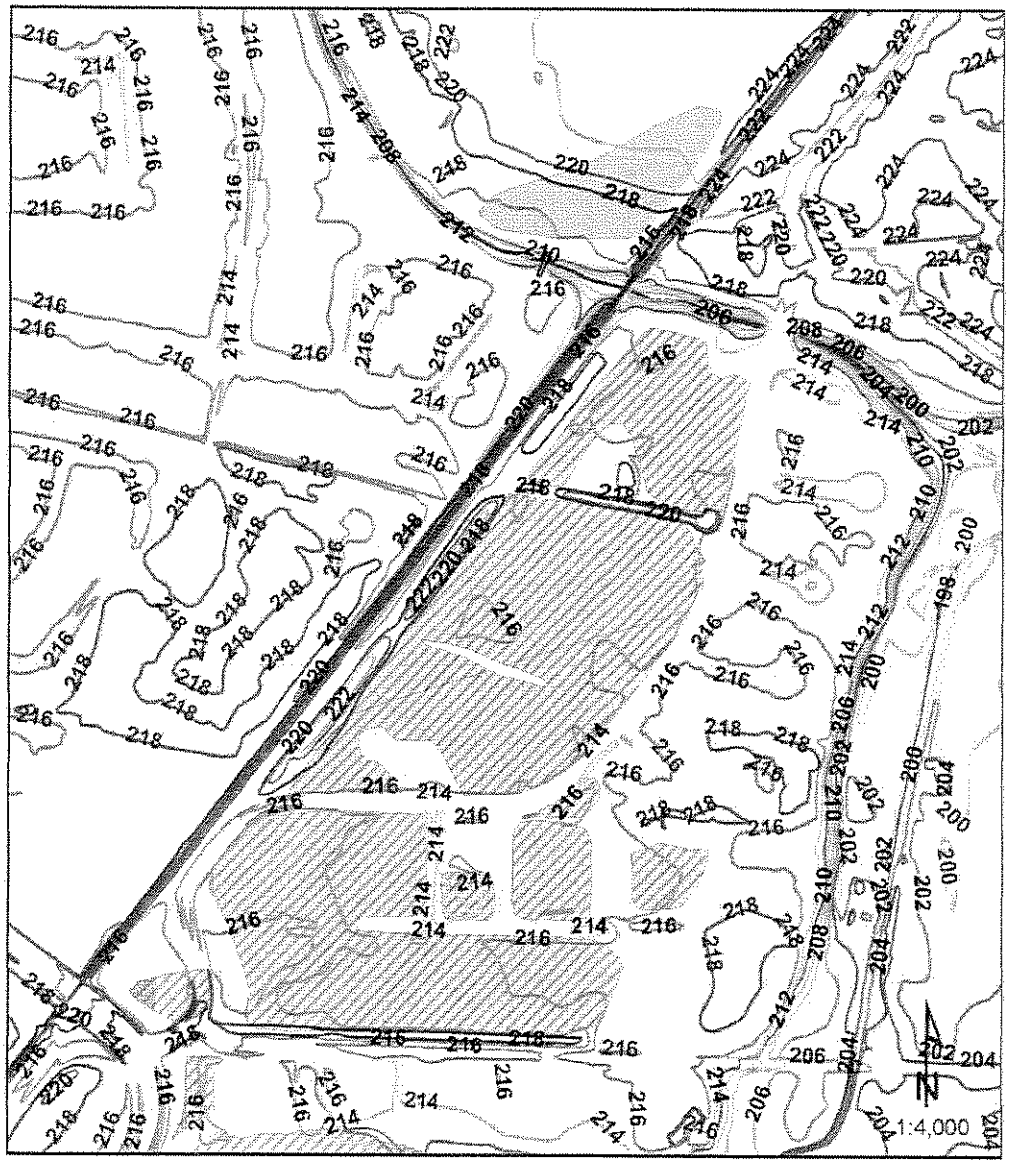
FIGURE 3
AERIAL PHOTOGRAPH WITH TOPOGRAPHY
(PROPOSED SEAVEY MEADOWS DEVELOPMENT)
SEAVY MEADOWS DEVELOPMENT
CONSER STREET
CORVALLIS, BENTON COUNTY, OREGON

DRAWN BY	CHECKED BY	APPROVED BY	DRAWING NUMBER
N.MORRIS 05/14/2008	L.GREEN 05/14/2008	N.MOLLER 05/14/2008	447-08001(v01)



Source: City of Corvallis, 2005

EVREN NORTHWEST environmental natural resource consultants	Proposed Seavey Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**Topographic Map, 2005**	Project No. 447-08001-01 Figure No. 4



Seavey Meadows Wetland Areas

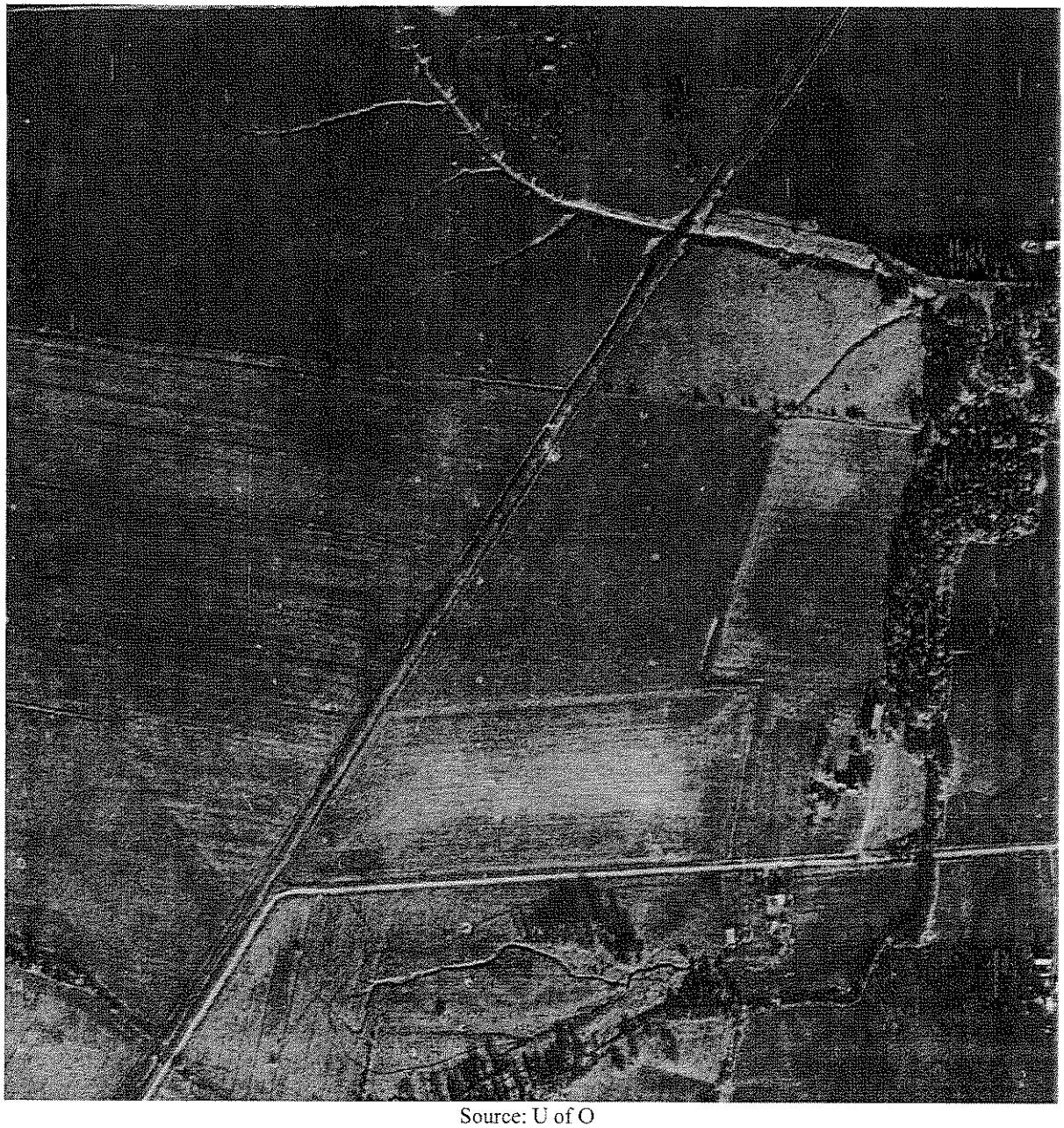
Legend

- Wetland (LWI: 2002 Corvallis Natural Features Report)
- Wetlands (NWI)
- Streams

Source: Turnstone Environmental Consulting

EVREN NORTHWEST environmental · natural resource consultants	Proposed Seavey Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**Topographic Map, 2002**	Project No. 447-08001-01 Figure No. **5**

APPENDIX A HISTORICAL AERIAL PHOTOGRAPHS



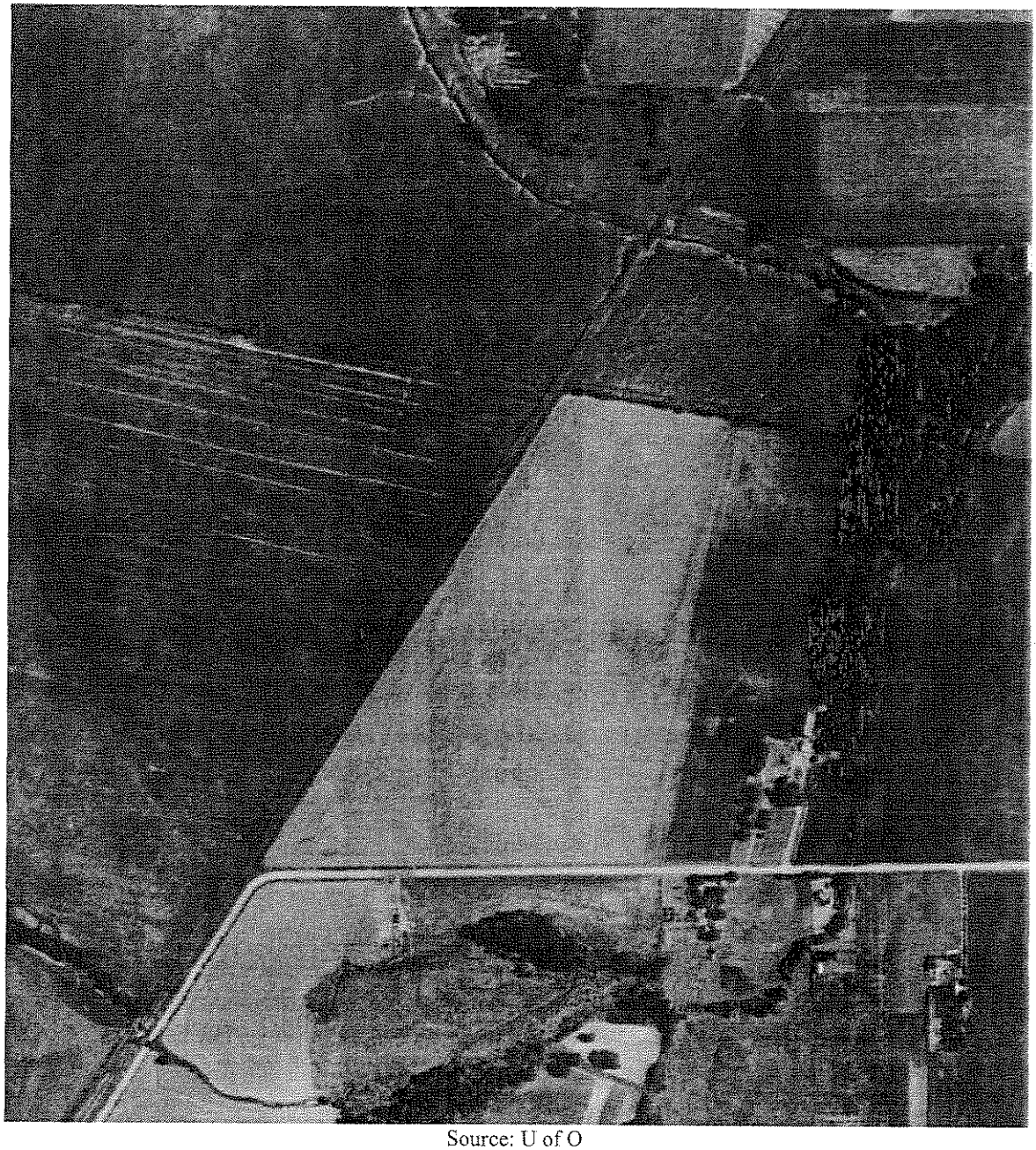
Source: U of O

EVREN NORTHWEST environmental · natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1936 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

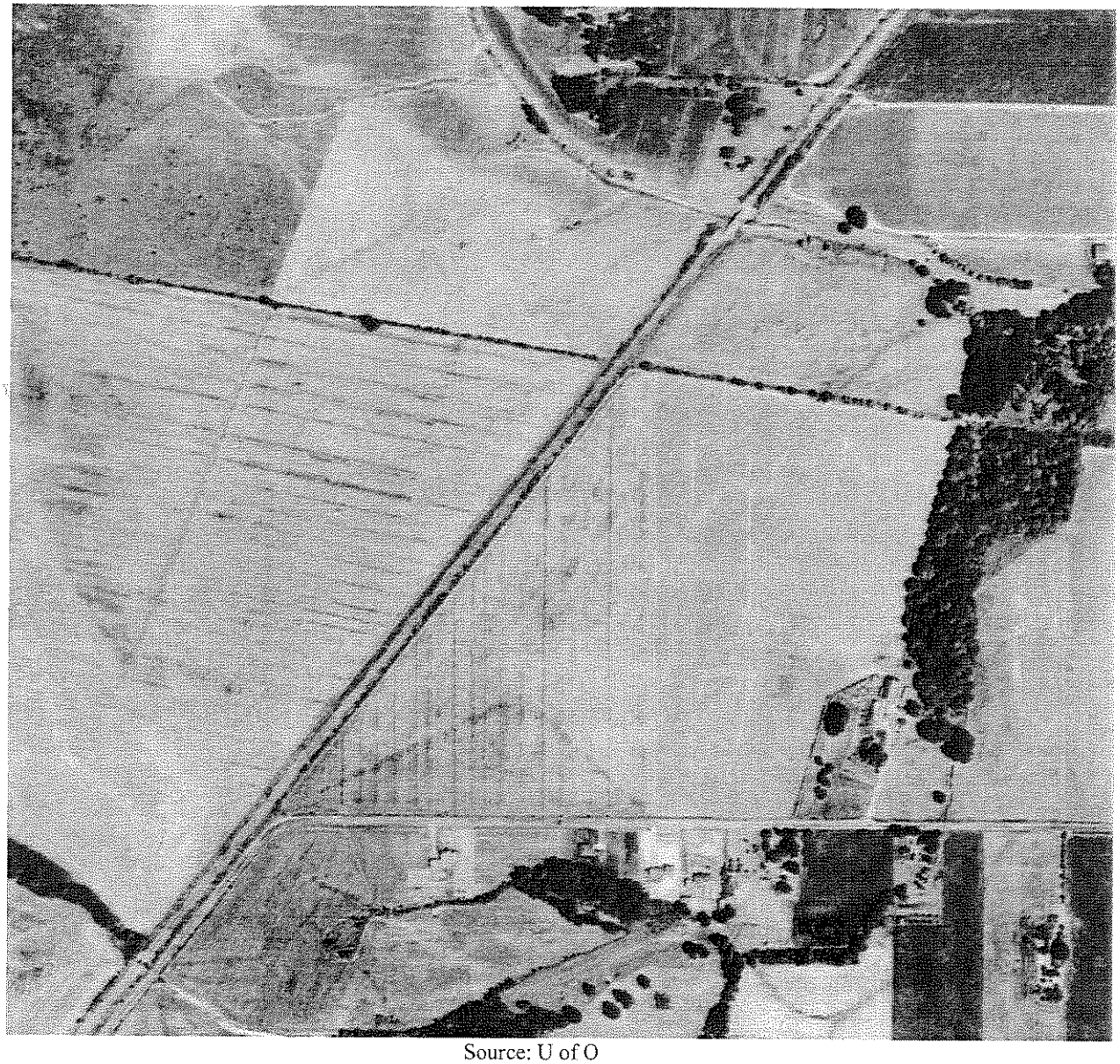
Attachment II-29

ENVIRONMENTAL NORTHWEST environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1944 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



Source: U of O

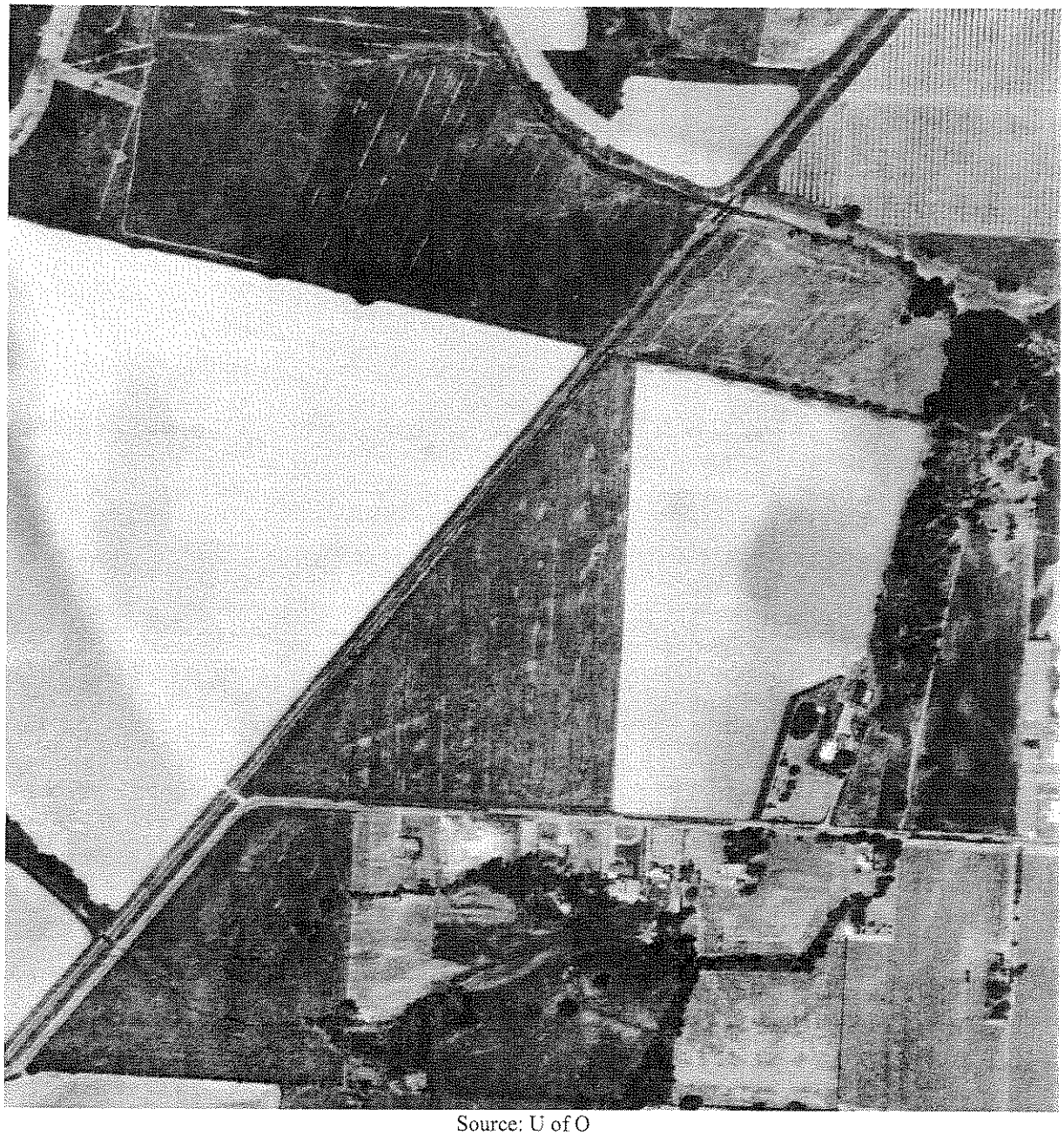
EVREN NORTHWEST INC. environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1948 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



Source: U of O

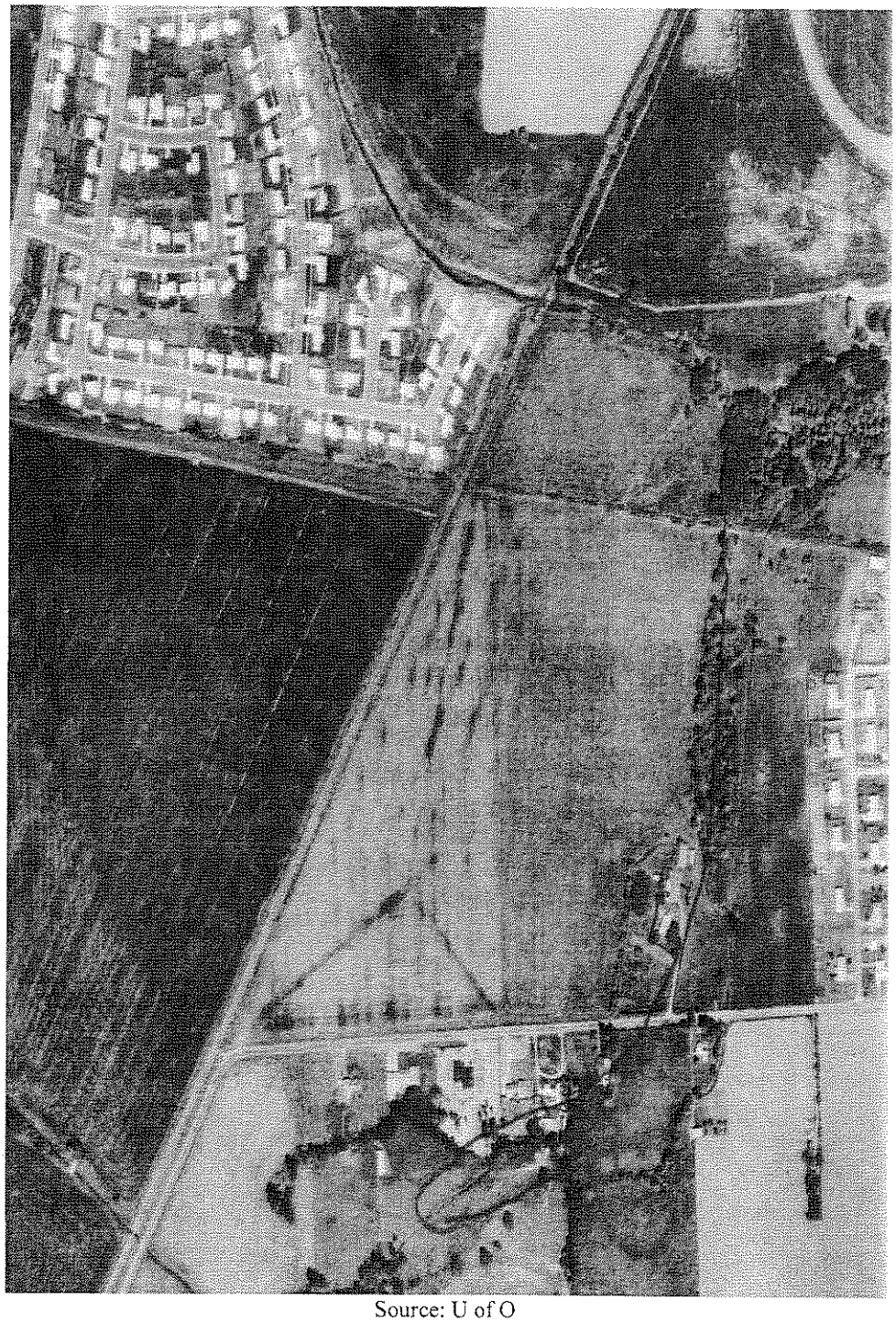
Attachment II-31

EUREKA NORTHWEST environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1956 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



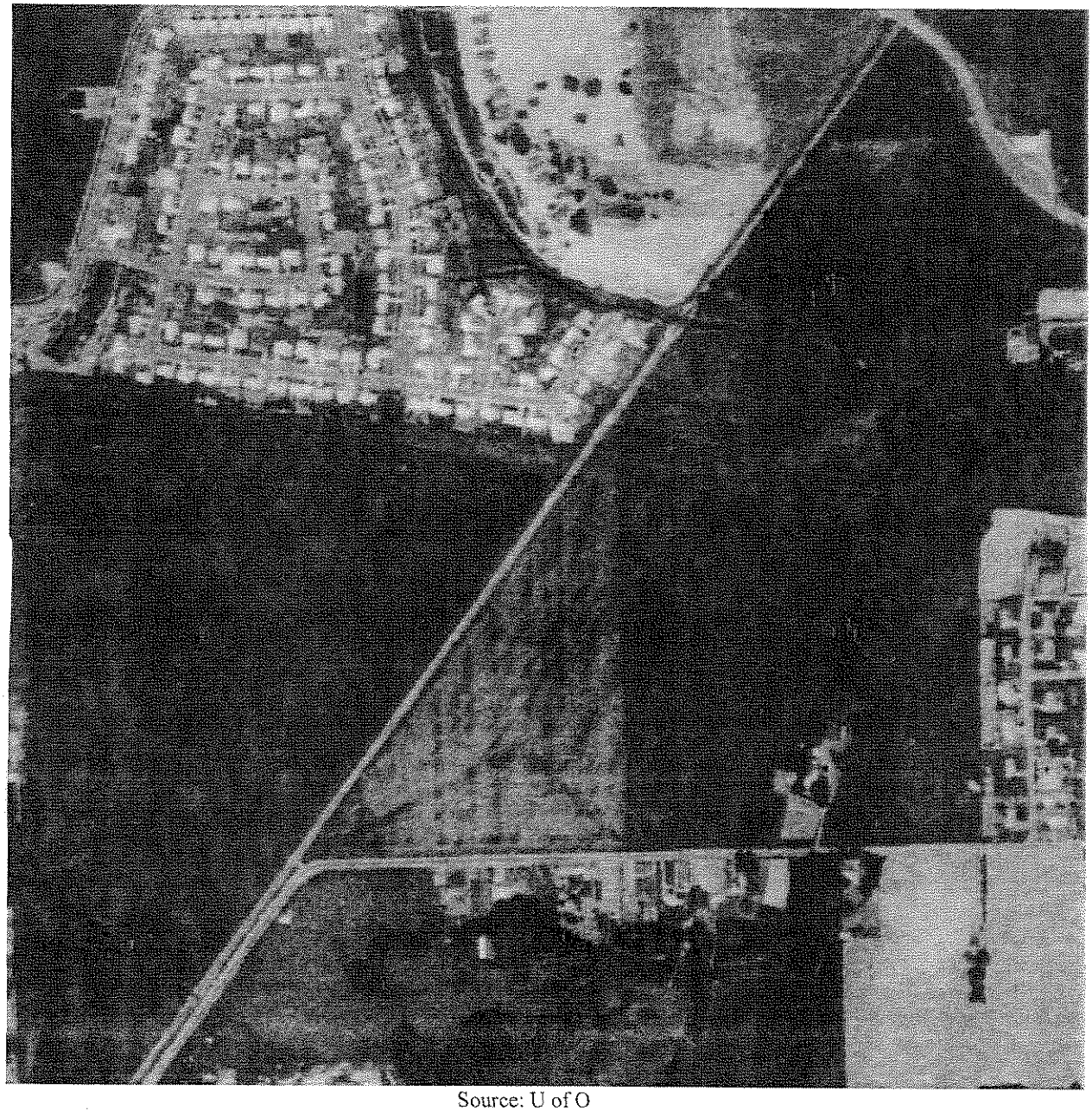
Source: U of O

EVREN NORTHWEST environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1968 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



Source: U of O

EVREN NORTHWEST environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1970 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



Source: U of O

EVREN NORTHWEST environmental · natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1978 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

Attachment II-35

EVREN NORTHWEST environmental, natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1982 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

EUGENE NORTHWEST environmental · natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1994 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

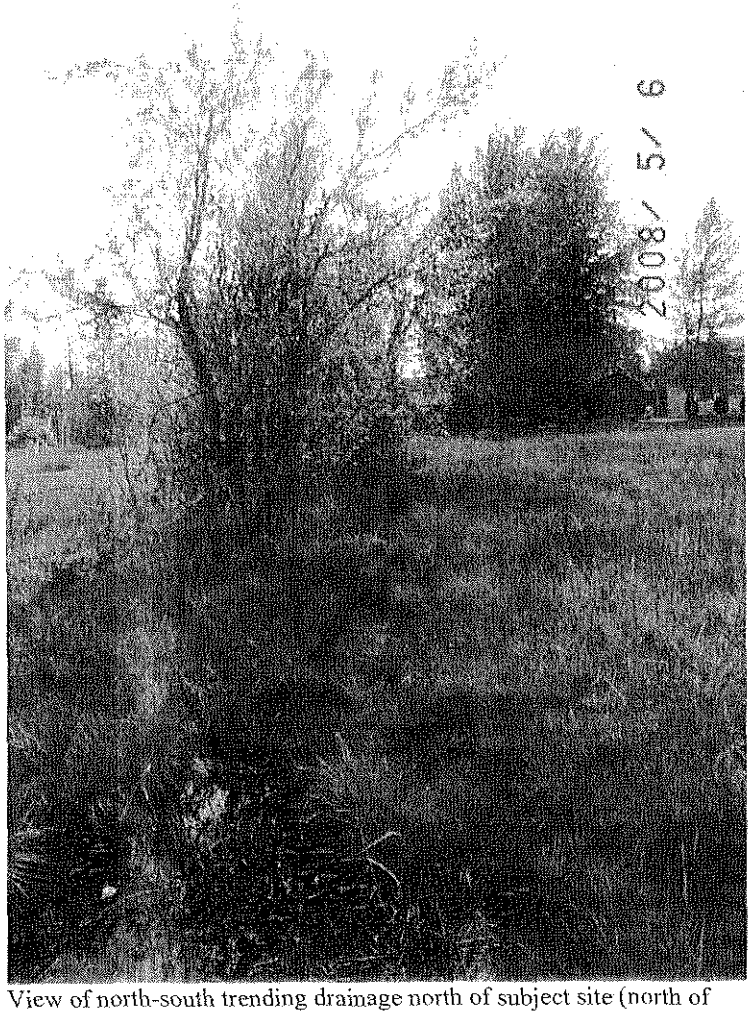
APPENDIX B PHOTOGRAPHIC LOG

Foundation preparation area south of existing four(4)-plex, delineated as wetland area (TEC)

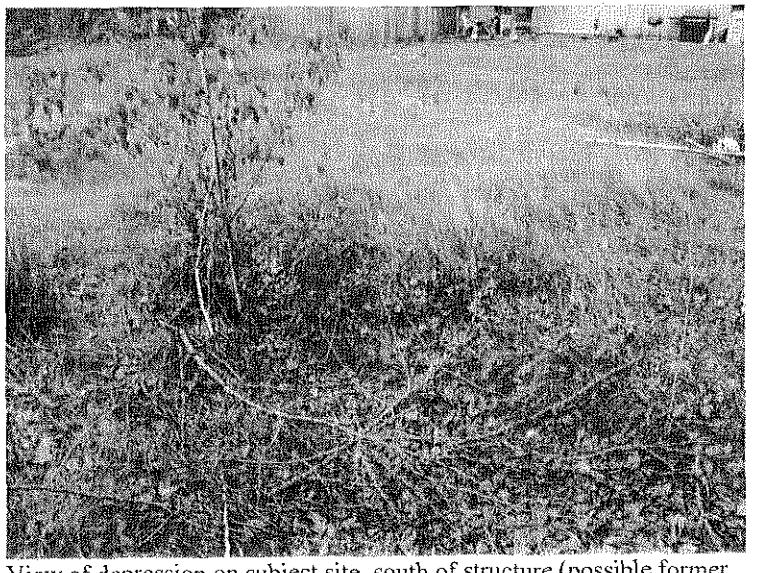
Another foundation preparation area, also delineated as wetland area (TEC), in eastern portion of site

Shallow drainage along center of property north of NE Conser Street, trending north-south

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

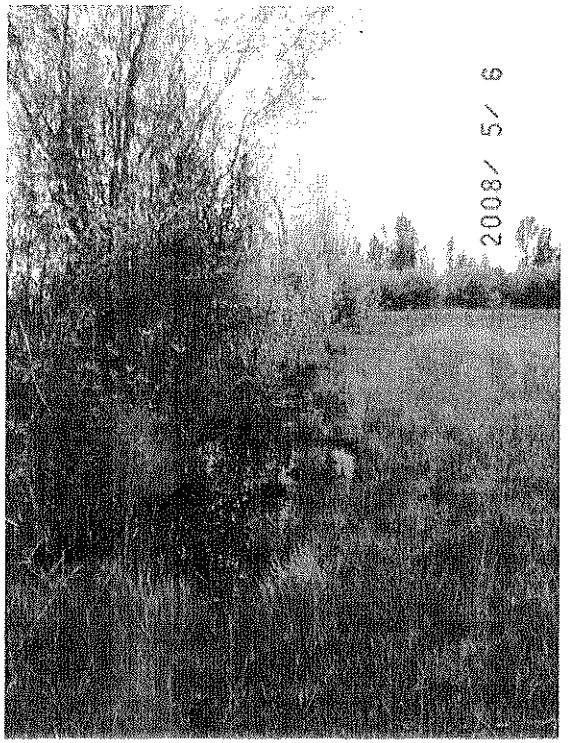


View of north-south trending drainage north of subject site (north of NE Conser Street, view facing south towards subject site)



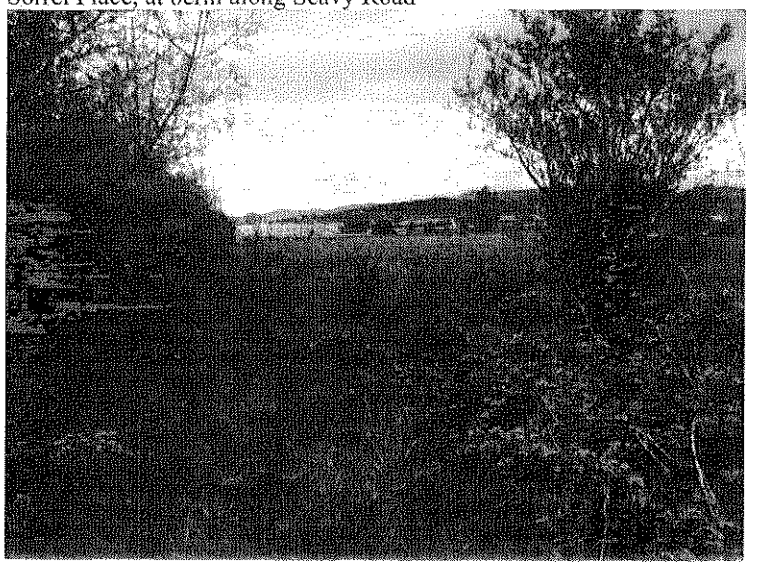
View of depression on subject site, south of structure (possible former utility excavation), no ponding water noted in depression during site reconnaissance

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**



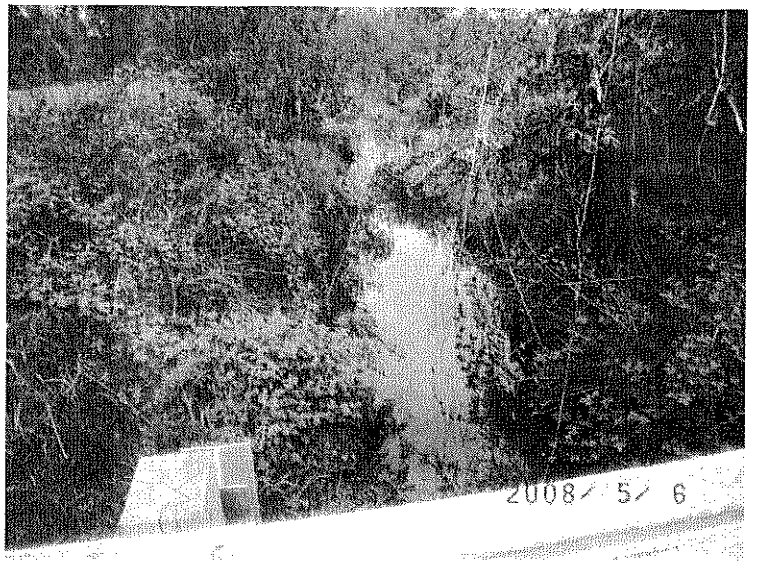
Ponding water in north-south trending drainage south of NE Sorrel Place

Ponding water at end of north-south trending drainage south of NE Sorrel Place, at berm along Seavy Road

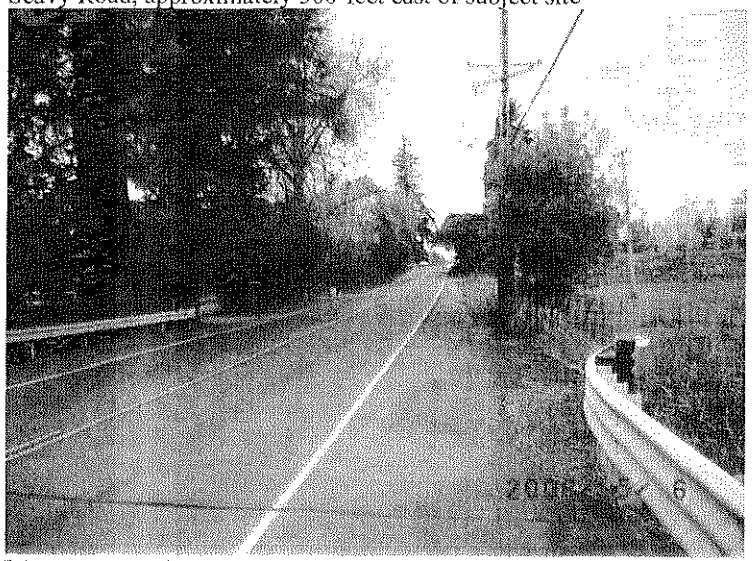


View facing west along berm with Seavy Road

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

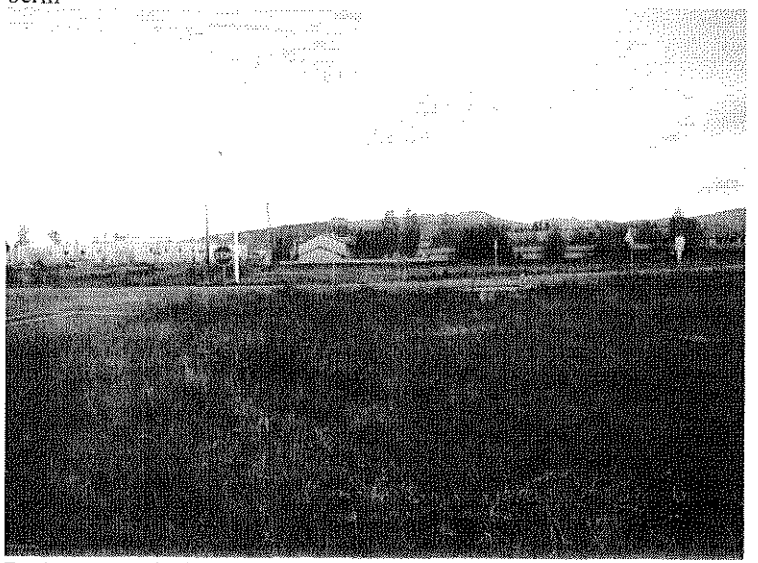


Creek (tributary to Steward Slough) flowing north at intersection with Seavy Road, approximately 500-feet east of subject site



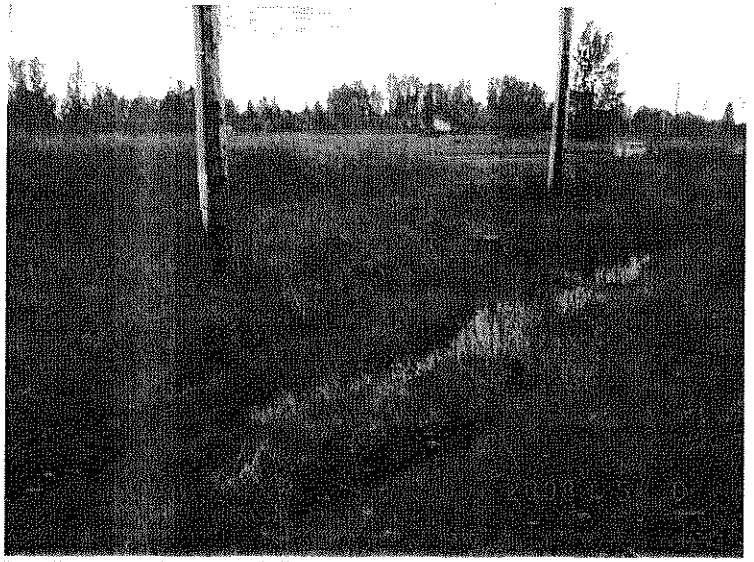
View from creek towards subject site (topographically up-gradient)

Pooled water in roadside ditch along Seavy Road, directly south of berm



Drainage area in SW corner of property south of subject site (south of NE Sorrel Place)

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**



Ponding water in railroad ditch NW of subject site, across NE Conser Street

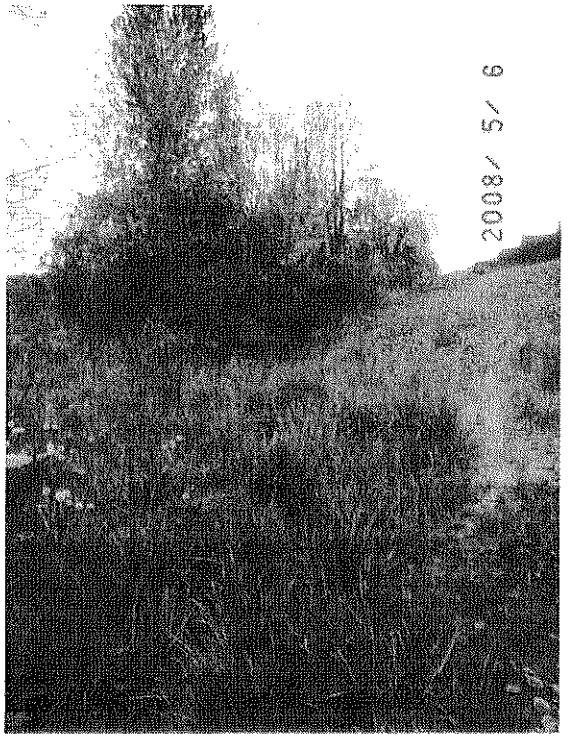
View facing south from terminus of north-south trending drainage at berm on northern property (north of NE Conser Street)

View of north-south trending drainage in property north of NE Conser Street from berm bordering railroad tracks

Ponding water in ditch along western side of railroad tracks, draining north towards Steward Slough

EVREN NORTHWEST environmental natural resources consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

Steward Slough, flows from west towards east north of subject area



View facing south from Steward Slough intersection with railroad tracks towards subject site (note rise in topography from Steward Slough)

Ponding water on south side of east-west trending berm in parcel north of NE Conser Street

Ponding water on north side of east-west trending berm in parcel north of NE Conser Street

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

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MAY 20 2008

Community Development
Planning Division

May 19, 2008

Douglas McRae
Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

Subject: Technical Memorandum: Seavey Meadows Wetlands

Dear Douglas,

Turnstone Environmental has reviewed the condition and functions of the wetlands slated for impact at the Seavey Meadows site and considered carefully the concerns voiced from neighbors. Wetland boundaries were re-delineated, over 30 soil profiles were excavated, and a comprehensive flora inventory was completed in 2007. During the course of study, we have found the wetlands slated for impact to be considerably more degraded than the more pristine remainder of the site.

Condition of wetlands slated for impact.
The impacted wetlands are situated within the 5 acre area that was slated for development in the early 1980's. Partial development of this site ensured. Twenty eight lots were platted in this area and excavation and fill deposition occurred on the site, altering the natural hydrology, soils, and vegetation. Utilities were placed within the impact area, causing further ground disturbance and alteration of natural conditions. This area of the site contains small, fragmented wetlands that are separated by upland berms containing fill material. The wetland boundaries follow the pattern created by partial construction of the existing housing projects. In addition to the dikes, fill, and infrastructure installments altering the site, the wetlands have been further affected by the introduction of exotic plant species that likely are associated with the fill deposition.

Wetland hydrology is marginal within this area due to the lack of connectivity caused by the fragmentation of the wetland areas with roads and fill for construction. As part of the excavation that occurred during the development, much of the nutrient rich topsoil was removed from the wetlands. As a result, vegetative cover is depauperate as the plants are rooted directly into the clay layer and plant species composition is markedly different in the wetlands slated for impact. When we compared plant species data from the impact area and the remaining acreage, there is a greater percentage of non native species found within the impact area.

Changes anticipated in the surrounding wetlands from the mitigation plan.
The Seavey Meadows wetlands are a remnant of the once extensive Willamette Valley wet prairie system and have been affected by adjacent land use activities. To facilitate farming, two east/west dikes were built across the ancient channel to block flood waters from the farmed fields. Later, fill was added creating a berm to the north and a dike placed along Seavey Ave. to the south of the site. These alterations have restricted the way water moves across the landscape.

The berms currently built through the Seavey Meadows wetland areas disrupt the natural conditions that once existed on the site. They have disconnected the site hydrologically and separated the wetlands into more isolated habitats. The berms are composed mostly of fill that was deposited across the wetlands creating distinct linear uplands intersecting the landscape. Because of the nature of the fill material used to construct the berms and disturbances to hydrology, the berms currently serve as pathways for introduction for invasive species into the wetland areas. Vegetation composition on the berms is almost entirely non native or invasive. Shrubs and trees, with the exception of the highly invasive Himalayan blackberry, do not grow on the berms. Rather, aggressive non native forbs and grasses primarily make up the species composition.

The mitigation plan calls for removing the fill and restoring these areas to their historic grade, establishing wetland hydrology. Native plant species commonly found in Willamette Valley wet prairies will be planted on the hydric soils found under the fill. These actions will hydrologically reconnect larger wetland separated by the berms. This will remove a significant pathway that is introducing non native species that currently threaten the wetland.

Effects of new development on adjacent wetlands.
The construction of the proposed development will directly impact 1.65 acres of the Seavey Meadows. There has been some concern among the community that the proposed development will negatively impact the adjacent wetlands, in particular the hydrological functions. The applicant retained Evren Northwest to conduct a hydrological study of the entire Seavey Meadows. The resulting hydrology report was consistent with our opinion that the hydrology of the adjacent wetlands would remain unaffected by the proposed development. The wetlands at Seavey Meadows are composed of a perched water table that is primarily precipitation driven as the water collects on top of poorly drained clay soils. The report identifies that there is limited sheet flow occurring within the Seavey Meadows wetlands, as there is very little elevation change throughout the area. The impacted wetlands are further disconnected hydrologically from the adjacent areas, as they are surrounded by roads and fill. If the development site surface water is redirected to the storm sewer system, this will have no effect on the adjacent wetlands since they are currently not receiving any sheet flow from these areas.

Recommendations to minimize impacts on adjacent wetlands.
To maintain the health of the existing wetlands at Seavey Meadows, additional measures should be considered. The applicant recommends the following conditions for this project:

- To enhance wetland hydrology functions within the adjacent wetlands, roof drainage from new structures along the east and west sides of the project could be dispersed with agencies approval on the ground surface, where grades permit.

TURNSTONE
ENVIRONMENTAL CONSULTANTS

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P.O. Box 816, Philomath, OR 97370 541.929.7542

- To protect adjacent wetlands from human impact from the additional residents of the development, an education program is recommended. Appropriately placed signs could be installed to educate residents about the ecological significance of the area and advise of appropriate conduct.

- Stewardship of the future Seavey Meadows Wetland Preserve from the City, concerned community and future residents should be encouraged. Invasive species management programs, the construction of boardwalks to facilitate use of the area while preventing soil compaction and vegetation disturbance, and enhancement plans could all be implemented by the prospective stewards.

If you have any questions, please call us at 541-929-7542.

Sincerely,

Jeff Reams

Jeff Reams
Wetland Biologist
Turnstone Environmental Consultants Inc.

Corvallis Planning Division
Staff Report to the Planning Commission
PC Hearing: April 2, 2008
Report to Copiers: March 19, 2008
Staff: Kevin Young, Senior Planner

TOPIC: **Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat**

CASE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

REQUEST: The applicant requests approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the 3.46-acre site. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

APPLICANT: Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

OWNER: City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

LOCATION: The subject site is located on the south side of Conser Street and north of Seavy Avenue in northeast Corvallis. The subject site is also identified on Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500 through 3700.

LOT SIZE: 3.46 acres

COMP PLAN DESIGNATION: Medium-High Density Residential

ZONING DESIGNATION: Medium-High Density Residential (RS-12) with a Planned Development Overlay

Attachment III-1

PUBLIC COMMENT: On March 11, 2008, 217 Notices were mailed. As of March 19, 2008, no public comments were received. A prenotification of this hearing was sent to all neighborhood associations, concerned citizens, and groups on record.

ATTACHMENTS:

- **A. Proposed Site Plan and Tentative Subdivision Plat**
- **B. Comprehensive Plan Map**
- **C. Zoning Map**
- **D. Natural Resources Map**
- **E. Natural Hazards Map**
- **F. Existing Conditions**
- **G. Notice of Disposition for Seavy Meadows (PD 82-5, S 82-2)**
- **H. Notice of Disposition for Conifer Village (DC 91-1, PD 91-1, S 91-1)**
- **I. Addendum to Seavey Meadows Wetland Delineation, submitted January 28, 2008**
- **J. Excerpts from September 16, and 23, 2004, Planning Commission Minutes regarding Legislative Amendments to the City's Natural Features Project**
- **K. June 20, 2007, Memorandum Regarding Tandem Parking**
- **L. Staff-identified Applicable Decision Criteria**
- **M. Application, Narrative, and Graphics**

Attachment III-2

SITE & VICINITY

The 3.46-acre site is located south and east of Conser Street and contains Jasper Street and Sorrel Place **(Attachment A)**. Seavey Avenue is located immediately to the south. An existing fourplex that is surrounded by the development site was constructed consistent with the 1982 approval for Seavey Meadows. Improvements to Conser Street, Jasper Street, and Sorrel Place were also made at this time. Since that time, some of the sidewalks have buckled due to the growth of tree roots. No other development has taken place at the site since these improvements were made. Remnants of preliminary building pad excavation are still visible on recent City of Corvallis aerial photographs. Due to the soils and relatively high water table in this area of Corvallis, these portions of the site have since gradually transformed into "constructed" wetlands **(Attachment D)**. Other natural features found on the site include mature and sapling cottonwood trees, and non-locally protected jurisdictional wetlands. The site is essentially flat and lacks prominent topography.

Immediately northeast of the site along Conser Street is the Conifer Village Subdivision. All other property within the immediate vicinity is currently undeveloped. A branch of the Southern Pacific Railroad runs past the site on the west side of Conser Street.

Additional residential development is located on the opposite side of the railroad tracks, **(Attachment F)**.

The site is designated as Residential - Medium-high Density on the Corvallis Comprehensive Plan Map, with Natural Resource Overlay Areas, as are other properties abutting the site to the south, east, and west that were also part of the original Seavey Meadows Planned Development **(Attachment B)**. The Conifer Village Subdivision to the northeast is designated as Residential - Low Density, while undeveloped property across Conser Street to the north is shown as Residential - Medium Density on the Comprehensive Plan Map. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City, but is designated for Medium Density Residential Development on the Comprehensive Plan Map.

Consistent with its Comprehensive Plan designation, the site is zoned Medium-High Density Residential on the Corvallis Land Development Code Zoning Map, and is also subject to Planned Development and Natural Resource Overlays (PD(RS-12)) **(Attachment C)**. Undeveloped properties south, east, and west of the site that are also associated with the original Seavey Meadows Planned Development share this designation. The Conifer Village Subdivision to the northeast is zoned PD(RS-6), while the undeveloped properties to the north, across Conser Street, are zoned PD(RS-9) with Natural Resource Overlay areas. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City and therefore has no City zoning designation.

Attachment III-3

PREVIOUS REVIEWS AND APPROVALS

1982 – On May 18, 1982, the subject site was annexed into the City Limits along with roughly 37 additional acres that were zoned either RS-9 or RS-12 with a Planned Development Overlay. Subsequent to being annexed, the original developer proposed a Conceptual and Detailed Development Plan and Tentative Subdivision Plat that would have resulted in the construction of 296 dwelling units (PD-82-5). The Corvallis Planning Commission approved this request, with conditions, on October 6, 1982 **(Attachment G)**.

Phase I of the Seavy Meadows development was initiated, which included construction of the existing portions of Jasper Street and Sorrel Place, as well as other infrastructure within the Phase I area, and the existing fourplex building on the site. However, construction of the remainder of the development faltered. When the developer defaulted on infrastructure debt service (Bancroft Bond) the City took possession of the Seavy Meadows site, with the exception of the existing fourplex at the southeast corner of Jasper Street and Conser Street.

1991 – On March 6, 1991, the Corvallis Planning Commission approved a Detailed Development Plan and a Tentative Subdivision Plat for Conifer Village, Phases 4, 5, and 6 (DC-91-1, PD-91-1, and S-91-1) **(Attachment H)**. This approval affected approximately 10 acres of the Seavey Meadows Detailed Development Plan by rezoning the property

from PD(RS-12) to PD(RS-6) and approving a tentative subdivision plat intended for development with detached single family homes. The City sold that portion of the Seavy Meadows development to the developer of Conifer Village. A portion of Conifer Village, Phase 5, was developed in this location and currently contains 38 single family houses.

APPLICANT'S PROPOSAL

The applicant's proposal includes two land use requests: 1) a Major Modification to a Conceptual and Detailed Development Plan and, 2) a Major Subdivision Replat.

The Conceptual and Detailed Development Plan approved for Seavy Meadows in 1982 was for a uniform development of attached fourplexes with shared private driveways. The proposed Major Modification would alter that plan to provide a mixture of single-family detached homes, duplex and triplex townhomes, and four- and five-unit multi-family dwellings on the site. Access to the dwellings would rely on the existing public streets - Conser Street, Jasper Street, and Sorrel Place - but would also involve the construction of two new private alleys. Improvements are proposed to portions of Conser Street, Jasper Street, and Sorrel Place to bring those facilities into compliance with current Corvallis Land Development Code street standards. The proposed private alleys would be located adjacent to parking areas serving the subject development, including 20 parking spaces along the alley serving the western side of the development site and 24 parking spaces along the alley serving the eastern side of the development site.

The development is proposed in two phases. Phase I would include construction of seven single family homes for sale to low income families at 80 percent of median family income (MFI) or less. Phase II would include construction of 23 multi-family units, 9 attached townhouse units, and 4 duplex units for low income families making 60 percent of MFI or less. Due to funding variables, the applicant reserves the right to develop Phase 2 first. The applicant states that they will provide required public facilities necessary to serve project phases, as needed.

The applicant has provided alternative site plans for portions of Phase II. Sheet G2 of the applicant's graphics **(Attachment M)** shows alternative layouts for Buildings 10 and 11 and for Buildings 1, 2, and 3. As depicted on Sheet G1, Buildings 10 and 11 are "quad" units, which are four, single-level dwelling units that share common central space. These units are a type of development designed specifically for senior citizens to allow some level of autonomy in a group-living type environment. If the applicant is successful in obtaining special funding for this type of use, they will build the quad units. If the applicant is unsuccessful in obtaining funding, then the fourplexes shown on Sheet G2 would be constructed. The alternative design for Buildings 1, 2, and 3 is meant to demonstrate how those units could be configured to comply with POD Standards, with main entrances to the units facing the public street, and direct pedestrian connections from the front doors of each unit to the sidewalk along the public street (Conser Drive). The applicant prefers to construct the three triplexes as depicted on Sheet G1, with main entrances facing the private alley and with the front door of each unit within 200 feet of the public sidewalk along Conser Street. The applicant argues that this allows the development to face inward,

towards the community building, and allows for the creation of more clearly demarcated private open space in the yards between the units and Conser Drive.

The project will include a mix of incomes with 40 percent of the units at or below 60 percent of MFI. Project amenities will include a 1,700 square foot community building and roughly 14,000 square feet of formally landscaped play areas and common areas. Parking is proposed through the use of both outdoor unassigned common spaces and private attached garages and driveways. Most of the required parking would be provided on the respective properties to be served, but the applicant requests to vary from parking standards to allow 12 of the required parking spaces to be provided on the public streets serving the development.

The 3.46-acre development site is surrounded by 27 acres of locally protected wetlands, which provide a long term natural landscape amenity. The City of Corvallis retains ownership of these areas and has indicated an intent to preserve the wetlands from future development. A variety of community amenities is available to the site including: two of the City's largest employers (Hewlett Packard and Good Samaritan Hospital); a community shopping center,including a grocery store, within three-quarters of a mile of the site; public transportation adjacent to the site; a middle school within a half mile; and a City park within a half mile.

The applicant has requested to vary from a number of Land Development Code requirements through the Planned Development process, and has proposed a number of compensating benefits for those variations, as shown in the following table:

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	Compensating Benefit
LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1.	Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on Attachment 'I'.
LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces, for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.	The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.

Code Variance	Compensating Benefit
LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.	See response above.
LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 17 and 18 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.	Lots 17 and 18 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.
LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.	Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential window coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.
LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.	The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.
LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.	The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.

Code Variance	Compensating Benefit
LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the duplex units are proposed to be situated along the easterly private alley, some of which also fall within the boundaries of Lots 8 and 9.	The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.

The Major Subdivision Replat proposes to create 12 residential lots on the site, along with three tracts. The residential lots vary in size from 2,747 to 39,141 square feet. The proposed tracts would serve a variety of purposes. Tract A, which would be approximately 11,920 square feet in size, would contain the westerly alley within the development, but would not contain adjacent parking areas or sidewalks. Tract B, which would be approximately 10,072 square feet in size, would contain the easterly alley, as well as the sidewalk and planting strip to the north and west of the alley, but would not contain the adjacent parking areas. Tract C, which is approximately 3,621 square feet in size, contains a portion of the area necessary for fire apparatus to turn around at the east end of Sorrel Place, but also would contain a shared basketball sport court **(Attachment A)**.

STAFF REPORT FORMAT, ANALYSES, AND REQUIRED ACTION

The Land Development Code specifies that Planned Developments are reviewed by the Planning Commission following a public hearing. The Code specifies that a Subdivision is administratively reviewed with the Community Development Director making a decision following notice to affected parties. No public hearing is required. However, because variations to the subdivision standards are requested, and to facilitate a comprehensive review, one public hearing before the Planning Commission is being held to consider both requests. Section 2.0.50.16 of the Land Development Code states the following:

> **When more than one application has been filed at one time for a specific property or development, the review of those applications shall be coordinated as follows:**
>
> **a. If 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, except as outlined in "b," below. For example, applications for Zone Changes are ordinarily heard by the Land Development Hearings Board. When a Zone Change is sought simultaneously with a Conditional Development; however, the two applications shall be considered together by the Planning Commission and no action by the Land Development Hearings Board shall be required.**
>
> **B. Applications ordinarily heard by the Historic Resources Commission shall not be filed together (combined) with another application(s) requiring a public hearing that is ordinarily heard by some other hearing authority. Historic Preservation Permit applications and Historic Preservation Overlay-related Zone Change applications that are ordinarily decided by the Director, or the Director's designee, shall be filed**

Attachment III-7

together (combined) with applications ordinarily heard by the Historic Resources Commission. In these cases, the combination of historic applications shall be reviewed by the Historic Resources Commission and no prior action by the Director shall be required.

The Public Hearing before the Planning Commission is consistent with this requirement.

The report is divided into two parts. Part I of this report reviews the criteria for a Major Modification to a Conceptual and Detailed Development Plan and Part II reviews the criteria for a Major Subdivision Replat. A comprehensive summary of conclusions and a staff recommendation follow at the end of the report.

PART I

CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

REVIEW CRITERIA

Section 2.5.40.04 - Review Criteria

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; and**
14. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland 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 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall involve an alternative located on the same development site where the specific standard applies.

For purposes of reviewing the applicant's proposal based on the criteria listed above, the applicable criteria have been grouped into the following five categories:

A. Land Use and Purposes

B. Natural Resources

C. Compatibility

D. Circulation

E. Public Services & Utilities

Within these categories, analysis of the merits of the proposal based on applicable Comprehensive Plan and LDC policies will be presented. Conclusions and recommendations will be given for the Planning Commission's consideration following the analysis of each component of the proposal.

A. LAND USE AND PURPOSES

Applicable Land Development Code Requirements

Section 2.5.20 - PURPOSES

Planned Development review procedures are established in this Chapter for the following purposes:

a. **Promote flexibility in design and permit diversification in location of structures;**

b. **Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;**

c. **Preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion;**

d. **Provide for more usable and suitably located pedestrian and/or recreational facilities and other public and/or common facilities than would otherwise be provided under conventional land development procedures;**

e. **Combine and coordinate architectural styles, building forms, and building relationships within the Planned Development;**

f. **Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design monies, while providing the City with assurances that the project will retain the character envisioned at the time of approval;**

g. **Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures; and**

h. **Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met.**

The proposed Seavey Meadows development is consistent with a number of the listed purposes for a Planned Development. The Planned Development process will allow additional flexibility in the design and location of the proposed structures and parking areas, consistent with LDC 2.5.20.a. By facilitating compact development on a site surrounded by protected wetlands, the Planned Development process will also promote the efficient use of land, consistent with LDC 2.5.20.b. By allowing variations from Land Development Code standards to allow more compact development, the proposed Planned Development will eliminate the need to encroach into protected wetland areas, consistent with LDC 2.5.20.c. Compensating benefits are proposed to compensate for the requested variations to development standards, consistent with the provisions of LDC 2.5.20.h. In conclusion, the proposed development is consistent with the purposes for a Planned Development.

The proposed use type for the Seavey Meadows development is single-family residential, which will be accommodated with a variety of building types, including single detached, duplex, triplex, and multi-dwelling. The use type and building types are permitted outright in the RS-12, Medium-High Density Residential, zone, per LDC 3.6.20.01.a. The proposed use and building type are consistent with Land Development Code requirements.

The proposed land use and purposes of the proposed development are consistent with applicable decision criteria.

B. NATURAL RESOURCES

Wetlands

Applicable Comprehensive Plan Policies

The following discussion addresses compliance with Comprehensive Plan Policies that relate to Natural Features on the subject site.

4.2.1 Significant natural features within the Urban Growth Boundary shall be identified and inventoried by the City through the development process. These shall include:

A. Seasonal and perennial streams and other natural drainageways, wetlands, and flood plains;

B. Lands abutting the Willamette and Marys Rivers;

C. Land with significant native vegetation as defined in the Oregon Natural Heritage Plan (1998), which may include certain woodlands, grasslands, wetlands, riparian vegetation, and plant species;

D. Ecologically and scientifically significant natural areas;

E. Significant hillsides;

F. Outstanding scenic views and site; and

G. Lands that provide community identity and act as gateways and buffers.

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

Adoption and implementation of the natural features provisions in the 2006 Land Development Code, which are based on an inventory of natural features within the Urban Growth Boundary, and which put in place a land use system to preserve significant natural features, ensures consistency with Policies 4.2.1 and 4.2.2 above.

4.10.6 In order to reduce peak runoff from impervious areas and maintain pre-development flow regimes, the City shall work to adopt standards such as the following:

1. Minimize the proportion of each development site allocated to surface parking and circulation.

2. Minimize the average dimensions of parking stalls.

3. Use pervious materials and alternative designs where applicable, such as infiltration systems.

4. **Modify setback requirements to reduce the length of driveways.**

5. **Promote the use of shared driveways to reduce impervious surface in residential development.**

6. **Promote disconnection of roof down spouts to reduce runoff going into a piped collection system or the street and encourage storage for reuse.**

7. **Retain a larger percentage of vegetated area within all types of development to increase rainfall interception.**

8. **Pursue the use of retention and infiltration facilities where the soils are suitable to control runoff volume, peak flow and promote dry season base flows in streams.**

9. **Develop sub-surface storage as well as surface detention facilities.**

10. **Evaluate additional restrictions on cuts in hillsides, especially in areas with near-surface groundwater.**

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

The proposed development is consistent with Comprehensive Plan Policies 4.10.6 and 7.5.5. The applicant has requested to reduce the amount of impervious surface area on the site that would normally be required for on-site parking. Instead, the applicant requests that a portion of the development's required parking be accommodated on the existing public streets within the development.

4.11.1 Consistent with State and Federal policy, the City adopts the goal of no net loss of significant wetlands in terms of both acreage and function. The City shall comply with at least the minimum protection requirements of applicable State and Federal wetland laws as interpreted by the State and Federal agencies charged with enforcing these laws.

4.11.4 Wetlands within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process.

4.11.5 Local wetland inventories, initiated by the City, completed consistently with State guidelines, and approved by the State shall also represent City-approved inventories that meet Statewide Planning Goal 5 inventory requirements.

4.11.14 To resolve wetland issues as early as possible in the development application process on land with hydric soils, land with wetland vegetation, and/or land identified on a State or national wetland inventory, the City shall require a developer to submit, at the time of application, a wetland determination or delineation from a qualified consultant. This professional analysis shall be submitted concurrently to the City and to the Division of State Lands. The City shall request comment from the Division of State Lands on land development applications requiring a public hearing.

The proposed development is consistent with Comprehensive Plan Policies 4.11.1, 4.11.4, 4.11.5, and 4.11.14. Policy 4.11.1 states that the City's goal is no net loss of wetlands. The non-locally protected wetlands that would be impacted by the proposed development would be mitigated for, as required by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers (COE). As proposed and conditioned, the project will comply with applicable State and Federal wetland laws. The wetlands on the development site and in the adjacent area are identified on the City's natural features inventory. Additionally, the applicant has commissioned a wetland delineation for the wetlands on the development site, which is under review by the DSL and COE **(Attachment I)**. The City's wetland protection program was reviewed by the Oregon Department of Land Conservation and Development (DLCD) and was approved as part of the City's Goal 5 compliance program, consistent with Policy 4.11.5. The proposed development is consistent with applicable Comprehensive Plan Policies related to wetlands.

Applicable Land Development Code Requirements

4.13.40 - PROCEDURES

Application - When development is proposed on a property containing or abutting a Significant Riparian Corridor or Wetland area, an application shall be submitted that accurately indicates the locations of these Natural Resources and the location of any proposed development. The application shall contain a description of the extent to which any Floodplain, Watercourse, or Wetland is proposed to be altered or affected as a result of proposed development and shall include the information in "a," and "b," below.

b. For properties containing Wetlands, as indicated on the Corvallis Local Wetland Inventory Map - The submittal materials listed below are required. Additionally, all applications will be reviewed to determine that all necessary permits have been obtained or will be obtained from those federal, state, or local governmental agencies that require prior approval.

1. Site Plan - A site plan that graphically depicts:

a) All Wetland boundaries, as indicated on the Corvallis Local Wetland Inventory Map;

b) A 25-ft. setback/buffer around the upland edge of locally and non-locally protected Wetlands, as mapped on the City's Local Wetland Inventory Map[1]. Proximate Wetlands shall not be included when

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1 Local Wetland Inventories are considered to provide a level of accuracy of within 25 ft. for identification of the Wetland-upland interface. Consequently, the 25-ft setback/buffer identified in Section 4.13.40.b.1.b is intended to ensure that significant Wetlands are protected consistent with the requirements of OAR 660, Division 23 prior to the receipt of a Department of State Lands (DSL) approved Wetland Delineation. For development review purposes, a property owner may propose development within this setback/buffer, and approval may be granted, contingent upon receipt by the City of an approved Wetland Delineation indicating that the proposed development is outside of lands determined to be Wetlands by the Department of State Lands. In such cases,

determining this 25-ft. setback/buffer location; and

c) A Wetland Delineation of the boundaries of the Wetland area, with an accompanying site map, that has been accepted and approved by the Department of State Lands (DSL) may be substituted for the information in "b," above;

4.13.80.02 - Procedures for Non-locally Protected Wetlands

Department of State Lands and US Army Corps of Engineers Notification Required - In addition to the restrictions and requirements of this Section, all proposed development activities within any Wetland are also subject to Oregon Department of State Lands (DSL) and US Army Corps of Engineers standards and approval. Where there is a difference, the more restrictive regulation shall apply. In accordance with ORS 227.350, as amended, the applicant shall be responsible for notifying DSL and the Corps of Engineers whenever any portion of any Wetland is proposed for development.

No application for development will be accepted as complete until documentation of such notification is provided, and no site development permits, such as Grading and Excavation Permits, Public Improvements by Private Contract Permits (PIPC), and Building Permits, shall be issued until the City has received verification of DSL and Corps of Engineers approval for development on the subject site. Non-locally Protected Wetlands are shown on the City's Local Wetlands Inventory Map.

This section reviews the criteria for natural resources present on the subject site. The development site contains Locally Significant Wetlands that are not locally protected, per the City's Natural Resource Map **(Attachment D)**. To the south of the development site are Locally Protected and Locally Significant Wetlands, and to the north, on the opposite side of Conser Street, is a high protection riparian corridor. The area on the north side of Conser Street is within a high protection riparian corridor because it contains proximate wetlands to the tributary to Sequoia Creek that flows under Conser Street to the north of the development site.

When the City's Natural Features regulations were being developed, as part of the Phase III Land Development Code Update project, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site. The City owns approximately 30 acres in this area, which include the subject development site, as well as approximately 25 acres of undeveloped land that contains Locally Significant Wetlands on all four sides of the development site. In 2004, when the City's natural features protections were being considered for adoption, the City had already obtained a fill permit from the Department of State Lands (DSL) to fill 1.67 acres of wetland within the approximately 5-acre site that is currently the subject of this application (this figure includes right-of-way area). The City's intent was to develop affordable housing on the 5-acre area and to preserve the remaining wetland areas. The

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no development permits shall be issued prior to receipt of said Wetland Delineation.

decision-makers determined that this was an appropriate balancing of affordable housing goals and resource-protection goals and decided to designate the 5-acre development site is Locally Significant, but not Locally Protected, Wetlands. Conversely, the decision-makers designated the remaining City-owned wetlands in the area as Locally Significant and Locally Protected **(Attachment J)**.

In order to renew fill permits that were issued for the site, the applicant has recently completed an addendum to the original Seavy Meadows wetland delineation **(Attachment I)**. This delineation is currently under review by the Oregon Department of State Lands (DSL) and the US Army Corps of Engineers (COE). The delineation found additional wetland areas in the northeast corner of the 5-acre portion of the site that had been slated for development. Consequently, the applicant has designed a development project that will avoid impacts to this new wetland area in the northeast corner of the site, which explains why the street frontage for the area of Buildings 10 and 11 has been truncated.

The applicant has provided a wetland delineation for the site, but has not yet obtained a letter of concurrence from DSL regarding the delineation, per LDC 4.13.40.b.1.c. The delineation of wetlands on the site differs from the City's wetland inventory data for the site. Prior to development on the site, the applicant will need to obtain a letter of concurrence from the Department of State Lands regarding the submitted wetland delineation **(Condition 2)**. Regardless of their exact location, the wetlands on the site are not locally protected. Because the development area contains wetlands that are not locally protected, development is allowed, contingent upon satisfaction of State and Federal requirements regarding wetland impact. For this reason, a condition of approval is necessary to ensure that DSL and COE approvals are in place prior to development on the site **(Condition 2)**. Locally Significant and Locally Protected Wetlands on adjacent properties will not be affected by this development. As conditioned, applicable LDC criteria related to wetlands are satisfied.

Significant Trees

Applicable Land Development Code Requirements

Section 4.2.20 - GENERAL PROVISIONS

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding

areas inventoried as part of the Natural Features Inventory.

2. **Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.**

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.**

As shown on **Attachment M (Sheet I-3)**, the development site contains many trees that are greater than 8 inches in diameter, as measured four feet from the ground. These trees would typically be considered significant, per Land Development Code Section 4.2.20.d. However, per LDC Section 4.2.20.c, if a site has been inventoried for natural features, and no significant vegetation areas have been identified on the site, then vegetation on the site is not protected by the provisions of LDC 4.2.20.d. Consequently, the applicant is not required to preserve any of the existing trees on the site.

The applicant has included an inventory of the existing trees on the site, which shows that, with the exception of a single Spruce tree located to the west of the existing fourplex, all the trees on the site are volunteer Black Cottonwood trees, which are a short-lived species prone to abnormal growth patterns and decay. For this reason, and to accommodate the proposed development, the applicant proposes to remove all the Black Cottonwood trees from the site, but will preserve the existing Spruce tree. The applicant notes that the proposed landscaping plan will result in the planting of a variety of tree species in greater numbers than currently exist on the site. The proposed tree removal is consistent with Land Development Code requirements.

Slope and Floodplain Hazards

As noted, the development site is flat and contains no slope hazard areas **(Attachment E)**. The development site is also outside the 100-year floodplain. Therefore, the natural hazard and hillside development provisions of LDC Chapter 4.5 do not apply to this development.

Conclusions

As conditioned, the proposed development will minimize impacts to significant natural features on the site, consistent with Land Development Code requirements and with applicable Comprehensive Plan Policies. In fact, with the adoption of the Natural Features provisions in the Land Development Code (implemented on December 31, 2006), the natural features Comprehensive Plan Policies have been fully implemented.

C. COMPATIBILITY

Following is a complete listing of applicable Land Development Code requirements related to compatibility. Following each cited LDC section is a brief discussion of compliance with the subject standard.

Applicable Land Development Code Requirements:

The subject site is zoned Medium-High Density Residential with a Planned Development Overlay (PD(RS-12)). The applicant has proposed to construct a variety of building types within the development, including detached single family, duplex, triplex, and multi-family dwellings. These building types are permitted outright in the RS-12 Zoning District.

The following table provides both the RS-12 Zone's development standards and a determination regarding the proposal's compliance with those standards.

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

		Standard	Complies?
a.	Minimum Density	12 units per acre. Applies to the creation of Land Divisions.	Complies. 43 Dwelling units on the 3.46-acre site equates to a density of 12.43 units/acre
b.	Maximum Density	20 units per acre. Applies to the creation of Land Divisions.	Complies
c.	Minimum Lot Area	2,200 sq. ft. per dwelling unit	Complies. All proposed lots will have at least 2,200 sq. ft. of land area per dwelling unit.
d.	Minimum Lot Width	25 ft.	Complies. Each lot is more than 25 feet wide.

	Standard	Complies?
e. Setbacks		All buildings comply with the 10 ft. min. front yard setback.
1. Front yard	10 ft. minimum; 25 ft. maximum Also, unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained.	Buildings 1, 2, 3, 8, 9, and 12 - 16 comply with the 25 ft. maximum setback. Buildlings 4, 5, 6, and 7 qualify for the exemption to the max. front yard setback, per LDC 4.10.60.01.a.2. (See the PODS discussion later in this staff report) The applicant has requested to vary from the max. front yard setback for Buildings 17 and 18. It appears that a variation to the standard would also be necessary for Buildings 10 and 11. This is discussed in the section of this staff report related to variations to standards.
2. Rear yard and Side yards Interior attached townhouses exempt from interior side yard setbacks.)	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.	
a) Single Detached	5 ft. minimum each side yard	
b) Single Attached and Zero Lot Line Detached	0 ft. one side; 8 ft. minimum on opposite side[2]	
c) Duplex and Multi-Dwelling	10 ft. minimum each side	
d) Abutting a more restrictive zone	10 ft. minimum	All proposed buildings on lots comply with side and rear yard setbacks and with usable yard requirements.
3. Corner Lot See also "k," and "l," below.	10 ft. minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.	All buildings on corner lots comply with the corner lot setback requirements.

1 For Detached Zero Lot Line dwelling units, prior to Building Permit approval, the applicant shall submit a recorded easement between the subject property and abutting lot next to the yard having the zero setback. This easement shall be sufficient to guarantee rights for maintenance purposes of structures and yard, but in no case shall it be less than five ft. in width.

		Standard	Complies?
f.	Minimum Garage/Carport Setbacks 1. Garage/carport entrance facing/parallel to the street 2. Garage/carport entrance sideways/perpendicular to street See also "k," and "l," below.	19 ft. minimum 10 ft. minimum Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development. Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.	Complies. All new garages comply with the 19 foot setback requirement from the edge of streets. Garages backing into the western alley also comply with this standard, although it is not required for garages on alleys. The existing garages on the east side of the existing fourplex do not meet the 19 foot standard, but the alley garage setback requirement is 14 feet from centerline of the alley, which is met.
g.	Minimum Setbacks and Buffering from Actively Farmed Open Space-Agricultural (OS-AG) Land See also "k," and "l," below.	When residential development is proposed abutting Actively Farmed OS-AG Land, a minimum 50 ft.-wide continuous plant or plant/berm buffer is required. It is the applicant's responsibility to provide this buffer. The minimum setback for lands adjacent to Actively Farmed OS-AG Land is 100 ft. Any intervening right-of-way may be included in the 100-ft. setback measurement. Structures that existed on December 31, 2006, and that would fall within the 100-ft setback from Actively Farmed OS-AG Land shall not be considered as non-conforming structures and no additional buffering is required to maintain the existing development.	The development site does not abut actively farmed OS-AG land. This criterion is not applicable.
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	Complies. None of the proposed buildings will exceed 35 feet in height.
i.	Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.	Complies. Lot coverage on each of the proposed lots is less than 70%.

		Standard	Complies?
j.	Off-street Parking	See Chapter 4.1 - Parking, Loading, and Access Requirements	Does not comply. The applicant has requested to vary from on-site parking requirements. See discussion of parking requirements later in this staff report.
k.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Residential Structures	Shall not be placed within any required setback area. When located outside a setback area, but within five to 10 ft. of a property line, such equipment shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment. When located outside a setback area, but greater than 10 ft. from a property line, such equipment requires no screening.	The applicant has not provided information regarding outdoor equipment associated with individual dwelling units. However, building permit review will ensure that the referenced standards will be met. Complies through building permit review.
l.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Nonresidential Structures	Shall be in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.	Not applicable.
m.	Minimum Assured Development Area (MADA)	See Chapter 4.11 - Minimum Assured Development Area (MADA).	Not applicable.
n.	Natural Hazards and Hillsides	See Chapter 4.5 - Natural Hazard and Hillside Development Provisions.	Not applicable. The site contains no steep slopes or other natural hazard areas.
o.	Significant Vegetation	See Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting and Chapter 4.12 - Significant Vegetation Protection Provisions.	Not applicable. The site does not contain any significant vegetation.
p.	Riparian Corridors & Locally Protected Wetlands	See Chapter 4.13 - Riparian Corridor and Wetland Provisions.	Some provisions of Chapter 4.13 apply because of wetlands on the site, but the site does not contain locally protected wetlands. See the preceding discussion of natural features in this staff report. Complies as conditioned in that analysis.

		Standard	Complies?
q.	Landscaping	See Section 3.6.50, below, and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.	Compliance with landscaping requirements is discussed in more detail in the landscaping section of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion.
r.	Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.6.50, below.	Complies, as conditioned. See discussion below.

Section 3.6.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-12 Zone:

a. Buildings with opposing windowed walls shall be separated by 20 ft.

b. Buildings with windowed walls facing buildings with blank walls shall be separated by 15 ft. However, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

c. Buildings with opposing blank walls shall be separated by 10 ft. As stated in "b," above, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

d. Building separation shall also apply to building projections such as balconies, bay windows, and room projections.

e. Buildings with courtyards shall maintain separation of opposing walls as listed in "a," through "c," above.

f. Where buildings exceed a length of 60 ft. or exceed a height of 30 ft., the minimum wall separation shall be increased. The rate of increased wall separation shall be one ft. for each 15 ft. of building length over 60 ft., and two ft. for each 10 ft. of building height over 30 ft.

g. Driveways, parking lots, and common or public sidewalks or multi-use paths shall maintain the following separation from dwelling units built within eight ft. of ground level.

1. Driveways and parking lots shall be separated from windowed walls by at least eight ft.; sidewalks and multi-use paths shall be separated by at least five ft.

2. Driveways and parking lots shall be separated from living room windows by at least 10 ft.; sidewalks and multi-use paths shall be separated by at least seven ft.

3. Driveways and uncovered parking spaces shall be separated from doorways by at

least five ft.

The above standard pertains to situations where there are multiple residential buildings on a single lot in the RS-12 Zone. Therefore, the standards do not apply to the single family detached and duplex portions of the site. These standards do pertain to the remaining areas of the site, including Buildings 1, 2, 3, 4, 5, 6, 10, and 11. These residential buildings maintain the required minimum 20-foot separation for windowed walls. Additionally, where the buildings exceed 60 feet in length (triplexes are approximately 77 feet long, five-plexes are approximately 80 feet long, and quads or fourplexes are approximately 90 feet long) the additional separation requirements are maintained.

The proposed private alleys and parking areas are separated from windowed walls of each dwelling unit by at least eight feet, from living room windows by at least 10 feet, and from doorways by at least five feet. Each of the internal and public sidewalks is separated from windowed walls by at least five feet and from living room windows by at least seven feet. Staff note that actual building designs may change and recommend a condition of approval to ensure that the subject standards are addressed through the building permit process **(Condition 3)**. The subject standards are also met for the existing fourplex on the site. As conditioned, these standards are met.

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.**

3.6.50.06 - 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 multi-use 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.**

The applicant's submitted materials indicate that lot coverage will be well below the 70% maximum for all lots, leaving at least 30 percent of each lot available to meet green area requirements. Green area locations are consistent with the requirements of LDC 3.6.50.06. Common Green Areas # 1, 2, and 3 are dispersed throughout the development site to serve adjacent residents. These areas will provide recreational opportunities for residents. Additional green areas adjacent to individual dwellings will provide opportunities for passive recreation and relaxation for residents. The applicant has also submitted landscape plans showing that at least 10% of each lot will be furnished with required vegetation. However, Staff note that the submitted building designs are "typicals" and final building designs may vary. To ensure compliance with green area requirements, a condition of approval is recommended to make sure landscape plans and building permits for buildings on the site comply with green area requirements **(Condition 3)**. As conditioned, this criterion is met.

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. Upper-story balconies cannot be counted.

3.6.50.03 - Common Outdoor Space Per Dwelling Unit

a. In addition to the Private Outdoor Space requirements of Section 3.6.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:

1. Studio, one- and two-bedroom units: 200 sq. ft. per unit

2. Three or more bedroom units: 300 sq. ft. per unit

b. The minimum size of any Common Outdoor Space shall be 400 sq. ft., with minimum dimensions of 20-by-20 ft.

c. A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; preserved natural areas where public access is allowed; and children's tot lots.

d. The Common Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.

e. A children's tot lot shall be provided for each 20 units. The minimum dimensions for any tot lot shall be 20-by-20 ft., with a minimum size of 400 sq. ft. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Any one or a combination of the following shall enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats.

f. Where more than one tot lot is required, the developer may provide individual tot lots or may combine them into larger playground areas.

g. Housing complexes that include 20 or more dwelling units designed for older persons do not require tot lots. However, Common Outdoor Space shall be provided as specified in "a" through "d" above.

3.6.50.04 - Option to Combine Private and Common Outdoor Space

a. The private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples

include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

b. The combined outdoor space may be covered, but it shall not be fully enclosed.

Except for the four units of each senior quad building, each of the proposed dwelling units is provided with a Private Outdoor Space of at least 48 square feet, with minimum dimension of no less than six-by-eight feet. Landscaping consisting of shrubs, groundcover, and perennial plants will be installed along edges of each Private Outdoor Space to create privacy for residents, as shown on the applicant's landscape plans **(Attachment M (Sheets I-1, I-2))**. The applicant states that a vegetative buffer at least three feet tall will be established in these areas to enhance privacy. To ensure that detailed landscape plans address this requirement, a condition of approval is recommended to ensure that landscaping in required private outdoor space areas provides a level of screening that will provide some degree of privacy to users of the space **(Condition 4)**.

To satisfy the Private Outdoor Space requirements for the senior quad buildings, the applicant relies on Section 3.6.50.04 (the option to combine private and common outdoor space) to provide this space as part of the total common outdoor area apportioned to these units. Two common outdoor areas are proposed in the eastern portion of the site; a 4,270 square foot common green between Buildings 10 and 11, and a 3,000 square foot basketball court to the south of Buildings 17 and 18. If the senior quad dwellings were constructed , the minimum Common Outdoor Space demand generated by Buildings 8 through 18 would be 4,300 square feet. A total of 7,270 square feet of common open space would be provided east of Jasper Street, leaving a surplus of 2,970 square feet, which is more than sufficient to accommodate the 384 square foot Private Outdoor Space demand generated by the senior quad units (8 X 48 sq. ft./unit)(See Table 3). The following tables illustrate requirements for outdoor common space:

Table 2 - Common Outdoor Space - West of Jasper Street

Unit Type - Bldg. #'s	Number of bedrooms / unit	Number of units	Required Common Area	Totals (in sq. ft.)
Triplexes - Bldgs. 1, 2, 3	3 bd.	9	9 X 300 sq. ft.	2,700
Five-plexes - Bldgs. 4, 5, 6	1, 2 bd.	15	15 X 200 sq. ft.	3,000
Total Required Common Outdoor Space				5,700 sq. ft.
Total Common Outdoor Space Provided West of Jasper St.				6,800 sq. ft.
Extra Common Outdoor Space Provided				1,100 sq. ft.

Table 3 - Common Outdoor Space - East of Jasper Street

Unit Type - Bldg. #'s	Number of bedrooms / unit	Number of units	Required Common Area	Totals (in sq. ft.)
Duplexes - Bldgs. 8, 9	2 bd.	4	4 X 200 sq. ft.	800
Quads - Bldgs. 10, 11 or Fourplexes - Bldgs. 10, 11	1 bd. 3 bd.	8 8	8 X 200 sq. ft. or 8 X 300 sq. ft.	1,600 or 2,400
Single Family Dwellings Buildings 15, 18, and	2 bd.	2	2 X 200 sq. ft.	400
Buildings 14, 16, 17, 19, 20	3 bd.	5	5 X 300 sq. ft.	1,500
Total Required Common Outdoor Space (with Fourplex)				5,100 sq. ft.
Total Required Common Outdoor Space (with Quads)				4,300 sq. ft.
Total Common Outdoor Space Provided East of Jasper St.				7,270 sq. ft.
Extra Common Outdoor Space Provided (with Fourplex)				2,170 sq. ft.
Extra Common Outdoor Space Provided (with Quads)				2,970 sq. ft.

As demonstrated by Tables 2 and 3, adequate common outdoor space will be provided for the development, in locations that will directly serve residents. As required by LDC Section 3.6.50.03.e and f, the applicant will provide a tot lot that will be at least 800 sq.

ft. in size within Common Green #1 on the west side of the development. The Code section requires a certain number of play equipment items to be provided within these areas. However, the applicant would like to allow the residents of the development to determine the play equipment to be provided in the tot lot. To accommodate this request and ensure that the LDC requirement is met, a condition of approval is recommended **(Condition 5)**.

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;

b. Developments subject to Conditional Development and/or Planned Development approval, as required by a Condition(s) of Approval(s); and

The proposed development would construct new buildings within a Planned Development. Therefore, compliance with Pedestrian Oriented Design Standards (PODS) is required. Following is an analysis of compliance with the applicable POD Standards in Chapter 4.10 of the Land Development Code.

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

These standards apply to Buildings 8, 9, and 12 - 18, which are either single family detached buildings on individual lots or duplex buildings on individual lots.

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. Orientation of Dwellings - 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.

The orientation standard of this Section is satisfied when the provisions in "1," and "2," below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. Primary building entrances face the streets or are directly accessed by a sidewalk or multi-use path less than 100 ft. long; and

2. Primary dwelling unit entrances open directly to the outside and do not

require passage through a garage or carport to gain access to the dwelling.

b. Privacy - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.

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. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

Each of the single detached and duplex dwellings is generally consistent with the criteria cited above. Primary dwelling entrances for each unit face Sorrel Place, open directly to the outside of the dwelling, and are less than 100 feet from the street along a private walkway. As shown on the applicant's typical elevations, the front facades of each dwelling will have at least 15 percent window coverage. None of the building walls for these dwellings will be within three feet of a property line. However, because the submitted designs are typical, and may be changed, and because the applicant has not demonstrated that the duplex facades that face adjacent sidewalks to the side of Building 8, and to the rear of Buildings 8 and 9, comply with the 15% window and door requirement, a condition of approval is recommended to ensure that designs for these dwellings comply with PODS standards at the time of building permit review **(Condition 6)**.

As noted previously, the site is relatively flat and will not experience significant topographical changes as a result of the proposal. None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) is present within the development footprint of the project. These criteria are met, as conditioned.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. <u>Lots ≥ 50 Ft. in Width</u> - For dwellings with front-loaded garages/carports, the <u>width</u> of the garage wall or carport facing the street shall be no more

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than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally, measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

Garage/Carport Placement Options -

2. Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.

8. Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.

c. Garage and Carport Materials - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.

The detached single family dwellings, Buildings 12 -18, contain front-loaded garages. Duplex Buildings 8 and 9 do not contain garages. Of the buildings with garages, only Buildings 12 and 17 are located on lots that are greater than 50 feet wide. For those buildings, which contain single-car garages, the width of the garage wall is less than 50% of the width of the dwelling's street-facing facade. For Buildings 13, 14, 15, 16, and 18, the area of the garage facade is no more than 50% of the area of dwellings'

street-facing facades.

As shown on the applicant's submitted designs **(Attachment M (Sheets O-4, O-5))**, single car garages attached to each of the single family dwellings will be front-loaded and recessed by at least four feet from the living area. The same building materials used to construct the dwelling will also be used to construct the garage of each single family dwelling.

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

Each of the proposed single family homes is shown with a front porch with minimum dimensions of at least six feet by 10 feet and a minimum area of at least 60 square feet. A hard surface sidewalk, separated from the driveway and at least three feet wide, is proposed to extend from the public sidewalk to the entrance of each detached dwelling unit.

Similarly, the front door of each of the duplex units is shown to be accessible from a street sidewalk via a hard surface walkway that is at least three feet wide. Passage through a driveway area will not be necessary.

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven 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. **Increased Roof Pitch - A minimum 6:12 roof pitch.**

2. **Eaves - Eaves with a minimum 18-in. overhang.**

3. **Building Materials - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, 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. **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.**

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. **Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains 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.**

7. **Architectural Details - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains 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.**

As shown on the applicant's submitted plans, the proposed single detached and duplex dwellings would incorporate at least three of the following five design elements:

- Primary roof pitch of at least 6:12, with only a few at 4:12;
- eaves with a minimum overhang of at least 18 inches;
- two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles);
- trim around windows and doors that is at least 2.25-inches wide; or
- a window coverage area that is at least 20 percent of the total front building

elevation area.

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

As conditioned, the proposed single family detached and duplex dwellings shall comply with the applicable Pedestrian Oriented Design Standards in Section 4.10.50 of the Land Development Code.

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES

These standards apply to Buildings 1, 2, 3, 4, 5, 6, 10, and 11, which are either triplexes, fourplexes, or multi-family/apartment buildings on individual lots.

4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas

All building orientations, facades, and entrances shall comply with the following standards.

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 by a sidewalk or multi-use path less than 200 ft. long, 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.

2. Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a

pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.

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. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted 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. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.**

Consistent with the criteria cited above, each of the triplex, quad, and five-plex units is accessible from a public street via a walkway that is less than 200 feet long. Although the front doors of the triplex units are within 200 feet of the sidewalk along Conser Street, the buildings are not oriented to Conser Street, as depicted in LDC Figure 4.10-13. Although doors on each unit face the street, there is no walkway directly connecting these doors to Conser Street. The north sides of the triplexes are designed to function more like back yards, with fenced, enclosed space in these areas. The applicant argues that the triplexes are architecturally oriented toward Conser Street, in compliance with the standard. The applicant argues that functionally, walkways to each of the north entrances are less likely to be used on a regular basis because on-street parking is not allowed along Conser Street, and because the dining room of each unit is at this end of the building – a space not typically associated with the primary entrance to a residence. Further, the applicant argues that extending the pathway to the south entrance rather than the north entrance of each unit allows the landscaped area north of the triplexes to remain uninterrupted, thereby providing a cohesive recreational space. The applicant states that if connections to the north entrance of each unit are required, they would prefer to remove the pedestrian pathway along the south side of the units so that the amount of impervious cover is not comparatively increased. Staff have explored this issue in detail and have determined that, for the orientation standard to be met, there must be a direct pedestrian connection from each of the doors on the north side of the units to the public sidewalk along Conser Street. If this design is utilized, the rear-loaded area of the triplexes effectively becomes the back yards of the units, and a pedestrian walkway through that area is not needed. To ensure compliance with the standard, a condition of approval is recommended **(Condition 7)**.

The five-plex buildings on the site are oriented towards Common Green #1 and Sorrel Place to the south. Parking for these units is located to the rear of the buildings, in the private alley to the north. All units have a front door within 200 feet of the sidewalk along Sorrel Place. Buildings 4, 5, 6, and 7 effectively create a courtyard (Common

Green #1) that is planned to contain a playground and additional open space area. Because of this, the provisions of LDC 4.10.60.01.a.2 allow up to 50% of the building frontages to be outside the maximum 25 foot setback along Sorrel Place. As shown, the buildings comply with this standard.

Regardless of whether the applicant chooses the option to construct the two senior quads or two four-plex buildings in the eastern portion of the site, these buildings will not be oriented toward a public street. This is because the applicant's updated wetland delineation found an additional wetland area to the north of Building 10, which development will avoid. This significantly minimizes the potential for street orientation in this area. However, a pathway less than 200 feet long will connect the primary entrance of most of these units to the public sidewalk along Conser Street. If the fourplex design is utilized, Units 33 and 34 would have front doors slightly further (approximately 230 feet from the furthest door) than 200 feet from the sidewalk along Conser Street. All other doorways would be within 200 feet of Conser Street. A variation to this standard is warranted in this instance because it enables additional wetland preservation, and because the design of the fourplex units around Common Green #2, with convenient access to the parking area to the west, provides pedestrian-oriented design amenities that compensate for the additional distance to the street **(Condition 6)**. This variation to standards is allowed through the Planned Development process.

As conditioned, no parking areas would be located between buildings and the streets to which the buildings are oriented. As conditioned, and as varied through the Planned Development process with compensating benefits, the above standards are met.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site 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 Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site 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 Frontage.

Both of the proposed private alleys will be situated in separate tracts. This results in a lot being created to accommodate the three triplex buildings (Lot 12), a second lot that will contain the three five-plex buildings and the community building (Lot 11), and a third lot for either the senior quads or the four-plex dwellings (Lot 10). Lot 10 has less than 100 feet of frontage along Conser Street. Lot 11 has 100 feet of frontage along both Jasper Street and Sorrel Place. Lot 12 has more than 100 feet of frontage along Conser Street, but less than 100 feet of frontage along Jasper Street. When a lot has

frontage on more than one street, Section 4.10.60.01(b) doesn't indicate if the criterion applies to all frontages. However, given that consistency with the criterion is determined based on the percentage of a building placed within the maximum setback, and that only front yard setbacks typically have a minimum and maximum distance, the standard can only apply to front yard setback areas.

Lot 12 has approximately 300 feet of frontage along Conser Street, 50 percent of which is 150 feet. The north elevation of each of the three triplexes is approximately 77 feet long, for a total building length of 231 feet. With the additional 9 feet of right-of-way width proposed for Conser Street along the north side of Lot 12, the north wall of the proposed triplexes will be located exactly 25 feet from the street, in compliance with the above standard.

The Sorrel Place frontage of Lot 11 is approximately 276 feet long and contains buildings within the maximum allowed front yard setback for a total length of approximately 90 feet. This constitutes less than 50 percent of the frontage length. However, as noted above, LDC Sections 4.10.60.01.a(2) and 4.10.60.01(b) note that open courtyard space may increase the amount of building frontage located outside of the maximum setback up to 50 percent. This exception requires that only 25 percent of the street frontage stipulated in Section 4.10.60.01(b), or 50 percent of the original 50 percent, must have buildings situated within the maximum allowed setback. This results in a minimum required building frontage length of approximately 69 feet (276 x 0.25), which is satisfied by portions of the community building and Building 4 that are within the allowed maximum front yard setback of 25 feet. Consequently, the buildings on Lot 11 will comply with this standard.

Lot 10 has approximately 44 feet of street frontage on Conser Street. As noted previously, the lot is oddly configured in order to avoid a wetland area to the north of the lot. Because of the odd configuration of Lot 10, the narrow width of the lot's street frontage, and the existence of the existing fourplex to the west, with the need for access to the east, it is not possible to meet the frontage requirement for Lot 10. A variation to this standard is warranted because of the desire to preserve the wetland to the north of the lot. To compensate for the variation to the frontage requirement, the applicant has designed a pedestrian-oriented layout for Lot 10 that focuses the development around a central courtyard. Staff recommend allowing a variation to the standard in this instance **(Condition 6)**.

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.**

The applicant has provided building designs that comply with the above standard. The applicant notes on these elevation drawings that, "Floor plans and elevations are

typical. Final design may vary, but will comply with POD Design Standards." Because final designs may vary, a condition of approval is recommended to ensure compliance with the above standard at the time of building permit application **(Condition 6)**.

d. **Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

As noted previously, the site is relatively flat and will not experience significant topographical changes as a result of the proposal. None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) is present within the development footprint of the project. This criterion is met.

4.10.60.02 - Parking Location

a. **Standards**

1. **Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:**

   a) **Where lot depth is less than 75 ft.;**

   b) **Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;**

   c) **Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would prohibit the provision of this common outdoor space area for residents of a development site; and/or**

   d) **Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.**

2. **On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.**

Triplex Dwellings

Required vehicular parking for the triplex units will be provided in rear-loaded garages and accompanying driveways to the rear of the units. As noted previously, the applicant proposes to locate three of the required parking spaces along the north side of Sorrel Place. These parking spaces are to the rear of the subject units, in compliance with the standards above.

Senior Quads / Four-plex Dwellings

As discussed above, common parking spaces situated along the easterly alley are intended for use by residents of either the senior quads or the four-plex dwellings. The parking area would be situated to the side of these buildings rather than to the rear to allow the provision of common open space, consistent with LDC 4.10.60.02.a.1.c. These parking spaces comply with the above standards.

Five-plex Dwellings

Vehicular parking demand generated by each of the five-plex units will be satisfied by spaces located along the south side of the private alley that loops between Jasper Street and Sorrel Place. Buildings 4, 5, and 6 will be oriented so that these parking spaces are either to the rear or to the side of the structures. The applicant notes that it is necessary to situate the parking spaces to the side of Building 4 so that a 6,800 square-foot common green area may be placed to the rear of the structure instead. These parking spaces comply with the above standards.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

Similar to the configuration of garages attached to the proposed single family homes, single car garages attached to each triplex unit are shown to be recessed from the front of the dwelling by at least four feet. The total area of the garage wall is less than 50 percent of the total front elevation area of each triplex building. Building materials used to construct the habitable space of each triplex unit will also be used to construct the associated garage. However, since triplex designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features

are required, the inclusion of as many as possible is strongly encouraged.

1. **<u>Elevated Finished Floor</u> - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.**

2. **<u>Front Porches/Patios</u> - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.**

3. **<u>Sidewalk/Walkway to Front Door</u> - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.**

As shown on the applicant's submitted drawings, each of the triplex units will be constructed with a covered front porch, as will each of the four-plex and five-plex units. These porches will be consistent with the minimum dimensions and area noted in the criterion cited above. A hard surfaced walkway a minimum of three feet wide that is separated from a driveway is shown to extend from adjacent public sidewalks to the front door of each triplex, four-plex, and five-plex unit. Pedestrian access to each of the senior quad buildings, if constructed, would also be provided in the same manner. However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

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. **<u>Trim</u> - 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. **<u>Building and Roof Articulation</u> - 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. **<u>Building Materials</u> - 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. **<u>Increased Eaves Width</u> - Eaves with a minimum 18-in. overhang.**

5. **<u>Increased Windows</u> - 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. **<u>Increased Roof Pitch</u> - A minimum 6:12 roof pitch with at least a six-in. overhang.**

7. **<u>Architectural Features</u> - 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. **<u>Architectural Details</u> - 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.**

The applicant states that each of the proposed multifamily dwellings will incorporate the following design elements, at a minimum:

- primary roof pitch of at least 6:12, with only a few at 4:12;
- eave overhangs of at least 18 inches;
- minimum window area of at least 20 percent on facades that face streets, sidewalks, or multi-use paths; and
- two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles).

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

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 five-10 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 20 ft. from both on-site and off-site residential buildings. 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.

Refuse enclosures are proposed within both multifamily portions of the site. One would be located at either end of the group of parking spaces on the south side of the private alley that is behind buildings 4, 5, and 6. A single enclosure is proposed in the alley adjacent to Buildings 10 and 11. A distance of more than 20 feet separates these enclosures from adjacent residential buildings. The applicant proposes to screen the trash receptacles with fencing and landscaping. To ensure this requirement is addressed, a condition of approval is recommended **(Condition 8)**.

Roof-mounted mechanical equipment is not proposed on any of the proposed residential structures. As proposed and conditioned, the above standards are met.

4.10.60.06 - Pedestrian Circulation

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

b. Standards

1. <u>Continuous Internal Sidewalks</u> - 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. **<u>Separation from Buildings</u> - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:**

   a) **Sidewalks along public or private streets used to meet building orientation standard; or**

   b) **Mixed use buildings and multi-family densities exceeding 30 units per acre.**

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. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.**

e. **Crossings - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.**

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.**

A continuous internal sidewalk system will be constructed through the development, including the multi-family portions of the site. The walkways will not only connect various portions of the site to each other, but will also connect with the adjacent public sidewalks along Conser Street, Jasper Street, and Sorrel Place. These walkways will be buffered from buildings and property lines by a landscaped area at least five feet wide. In portions of the site where walkways cross vehicular circulation areas, the applicant proposes to pave the walkways with contrasting materials. This would be necessary where walkways cross the private alleys, but would not be required where

individual driveways cross public sidewalks, or where public sidewalks cross public streets. A condition of approval is recommended to ensure this standard is met **(Condition 9)**. Otherwise, walkways shall be vertically separated from vehicular areas by a height of at least six inches, and horizontally separated by a landscaping strip at least five feet wide.

Where pathways abut common parking spaces, a six-inch vertical separation will be maintained between the walkway and the parking space, except for handicapped parking spaces where grade separation is prohibited. Additionally, the walkways will be 7-½ feet wide in these areas to allow for vehicle bumper overhang, while still providing a walkway width of five feet.

Compliance with lighting standards are addressed later in this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. As conditioned, the above criteria are met.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

These standards apply to Building 7, which is a 1,700 square foot community building on Lot 11.

4.10.70.01 - Applicability

a. All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.

The subject proposal includes the construction of a new 1,700 square-foot community building. This use is considered a Civic Use and is subject to the development standards contained in Section 4.10.70.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. Street Frontage Setback - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains

to provisions elsewhere in this Chapter for development in the Neighborhood Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

b. Entrances - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance. Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct pedestrian connection of less than 50 ft. between the entrance and the street.

c. Parking and Vehicle Circulation - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

f. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The community building is proposed to be located at the northwest corner of the intersection at Jasper Street and Sorrel Place. The front entrance to the building faces Sorrel Place, meaning the maximum front yard setback applies to the south facade of the building. One hundred percent of the building's southern facade is located within the 25-foot maximum setback from Sorrel Place, in compliance with Criterion a, above. The building contains one entrance facing each of the public streets (Sorrel Place and Jasper Street) that it is adjacent to, in compliance with Criterion b above. No parking is proposed between the building and the street. Instead the applicant has asked to be allowed to utilize a portion of the on-street parking available in this area to serve the community building. Criterion c above is met.

The topography in the area of the community building is essentially flat. Proposed excavation and grading activities will not drastically alter this condition. None of the

significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) are present within the development footprint of the project. The above criteria are met.

4.10.70.03 - Pedestrian Circulation Standards

a. **Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -**

1. **Continuous Internal Sidewalks and Multi-use Paths - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.**

2. **Sidewalks along Building Walls - Sidewalks no less than five ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.**

3. **Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.**

4. **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 pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.**

5. **Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.**

6. **Connection to Adjacent Properties or Streets - In addition to the sidewalk**

connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. **Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.**

The community building will rely on the internal sidewalk network that serves the remainder of the development site, as described above. These paved walkways are at least five feet wide and connect the various portions of the site with adjacent public sidewalks. As shown on the submitted designs for the community building, the north, south, and east elevations of the community building all have an entrance. Walkways are provided along each of these elevations and are separated from the building by a landscaped area at least five feet wide. However, since the design of the community building could change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

b. **Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.**

Options:

1. **Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.**

2. **Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.**

3. **Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.**

4. **Covered Walkways - Installation of weather protection resulting in covered**

pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.

5. **<u>Notarized Letter</u> - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.**

Most of the five options listed above are not attainable, based on the layout of the site and the location of the proposed community building on the site. The standards above are designed for sites that are more fully developed with commercial, industrial, or civic uses, not for this type of development, which contains a small civic use amongst a primarily residential development. However, the applicant has requested to utilize on-street parking to satisfy the parking requirement of the community building. Staff support this request, as is more fully explained in the parking section of this staff report. The request to reduce parking is consistent with the provisions of subsection 3 above. As explained in the parking discussion, the request to allow on-street parking could not be approved if the availability of surplus parking along the public streets within the development had not been established. Public streets within the development will contain a surplus of available parking spaces. Consequently, this standard is met.

4.10.70.04 - Vehicle Circulation and Design Standards

a. **Parking Lots -**

1. **Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.**

2. **Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.**

b. **Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.**

c. **Parking Lot Access - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.**

As noted above, the required parking associated with the community building is proposed to be located along the north curb of Sorrel Place. Therefore, none of the criteria cited above are applicable because a parking lot is not being created.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. **Weather Protection - Where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.**

2. **Pedestrian Amenity Requirements - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:**

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. **Acceptable Pedestrian Amenities - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:**

   a) **Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;**

   b) **Sidewalk planters with benches and public outdoor seating;**

   c) **Significant public art, such as sculpture, fountain, clock, mural,**

etc.;

d) Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and

e) Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.

4. <u>Accessibility of Pedestrian Amenities</u> - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.

While the community building could be accessed from public sidewalks along Jasper Street and Sorrel Place, the building is not abutting those sidewalks because of the required 7-foot-wide utility easement required along both streets. Thus, weather protection is not required along the corresponding building elevations. The community building is primarily used by residents within the development and will have covered porches for enhanced weather protection at all three entrances.

The proposed community building has a gross floor area of 1,700 square feet, which results in the requirement of providing one pedestrian amenity. The 6,800 square foot common green area west of the building provides a sizable "mini park," along with a playground, to serve patrons of the community building. Based on this analysis, the pedestrian amenity requirement has been met.

b. Design Standards and Design Variety Menus

1. <u>Encroachments</u> - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.

2. <u>Loading/Service Facilities</u> - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.

3. Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with

roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.

4. <u>Sign Standards</u>

a) Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.

b) Blade signs placed under awnings are allowed along Shopping Streets.

c) Remaining sign provisions are in accordance with Chapter 4.7 - Sign Regulations.

5. <u>Lighting Standards</u> - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

None of the architectural features of the proposed community building will encroach into the adjacent public rights-of-way. The refuse enclosures located along the private alley to the north of the building will be used to collect trash generated at the community building. These facilities will be screened consistent with standards from LDC Chapter 4.2, as discussed above. Roof-mounted equipment is not proposed in conjunction with the community building.

A single sign is proposed for the entire development and will be located along Conser Street, immediately west of the Jasper Street intersection. The sign will be consistent with applicable standards from LDC Chapter 4.7. Compliance with lighting standards is addressed later in this staff report. Findings from that discussion are incorporated by reference as findings under the above criteria. The above criteria are met

6. <u>Windows</u> - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.

a) <u>Ground Floor Windows and Doors</u> - Except for the Neighborhood Center (NC) Zone, which is addressed in "c," below, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have a Top Treatment such as a hood, awning, or a storefront cornice

separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

a. Opacity of greater than 60 percent prohibited for any required window; and

b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

The south and east elevations of the proposed community building will face public streets. The placement, style, and design of windows along these elevations is consistent with many of the standards cited above from Section 4.10.70.05.b(6). The windows will occupy at least 25 percent of the first 12 feet in height from grade of each elevation. On the east elevation the windows are framed by the transition in siding materials and the support posts of the covered front porch, while on the south elevation, windows are framed by the roof eaves and eave brackets, as well as by vertical breaks in the roof line. These methods of framing the windows are appropriate for the residentially-influenced architectural style of the proposed building. All of the windows will be completely transparent and allow visibility into the building from adjacent sidewalks.

Staff note that the floor plan of the proposed building does not allow windows to be placed along 60 percent of the applicable building elevations. Portions of the floor area dedicated to a restroom and storage areas preclude the introduction of either more or larger windows along the east elevation, which currently has windows and doors along 28 percent of its length. On the south elevation, approximately 43 percent of the building wall is occupied by windows and doors. To achieve 60 percent, another 10 feet of wall area would need to contain windows or doors. The floor plan of the building does not allow for this increase.

Although the community building could be redesigned to comply with the standard, a commercial storefront-type building would not be appropriate in the residential context of this development. Although the use of the building is classified as civic in nature, its actual use patterns will be more similar to that of the associated residential buildings and not those of a typical civic use, such as a government building, a library, or a fraternal organization. The applicant has designed the structure to be compatible with

the proposed residential structures and to contribute to the residential character of the development. The applicant has requested that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to this building as well. This standard requires that 20 percent of building facades that face public streets contain windows or doors, which is achieved along the east and south elevations of the community building. Staff support the requested variation and find the enhanced compatibility of the community building design to be a compensating benefit for the variation from the standard. A condition of approval is recommended to memorialize this determination **(Condition 6)**.

7. **Design Variety Menu - Each structure shall incorporate a minimum of three of the following five 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.**

   a) **Building Walls - Building walls in excess of 30 ft. in length shall not exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.**

   b) **Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.**

   c) **Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.**

   d) **Base Treatments - A recognizable Base Treatment consisting of at least one of the following:**

      1) **Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;**

      2) **Integrally textured materials such as stone, stucco, or other masonry;**

      3) **Integrally colored and patterned materials such as smooth-finished stone or tile;**

      4) **Lighter or darker colored materials, Mullions, or panels;**

      5) **Detailing such as scoring, ribbing, moldings, or**

ornamentation; or

6) Planters integral to the building.

e) <u>Top Treatments</u> - A recognizable Top Treatment consisting of at least one of the following:

1) Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;

2) Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or

3) Stepped parapets.

Consistent with the options provided above, the proposed community building will have wall segments that are less than 60 feet long and interrupted by horizontal offsets of approximately seven feet in depth. Foundation landscaping is proposed along these segments of the building to buffer its overall length. Entrances provided along the east and south elevations are proposed to be covered by a framed overhang with a gabled roof. This same roof pattern is continued across the entire structure and will have a minimum pitch of 6:12. However, since the design of the community building could change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

<u>Conclusion Regarding Development Standards and Requirements</u>

As conditioned, the applicable development standards and requirements of the RS-12, Medium-High Density Residential zoning district have been met.

LAND DEVELOPMENT CODE CHAPTER 4.6 - SOLAR ACCESS

<u>Applicable Land Development Code Requirements</u>:

Section 4.6.30 - PERFORMANCE STANDARDS

Residential Subdivisions and Planned Developments on parcels of more than one acre shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with the following:

a. No reduction in Solar Access at ground level of the south face of existing residential buildings adjacent to the development;

b. Within Residential Subdivisions, a minimum of 80 percent of <u>lots</u> contain sufficient east/west dimension to allow orientation of the following

minimum ground floor lengths of a building to use solar energy:

1. 30 lineal ft. per unit for Single-family Detached dwelling units; and

2. 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached dwelling units.

c. In Planned Developments, a minimum of 80 percent of the buildings contain:

1. Sufficient east/west dimension to allow the following minimum ground floor lengths of the building to use solar energy:

a) 30 lineal ft. per unit for Single-family Detached dwelling units; and

b) 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached.

2. Additionally, for Single-family Detached dwelling units, a minimum of 100 sq. ft. of roof area, for the dwelling unit and/or the garage, which could allow the utilization of solar energy.

The applicant has completed a solar access study for the proposed development, **(Attachment M (Sheets N-1, N-2))**. The applicant's solar access study demonstrates that Solar Access Protection is achieved for at least 80 percent of the single family dwellings by preserving solar exposure for 30 lineal feet of the ground floor of each structure. The additional requirement of retaining a minimum roof area of at least 100 square feet for solar access is also achieved for these structures.

The solar access study also demonstrates that Solar Access Protection is accomplished for 80 percent of the duplex, triplex, and multiplex buildings at a rate of 15 lineal feet per ground floor unit. The solar access study also demonstrates that solar access for the existing fourplex on the site will not be compromised by the proposed development. There is no other existing adjacent residential development that would have its solar access affected by the proposed development. This standard is met.

Section 2.5.40.04 - COMPLIANCE WITH PLANNED DEVELOPMENT COMPATIBILITY FACTORS

Applicable Land Development Code Requirements:

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:

The applicant has requested a number of variations from standards. Following is a discussion of the requested variations and compensating benefits. In addition to the variations requested by the applicant, Staff have identified a few additional criteria for which variations would be necessary. These variations are also discussed at the end of this section.

Code Variation Requested:

LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1. Large canopy trees are required at a ratio of one tree for each 12 vehicle parking spaces. Twenty-four vehicle parking spaces are proposed adjacent to the easterly alley. This would require two large canopy parking lot trees.

Compensating Benefits:

Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on submitted landscape plans.

Analysis

Although parking lot landscaping is usually provided within parking lot islands, landscaping along the perimeter of parking lots is also allowed, so long as it would provide shading and aesthetic benefits to the parking lot area. The applicant has located a 7 1/2-foot wide sidewalk immediately adjacent to the easterly parking lot area. This is necessary to accommodate pedestrians traveling to and from vehicles. If a curbside planting strip were required, vegetation within the planting strip would be damaged by frequent foot traffic. The applicant's landscape plans show three large canopy trees and five medium canopy trees along the edge of the adjacent sidewalk that would provide shading and aesthetic benefits to the parking lot area, in compliance with the above standard. A variation to this requirement is not necessary.

Code Variation Requested:

LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces,

for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.

Compensating Benefits:

The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future due to surrounding locally protected wetlands. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.

Analysis

With the south side of Sorrel Place posted "no parking," the amount of available on-street parking on the north side of the street is approximately 22 spaces (each parallel parking space requires 22 feet). Some additional on-street parking will also be available on Jasper Street, which will be widened to a standard 50-foot right-of-way width. Allowing three required spaces to be located on Sorrel Place will not significantly reduce the amount of available on-street parking on Sorrel Place and will be consistent with the direction of Comprehensive Plan Policies 4.10.6 and 7.5.5, which call for reducing unnecessary amounts of impervious surface area within developments in Corvallis. Staff support approval of the requested variation.

Code Variation Requested:

LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.

Compensating Benefits:

The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.

Analysis

Staff note that the community building is primarily designed to serve residents of the development. The building may be used occasionally for meetings of outside parties, but the primary use of the building will be to serve residents, who would not drive vehicles to the community building. Although the LDC nominally requires nine parking spaces to serve a civic building of this type, it would be wasteful and inconsistent with the direction of Comprehensive Plan Policies 4.10.6 and 7.5.5 to require an additional parking lot to be constructed to serve occasional visitors from outside the development. As discussed above, there will be adequate on-street parking on Sorrel Place to accommodate occasional visitors to the community building. However, to better serve residents of the development, who would be more likely to bicycle to the community building, and to compensate for the lack of on-site vehicle parking, a condition of approval is recommended to require additional bicycle parking facilities at the community building **(Condition 10)**. As conditioned, Staff support approval of the requested variation.

Code Variation Requested:

LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 17 and 18 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.

Compensating Benefits:

Lots 17 and 18 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.

Analysis

Tract C serves two purposes: to provide a basketball sport court for the benefit of the residents of the development, and to provide adequate area for fire apparatus to turnaround, if necessary. Because of these two uses, no vehicles should be allowed to park in the sport court area, and it would serve a function similar to a public street. A condition of approval is recommended to ensure that vehicles are not parked in the sport court area **(Condition 11)**. As conditioned, Staff support the proposed variation to the standard.

Code Variation Requested:

LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.

Compensating Benefits:

Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential window coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.

Analysis

Although the community building could be redesigned to comply with the standard, a commercial storefront-type building would not be appropriate in the residential context of this development. Although the use of the building is classified as civic in nature, its actual use patterns will be more similar to that of the associated residential buildings. The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The applicant has requested that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to this building as well. This standard requires that 20 percent of building facades that face public streets contain windows or doors, which is achieved along the east and south elevations of the community building. Staff support the requested variation and find the enhanced compatibility of the community building design to be a compensating benefit for the variation from the standard. A condition of approval is recommended to memorialize this determination **(Condition 6)**.

Code Variation Requested:

LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.

Compensating Benefits:

The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.

Analysis

The standard in LDC Section 4.0.60.j.2(f), states "Garages adjacent to two-way alleys shall be located no closer than 14 ft. from the centerline of the alley unless they are angled from the alley zero degrees to 45 degrees...." The subject garages are located at 90 degrees from the alley, but are located more than 20 feet from the centerline of the alley. Consequently, no variation to the alley standard is necessary in this instance. The proposed development complies with the applicable LDC requirement. However, Staff are concerned that the proposed new sidewalk adjacent to the existing garages could create conflicts between pedestrians and vehicles due to limited site distance. Therefore, Staff recommend a condition of approval to eliminate the sidewalk, which is not required by the Land Development Code **(Condition 22)**. This issue is discussed in more detail later in the Pedestrian Circulation portion of this staff report.

Code Variation Requested:

LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.

Compensating Benefits:

The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.

Analysis

Vehicular access and emergency access to the development will not be compromised by the proposed variation to the standard. The proposed 24-foot wide alley will adequately accommodate two-way traffic. The proposed network of pedestrian paths and sidewalks on the site will facilitate access where a street might alternatively provide access. Because there is no negative impact resulting from the requested variation, Staff support the requested variation to the standard.

Code Variation Requested:

LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the

duplex units are proposed to be situated adjacent to the easterly private alley. Some of the parking spaces serving the duplex units will be provided on the duplex lots, in a parallel-parked configuration to the north of the units; however, some of the spaces necessary to serve the duplexes will be located in parking spaces adjacent to the easterly alley, contained within Lots 7 and 10.

Compensating Benefits:

The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.

Analysis

The applicant will retain ownership and control of the land on Lot 7 and of the entirety of development on Lot 10. Since the parking spaces will remain under the control of Willamette Neighborhood Housing Services (WNHS), to serve WNHS units, no conflict is anticipated. Staff support the requested Code variation.

Code Variation Requested:

LDC Section 4.10.60.01.b - For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone. Lot 10 contains approximately 44 feet of street frontage on Conser Street. However, no portion of any building is proposed within the 25-foot maximum setback from Conser Street.

Compensating Benefits:

The odd configuration of Lot 10 allows for the preservation of wetlands to the north of the lot. In addition, access must be provided to the existing fourplex to the west of Lot 10. Protecting wetlands and accommodating existing development patterns are compensating benefits of the variation to the standard.

Analysis

Lot 10 is oddly configured to avoid a wetland area located to the north of the lot. If there were not a wetland in this area, it would be possible to layout Lot 10 with a large amount of frontage on Conser Street, with buildings located as required by LDC 4.10.60.01.b. Additionally, the 44-feet of Lot 10 that abuts Conser Street is adjacent to the existing fourplex to the west. A private alley has been proposed to continue to provide access for two of the existing fourplex units, as well as to serve the new development. The resulting portion of Lot 10 that fronts on Conser Street does not lend

itself well to building placement. In lieu of this, the applicant has designed a pedestrian-oriented common green area to provide a pedestrian focus for Buildings 10 and 11. For these reasons, Staff support a variation to the subject Code standard.

Code Variation Requested:

LDC Section 4.10.60.01.a - For triplexes, fourplexes and other multi-family housing types, primary building entrances shall face the streets or be directly accessed by a sidewalk or multi-use path less than 200 feet long. If fourplexes are constructed on Lot 10 instead of quads, Units 33 and 34 will be more than 200 feet, in pedestrian travel distance, from the sidewalk along Conser Street, which is the nearest public street. Unit 33 would be approximately 230 feet from the sidewalk and Unit 34 would be approximately 210 feet from the sidewalk.

Compensating Benefits:

Lot 10 has been configured to work around an existing wetland to the north, which eliminates the possibility of more direct pedestrian access to the sidewalk along Conser Street. The pedestrian-oriented design of the fourplex development, surrounding a common green, provides a compensating benefit as well.

Analysis

Although it might be possible to develop a pedestrian connection less than 200 feet long between Units 33 and 34 and the sidewalk along Sorrel Place to the south, this connection would serve little purpose, as there isn't anticipated to be a need for pedestrians to travel frequently between these two areas. Similarly, to alter the site design in an attempt to move all fourplex units within 200 feet of the sidewalk along Conser Street would disrupt the proposed orientation of the units around Common Green #2. It is not possible to build fewer dwelling units and achieve the minimum density requirement for the development. Because the pedestrian travel distance from Units 33 and 34 is not significantly more than the 200 feet allowed by the LDC, Staff support a variation to the standard, with compensating benefits of wetlands protection and pedestrian-oriented design.

Conclusion

Staff find that the compensating benefits to be provided will adequately offset the impacts of the requested variations to standards. Staff find that this criterion is met.

2. BASIC SITE DESIGN (THE ORGANIZATION OF USES ON A SITE AND THE USES' RELATIONSHIPS TO NEIGHBORING PROPERTIES);

Applicable Comprehensive Plan Policies:

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

3.2.3 The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.

9.2.4 Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to pedestrian-based uses, scales and experiences in determining the orientation, layout, and interaction of private and public areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

A. Comprehensive neighborhoods have a neighborhood center to provide services within walking distance of homes. Locations of comprehensive neighborhood centers are determined by proximity to major streets, transit corridors, and higher density housing. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

F. Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

H. Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.

I. Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.

J. Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.

K. Neighborhoods incorporate a narrow street standard for internal streets which slows and diffuses traffic.

L. Neighborhood building and street proportions relate to one another in a way that provides a sense of enclosure.

M. Neighborhoods have street trees in planting strips in the public right-of-way.

9.3.2 Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.

9.4.7 The City shall encourage development of specialized housing for the area's elderly, disabled, students, and other groups with special housing needs.

9.5.1 The City shall plan for affordable housing options for various income groups, and assure that such options are dispersed throughout the City.

9.5.2 The City shall address housing needs in the Urban Growth Boundary by encouraging the

development of affordable dwelling units which produce diverse residential environments and increase housing choice.

The proposed site design generally complies with required site design elements such as building orientation and parking location. Where variations to these standards are requested, compensating benefits have been provided, as is discussed above. An internal pedestrian network is provided for, as required by LDC 4.10.60.06. The site design creates one additional access point on Conser Street, in addition to the existing connection at Jasper Street. The separation of the private alley from Jasper Street meets the City's spacing requirements. Two private alleys are proposed, both of which will be 24 feet wide, with no parking permitted within the alley itself. Because of the relative density of the proposed development and the potential for conflicts between on-street parking and fire equipment access needs, the 28-foot wide public streets (Jasper and Sorrel) are proposed to allow parking on only one side of the street.

Fire Department comments on the proposed development are as follows:

1. Private alleys shall be painted as fire lanes (red curbs with white lettering - NO PARKING - FIRE LANE). That marking should extend to both sides of the westerly private alley as it comes around to meet Sorrel Place.

2. Sorrel Place and Jasper Street shall be restricted to allow parking only on one side of each street - along the north side of Sorrel Place and along the west side of Jasper Street. This restriction shall be indicated by signage along the south side of Sorrel Place and east side of Jasper Street stating "NO PARKING - FIRE LANE."

A condition of approval is recommended to ensure that these issues are addressed with development **(Condition 12)**.

The proposed site design of the development is consistent with applicable Comprehensive Plan Policies. The proposed development provides a compact urban form and creates a neighborhood with a diversity of housing types, pedestrian scale, and shared public areas, consistent with Policy 3.2.1. Because of surrounding wetland areas that will be preserved, compatibility conflicts with adjacent existing development will be avoided, consistent with Policy 3.2.3. The site design accommodates the access needs of the existing fourplex, while expanding neighborhood qualities and housing variety on the site, consistent with Policies 9.2.1 and 9.2.2. The proposed development is pedestrian-oriented, consistent with Policy 9.2.4 and provides many of the neighborhood characteristics called for by Policy 9.2.5. Additionally, the proposed development makes use of innovative site development techniques and provides a mix of dwelling types, consistent with Policy 9.3.2. The incorporation of the "quad" units as a possible development option is consistent with Policy 9.4.7, which calls for the development of specialized housing for citizens with special housing needs, such as seniors. Finally, as an affordable housing development, the proposed development is consistent with Policies 9.5.1 and 9.5.2, which call for the provision of affordable

housing options dispersed throughout the City, which produce diverse residential environments and increase housing choices.

As conditioned, the proposed site design complies with applicable Comprehensive Plan Policies and Land Development Code requirements. No compatibility conflicts are anticipated based on the site design of the proposed development.

3. VISUAL ELEMENTS (SCALE, STRUCTURAL DESIGN AND FORM, MATERIALS, ETC.);

The applicant has submitted sample plans and elevations for buildings on the development site to demonstrate how compliance with Chapter 4.10 (PODS), could be achieved. However, actual building designs may vary from those shown. Building locations will be as shown on the subdivision layout plan and buildings will be contained within the building envelopes shown on that plan. The number of bedrooms within units will remain as proposed and the parking serving each dwelling will remain as proposed. Additionally, compliance with Pedestrian Oriented Design Standards (PODS) will be required for all buildings on the site at the time of building permit application, except for variations to those standards approved by this land use application **(Condition 13)**. PODS requirements for all buildings on the site include requirements for building orientation, pedestrian features, parking and garage placement, and design variety. These requirements will ensure that buildings on the site will be visually interesting and compatible with nearby residential development.

Permitted building height in the RS-12 Zone is 35 feet. However, the applicant's submitted designs show two story buildings that are no taller than 30 feet, as measured at the highest point on the building. Because fire access road width requirements increase to 26 feet if buildings are taller than 30 feet, as measured at the highest point of the building, and because proposed fire access roads do not all comply with that standard, a condition of approval is recommended to require that no buildings on the site shall be taller than 30 feet, as measured at the highest point on the building **(Condition 13)**. The nearest existing development to the proposed development site (excluding the fourplex on the site), is the single family residential neighborhood to the northeast. This neighborhood is zoned Low Density Residential with a Planned Development Overlay PD(RS-6). The maximum permitted building height within the RS-6 Zone is 30 feet. Consequently, the height of buildings within the Seavey Meadows development will be consistent with that allowed in the nearest residential neighborhood. Although RS-12 development is anticipated to be more dense than RS-6 development, attached townhouses (3 - 5 units), duplexes, triplexes, and fourplexes are all building types that are permitted in the RS-6 Zone. Since these are, for the most part, the types of buildings proposed within the Seavey Meadows development, these building types are consistent with development in the RS-6 Zone. The one building type that is not permitted in the RS-6 Zone, the five-plex units, are located in the southwest corner of the development, at the furthest separation from the low density

neighborhood to the northeast.

Based on this analysis, and as conditioned, Staff find that the visual elements of the proposed development will be compatible with surrounding development.

4. NOISE ATTENUATION;

No undue noise impacts are anticipated from the proposed development. Any noise originating from the proposed development is anticipated to be similar to noises heard within other residential areas of the City (e.g. lawn mowers, children playing, etc.). This criterion is met.

5. ODORS AND EMISSIONS;

No unusual odors or emissions are anticipated from the proposed development. This criterion is met.

6. LIGHTING;

Applicable Land Development Code Requirements:

Section 4.2.80 - SITE AND STREET LIGHTING

Pursuant to City Council Policy 91-9.04, *"The City of Corvallis is interested in well shielded, energy efficient street lighting sources that direct the light source downward where it is needed, not up or sideways where it is wasted and causes glare, light trespass, and bright skies."*

All developers shall submit a proposed lighting plan for approval that meets the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. This criteria is satisfied upon compliance with the provisions listed below and shall be substantiated by the applicant's submittal of the necessary information to demonstrate compliance, such as information including but not limited to manufacturers' specifications:

a. For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.

b. With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.

c. Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.

d. Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property.

Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.

e. **All new Subdivision street lights and future street-light luminaire replacements within the existing street-light system shall be flat-lens fully shielded luminaires.**

f. **Standard placement of street lights shall be at intersections, in the middle of long blocks, and in dead end streets and long Cul-de-sacs.**

g. **Background spaces such as parking lots shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.**

The applicant has submitted a site lighting plan for the proposed development that shows the ground illumination pattern for new private fixtures installed outside of buildings, around common green areas, and along the private alleys **(Attachment M (Sheet M))**. The applicant proposes 12-foot tall pedestrian-scale fixtures at the intersection of each alley with a public street and at the dead-end on Sorrel Place, within Tract 'C'. However, Public Works Staff have determined that these lights are not acceptable, and will require standard street lights in these locations **(Condition 29)**. As noted on LDC 4.2.80.e, the new street lights shall have flat-lens fully shielded luminaires. All other exterior lights proposed for non-public areas shall comply with the applicable requirements of LDC 4.2.80 **(Condition 14)**. As conditioned, this criterion is met.

7. SIGNAGE;

The applicant is proposing to install one monument sign immediately west of the intersection of Conser Street and Jasper Street **(see Attachment A)**. The applicant has not provided information regarding the size or exact location of the sign. The applicant states that permits for the sign will be obtained prior to installation to ensure consistency with the applicable standards from LDC Chapter 4.7 (Sign Code). Per the standards in LDC 4.7.90.01.a, permanent monument signs are allowed where a site's primary frontage exceeds 100 feet. The Seavey Meadows site has more than 100 feet of frontage on Conser Street. To ensure compliance with all applicable Sign Code requirements, a condition of approval is recommended for the monument sign **(Condition 15)**. As conditioned, this criterion is met.

8. LANDSCAPING FOR BUFFERING AND SCREENING;

<u>Applicable Comprehensive Plan Policies</u>:

5.3.1 To increase the aesthetic qualities of the community and enjoy the engineering and ecological benefits of trees, the City shall require developers to plant appropriate numbers and varieties of trees with all new development. Such standards shall be maintained in the Land Development Code.

5.3.3 The City shall encourage the use of large-canopy trees.

The proposed development is consistent with Comprehensive Plan Policies 5.3.1 and 5.3.3. As discussed below, the applicant has proposed planting an appropriate number and variety of trees within the development, as required by the Land Development Code. Additionally, the applicant has proposed planting large canopy trees in a number of areas where there is adequate space to support such a tree.

Applicable Land Development Code Requirements:

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.

1. Street Trees -

a) Along streets, trees shall be planted in designated landscape parkway areas or within areas specified in a City-adopted street tree plan. Where there is no designated landscape parkway area, street trees shall be planted in yard areas adjacent to the street, except as allowed elsewhere by "d," below;

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees;

c) Planting strips on Local Connector and Local Streets shall be planted with medium canopy trees; and

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

2. Along alleys, trees shall be planted on the sides of the alleys at a minimum of one tree per lot; and the trees shall be located within 10 ft. of the alley;

3. Along sidewalks and multi-use paths not located along streets, a minimum five ft.-wide landscaping buffer is required on either side of the facility. Examples of sidewalks and multi-use paths not located along streets include pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. Within these buffers, trees shall be planted at least every 30 ft., or as determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking

Lot Trees;

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;

5. The distance between required trees shall be determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees; and

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

Table 4.2-1 - Street Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Maximum 30 ft. on-center spacing
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Maximum 50 ft. on-center spacing

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Minimum one tree per eight cars
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 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

j. Alley standards shall be as follows -

2. Additional Standards for Alleys Serving Residential Use Types -

c) Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;

As a result of the proposed development, most of the existing curbside sidewalks along Jasper Street, Sorrel Place, and Conser Street will be reconstructed as separated sidewalks. A new 12-foot wide planting strip and five-foot wide sidewalk will be installed

along the south side of Conser Street, from the intersection at Jasper Street to the westerly site boundary. The curbside portion of sidewalk along Conser Street abutting the existing fourplex on the site is proposed to remain in place. The fourplex is not part of the proposed development, and reconstruction of a setback sidewalk in this area may conflict with existing landscaping and other improvements in that area. A six-foot wide planting strip and a five-foot wide sidewalk will be constructed along both sides of Jasper Street, as well as along the north side of Sorrel Place. The applicant's submitted landscape plans show those areas will be landscaped with a combination of turf and appropriate street trees at the spacing distances noted in Table 4.2.-1 of Section 4.2.30. Large canopy trees are proposed in the 12-foot-wide planting strip areas along Conser Street, while medium canopy trees are proposed along Jasper Street and Sorrel Place. In accordance with LDC Section 4.2.30.a.1, Parts (a) and (d), one large canopy tree will be planted behind the sidewalk along Conser Street that is adjacent to Building 10. The applicant discussed with Staff whether street trees should be planted along the south side of Sorrel Place. Fencing is a necessary design element in this area to prevent easy encroachment into the protected wetland area to the south of the street. Approximately 5 feet of the site would remain on the south side of the street, and it was determined that, with fencing and adjacent wetlands, it would be difficult to maintain street trees in this area without potential negative impacts to the adjacent wetland. Consequently, no street trees are proposed on the south side of Sorrel Place.

Several pedestrian walkways extend throughout the development. Landscape buffers at least five feet wide parallel these paths. Submitted landscape plans show that the requisite number of trees noted in LDC Section 4.2.30.a(3) will be planted along either side of the paths at the minimum spacing required, unless the pattern is interrupted by a building or other obstruction that would compromise the health of a tree at maturity.

Two common parking areas are proposed as part of the private alleys that loop through the site. The westerly parking area includes planter islands that will contain medium and large canopy trees consistent with the requirements of LDC 4.2-2. However, in order to provide the minimum number of spaces required in the easterly parking area for the duplex and contemplated quad, or four-plex, dwellings, the applicant decided not to include parking lot trees in islands. Rather, the applicant proposes to plant medium and large canopy trees behind the adjacent pathway, where space allows. Three large canopy and two medium canopy trees are proposed adjacent to the parking area, in compliance with the parking lot tree requirements.

Both of the proposed private alleys will be situated in separate tracts. Trees are shown along both of the proposed private alleys as they loop through either portion of the site. Consistent with LDC Section 4.0.60.j.2.c, at least one tree will be planted within each lot abutting the alleys, in an area adjacent to the alley.

Although the applicant's submitted landscape plans generally demonstrate compliance with the standards discussed above, detailed landscape plans, as well as maintenance obligations, must be obtained in order to comply with the above LDC requirements. To

ensure compliance with these requirements, a condition of approval is recommended **(Condition 4)**.

Based on this analysis, and as conditioned, the applicant has demonstrated compliance with applicable street, alley, and parking lot tree requirements.

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.

Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.

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.

The applicant's submitted landscape plans show buffer landscaping around parking areas for four or more vehicles, as required by the Code cited above. These landscaped areas are shown to contain shade trees and adequate soil area, and are of adequate size, per the above standards. However, detailed landscape plans are necessary to ensure that the specific types of landscaping proposed comply with the standards above, and a maintenance obligation is necessary to ensure that required landscaping will be maintain. To ensure compliance with these requirements, a condition of approval is recommended **(Condition 4)**.

The applicant proposes to install a densely planted landscape buffer in the area north of the three triplex buildings, which has been designated as the front yard for Lot 12. Although standards from LDC Chapter 4.10 require these structures to be oriented toward Conser Street, the applicant would like to create a substantial visual separation between the street and these dwellings. Conser Street is designated as a Collector Street and designed to carry traffic at a volume that is less than optimal for fostering a quality residential setting for these units. When combined with the maximum allowed setback distance of 25 feet, the applicant states that the landscaping will create a sheltered area for residents to conduct outdoor activities without feeling exposed to the vehicular-oriented street environment. Although staff recommend that direct pedestrian connections be provided from the front of these units to the sidewalk along Conser Street **(see Condition 7)**, there is no LDC requirement that prohibits the planting of landscape buffers in front yard areas, so long as pedestrian access is provided through these areas. However, landscape screening limitations will restrict the height of any landscaped screen or fence in the required front yard areas of the triplexes (the first 10 feet) to three feet (see below).

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

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required 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. Hedges, fences, and walls shall not exceed three ft. in height within any required yard adjacent to a street or within the Through Lot easement area of a lot. See Through Lot in Chapter 1.6 - Definitions. See also Chapter 4.4 - Land Division Standards for additional Through Lot requirements. The Director may grant an exception to this provision under the following circumstances:

1. Where required by the Planning Commission to meet screening requirements;

2. Where an applicant wishes to allow portions of a screen to encroach up to two ft. into an exterior side yard, excluding the front yard area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall not exceed five ft. in height and shall maintain Vision Clearance Area standards; or

3. Where an applicant wishes to allow portions of a screen to encroach up to five ft. into a Through Lot easement area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall maintain an average setback of 20 ft. from the rear property line, shall not exceed five ft. in height, and shall maintain Vision Clearance Area standards. Gates are required in rear yard fences on Through Lots, since it remains the property owner's responsibility to maintain the area outside the fence. In Multi-dwelling developments or Planned Developments and Subdivisions, a 20 ft.-wide planting area shall be established between the sidewalk and the fence. The planting area shall be designed to minimize maintenance and to ensure that coniferous trees are planted at least 15 ft. from the sidewalk.

b. Notwithstanding the height restrictions outlined in "a," above, the height of solid fences and walls shall be limited to a maximum of four ft. along the boundaries of sidewalks and multi-use paths that are not adjacent or parallel to streets. Examples of such situations include sidewalks and multi-use paths adjacent to pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. The limitation on these solid forms of screening is intended to increase visibility and public safety. Portions of fences above four ft. in height are allowed, when they are designed and constructed of materials that are open a minimum of 50 percent. Fence and wall heights shall be measured from the grade of the sidewalk or multi-use path. Fences and walls along sidewalks and multi-use paths shall be located outside of any associated rights-of-way and/or easement areas.

c. Hedges, fences, and walls may exceed three ft. in rear and interior side yards, except when these yards abut a sidewalk or multi-use path, in which case provisions in "b," above, apply. Fences and walls over six ft. high require Building Permit approval prior to construction.

d. Earthen berms up to six ft. in height may be used to comply with screening requirements. The slope of a berm may not exceed 3:1. The faces of a berm's slope shall be planted with ground cover, shrubs, and trees.

e. Long expanses of fences and walls shall be designed to prevent visual monotony through the use of off-sets, changes of materials and textures, or landscaping.

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.

Fences are proposed to be installed in various portions of the site. To create privacy for the residents of the single family detached homes, the applicant requests the option of installing a six-foot tall privacy fence along the rear lot line of Lots 1 through 7. Where the fence passes between the rear of unit 12 and the adjacent walkway, the height of the fence would be limited to four feet, as required by Section 4.2.50.01(b). Side yard fences might also be used on both sides of units 12 through 18. The other fence proposed will extend along the perimeter of the site and through the landscaped area north of the three triplex buildings. This ornamental split-rail fence will be a maximum of four feet tall and simply serve to denote the boundaries of the development and not function as a screen. Landscaping is proposed along all fences to prevent a monotonous appearance. To ensure compliance with LDC 4.2.50.01.a, a condition of approval is recommended to limit hedges and fences within any required yard area, such as the front yards of Lot 12, from exceeding three feet in height **(Condition 4)**.

Three common trash enclosures are proposed to occupy the site; two in the westerly private alley and one along the easterly private alley. Fencing and/or landscaping will be used to screen these facilities, as required by Section 4.2.50.02. **Condition 8** will ensure this standard is met.

As conditioned, the proposed development will comply with applicable landscaping requirements.

9. TRANSPORTATION FACILITIES;

This topic is discussed in detail in the Circulation portion of this staff report. Findings and conclusions from that discussion are incorporated by reference as findings and conclusions under the above criterion.

10. TRAFFIC AND OFF-SITE PARKING IMPACTS;

Traffic

Applicable Comprehensive Plan Policy:

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets

to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

The applicant conducted a traffic impact analysis (TIA) for the proposed residential development. The TIA finds that the proposed Seavey Meadows development can be developed while maintaining acceptable levels of service for the surrounding transportation system. No operational deficiencies are identified in the build-out year, with or without site generated trips. Staff concur with the findings of the TIA. The findings of the TIA and Staff's analysis of traffic impacts are discussed in more detail later, in the Circulation section of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. Staff find that traffic impacts from the proposed development will be within acceptable levels, consistent with Land Development Code requirements and Comprehensive Plan Policy 11.3.9.

Off-Site Parking Impacts

Applicable Comprehensive Plan Policies:

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

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

11.4.3 All traffic generators shall provide adequate parking.

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

Applicable Land Development Code Criteria:

Section 4.1.20 - GENERAL PROVISIONS

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking

associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

b) Vehicle parking required for Residential Uses in accordance with RS-1, RS-3.5, RS-5, RS-6, RS-9, RS-9U, RS-12, and RS-12U Zone provisions shall be provided on the development site of the primary structure. Except where permitted by sections 4.1.30.g.4 and 4.1.50.02 below, required parking for all other Use Types in other zones, as well as Residential Uses developed in accordance with RS-20 and MUR provisions, shall be provided on the same site as the Use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on Arterial, Collector, and Neighborhood Collector Streets, where a controlled intersection is not within 100 ft. of the subject property.

2. Bicycles - Bicycle parking required for all Use Types in all zones shall be provided on the development site in accordance with Section 4.1.70, below.

k. Unassigned Parking in Residential Zones -

1. Vehicles - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

q. Parking Reduction Allowed -

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

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 -

1. **Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -**

   a) **Vehicles - Two spaces per dwelling unit.**

   b) **Bicycles - None required.**

2. **Duplex, Attached, and Multi-dwelling -**

   a) **Vehicles -**

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	2.5 spaces per unit.

   b) **Bicycles -**

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	Two spaces per unit.

b. Civic Use Types -

Unless noted otherwise, number of spaces refers to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or two bicycle spaces, whichever is greater. However, where fewer than three vehicle spaces are required, then only one bicycle parking space shall be required.

2. **Community Recreation Buildings - One space per 200 sq. ft. of gross floor area.**

The applicant has requested to vary from the requirement in LDC Section 4.1.20.j.1.b, which states that required parking for development in the RS-12 Zone must be located on the same development site is the primary use. Although it could be argued that the entire Seavey Meadows area constitutes the development site, typically, vehicle parking is located on the same lot as the primary use. In most areas of the development, this is the case. However, in a few locations, (three spaces serving the triplexes that would be located on a public street, nine spaces serving the community building that would be located on a public street, and two or three spaces serving the duplex buildings that would be provided on an adjacent lot) the applicant has requested to be allowed to vary from this standard. Staff support the requested variations for reasons explained earlier in the Compensating Benefits portion of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. In all other cases, required parking is located on the same lot as the development it serves. Most of the parking required to serve the triplex units is located within, or in front of, a single car garage in each unit. Required parking for the five-plex units is located to the north of the units, in the portion of Lot 11 that abuts the private alley. Required parking for the

quads or fourplexes is located to the west of the units, in the portion of Lot 10 that abuts the private alley. Required parking for the detached single family homes on the site is provided within, or in front of, the single car garage within each unit.

As noted, the single family detached and triplex units rely on tandem parking, with one space within a garage and one space in front of that garage. Development Services Staff recently issued an Update to the City's Off-Street Parking and Access Standards that clarifies situations in which tandem parking is allowed **(Attachment K)**. The Update states that tandem parking is allowed for the following residential building types: Single Detached, Single Detached (Zero Lot Line), Duplex, Single Attached (Zero Lot Line), Attached (no more than three dwelling units), and Manufactured Homes. As proposed, Lot 12 contains 9 attached dwelling units. In this configuration, tandem parking would not be allowed. To remedy this situation, a condition of approval is recommended to require each of the attached triplex units to be located on a separate lot **(Condition 16)**. Staff have determined that it is possible to divide Lot 12 into three lots, in compliance with applicable platting standards. In this configuration, the triplexes would comply with the standard, and tandem parking would be allowed. Alternatively, the Planning Commission could allow a variation to the tandem parking rule for the triplex units, without changing the lotting pattern.

The original Conceptual and Detailed Development Plan for Seavy Meadows (PD 82-5, **Attachment G**) requires two on-site parking spaces for each dwelling unit, as well as 0.38 off-site parking spaces per unit for guest parking. This was described as "an experiment" in the decision, but it remains the applicable parking requirement for the existing fourplex building on the site. The fourplex is provided with two on-site parking spaces per unit, as required. Based on the referenced condition, an additional 2 guest parking spaces should be available to serve the fourplex (4 X 0.38 = 1.52 spaces). As proposed, on-street parking would be available on the west side of Jasper Street. There is approximately 60 feet of on-street parking to the east of the triplex buildings and approximately 110 feet of on-street parking to the east of the five-plexes and community building. These two areas provide space for seven on-street parking areas. Consequently, with the previously calculated 22 on-street parking spaces on the north side of Sorrel Place, the approximate total amount of on-street parking estimated to serve the development is 29 spaces. Allowing three spaces for the triplex, up to nine spaces for the community building, and two spaces for guest parking for the existing fourplex, fifteen on-street spaces remain available to serve overflow parking needs within the development. As noted previously, allowing some on-street spaces to count toward required parking is consistent with Comprehensive Plan Policy 7.5.5, which calls for a reduction in impervious surface areas, such as on-site parking spaces, on development sites. The requested on-street parking is also consistent with Policy 11.4.7, which calls for the City to explore, "opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities." The policy notes that factors such as good transit and pedestrian access should be considered. The development is served by an existing transit stop and is also served by an internal pedestrian circulation system that will make it easy for residents to walk

to the community building rather than drive their cars. Based on this analysis, Staff find that the parking requirements of the existing fourplex are met, while allowing a sufficient amount of on-street "overflow" parking to remain available on the site.

Vehicle Parking

The following tables illustrate vehicle parking requirements for the proposed development. Table 4 illustrates the requirement if the senior quads are built, and Table 5 illustrates the requirement if fourplexes are built.

Table 4 – Required Vehicular Parking with Senior Quads

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	2 spaces per dwelling	7	14	14
Duplex (2 bedroom)	1.5 spaces per unit	4	6	6
Senior Quad (1 bedroom)	1 space per unit	8	8	8
Triplex (3 bedroom)	2.5 spaces per unit	9	22.5 - 10% = 20.25*	21 (3 on street)
Five-plex (1 bedroom)	1 space per unit	6	6	6
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	1 space / 200 sq. ft.	1,700 sq. ft.	9	9 (on street)
		TOTAL	77	78 (2 on street, 76 on site)

*NOTE: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

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Table 5 – Required Vehicular Parking with Four-plexes

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	2 spaces per dwelling	7	14	14
Duplex (2 bedroom)	1.5 spaces per unit	4	6	6
Four-plex (3 bedroom)	2.5 spaces per unit	8	20 - 10% = 18*	18
Triplex (3 bedroom)	2.5 spaces per unit	9	22.5 - 10% = 20.25*	21 (3 on street)
Five-plex (1 bedroom)	1 space per unit	6	6	6
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	1 space / 200 sq. ft.	1,700 sq. ft.	9	9 (on street)
		TOTAL	87	88 (12 on street, 76 on site)

*NOTE: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

Based on the calculations shown, if the senior quad buildings are built, there will be ample on-site parking provided with the need for only two on-street spaces to serve the development. The fourplex option represents the "worst-case" scenario. If that option is constructed, an adequate amount of on-site and on-street parking will be available to serve the development, as has been previously discussed. As varied through the Planned Development, and as conditioned, the vehicle parking needs of the proposed development will be met.

Bicycle Parking

The following tables illustrate bicycle parking requirements for the proposed development. Table 6 illustrates the requirement if the senior quads are built, and Table 7 illustrates the requirement if fourplexes are built.

Table 6 – Required Bicycle Parking with Senior Quads

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	None required	7	0	14 (w/in garages)
Duplex (2 bedroom)	1.5 spaces per unit	4	6	8
Senior Quad (1 bedroom)	1 space per unit	8	8	14
Triplex (3 bedroom)	2 spaces per unit	9	18	18 (w/in garages)
Five-plex (1 bedroom)	1 space per unit	6	6	6
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	10% of vehicle req. or 2	1,700 sq. ft.	2	2
		TOTAL	54	76

Table 7 – Required Bicycle Parking with Four-Plexes

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	None required	7	0	14 (w/in garages)
Duplex (2 bedroom)	1.5 spaces per unit	4	6	8
Four-plex (3 bedroom)	2 spaces per unit	8	16	22
Triplex (3 bedroom)	2 spaces per unit	9	18	18 (w/in garages)
Five-plex (1 bedroom)	1 space per unit	6	6	6

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	10% of vehicle req. or 2	1,700 sq. ft.	2	2
		TOTAL	62	84

As can be seen from the above tables, adequate bicycle parking will be provided to serve the proposed development under either development scenario. In some cases, required bicycle parking is dependent upon proposed building designs, which may be subject to change. Some of the required bicycle parking to serve units within the five-plex would be located in external storage closets that are designed as part of some of the dwelling units. To ensure that bicycle parking requirements are met if building designs change, a condition of approval is recommended **(Condition 13)**. All required bicycle spaces comply with the covering, dimensional, and locational requirements for bicycle parking in the LDC. As conditioned, bicycle parking requirements are met.

11. UTILITY INFRASTRUCTURE;

This topic is discussed in detail in the Public Services and Utilities portion of this staff report. Findings and conclusions from that discussion are incorporated by reference as findings and conclusions under the above criterion.

12. EFFECTS ON AIR AND WATER QUALITY (NOTE: A DEQ PERMIT IS NOT SUFFICIENT TO MEET THIS CRITERION);

Although the development site is surrounded by significant wetlands, stormwater from the development site will be treated and directed into a public piped stormwater system that will avoid directing stormwater from the development site into the adjacent wetlands. Additional discussion regarding stormwater management and treatment can be found in the Public Services and Utilities portion of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. Development of the site will be required to comply with erosion control standards, which are addressed through the grading and excavation and erosion control permitting processes. No significant impacts to water quality are anticipated from the proposed development.

Air emissions are monitored by the Oregon Department of Environmental Quality (DEQ). The DEQ indicates that the City of Corvallis airshed is in compliance with all Federal and State air quality regulations. No significant air or water quality impacts are

expected as a result of this proposed development.

Based on the preceding analysis, this criterion is met.

13. DESIGN EQUAL TO OR IN EXCESS OF THE TYPES OF IMPROVEMENTS REQUIRED BY THE STANDARDS IN CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS[3]; AND

As discussed in the section of this staff report regarding compliance with Pedestrian Oriented Design Standards, and as conditioned, the proposed development will provide a design equal to or in excess of the PODS standards. Where variations from POD standards have been requested, compensating benefits will be provided due to the alternative designs, as allowed through the Planned Development process. Findings from that discussion are incorporated by reference as findings under the above criterion. This criterion is met.

14. PRESERVATION AND/OR PROTECTION OF SIGNIFICANT NATURAL FEATURES, CONSISTENT WITH CHAPTER 4.2 - LANDSCAPING, BUFFERING, SCREENING, AND LIGHTING, CHAPTER 4.5 - NATURAL HAZARD AND HILLSIDE DEVELOPMENT PROVISIONS, CHAPTER 4.11 - MINIMUM ASSURED DEVELOPMENT AREA (MADA), Chapter 4.12 - SIGNIFICANT VEGETATION PROTECTION PROVISIONS, AND CHAPTER 4.13 - RIPARIAN CORRIDOR AND WETLAND 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.

Compliance with these standards is addressed in detail in Section B of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. This criterion is met.

b. NATURAL RESOURCES AND NATURAL HAZARDS FACTORS -

1. ANY PROPOSED VARIATION FROM A STANDARD WITHIN CHAPTER 4.5 - NATURAL HAZARD AND HILLSIDE DEVELOPMENT PROVISIONS, CHAPTER 4.11 - MINIMUM ASSURED DEVELOPMENT AREA (MADA), Chapter 4.12 -

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3 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

SIGNIFICANT VEGETATION PROTECTION PROVISIONS, OR CHAPTER 4.13 - RIPARIAN CORRIDOR AND WETLAND 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 4.5 - NATURAL HAZARD AND HILLSIDE DEVELOPMENT PROVISIONS, CHAPTER 4.11 - MINIMUM ASSURED DEVELOPMENT AREA (MADA), Chapter 4.12 - SIGNIFICANT VEGETATION PROTECTION PROVISIONS, OR CHAPTER 4.13 - RIPARIAN CORRIDOR AND WETLAND PROVISIONS SHALL INVOLVE AN ALTERNATIVE LOCATED ON THE SAME DEVELOPMENT SITE WHERE THE SPECIFIC STANDARD APPLIES.**

No variations to the standards within Chapters 4.5, 4.11, 4.12, or 4.13 of the Land Development Code have been requested. This criterion is not applicable.

Conclusion regarding Compatibility

The proposed development, as conditioned, will comply with all development standards of the Medium-High Density Residential zone, including the Pedestrian Oriented Design Standards, with the exception of specific variations from standards allowed through the Planned Development process. As conditioned, the proposed development will not create compatibility conflicts, as required by LDC Section 2.5.40.04. The proposed development is consistent with applicable Comprehensive Plan Policies.

D. CIRCULATION

The following discussion addresses criteria related to vehicles, bicycles, pedestrians and transit.

Vehicular Circulation:

Applicable Comprehensive Plan Policies

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the

community.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

Applicable Land Development Code Criteria:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

a. Traffic evaluations shall be required of all development proposals in accordance with the following:

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established proced ures.

   The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

e. Development sites shall be provided with access from a public street or a private street that meets the criteria in "d," improved to City standards in accordance with the following:

1. Where a development site abuts an existing public street not improved to City tandards, 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 effected. 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.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

NE Conser Street

NE Conser Street is designated as a collector street. Per the LDC Table 4.0-1-Street Functional Class System, collector streets require a 68 ft ROW. The ROW should accommodate 11 ft travel lanes, 6 ft bike lanes, 12 ft planter strips, and 5 ft setback sidewalks. The existing conditions for NE Conser Street are a ROW of 50 ft and a roadway with 12 ft travel lanes, 5 ft bike lanes, 5 ft curbside sidewalks, and no planting strips. Although the bike lanes are not standard, they meet the minimum safety requirement listed in LDC Table 4.0-1-Street Functional Class System, Footnote 3, and the total roadway width matches the LDC requirements. The applicant has proposed to remove the existing curbside sidewalk along the south side of NE Conser Street and install 12 ft landscape strips and a 5 ft setback sidewalk. Because the City currently owns this land, no additional right-of-way dedication is required. The property along the north side of NE Conser Street is not proposed to be developed and has Locally Protected Wetlands mapped over a significant portion of the site. No landscape strip or sidewalk improvements are proposed or required in this location.

Prior to the final plat, required public and franchise utility improvements should be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 12 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Conser Street ROW frontage in order to achieve a total of 34 ft from the original ROW centerline **(Condition 18)**.

NE Jasper Street

NE Jasper Street is designated as a local street. Per the LDC Table 4.0-1-Street Functional Class System, local streets require a 50 ft ROW. The ROW should accommodate a 28 ft roadway, 6 ft landscape strips and 5 ft setback sidewalks. The existing conditions for NE Jasper Street are a 28 ft roadway, no landscape strips, and 4 ft curbside sidewalks. The applicant has proposed to remove the existing sidewalks

and install 6 ft landscape strips and 5 ft setback sidewalks.

Prior to the final plat, required public and franchise utility improvements should be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 6 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Jasper Street ROW frontage in order to achieve a minimum total of 50 ft of ROW **(Condition 19)**.

NE Sorrel Place

NE Sorrel Place is designated as a local street. Per the LDC Table 4.0-1-Street Functional Class System, local streets require a 50 ft ROW. The ROW should accommodate a 28 ft roadway, 6 ft landscape strips and 5 ft setback sidewalks. The existing conditions for NE Sorrel Place are a 28 ft roadway, no landscape strips, and 4 ft curbside sidewalk along the north side. The applicant has proposed to remove the existing sidewalk and install a 6 ft landscape strip and 5 ft setback sidewalk along the north side. The south side of NE Sorrel Place is not proposed to be developed and has Locally Protected Wetlands mapped over its entirety. No landscape strip or sidewalk improvements are proposed or required in this location.

Prior to the final plat, required public and franchise utility improvements should be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 6 ft landscape strip and 5 ft setback sidewalk along the north side of NE Sorrel Place. The final plat shall show additional ROW along the NE Sorrel Place ROW frontage in order to achieve a minimum total of 25 ft from the original ROW centerline **(Condition 20)**.

Private Alleys

Internal vehicular circulation of the site is proposed via 2 private alleys. The alleys are proposed to be 24 ft wide with 90° parking along one side. As proposed and shown on the Tentative Plat, the alleys will be placed in separate tracts. Prior to the issuance of building permits, the developer should construct the private alley improvements. The alleys should be built to City standards as outlined in LDC 4.0.60.j **(Condition 21)**.

The proposed westerly alley is more than the maximum 350 ft allowed under LDC 4.0.60.j.2.b. This is due to the existing development pattern and locations of NE Jasper Street and NE Sorrel Place. The applicant states this is to decrease the total amount of impervious paving area and to maximize the size of the common green space. It should also be noted that all access to dwellings are within 350 ft from either connection of the alley to a public street. Staff support the requested variation.

The applicants state the proposed alley alignments do not meet the requirements of LDC 4.0.60.k.5, however, this standard does not apply to alleys, it is intended for separation of local street intersections.

Trip Generation

A trip generation and Traffic Impact Analysis (TIA) was conducted for the proposed development in May of 2007. An addendum was produced on February 25, 2008 that updates the report with the currently proposed mix of housing types. 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 to the development.

ITE land use codes of Single Family Detached (210), Apartment (220), Residential Condominium/Townhouse (230), and Senior Adult Housing (252) were used in the studies. The maximum peak hour generation from either the revised development scenario or the alternate development scenario would produce 54 PM peak hour trips. The City of Corvallis typically defines an impact as 30 or more peak hour trips to a single intersection. Because the calculated peak hour trip total is higher than the City's threshold, a trip distribution analysis was conducted and a Level Of Service (LOS) analysis was conducted at four intersections that would be impacted by this development. They are the intersections of NE Conser Street with NE Jasper Street, NE Seavy Avenue, and NE Walnut Boulevard, along with the intersection of NE Walnut Boulevard with NE Circle Boulevard. The analysis determined that none of the affected intersections will fall below their existing LOS. No mitigation is required due to traffic impacts.

Conclusion on Vehicular Circulation

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements. The existing public vehicular circulation network can accommodate the proposed development consistent with applicable City criteria.

Bicycle/Pedestrian Circulation:

Applicable Comprehensive Plan Policies

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

Applicable Land Development Code Criteria

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian 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 pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.

d. To provide for orderly development of an effective pedestrian network, pedestrian facilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).

f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps in existing sidewalks that will be impacted by the development. If such a Contractor Sidewalk/street Stamp exists, it shall either be left in its current state as part of the existing sidewalk, or incorporated into the new sidewalk for the development site, as close as possible to the original location and orientation.

Section 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.

NE Conser Street is designated as a collector street according to the Transportation Plan. LDC table 4.0-1- Street Functional Classification System, specifies 6 ft bike lanes, but Footnote 3 of the same table lists 5 ft as the minimum safe width. The existing bike lanes are 5 ft in width and the overall roadway width matches the minimum width required for a City standard collector street. NE Jasper Street and NE Sorrel Place are local streets according to the Transportation Plan. LDC table 4.0-1- Street Functional Classification System, specifies that bikes and vehicles are to share the roadway. No additional bicycle facilities will be required with this development.

As outlined in the Circulation section, the existing sidewalks are currently curbside within and fronting the development. LDC table 4.0-1- Street Functional Classification System, specifies 12 ft setback sidewalks adjacent to collector streets and 6 ft setback sidewalks adjacent to local streets.

Setback sidewalks and planter strips are City standards and components of safe public sidewalks that are taken into consideration when determining serviceability. The

applicant benefits from these neighborhood street improvements in the form of;

- An enhanced aesthetic experience for pedestrians as the separation from motor vehicle traffic decreases road noise, prevents water from the roadway being splashed on pedestrians and provides an enhanced sense of security.
- An enhanced environment for wheelchair users as the sidewalk can be kept at a constant slope with the steeper slopes for driveway approaches built into the planting strip.
- An area for street trees, sign posts, utility and signal poles, mailboxes, fire hydrants, etc.
- Mature street trees may reduce vehicle speed.
- When wide enough, a place for a motor vehicle to wait out of the stream of traffic while yielding to a pedestrian crossing a driveway.
- A break in hard surfacing with added pervious area.

With an exception, the applicant has proposed constructing 12 ft planting strips and 5 ft setback sidewalks, concurrent with development, along all public street frontages. The one exception is along NE Conser Street, east of the intersection with NE Jasper Street. This section already has a 4-plex developed along the frontage, and further east, the area has been delineated to contain wetlands. The sidewalk is proposed to remain curbside along this portion of the frontage.

The applicant has also proposed an on-site pedestrian network to serve the proposed development. As discussed in the PODS section, the pedestrian paths comply with PODS standards. However, the design of the proposed pedestrian sidewalk on the north and west side of the easterly private alley (adjacent to the existing fourplex) creates potential conflicts between pedestrians and vehicles backing out of garages, where vision clearance is very limited. As proposed, the sidewalk would be approximately one foot from the edge of one of the existing garages, leaving very little ability for a driver backing out of the garage to look for pedestrians. This private sidewalk is not required and is not currently present on the fourplex site. To avoid creating a potential conflict, a condition of approval is recommended to eliminate this sidewalk from the proposed site design **(Condition 22)**.

Conclusion on Bicycle/Pedestrian Circulation

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements. The existing public bicycle/pedestrian network can accommodate the proposed development consistent with applicable City criteria.

Transit

Applicable Comprehensive Plan Policies:

11.7.1 An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.

Corvallis Transit System (CTS) Route 7 currently provides east bound service to NE Conser Street along the frontage of the proposed development. A bus stop is located on the southwest corner of NE Conser Street and NE Jasper Street. Concurrent with development, a 5 ft wide concrete connection should be made between the sidewalk and the curb at the existing bus stop location **(Condition 23)**.

Conclusion on Transit

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements. The existing public transit network can accommodate the proposed development consistent with applicable City criteria.

Overall Conclusion on Circulation

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements.

E. PUBLIC FACILITIES AND SERVICES

The following discussion addresses criteria related to public water, sanitary sewer, storm drainage, street lights and franchise utilities.

Applicable Comprehensive Plan Policies

10.2.6 The type, location, and phasing of public facilities and utilities shall be based on actual needs, desired levels of service, cost-effectiveness, and/or property owner willingness to pay for infrastructure.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

Applicable Land Development Code Criteria

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

q. Development shall include underground electric services, light standards, wiring and lamps for streetlights according to the specifications and standards of the City Engineer. The developer shall be responsible for installation of underground conduit for street lighting along all public streets improved in conjunction with such development in accordance with the following:

1. The developer shall coordinate with the City Engineer to determine the location of future street light poles.

2. The streetlight plan shall be designed to provide illumination meeting standards set by the City Engineer.

3. The standard street light installation is a wood pole.

The developer shall install such facilities and make the necessary arrangements with the serving electric utility for the City-owned and operated street lighting system to be served at the lowest applicable rate available to the City. Upon City's acceptance of such development improvements, the street lighting system, exclusive of utility-owned service lines, shall be and become the property of the City.

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.
f. Private on-site sanitary sewer and storm drainage facilities may be allowed, provided all the following conditions exist:
   1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;
   2. The development site remains in one ownership and Land Division does not
      occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and
   3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are

located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

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.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

b. Areas Where Trees May Not be Planted -

1. Trees may not be planted within five ft. of permanent hard surface paving or
walkways, unless special planting techniques and specifications are used and particular species of trees are planted, as outlined in Section 4.2.40.c or approved by the Director. These limitations apply most frequently in areas such as landscape parkways, pedestrian walkways, and plaza areas, where there may be tree grates.

2. Unless approved otherwise by the City Engineer, trees may not be planted:

a) Within 10 ft. of fire hydrants and utility poles;

b) Within 20 ft. of street light standards;

c) Within five ft. from an existing curb face, except where required for street trees;

d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line;
or

e) Where the Director determines the trees may be a hazard to the public interest or general welfare.

Section 4.2.80 - SITE AND STREET LIGHTING

f. Standard placement of street lights shall be at intersections, in the middle of long blocks, and in dead end streets and long Cul-de-sacs.

Water

The proposed development is located in the City's first level water service area (elevation 210-290'). Existing, there is a 12 inch line in NE Sorrel Place, an 8 inch line in NE Jasper Street, and four 4 inch lines that extend north from the 12 inch line into the previous development.

The existing 4 inch lines are not located correctly for the proposed development. The applicant is proposing to abandon the existing lines in place, except where they are located under proposed building footprints, where they will be completely removed. The abandoned utilities will become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, will be required to register with the Oregon Utility Notification Center and be able to locate the utilities upon request. The City prefers complete removal of all abandoned utilities **(Condition 24)**.

A new public waterline is proposed to be installed in the eastern alley. It will loop around the existing 4-plex development, tying into the existing 8 inch line located in NE Jasper Street. The proposed alignment parallel and south of NE Conser Street is not an appropriate location for a waterline. In order to avoid conflicts between trees and utilities, waterlines are typically installed under the northern or western portion of a roadway. The proposed looped waterline should continue north from the alley, under the northern portion of NE Conser Street, and then west until it makes a connection with the existing line that crosses NE Conser Street **(Condition 25)**.

Domestic water service is proposed to be provided by individual water meters for the detached, single family houses. Group meters will be used to serve the multi-family units.

The applicant is proposing to install three new fire hydrants. They will be located at the west end of NE Sorrel Place, at the northeast corner of NE Sorrel Place and NE Jasper Street, and at the southwest corner of NE Conser Street and the proposed private alley. The placement of these hydrants was coordinated through the Corvallis Fire Department.

Any new public waterline, fire hydrant, or water meter located outside of a public ROW should be placed in public waterline easement. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. At the time of final plat, a minimum 15 ft public easement should be granted along the entire length of the proposed public utility, centered on the utility**(Condition 26)**.

Sanitary Sewer

The proposed development is located within the Northeast Sanitary Drainage Basin. Existing, there is a 12 inch line located in NE Sorrel Place, an 8 inch line located in NE Jasper Place, and four 8 inch lines that extend north from the 12 inch line into the existing development.

The existing 8 inch lines located outside of ROW are not located correctly for the proposed development. The applicant is proposing to abandon the existing lines in place, except where they are located under proposed building footprints where they will be completely removed. The abandoned utilities will become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, will be required to register with the Oregon Utility Notification Center and be able to locate the utilities upon request. The City prefers complete removal of all abandoned utilities **(Condition 24)**.

The single family houses will be served with individual 4 inch laterals. The multi family units will be served with private group sanitary sewer lines.

The private sanitary sewer lines will be private up to the public ROW line. In accordance with LDC 4.0.70.f, Private on-site sanitary sewer facilities may be allowed, provided all the following conditions exist:

1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;

2. The development site remains in one ownership and Land Division does not occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d; and

3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

This development does not require the extension of facilities through the site for future development. It meets the provisions of 4.0.60.d through the creation of a home owners association that will be in charge of collecting fees and performing any required maintenance. When permitted to construct the private sanitary sewer system, the developer will be required to submit for plumbing permits that will require the system be designed and constructed to current Uniform Plumbing Code Standards.

Storm Drainage

The proposed development site is located within the Sequoia Creek Drainage Basin. Existing, there is a 24 inch line that transitions to a 30 inch line located in NE Sorrel Place, a 12 inch line located in NE Jasper Street, and four 10 inch lines that extend north from the 24/30 inch line into the existing development. Curb inlet catch basins exist on site serving NE Jasper Street and NE Sorrel Place.

The existing 10 inch lines are not located correctly for the proposed development. The applicant is proposing to abandon the existing lines in place, except where they are located under proposed building footprints, where they will be completely removed. The abandoned utilities will become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, will be required to register with the Oregon Utility Notification Center and be able to locate the utilities upon request. The City prefers complete removal of all abandoned utilities **(Condition 24)**.

Private storm drainage systems are proposed to be installed in the private alleys. The private storm drainage system will be private up to the stormwater detention facilities. In accordance with LDC 4.0.70.f, Private on-site storm drainage facilities may be allowed, provided all the following conditions exist:

1. Extension of a public facility through the site is not necessary for the future

orderly development of adjacent properties;

2. The development site remains in one ownership and Land Division does not occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and

3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

This development does not require the extension of facilities through the site for future development. It meets the provisions of 4.0.60.d through the creation of a home owners association that will be in charge of collecting fees and performing any required maintenance. When permitted to construct the private storm sewer system, the developer will be required to submit for plumbing permits that will require the system be designed and constructed to current Uniform Plumbing Code Standards.

The proposed development will be creating more than 25,000 ft^2 of impervious surfaces. In accordance with the LDC section 4.0.130.b, the applicant should implement storm water detention. Detention facilities should be designed to maximize storm water infiltration. Maintenance of these facilities is most efficiently provided with open systems because they facilitate visible evaluation of system conditions and accommodate routine, low-technology maintenance practices. Open systems also allow stormwater contact with vegetation and soil to enhance water quality, infiltration, and maintaining the properly functioning hydrological and biological condition of open drainageways. The storm water detention facilities should 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, and should be designed to capture run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms **(Condition 27)**.

This development will be creating more than 5000 ft^2 of new pollution generating impervious surface. Therefore, in accordance with the Corvallis Off Street Parking and Access Standards, the development will be required to construct a stormwater quality facility. Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington, Surface Water design Manual*. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type 1A distribution **(Condition 28)**.

The applicant has proposed to install private underground detention pipe systems and private water quality manholes that will be located in the alleys. Although the code allows private stormwater systems, the City Engineer would prefer underground detention and water quality systems to be public when associated with residential

subdivisions that will end up under multiple ownerships. This will help assure proper maintenance and functionality of the system **(Condition 29)**.

With the stormwater detention and water quality facilities to be publicly owned, they should be located inside of a public storm drainage easement. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. At the time of final plat, a minimum 15 ft public easement should be granted along the entire length of the proposed public utility, centered on the utility **(Condition 26)**.

Street Lights

There are two existing street lights serving this site. They are located at the intersections of NE Conser Street with NE Jasper Street and NE Sorrel Place with NE Jasper Street. In accordance with 4.0.60.q, development should include five additional public street lights built to City standards. They should be placed at the intersection of NE Conser Street and the private alley, between the two intersecting alleys on NE Jasper Street, at the west end of NE Sorrel Place, at the east end of NE Sorrel Place, and mid block on NE Sorrel Place between NE Jasper Street and the eastern dead end **(Condition 30)**.

The applicant has proposed installing 12 ft tall pedestrian scale light fixtures instead of public street lights. These will not be allowed in lieu of public street lights built to City standards.

Overall Conclusion on Public Utilities

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Comprehensive Plan criteria and Land Development Code requirements.

Franchise Utilities

Applicable Land Development Code Criteria:

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.**

Existing franchise utilities are located in the vicinity of the subject site. Concurrent with the final plat and in accordance with LDC 4.0.100., 7 ft utility easements (UE) should be dedicated, as shown on the preliminary plat, along all street ROW's **(Condition 31)**.

Nexus and Rough Proportionality

Construction of public improvements, as cited above, implement legislatively prescribed standards. Nexus and Rough Proportionality findings may not be required. However, given the benefits to the development of dedicating ROW and constructing the prescribed improvements, including, but not limited to, roadway, planting strips, setback sidewalks, and streetlights, Staff find that the requirements have nexus and are roughly proportional to the benefits received.

CONCLUSION AND RECOMMENDATION - CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

Based on the criteria, findings, and conclusions discussed above, staff recommend that the Planning Commission **Approve** the request for approval of a Major Modification to a Conceptual and Detailed Development Plan as shown in **Attachments A and M**, and as conditioned in this staff report.

PART II

MAJOR SUBDIVISION REPLAT

DETERMINATION OF A MAJOR REPLAT

Applicable Land Development Code Sections:

Section 1.6.20 - COMMON WORDS

Replat (Major) - Land use process that is used when parcels within a recorded Subdivision are reconfigured such that four or more parcels are created or deleted in a calendar year. Procedures for this type of land use application are outlined in Section 1.2.110.03 - Special Development, Chapter 2.4 - Subdivisions and Major Replats, and Section 2.4.50 - Major Replat.

Section 2.4.50 - MAJOR REPLAT

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

As described above, the subject Planned Development proposal would result in the reconfiguration of lots that were created through the original Seavey Meadows Detailed Development Plan. The Final Plat for Seavey Meadows, Phase 1, created 32 residential lots and two tracts. The proposed development modifies the existing lotting pattern and reduces the number of lots to 15, including three tracts **(Attachment M (Sheet H))**.

Attachment III-99

REVIEW CRITERIA

Section 2.4.30 - TENTATIVE PLAT REVIEW PROCEDURES

When an application is filed for a Subdivision, it shall be reviewed in accordance with the following procedures.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. **Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;**

2. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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;**

3. **Land uses shall be those that are outright permitted by the existing underlying zoning designation.**

4. **Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Part I of the staff report has responded to all of the LDC criteria identified above, except for the platting standards that are contained in Chapter 4.4 and portions of Chapter 4.0 regarding land for public purposes. The remainder of this narrative focuses on these standards as they apply to the subject proposal.

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

The proposed replat will reconfigure the private property of the existing fourplex dwelling on the site. As shown, the replat would expand the area of the private lot to include adjacent areas that are currently owned by the original Homeowner's Association of Seavy Meadows. Because improvements are proposed within these areas, including location of a waterline and construction of setback sidewalks along Jasper Street, it is necessary to obtain consent from the current owner of the land (the Seavy Meadows Homeowner's Association), and to clarify who will retain ownership of these areas in the future. To address this issue, a condition of approval is

recommended **(Condition 32)**.

Comments from the Benton County Surveyor's Office indicate that the name "Seavy Meadows" cannot be used for the Subdivision Replat. The applicant will need to choose another name for the subdivision replat **(Development Related Concern F)**.

4.4.20.02 - Blocks

a. General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

b. Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. <u>Residential Standards</u> -

a) <u>Complete Blocks</u> - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) <u>Maximum Block Perimeter</u> - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) <u>Variations Allowed Outright</u> - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

As discussed in the Circulation Section of Part I of this narrative, the public streets constructed as part of the original Seavey Meadows subdivision will not be reconfigured as part of the subject proposal. Street improvements, such as the installation of planting strips and setback sidewalks will improve Jasper Street and Sorrel Place to comply with the City's local street standards. New blocks are formed as a result of the

introduction of two new private alleys.

When Phase I of the Seavy Meadows site was originally developed, a block pattern for the entire development was approved that allowed multiple shared private driveways accessed from public streets. That block pattern would not comply with current block perimeter standards. However, Jasper Street and Sorrel Place were built consistent with that approved plan. Since that time, the presence of significant wetlands surrounding the development site, and the desire to preserve these wetlands, has precluded additional street connections from the Phase I site to the west, south, and east. Given this context, the proposed development has maximized opportunities for connectivity within the Phase I site, creating private alleys that will provide a looped connection between Jasper Street and Sorrel Place and between Jasper Street and Conser Street. Given the constraints of the site, there are no opportunities to create complete blocks through the development of adjacent parcels. Therefore, these standards are met, to the extent practicable, on the subject site.

4.4.20.03 - Lot Requirements

a. **Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.**

Each of the proposed lots is consistent with the standards described above. No lot is smaller than the minimum allowed in the RS-12 zone, all of the lots are buildable, and the dimensions of each lot do not result in the depth of any lot being more than 2.5 times its width. This criteria is met.

b. **Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:**

1. **The lot is created through a Land Partition or Minor Replat, in which case Section 4.4.30.01, below, shall apply; and/or**

2. **The lot meets the exemption in "a," or "b," below:**

a) **Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:**

1) **Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path; and**

2) **Vehicular access is provided via an alley.**

With the exception of Lots 1 and 2, created for Buildings 17 and 18 (single family detached homes), each of the proposed lots front on a public street other than an alley for a distance of at least 25 feet. The applicant has requested to vary from this standard for Lots 1 and 2. Staff support the requested variation. Discussion of this request may be found in the portion of this staff report regarding Compensating Benefits. Findings from that discussion are incorporated by reference as findings under the above criterion. Lots 1 and 2, which are occupied by Buildings 17 and 18, will front on Tract 'C' for a distance of at least 25 feet.

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

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

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.

The side lot lines of each of the proposed lots are at right angles to the streets they front on to the extent practicable.

The site's topography is essentially flat and none of the existing vegetation is subject to protection measures contained in LDC Chapter 4.12. The preliminary excavation and grading plan demonstrates that the development will retain the overall existing topography and be consistent with the City's grading standards.

While the lots proposed to contain the triplex and multiplex units are large enough to be further subdivided, the applicant has no intent of doing so in the future. Any request to accomplish this would have to be approved through a subsequent Planned Development approval that would afford the opportunity to address street and utility extensions and lotting patterns. These criteria are met.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

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.

e. Where street, trail, utility, or other rights-of-way and/or easements in 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.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

The proposed tentative plat shows the locations of the site where public easements are granted to facilitate the construction and maintenance of public infrastructure. Easements will be finalized through necessary documentation and in conjunction with recording the Final Plat. Because the City of Corvallis currently owns the property, right-of-way dedication will not be necessary to expand the roadway widths adjacent to the development, as is typically required. Instead, the City will deed only the portion of the site that will be used for the private development to Willamette Neighborhood Housing Services, and retain the remaining areas for right-of-way.

CONCLUSION AND RECOMMENDATION - TENTATIVE SUBDIVISION PLAT

As conditioned and modified by variations requested through the Planned Development process, the proposed subdivision complies with all applicable subdivision requirements. Based on the criteria, findings, and conclusions discussed above, staff recommend that the Planning Commission **Approve** the request for approval of a Major Subdivision Replat, as shown in **Attachments A and M**, and as conditioned in this staff report.

RECOMMENDED MOTIONS

RECOMMENDED MOTION FOR APPROVAL OF A MAJOR MODIFICATION TO A CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

Motion: **I move to approve the proposed Major Modification to a Conceptual and Detailed Development Plan (PLD08-00001). My motion is based upon the staff recommendation to the Planning Commission.**

RECOMMENDED MOTION FOR APPROVAL OF A MAJOR SUBDIVISION REPLAT

Motion: **I move to approve the proposed Major Subdivision Replat (SUB08-00001). My motion is based upon the staff recommendation to the Planning Commission.**

Recommended Conditions of Approval

The following conditions of approval have page references on the left side which indicate where in the staff report discussion and analysis is made relative to that specific condition.

Pg # Ref	Cond #	CONDITIONS
all	**1**	Consistency with Plans - Development shall comply with the plans identified in **Attachments A and M** of the staff report, unless a requested modification otherwise meets the criteria for a Minor Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
16	**2**	DSL Concurrence and Fill Permit - Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with documentation from the Department of State Lands concurring with the applicant's wetland delineation for the site. Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with an approved fill permit from the Department of State Lands and any other required permits from the US Army Corps of Engineers or the Oregon Department of Environmental Quality for the proposed development.
23, 24	**3**	RS - 12 Development Standards - Building permit applications for buildings on the subject development site shall demonstrate compliance with all applicable RS-12 Development Standards, as referenced in LDC Section 3.6.30, 3.6.40, and 3.6.50, except as varied by this approval. Approved variations include the following: a. Variation to the 25-foot maximum front yard setback for Buildings 10, 11, 17, and 18 b. Variation to on-site parking requirements, as discussed, for Buildings 1, 2, 3, 7, 8, and 9.
26, 71, 72, 74	**4**	Landscape Plans: a. Landscape Construction Documents - Prior to issuance of PIPC permits, the applicant shall submit for review and approval by the Planning Division Manager, landscape

Attachment III-105

		construction documents for this site which contain a specific planting plan (including correct plant names in the Latin format) for proposed landscaping, trees, shrubs, and groundcover. Plans for an automatic irrigation system to irrigate this landscaping shall also be submitted for review and approval. Irrigation is required in planting strips along Conser Street, Jasper Street, and the portions of Sorrel Place that do not abut single family detached, or duplex units. Irrigation is also required in required green areas, for required alley trees, and in parking lot landscape buffers. The detailed landscape plans shall be generally consistent with the landscape plans submitted for land use approval, and shall address the following requirements, as well as other requirements addressed in the staff report: 1. Landscaping surrounding private outdoor open space areas shall provide some level of screening for privacy purposes, consistent with LDC 3.6.50.02.d. 2. Address parking lot buffering for parking areas with four or more parking spaces, consistent with LDC 4.2.40. 3. The height of hedges and fences within required yard areas shall be limited, consistent with LDC 4.2.50.01 4. Required screening of trash receptacles, per LDC 4.10.60.05 (see also Condition 8). b. <u>Landscape Maintenance Bond</u> - All required landscaping for the development shall be planted or financially secured prior to the following thresholds: 1. Street trees and planting strip landscaping along Conser Street, shall be planted in conjunction with PIPC improvements. 2. Green area landscaping, street trees along Jasper Street and Sorrel Place, parking lot landscaping, and alley trees shall be installed on, or adjacent to, each lot prior to approval of final inspections for the final dwelling unit on each lot. All required landscape areas shall be designed to achieve a minimum of 90% ground coverage within 3 years. A 3-year maintenance bond for street trees and planting strip landscaping, green area landscaping, parking lot landscaping, and alley trees shall be provided prior to the City's on-site approval of the plantings. The landscape bond shall be submitted to Planning Division staff for

		review.
28	**5**	Playground Amenities - Because the applicant wishes to involve future residents in the selection of playground amenities for the required playground in Common Green #1, playground amenities, as required by LDC 3.6.50.03.e, shall be installed and inspected prior to approval of the final inspection on Building 7 (the community building).
29, 31, 33, 35, 36, 37, 38, 39, 41, 46, 52, 53, 58	**6**	Pedestrian-Oriented Design Standards - To allow some flexibility in building designs from the building elevations that were provided by the applicant, building permit information for all buildings on the proposed development shall demonstrate compliance with applicable POD standards, with the exception of the following variations approved through the Planned Development process: a. If the fourplex option is chosen for Buildings 10 and 11, Units 33 and 34 may be constructed with front doors located more than 200 feet from the nearest public sidewalk. b. With either design option (fourplexes or quads), Buildings 10 and 11 may be constructed without complying with the 25-foot maximum front yard setback or building frontage requirement. c. The community building (Building 7) shall demonstrate compliance with the multifamily PODS window coverage standards (LDC 4.10.60.04.d.5) instead of the standards of LDC 4.10.70.05.b.6. Please note that building permits for buildings within the development will need to demonstrate compliance with the mandatory design requirements of Condition 13 as well.
34, 72	**7**	Triplex Orientation - Designs for the triplex units (Buildings 1, 2, and 3) shall be revised at the time of building permit application to show a direct, paved walkway connection from the front doors of each unit on the north side of the buildings to the sidewalk along Conser Street. If the applicant wishes, the walkway shown on the north side of the alley to the south of the triplexes may be eliminated.
41, 74	**8**	Screening of Trash Enclosures - Detailed Landscape plans shall demonstrate compliance with the screening requirements of LDC 4.10.60.05. Prior to approval of the final inspection for the latter of Buildings 4, 5, or 6, the required screening shall be in place for adjacent dumpsters. Similarly, prior to approval of the final inspection for the latter of Buildings 10 or 11, the required screening shall be in place for the adjacent dumpster.

43	**9**	Pedestrian Crossings - Where pedestrian walkways cross private alleys, contrasting paving materials shall be used, in compliance with LDC 4.10.60.06.e. Compliance with this standard shall be demonstrated with permit materials for these private improvements.
57	**10**	Bike Parking at the Community Building - To compensate for the lack of on-site vehicle parking to serve the community building, the applicant shall install eight bicycle parking spaces to serve the community building, of which, four shall be covered. The bicycle parking shall be installed prior to approval of the final inspection for the community building.
57	**11**	No Parking in Sport Court - Tract C, the proposed "sport court" located to the south of Buildings 17 and 18, shall be posted, "no parking." "No Parking" shall be painted along all curbs surrounding the court area.
64	**12**	Fire Access Requirements - Compliance with the following fire access requirements shall be demonstrated either through the PIPC permit process, or through the permit process for private improvements on the site. a. Private alleys shall be painted as fire lanes (red curbs with white lettering - NO PARKING - FIRE LANE). That marking shall extend to both sides of the westerly private alley as it comes around to meet Sorrel Place. b. Sorrel Place and Jasper Street shall be restricted to allow parking only on one side of each street - along the north side of Sorrel Place and along the west side of Jasper Street. This restriction shall be indicated by signage along the south side of Sorrel Place and east side of Jasper Street stating "NO PARKING - FIRE LANE."
65, 82	**13**	Visual Compatibility - To ensure compatibility within the development, as well as compatibility with nearby developed areas, the following design elements of all proposed buildings on the site shall be mandatory. Compliance with this requirement shall be demonstrated through the building permit process. a. Buildings shall be contained within the building envelopes as shown on the applicant's February 25, 2008, plan set, or shall comply with applicable setback requirements of the zoning district. b. Buildings shall contain the same number of bedrooms as proposed on the applicant's February 25, 2008, plan set.

		c. Parking serving each dwelling shall remain as proposed by the applicant, and approved by the Planning Commission. d. Exterior materials for all buildings shall be taken from the list of "typical exterior materials," as shown on the applicant's February 25, 2008, plan set. e. Buildings shall comply with POD standards, consistent with the stipulations of Condition 6. f. Buildings shall be no higher than 30 feet, as measured at the highest point of each building. g. The number of bicycle parking spaces within units shall remain as shown on the applicant's February 25, 2008, plan set.
67	**14**	Lighting - With the exception of public streetlights, which shall be installed consistent with the requirements of Condition 29, the applicant shall demonstrate compliance with the applicable requirements of LDC 4.2.80 with submittal of a site-wide external lighting plan to be reviewed and approved by Development Services Staff prior to occupancy of any building on the site.
67	**15**	Signage - Prior to installation of the proposed monument sign on the site, the applicant shall obtain a sign permit for the proposed sign and shall demonstrate that the sign will comply with all applicable requirements of LDC Chapter 4.7.
78	**16**	Triplexes on Individual Lots - To comply with tandem parking requirements, the applicant shall revise the final subdivision plat for the development to place each triplex on an individual lot that complies with applicable platting standards.
All	**17**	Public Improvements - 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 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.

86	**18**	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Conser Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 12 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Conser Street ROW frontage in order to achieve a total of 34 ft from the original ROW centerline.
87	**19**	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Jasper Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks 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. Public improvements include, but are not limited to, 6 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Jasper Street ROW frontage in order to achieve a minimum total of 50 ft of ROW.
87	**20**	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Sorrel Place shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks 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. Where sidewalks abut common areas, the sidewalks and planted areas shall be installed with street improvements. Public improvements include, but are not limited to, 6 ft landscape strip and 5 ft setback sidewalk along the north side of NE Sorrel Place. The final plat shall show additional ROW along the NE Sorrel Place ROW frontage in order to achieve a minimum total of 25 ft from the original ROW centerline.
87	**21**	Private Alleys - Prior to the issuance of building permits, the developer shall construct the private alley improvements. The alleys shall be built to City standards as outlined in LDC 4.0.60.j. At the time of final plat, the applicant shall create separate, privately owned, tracts for the alleys. Installation of the private alleys will be subject to permitting through the City's Development Services Division.

59, 90	**22**	Eliminate Sidewalk on north side of Easterly Alley - To avoid potential conflicts between pedestrians and vehicles, the applicant shall eliminate the proposed sidewalk along the north and west sides of the easterly alley on the development site.
91	**23**	Sidewalk/Transit Connection - Prior to final plat, a 5 ft wide concrete connection shall be made between the sidewalk and the curb at the existing bus stop location.
93, 94, 95	**24**	Abandonment of Public Utilities - All existing utilities that are proposed to be abandoned in place shall become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, shall register with the Oregon Utility Notification Center and locate the utilities upon request. The City prefers complete removal of all abandoned utilities.
94	**25**	Public Looped Waterline - The new public waterline that is proposed to be installed in the eastern alley and loop around the existing 4-plex development, tying into the existing 8 inch line located in NE Jasper Street Shall continue north from the alley, under the northern portion of NE Conser Street, and then west until it makes a connection with the existing line that crosses NE Conser Street . The proposed alignment parallel and south of NE Conser Street is not an appropriate location for a waterline as it will be in conflict with trees that could be planted over the line.
94, 97	**26**	Public Utility Easements - At the time of final plat, all public utilities located outside of a public ROW shall be placed in a public utility easement. The minimum easement width for a single utility is 15 ft, and for two adjacent utilities it is 20 ft. The easement width shall be centered on the utility.
96	**27**	Stormwater Detention - Concurrent with development, stormwater detention shall be implemented. Infiltration and open storm water facilities shall be considered. The storm water detention facilities should be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual, and should be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private portions of the storm drainage system will be subject to permitting through the City's Development Services Division.

96	**28**	Stormwater Quality - Concurrent with development, stormwater quality shall be implemented. Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington, Surface Water design Manual*. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type 1A distribution.
67, 96	**29**	Public Stormwater Facilities - All required and proposed, underground, stormwater detention and water quality facilities shall be publicly owned and maintained. This will help assure proper maintenance and functionality of the system.
97	**30**	Street Lights - Prior to the final plat, street lights shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Five new public street lights shall be constructed to City standards. They should be placed at the intersection of NE Conser Street and the private alley, between the two intersecting alleys on NE Jasper Street, at the west end of NE Sorrel Place, at the east end of NE Sorrel Place, and mid block on NE Sorrel Place between NE Jasper Street and the eastern dead end.
97	**31**	Utility Easements - At the time of Plat, 7 ft utility easements (UE) shall be dedicated along all street ROW's.
101	**32**	Consent from Affected Property Owners/Plat Revision - Prior to final plat approval, or prior to development on the subject properties, whichever comes first, written consent to the alteration of the owner's property boundary, and to the development proposed on the owner's property, shall be provided from each affected property owner. Additionally, the final plat may be modified to retain the current configuration of the Durrant Property, if desired by the applicant.

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.

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, to the City's Development Services Department for review and approval.

B. 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.

C. 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.

D. 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.

E. Subdivision Name - The County Surveyors Office notes that the name "Seavy Meadows" has already been used by a recorded plat within Benton County. Another subdivision name will need to be selected prior to recording of the final plat for the Major Subdivision Replat.

PHASE 1 AND 2

DEVELOPMENT SITE AREA = 3.46 ACRE
PROPOSED # OF UNITS = 43
ZONE = RS-12 (12 TO 20 UNITS PER ACRE REQUIRED)
PROPOSED 43 UNITS = 12.4 UNITS PER ACRE

WETLAND IMPACT ALLOWED = 1.67 ACRE
WETLAND IMPACT PROPOSED = 1.65 ACRE

PHASE ONE - LOT COVERAGE

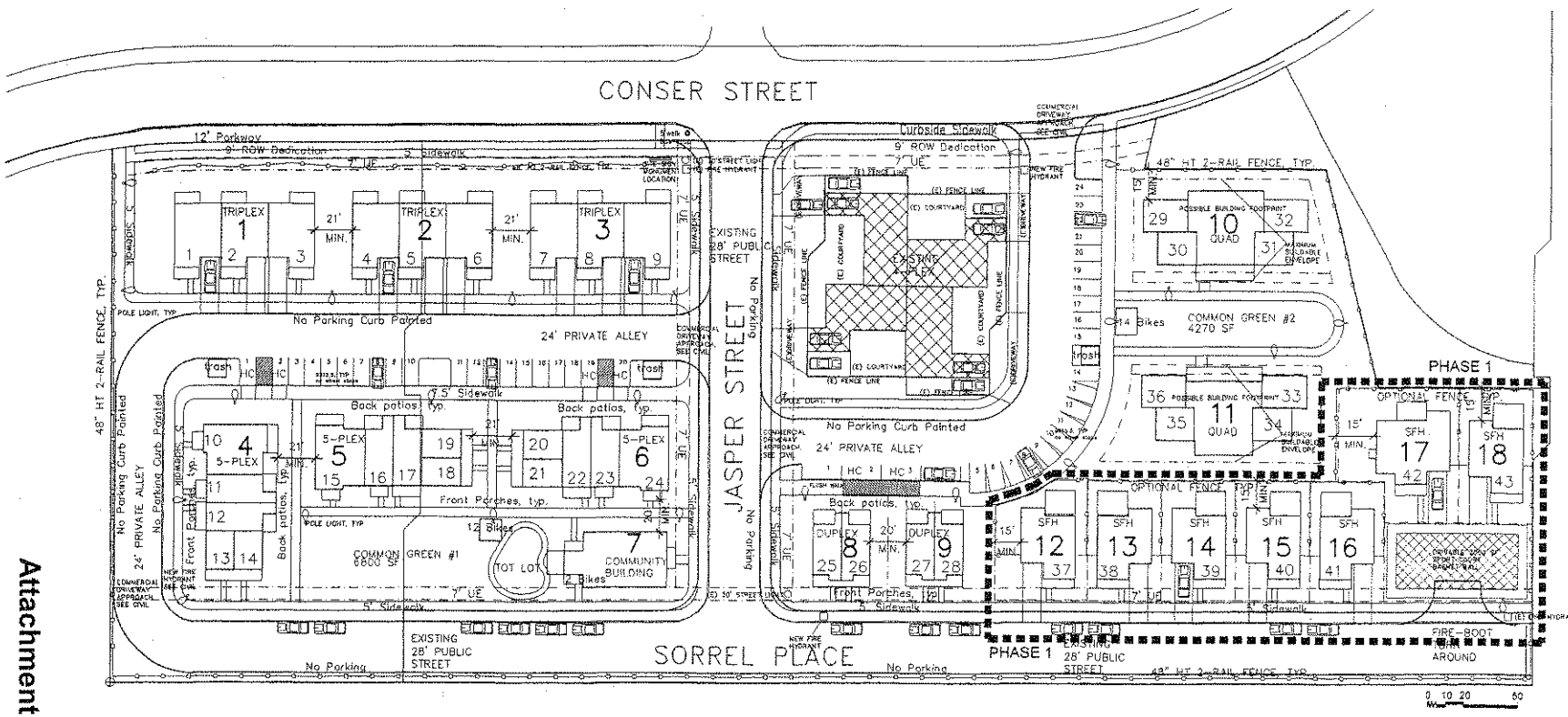
LOT 1 AREA = 3,341sf	Building 19	COVERAGE = 1,379 sf = 41%
LOT 2 AREA = 4,437sf	Building 17	COVERAGE = 1,696sf = 38%
LOT 3 AREA = 2,747sf	Building 16	COVERAGE = 1,397sf = 51%
LOT 4 AREA = 2,747sf	Building 15	COVERAGE = 1,397sf = 51%
LOT 5 AREA = 2,747sf	Building 14	COVERAGE = 1,397sf = 51%
LOT 6 AREA = 2,747sf	Building 13	COVERAGE = 1,397sf = 51%
LOT 7 AREA = 3,865sf	Building 12	COVERAGE = 1,662sf = 43%

PHASE 1
SINGLE FAMILY HOMES ?

BUILDING # 15, 18	2+ BEDROOM, 1.5 BATH W/ 1 CAR GARAGE	1,312 SQ FT 263 SQ FT
BUILDING # 14, 17	3 BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,516 SQ FT 263 SQ FT
BUILDING # 16, 20	3+ BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,516 SQ FT 263 SQ FT
BUILDING # 19	3+ BEDROOM, 2.5 BATH W/1 CAR GARAGE	1,804 SQ FT 275 SQ FT

VEHICLE PARKING
REQUIRED:
2 CARS EACH HOME
PROVIDED:
2 CARS EACH HOME IN GARAGE AND DRIVEWAY

BIKE PARKING
REQUIRED:
NONE
PROVIDED:
GARAGE



PHASE 1 - DETAILED DEVELOPMENT PLAN

1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1195 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE OREGON
STATE OF OREGON

PHASE 1 - DETAILED DEVELOPMENT PLAN

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

Attachment A-2

PHASE 2
MULTI-FAMILY UNITS 36

BUILDING TYPE: TRIPLEX BUILDING #: 1, 2, 3	# BUILDINGS: 3 # UNITS: 9 (# 1-9) (6) 3 BEDROOM TOWNHOUSE 1,237 SQ FT (9) W/ 1 CAR GARAGE 241 SQ FT	VEHICLE PARKING REQUIRED: 9 X 2.5 = 22.5 10% TRANSIT REDUCTION = 20 REQUIRED 18 ARE IN GARAGE OR DRIVEWAY, 2 ON STREET	BIKE PARKING REQUIRED: 2.5 EACH UNIT ALL IN GARAGES
BUILDING TYPE: 5-PLEX BUILDING #: 4, 5, 6	# BUILDINGS: 3 # UNITS: 15 (# 10-24) (6) 1 BEDROOM LOFT 375 SQ FT (3) 2 BEDROOM ADA FLAT 875 SQ FT (6) 2 BEDROOM TOWNHOUSE 963 SQ FT	VEHICLE PARKING 19.6 REQUIRED: 6 X 1 = 6 3 X 1.5 =4.5 6 X 1.5 = 9 PROVIDED: 20	BIKE PARKING 19.5 REQUIRED: 6 X 1 = 6 3 X 1.5 =4.5 6 X 1.5 = 9 PROVIDED: 8 IN UNIT STORAGE 12 IN BIKE SHED
BUILDING TYPE: DUPLEX BUILDING #: 8, 9	# BUILDINGS: 2 # UNITS: 4 (# 25-28) (4) 2 BEDROOM TOWNHOUSE 939 SQ FT	VEHICLE PARKING REQUIRED: 4 X 1.5 = 6 AND REQUIRED: 8 X 2.5 = 20 TOTAL REQUIRED = 26 TOTAL PROVIDED = 24 10% REDUCTION FOR TRANSIT STOP LOCATED W/IN 300 FT REQUIRED 1/200 = 8.5 = 9 ON STREET PARKING	BIKE PARKING 6 REQUIRED: 4 X 1.5 = 6 PROVIDED: 4 IN UNIT STORAGE 2 IN BIKE SHED
BUILDING QUAD OR FOURPLEX BUILDING #: 10, 11	# BUILDINGS: 2 # UNITS: 8 (# 29-36) (8) 1 BR ADA FLAT + COMMONS 450 SQ FT or (8) 3 BEDROOM TOWNHOUSE 1,203 SQ FT		BIKE PARKING 20 REQUIRED: 8 X 2.5 = 20 PROVIDED: 8 IN UNIT STORAGE 12 IN BIKE SHED
COMMUNITY BUILDING	BUILDING # 7 1,701 SQ FT		BIKE PARKING REQUIRED: 10%=2 PROVIDED: 2 ON PORCHES

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 W/SENIOR QUADS)

1 BR & 2-BR UNITS:	27 X 200 = 5,400
3-BR UNITS:	16 X 300 = 4,800
	9,900 SF REQUIRED
COMMONS #1:	6,800 SF
COMMONS #2:	4,270 SF
	11,070 SF PROVIDED

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 - ALTERNATE FAMILY)

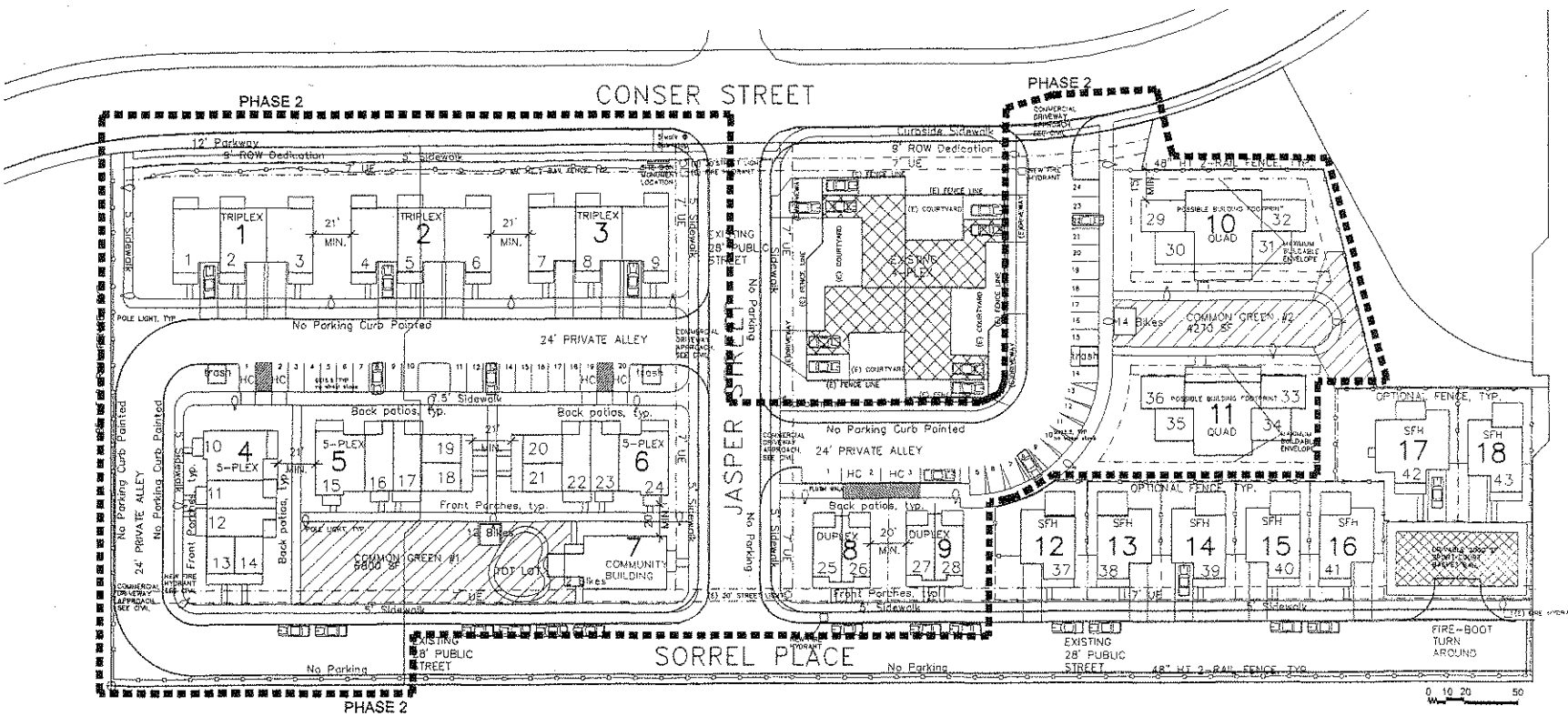
1 BR & 2-BR UNITS:	19 X 200 = 3,800
3-BR UNITS:	24 X 300 = 7,200
	11,000 SF REQUIRED
COMMONS #1:	6,800 SF
COMMONS #2:	4,270 SF
	11,070 SF PROVIDED

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

PHASE 2 - LOT COVERAGE

BLDG #	Lot #	AREA	COVERAGE	%
9	8	4,476	1,794	40%
8	9	4,467	1,423	32%
10,11	10	27,075	12,777	47%
4,5,6,7	11	39,141	12,885	32.9%
1,2,3	12	27,272	11,378	41.7%

NOTE: lot coverage for lot 10 is noted as if total available building envelopa is used for either quad or fourplex



PHASE 2 - DETAILED DEVELOPMENT PLAN
1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1399 Olive Street Eugene OR 97401 Tel. 541.683.8661

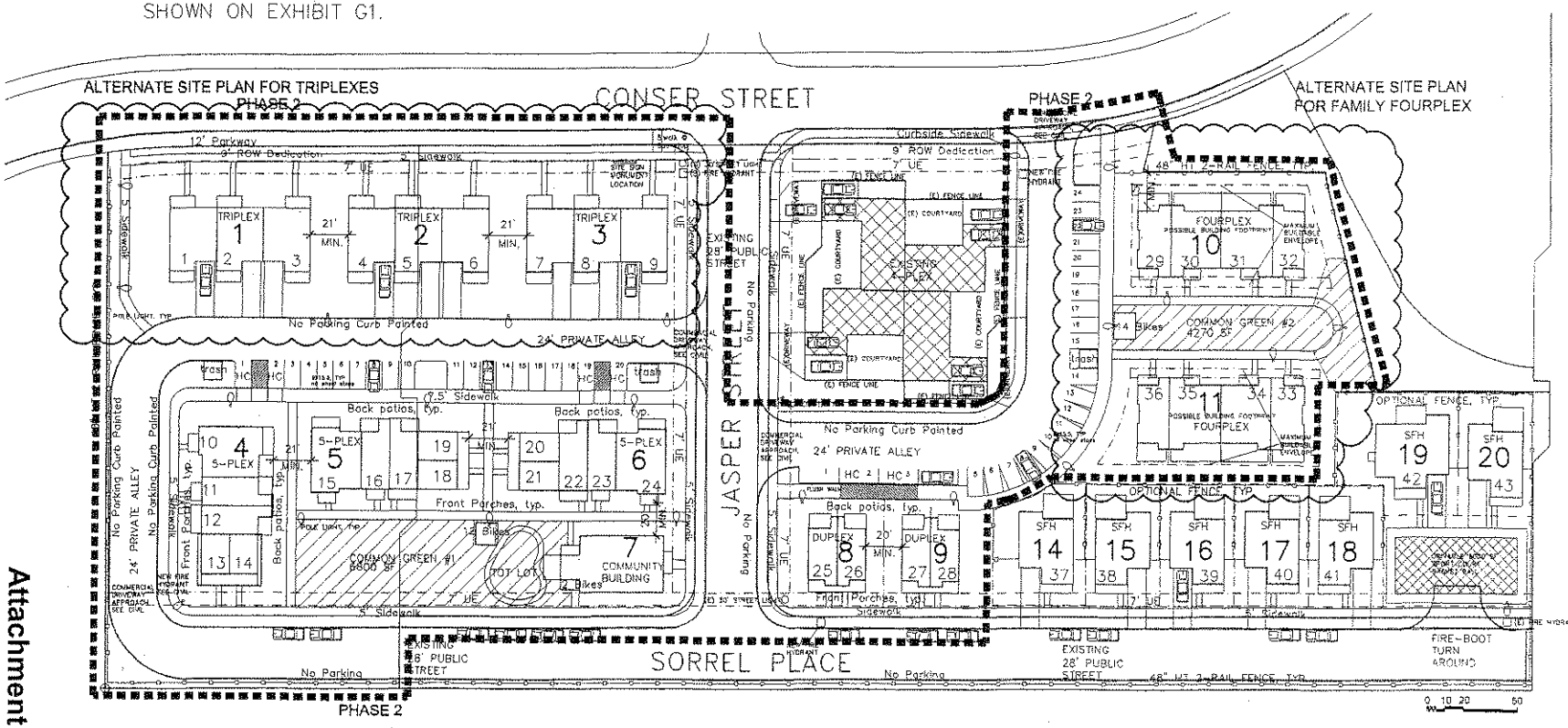
REGISTERED ARCHITECT
CRAIG BERGSUND
EUGENE OREGON
STATE OF OREGON

PHASE 2 - DETAILED DEVELOPMENT PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G1

TRIPLEX ALTERNATE:
NOT DESIRABLE TO CONNECT HOUSES DIRECTLY TO THE SIDEWALK AT CONSER. PREFERRED DESIGN IS THE TRIPLEX WITH CONNECTION OF HOUSE TO ALLEY AS SHOWN ON EXHIBIT G1.

QUAD OR FOURPLEX ALTERNATE:
BOTH SENIOR QUADS (EXHIBIT G1) AND FAMILY FOURPLEX (EXHIBIT G2) ARE SHOWN. PROPOSAL WOULD LIKE THE FLEXIBILITY TO DO EITHER SCHEME.



PHASE 2 - DETAILED DEVELOPMENT PLAN - ALTERNATES

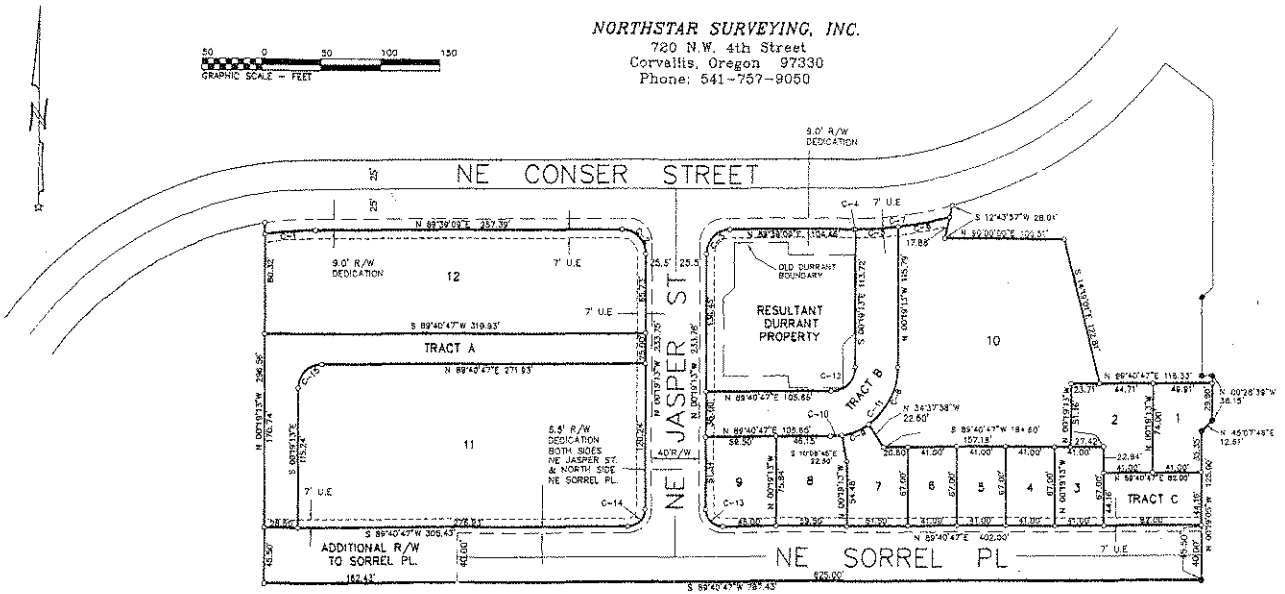
1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1396 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE OREGON
STATE OF OREGON

PHASE 2 - DETAILED DEVELOPMENT PLAN
ALTERNATES
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G2
ALTERNATE



PER THE PLAT OF SEAVY MEADOWS PHASE 1 UTILITY AND SERVICE EASEMENTS SHALL BE SEVEN (7) FEET IN WIDTH ON THE STREET FRONTAGES AS SHOWN ON SAID PLAT. IN ADDITION, UTILITY AND SERVICE EASEMENTS SHALL INCLUDE COMMON AREAS "A" AND "B" THAT SURROUND ALL ORIGINAL LOT CLUSTERS AS SHOWN ON PLAT.

LOT & TRACT AREAS

LOT 1 = 3,341 SQFT
LOT 2 = 4,437 SQFT
LOT 3 = 2,747 SQFT
LOT 4 = 2,747 SQFT
LOT 5 = 2,747 SQFT
LOT 6 = 2,747 SQFT
LOT 7 = 3,865 SQFT
LOT 8 = 4,476 SQFT
LOT 9 = 4,467 SQFT

LOT 10 = 27,075 SQFT
LOT 11 = 39,141 SQFT
LOT 12 = 27,272 SQFT
TRACT A = 11,920 SQFT
TRACT B = 10,072 SQFT
TRACT C = 3,821 SQFT
ADDITIONAL R/W DEDICATION = 18,068 SQFT
RESULTANT DURRANT TRACT = 16,627 SQFT

CURVE DATA

Curve	Radius	Length	Delta	Chord	Chord Bear.
C-1	266.00'	45.71'	9°12'00.0"	42.87'	N 85°08'22" E
C-2	20.00'	31.43'	90°01'37.9"	28.27'	S 45°20'02" E
C-3	20.00'	31.41'	89°58'22.1"	28.28'	N 44°39'58" E
C-4	334.00'	1.21'	0°12'25.3"	1.21'	N 88°36'46" E
C-5	334.00'	35.08'	6°11'19.5"	35.06'	N 86°23'14" E
C-6	334.00'	43.88'	7°29'35.1"	43.85'	N 79°33'28" E
C-7	334.00'	80.88'	13°51'20.1"	80.71'	N 82°45'19" E
C-8	55.00'	54.43'	56°41'12.3"	52.31'	S 71°17'24" W
C-9	55.00'	23.97'	24°51'13.2"	23.78'	S 57°27'38" W
C-10	55.00'	5.57'	5°47'32.3"	5.56'	S 86°43'01" W
C-11	55.00'	87.96'	90°00'00.0"	79.20'	S 44°40'47" W
C-12	20.00'	31.42'	90°00'00.0"	28.28'	S 44°40'47" W
C-13	14.50'	22.78'	90°00'00.0"	20.51'	N 45°19'13" W
C-14	14.50'	22.78'	90°00'00.0"	20.51'	S 44°40'47" W
C-15	15.50'	33.63'	92°00'00.0"	27.50'	N 44°40'47" E

TENTATIVE PLAT

SEAVEY MEADOWS

WILLAMETTE NEIGHBORHOOD HOUSING SERVICES

SE 1/4 SECTION 24 & NE 1/4 SECTION 25,
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CORVALLIS, BENTON COUNTY, OREGON

FEBRUARY 21, 2008

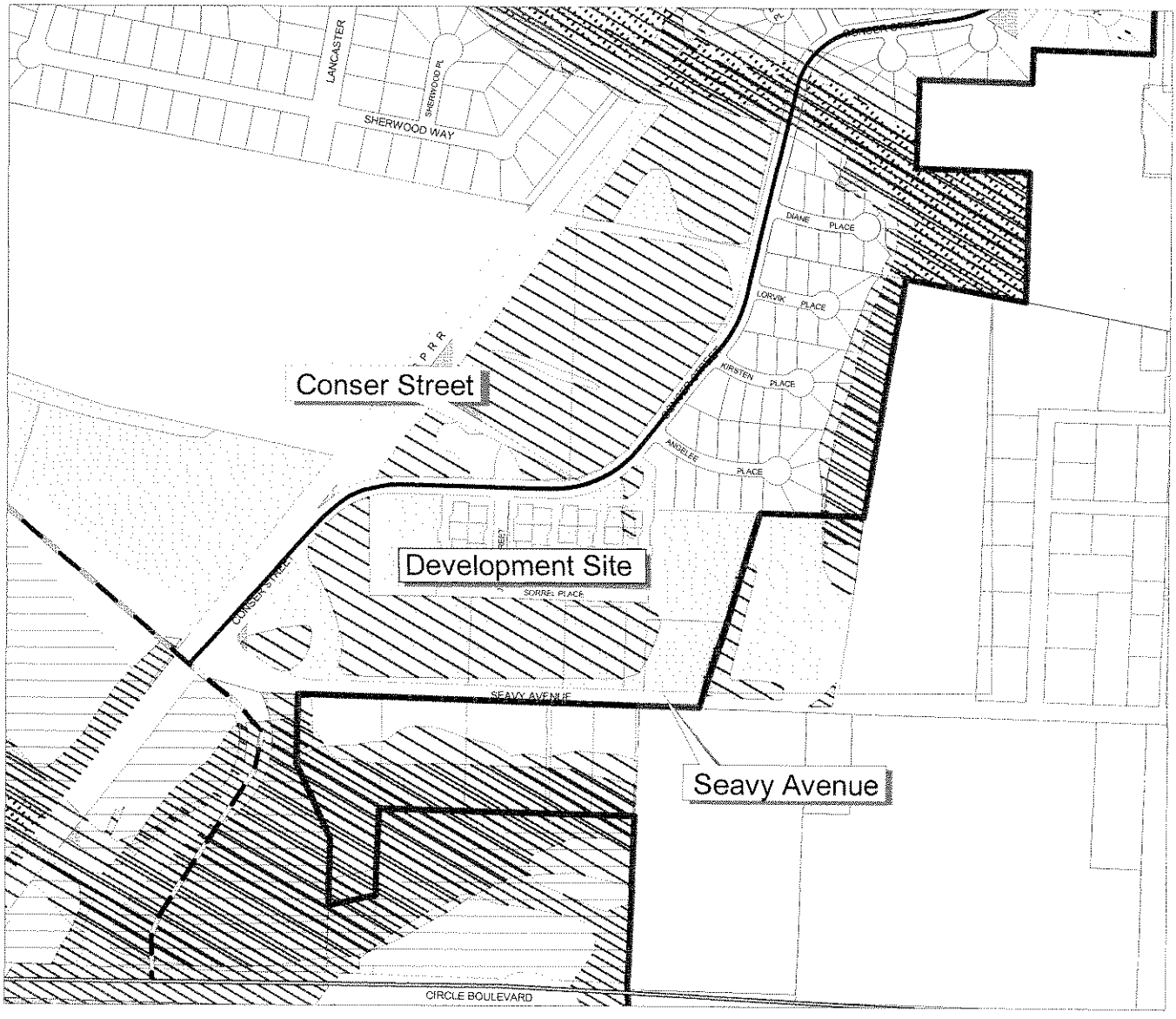
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
THEODORE MARTIN SANTOUN
1821
February 12-3-08

TENTATIVE SUBDIVISION PLAT

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

1

Seavy Meadows
Comprehensive Plan Map Designations



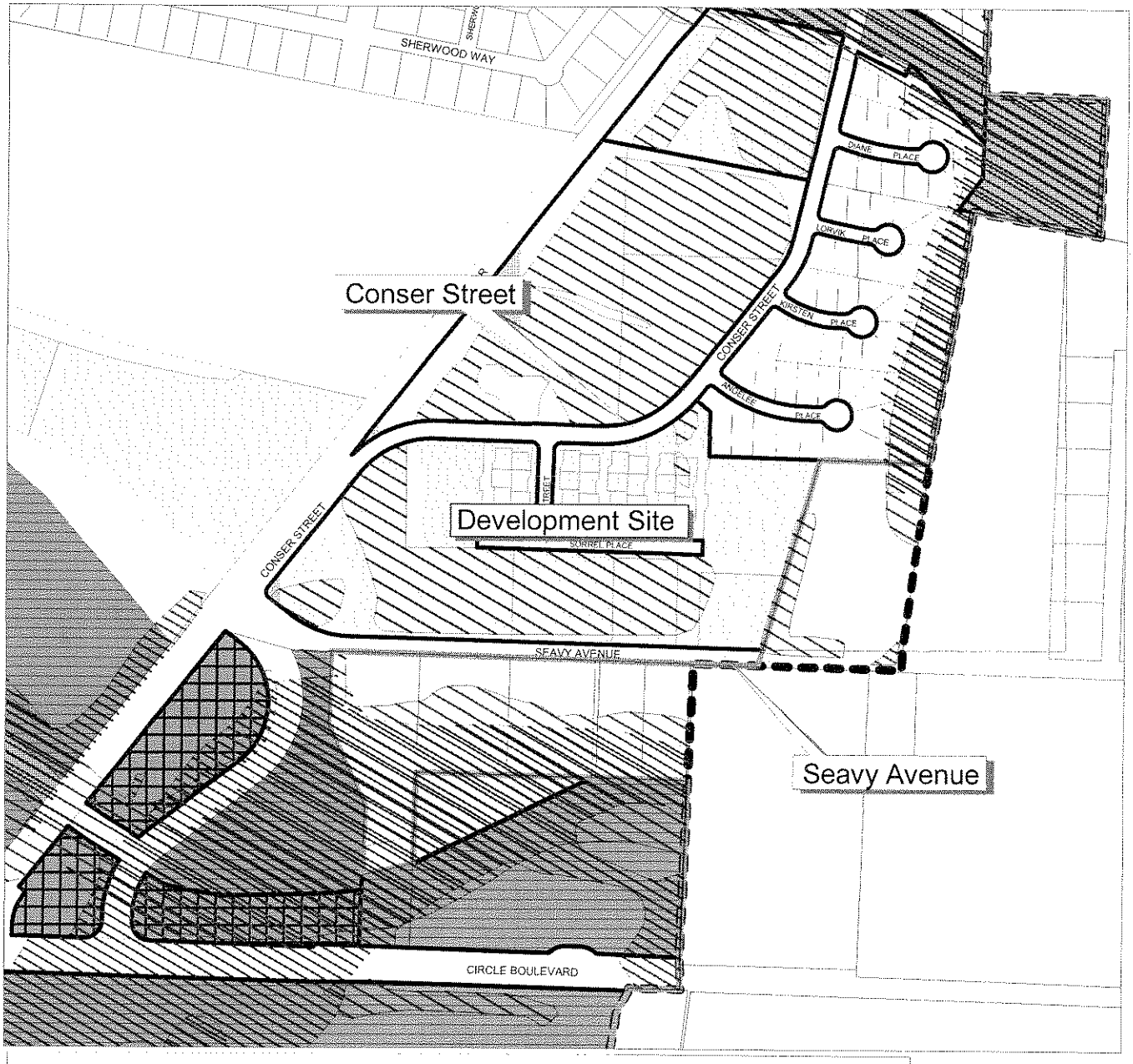
City Limits Line
Naturalhazardsoverlay.shp
Naturalresourceoverlay.shp
Urban Growth Boundary
Comp_plan_grayscale.shp
LD
MD
MHD
GI
C-OS

90 0 90180 Feet

N

Attachment B

Seavy Meadows Zoning District Map



City Limits Line
Naturalhazardsoverlay.shp
Naturalresourceoverlay.shp
Urban Growth Boundary
Zoning_grayscale.shp
RS-3.5
PD(RS-6)
RS-9
PD(RS-9)
RS-12
PD(RS-12)
PD(MUE)
GI
PD(GI)
AG-OS
PD(AG-OS)

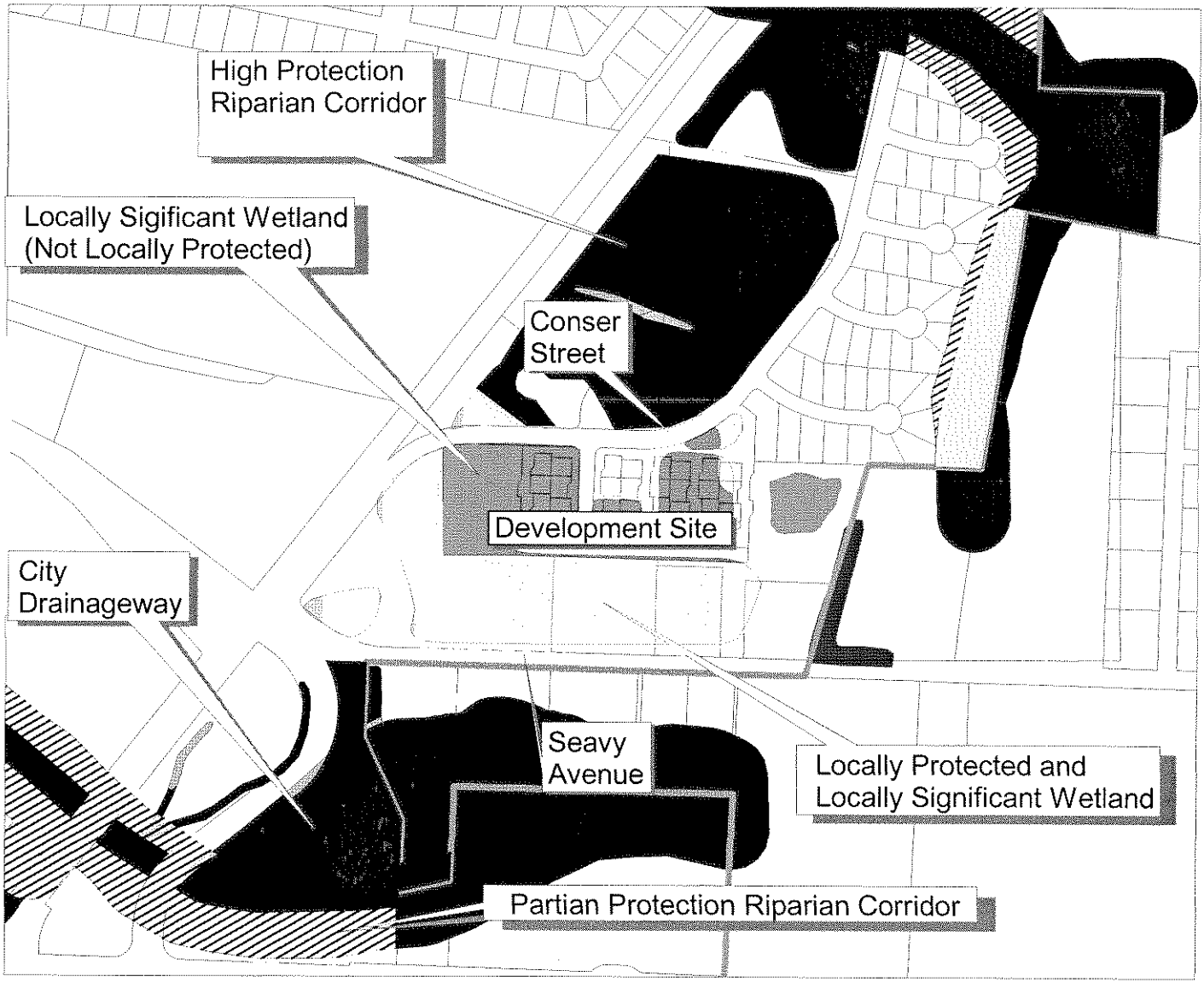
100 0 100 200 Feet

N

Attachment C

Attachment III-119

Seavy Meadows Natural Resources Map

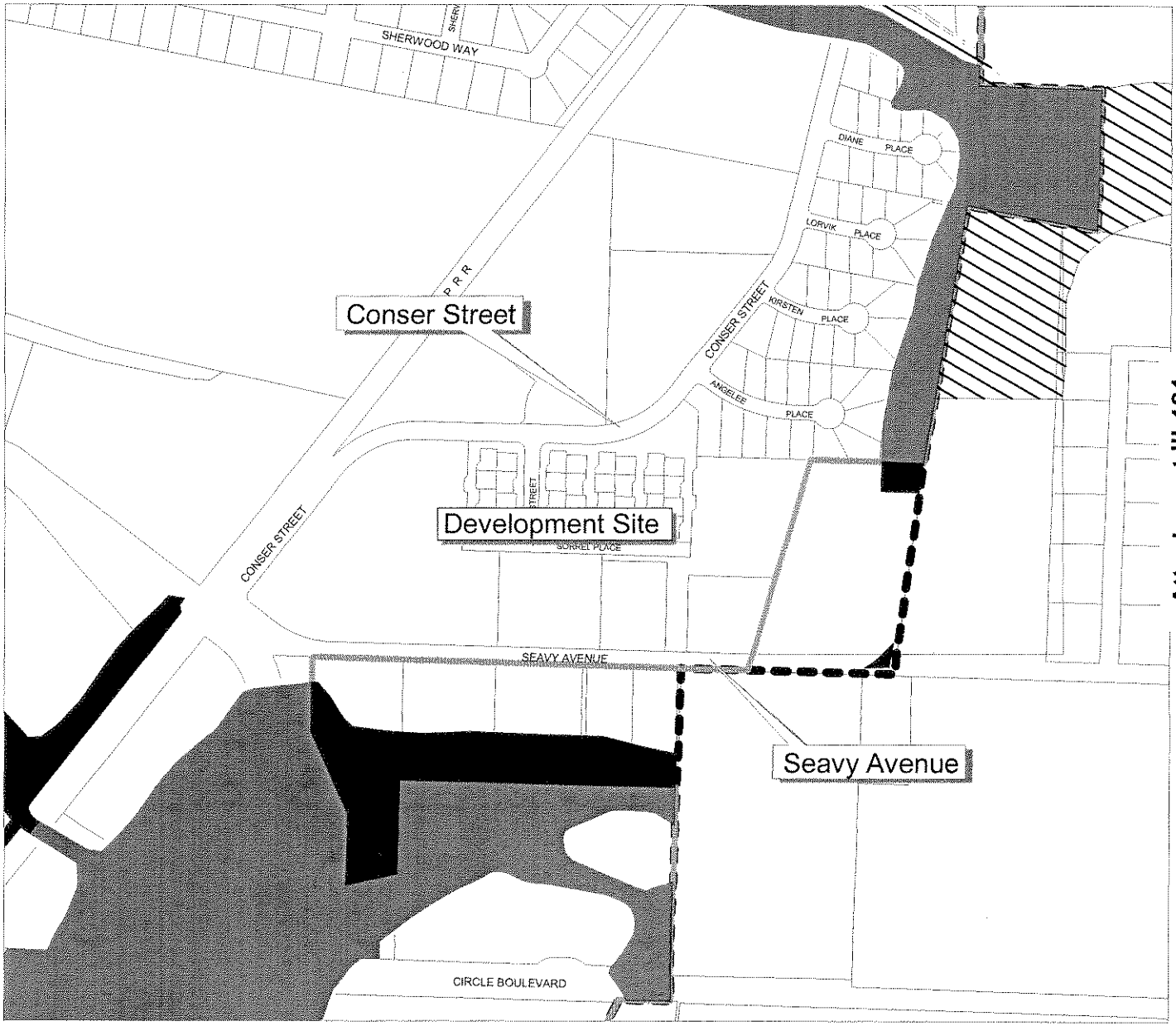


100 0 100200 Feet

N

Attachment D

Seavy Meadows Natural Hazards Map



City Limits Line

Corrected100yrfloodplainprotections.shp

HIGH

PARTIAL

Twotenthsfloodwayprotections.shp

Urban Growth Boundary

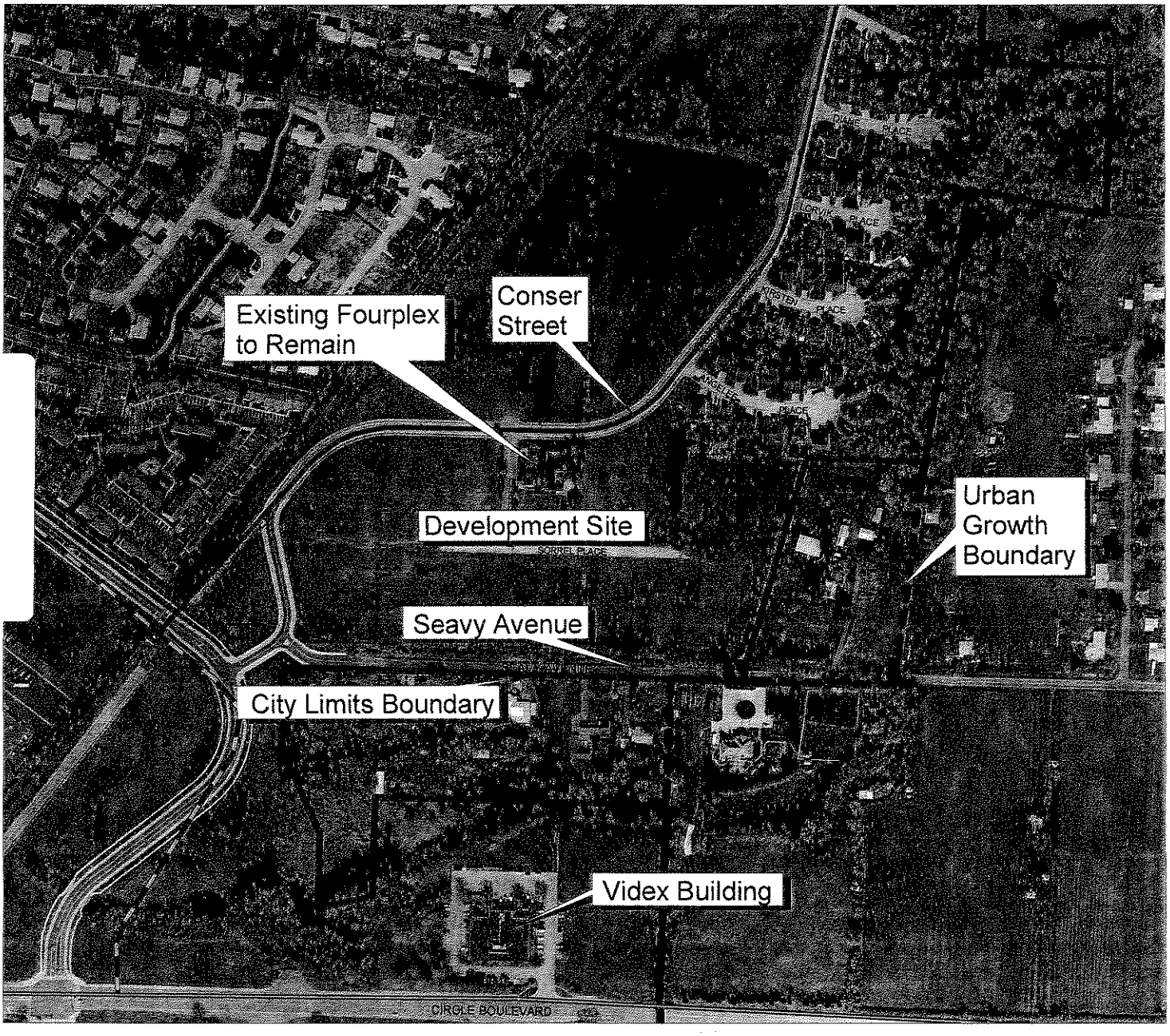
Willamette/Marys River/Millrace Floodplane

N

Attachment III-121

Attachment E

Seavy Meadows Existing Conditions



100 0 100200 Feet

N

Attachment III-122

Attachment F

C MMUNITY DEVELOPMEN. DEPARTMENT
P.O. Box 1083, Corvallis, OR 97339-1083

Planning (503) 757-6908
Housing and Redevelopment 757-6981
Building 757-6929

NOTICE OF DISPOSITION

ORDER 82-70

CASE PD-82-5, S-82-2 - Seavy Meadows

APPLICANT Gary Gorman
913 NW Grant Avenue
Corvallis, OR 97330

ASSESSOR MAP 11-5-24, Tax Lots 1000, 1104, 1105, 1107 & 1108

REQUEST The applicant is requesting approval of a detailed planned development for the entire parcel and a tentative plat approval for Phase I of this proposed housing development.

The Planning Commission conducted a review of the proposed request on October 6, 1982 and found that the request should be approved with conditions and adopts the findings of fact and conclusions contained in the staff report, dated 9-30-82, and the Planning Commission minutes date 10-6-82.

If you are an affected party and wish to appeal this decision, appeals must be filed within 10 days from the date of decision, in writing, with the City Recorder. The following information must be included:

a. Name and address of the appellant(s).
b. A reference to the subject development and case number, if any.
c. A statement of the specific grounds for appeal.
d. A statement as to how you are an affected party.
e. Filing fee of $62.00 (no fee required for an appeal of the Community Development Director's decision).

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

The City Recorder's Office is located in the Law Enforcement Building, Finance Department, 180 NW 5th Street.

George Heilig
Planning Commission Chairman

Attachment III-123

Attachment G-1

SPECIAL REQUIREMENTS & CONDITIONS

File Number PD-82-5/S-82-2

Subject/Location Seavy Meadows - North of Seavy, east of SPRR

Approval by Planning Commission Date 10-6-82

CONDITIONS OF APPROVAL

Conditions of the Detailed Development Plan

1. A detailed landscape plan indicating location, type and size of all plant materials that will be planted as part of Phase I development shall meet the approval of the Community Development Director prior to issuing building permits. This plan will conform to the guidelines of the detailed development plan and the discussion above. It will be reviewed in terms of its ability to soften, screen, or otherwise support this development pattern. Fencing, trash and utility screening, appropriate elevations, ground patterns, irrigation, and other relevant details shall be included in this plan.

2. Seavy Avenue shall be realigned at its intersection with Conser Street and improved to Circle Boulevard in conjunction with Phase I development. A full street improvement including curbs, drainage, paving, sidewalk (on one side only), and removal of the abandoned portion of Seavy Avenue will be required. The improvement of that portion of Seavy Avenue to the east of the realignment is required in conjunction with Phase III or platting of adjacent land and prior to the platting of the areas shown as Phase IV and/or Phase V. All improvements shall be designed and constructed to meet the approval of the City Engineer.

   Conser Street, from Seavy Avenue to the northeast line of Phase I, and the public streets within Phase I shall be constructed with Phase I. The improvements shall include curbing, streets, drainage, and walks; these shall be designed and constructed to meet the approval of the City Engineer. Walks shall be constructed with the public street construction.

3. No building permits shall be issued for any unit accessing a private driveway until assurances, meeting the approval of the City Engineer, are made for the construction of the entire private driveway, and underground power, gas, telephone, and TV cable within the private driveway easements. The private driveways shall be designed and constructed, including curbing and drainage, to meet the approval of the City Engineer. Valley gutters shall be concrete.

4. Legal instruments delineating the maintenance responsibility for private driveways and access rights and maintenance responsibility for maneuvering areas (including outside of Phase I) opposite the Phase I garages shall be recorded prior to or simultaneously with the plat. The City shall be a party to these covenants and restrictions and said covenants and restrictions shall be approved by the City Attorney.

5. Maneuvering areas on the opposite side of the private driveways from any garage or parking area shall be constructed prior to or in conjunction with the opposite side garage.

6. Garages (and carports) that are shown on the applicant's common drive detail as adjacent to the 24-foot private access easement shall have clear vehicular openings (doors) of a minimum of 10 feet in width. An alternative would be to move those particular garages away from the private driveway an additional 4 feet and reduce the clear opening width to 9 feet.

7. Fences along private driveways shall be set back a minimum of 3 feet from the back of the curbs.

8. The small triangular parcel created by the realignment of Seavy Avenue shall be landscaped and included as a right-of-way dedication. The abandoned section of Seavy Avenue shall be removed with the street construction and that area shall be planted.

9. Guest parking proposed in the Phase I development represents an experiment with respect to the number of spaces provided. Future phases may be required to provide additional guest parking.

   Based upon staff's observations, future phases may be required to alter this development pattern in order to provide additional parking spaces.

10. A public drainageway dedication including all land within 20 feet of or east of the top of the bank near the east property line is required. The dedication area shall be surveyed and monumented. The dedicated property shall be free of all liens and encumbrances at the time of dedication. The drainageway dedication will be made concurrently with Phase V. A legal description and ease--ment will be provided with Phase I. Use restrictions on the easement will be specified in the subdivision covenants, codes and restrictions and will meet the City Engineer's approval.

11. The intrusion of portions of the PD plan into the drainageway dedication are not approved.

12. Irrigation meters are required in the common areas; the locations of these meters shall meet the approval of the Utilities Director.

13. The 2-acre park will be dedicated to the City prior to the approval of the final plat for Phase IV or Phase V. This dedication shall be given clear of liens and encumbrances. It shall meet the approval of the Parks Director, City Engineer, and the Community Development Director. The dedication shall be surveyed and monumented.

14. Attached units shall be built simultaneously.

15. Private street signing will be required with, or prior to, private street construction. Such signing shall meet the approval of the City Engineer.

16. "Fire Lane, No Parking" signs will be located along the private drive. This signage will meet the approval of the Fire Marshall.

Conditions of the Tentative Plat

17. The Phase I plat shall include the Conser Street right-of-way, the new Seavy Avenue right-of-way, all 7-foot utility and service easements adjacent to platted right-of-way of less than 60 feet in width.

18. The tax lots for the land not included in the tentative plat shall be consolidated prior to final plat for Phase I.

19. Storm drainage facilities and the sanitary sewer system shall be designed and constructed to meet the approval of the City Engineer.

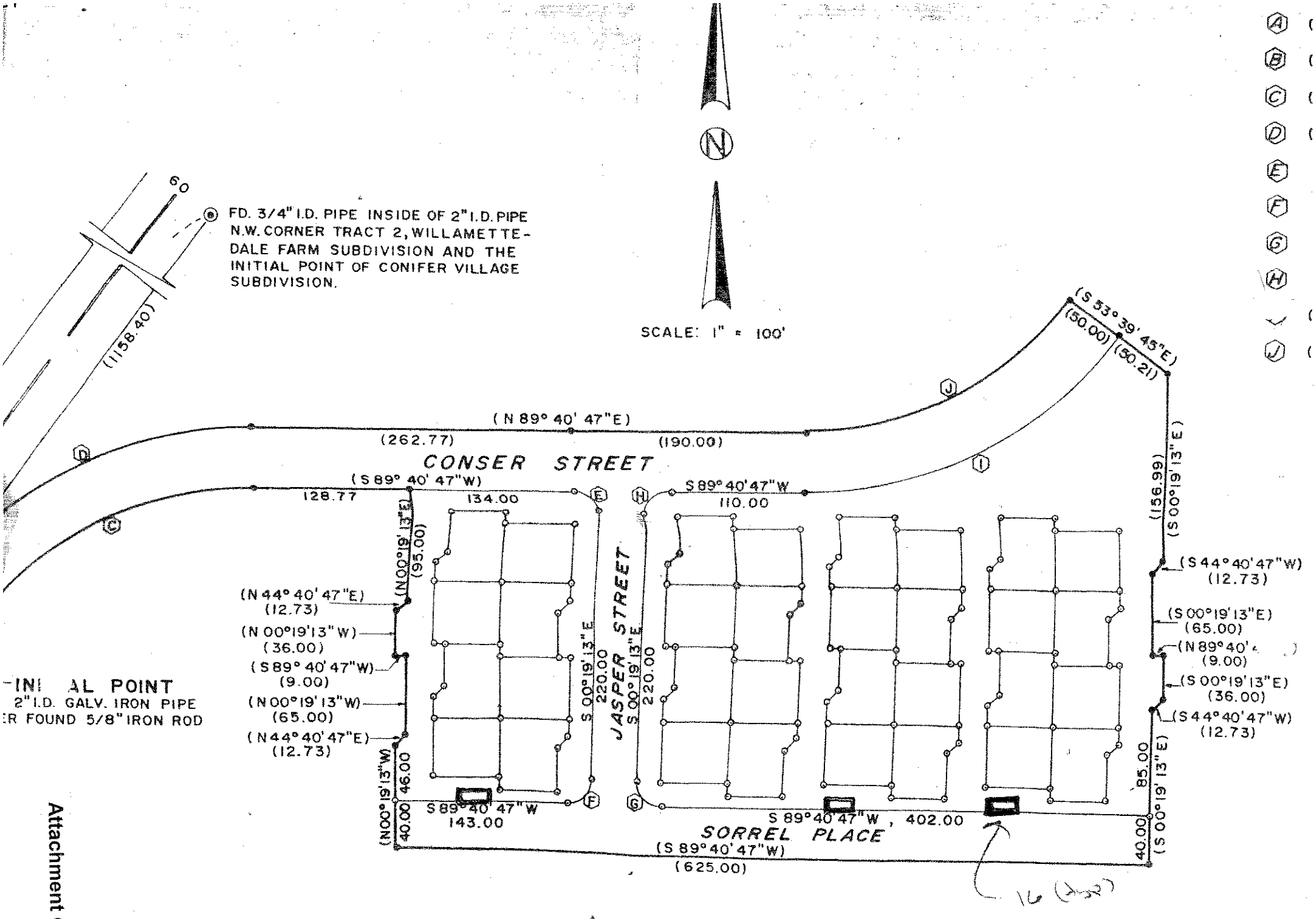
20. Utility and service easements shall be provided to meet the approval of the City Engineer. Except where adjacent to right-of-way, the minimum easement width shall be 15 feet.

21. Public waterline extension are required to serve this subdivision. The waterlines shall be designed and constructed to meet the approval of the Utilities Director. The provision of water service is subject to existing City policies, ordinances and standards.

22. Fire hydrants and fire flows shall be provided for all phases to meet the approval of the Fire Chief.

23. Mailbox locations shall be approved by the Postmaster and City Engineer. Prior to final platting, assurances for mailbox installation will be required.

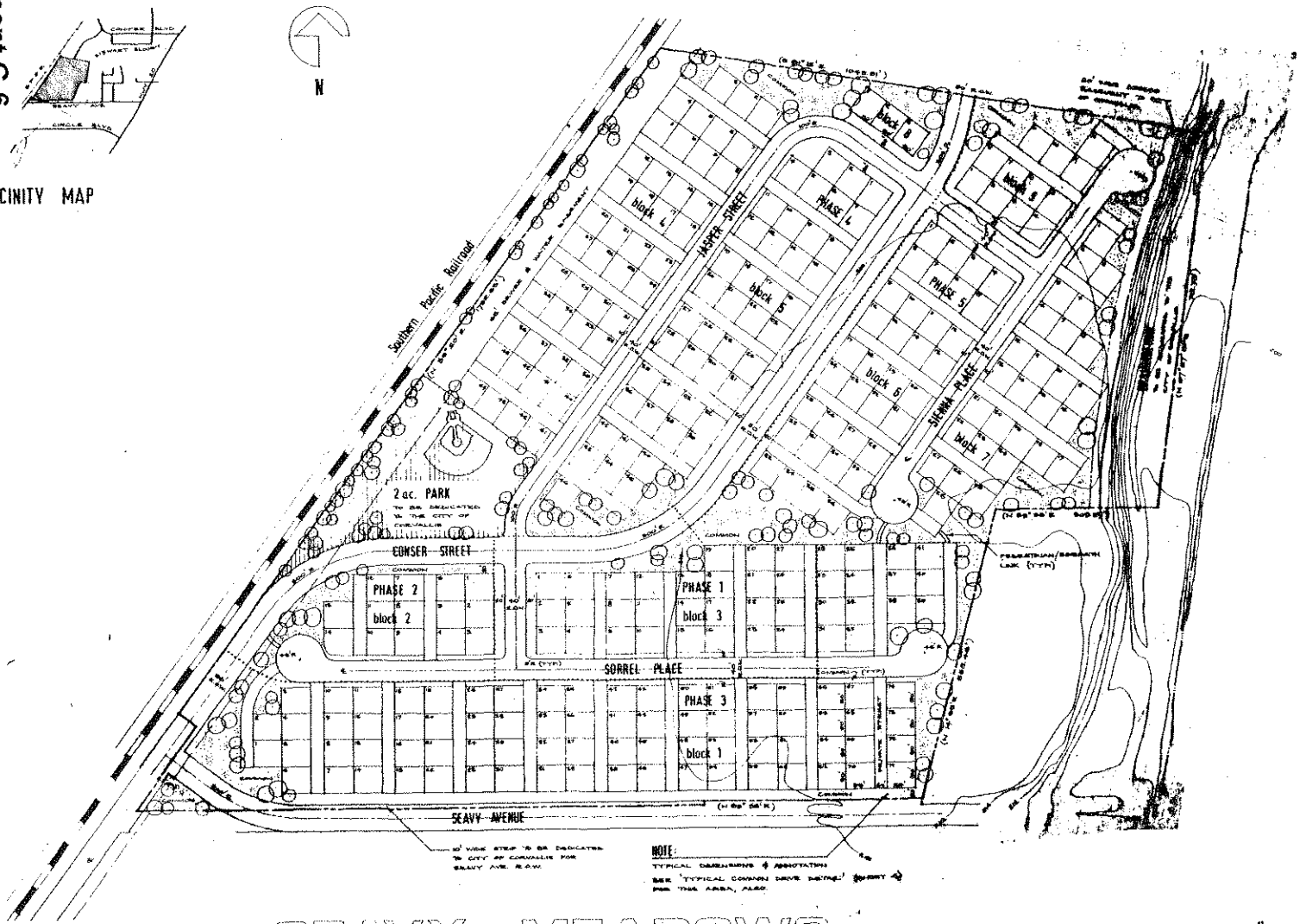
24. An easement for bicycle and pedestrian movement shall be shown on the detailed development plan adjacent to the SPRR railroad tracks. This easement shall be indicated on the final plat.



Attachment G-5

Attachment G-6

VICINITY MAP



GENERAL NOTES:

OWNER / DEVELOPER

SEAVY MEADOWS INC.
C/O GARY WORMAN
315 NW SEAVY AVE.
CORVALLIS, OR 97330
PHONE 754-1144

CONSULTING ENGINEERS

BROWN & CALDWELL
2500 CARAMAY WAY
SUITE 16 OR
PHONE 686 0310

LAND USE

CURRENT USE VACANT
PROPOSED USE RESIDENTIAL PLANNED DEV. ELEMENT

TOPOGRAPHY

TOPOGRAPHY BASED ON CITY OF CORVALLIS CONTOUR INFORMATION

PHASING

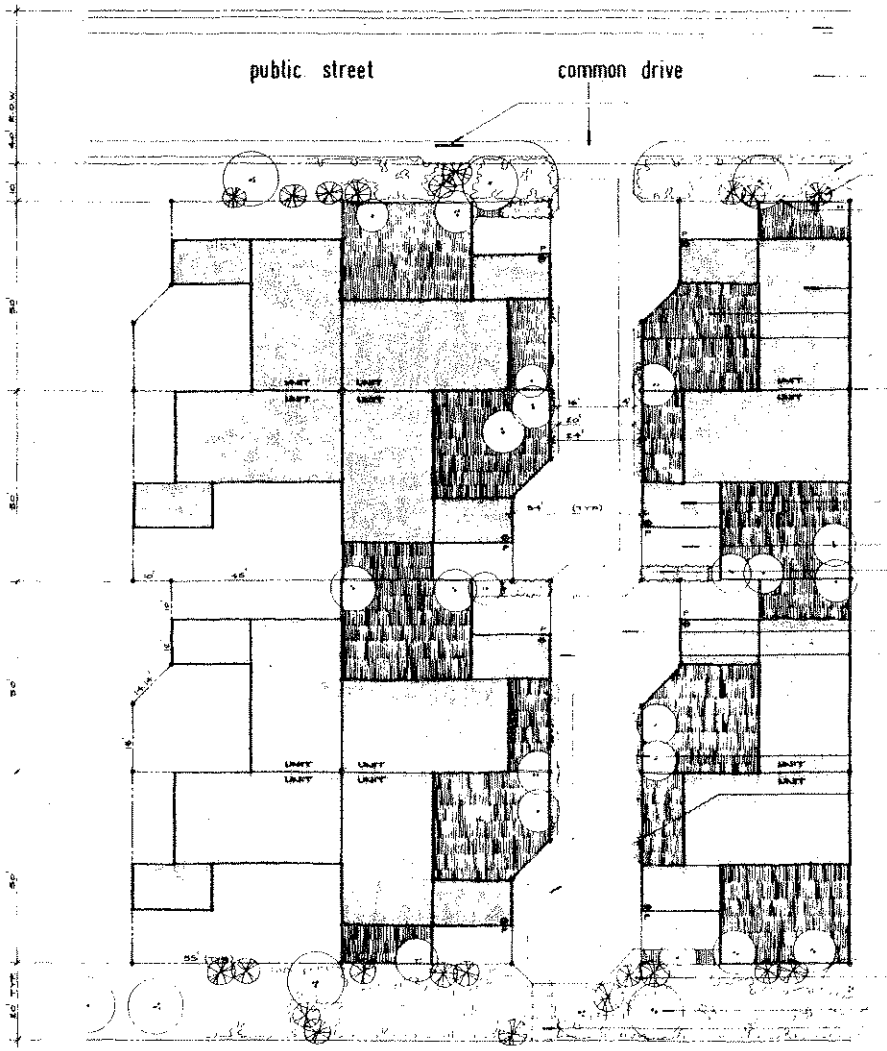
BOUNDARIES OF APPROXIMATE PHASES SHOWN THUS

SEAVY MEADOWS

DETAILED DEVELOPMENT PLAN Scale: 1" = 100'

BROWN AND CALDWELL CONSULTING ENGINEERS	DESIGNED F.W. CHECKED CHECKED	SUBMITTED DATE 9-1-82 APPROVED DATE 2-8-82 APPROVED DATE	FILE 1289 DATE	SEAVY MEADOWS INC.	SEAVY MEADOWS P.D.	DETAILED DEVELOPMENT PLAN	DRAWING NUMBER SHEET 1 OF 4 D

ATTACHMENT C



4' WIDE CONC CURBSIDE SIDEWALK (EACH SIDE OF STREET)

28' WIDE PUBLIC STREET (GUEST PARKING @ ONE SIDE)

MAILBOX CLUSTER (ONE STRUCTURE PER COMMON DRIVE)

TYPICAL LANDSCAPE PATTERN : STREET BUFFER STRIPS
GROUND COVER (18" HIGH MAX)
5'+8' SHRUBS (TYPICALLY AGAINST SCREEN FENCES & USED TO SCREEN PARKING SPACES
STREET TREES (HIGHLIGHT COMMON DRIVES ; SCREENING OPEN AREAS AT EDGE OF DRIVES ; SPACED ALONG STREET
NOTE: UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED FOR COMMON AREAS

TYPICAL DWELLING UNIT

PRIVATE OUTDOOR SPACE

6' HIGH SCREEN FENCES

TYPICAL PROPERTY CORNER

GARAGE (SINGLE)

OPEN PARKING (SINGLE)

TOTAL 2 PRIVATE PARKING SPACES PER DWELLING

GROUND COVER (18" HIGH MAX) AT FRONT OF PLANTED BUFFER STRIPS, BETWEEN PRIVATE PARKING BAYS.

BROOMED FINISH TO CONC COMMON DRIVE (16' WIDTH MINIMUM)

EXPOSED AGGREGATE CONC (OR SIMILAR) PEDESTRIAN ACCESS (ALSO USED BY VEHICLES) 4' WIDTH MINIMUM

TOTAL PAVED SURFACE OF 20' (MIN.) AS COMMON DRIVE

COMMON DRIVE LANDSCAPING:
CLIMBING SHRUBS, GROUND COVER, AT 2' WIDE PLANTING BED

TYPICAL MANEUVERING SPACE OPPOSITE GARAGE/OPEN PARKING

SEAVY MEADOWS

TYPICAL COMMON DRIVE DETAIL

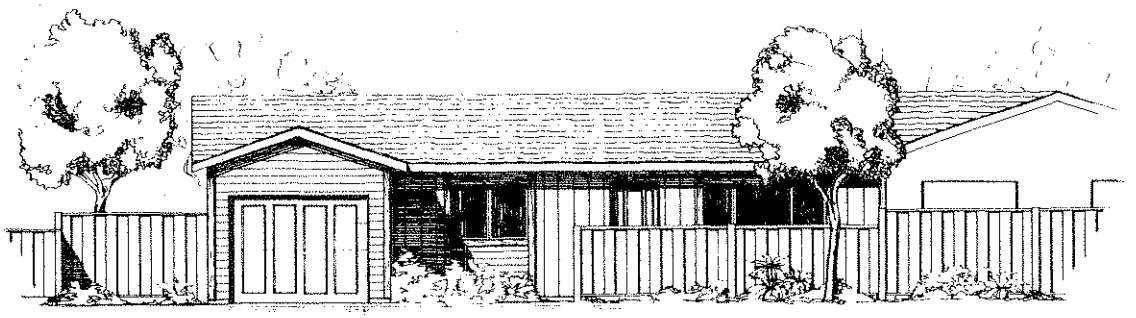
1" = 16'

SHRUBS (5'+8') AND STREET TREES MASSED AT EDGE OF COMMON DRIVE FOR SCREENING.

PEDESTRIAN LINK TO PUBLIC STREET WHERE APPROPRIATE (SIDEPATH STANDARD)

BROWN AND CALDWELL CONSULTING ENGINEERS	DESIGNED / CHECKED / CHECKED	SUBMITTED / APPROVED / APPROVED (For Brown and Caldwell)	DATE / DATE / DATE	FILE / DATE	SEAVY MEADOWS INC.	SEAVY MEADOWS P.D.	TYPICAL COMMON DRIVE DETAIL	DRAWING NUMBER / SHEET 4 of 4 / D

Attachment G-7



Elevation by
Acorn Design

SEAVY MEADOWS

NOTICE OF DISPOSITION

ORDER 91-12

CASE DC-91-1, PD-91-1, S-91-1, Conifer Village IV, V, VI

APPLICANT SK Enterprises
P.O. Box 734
Corvallis, OR 97330

LOCATION Along Conser Drive south of Conifer Boulevard (Assessor's Map Number 11-524DA, Tax Lots 500,700, 900, and 1100 plus Assessor's Map Number 11-5-24, Tax Lots 201, 1114, and 1502).

REQUEST District Map changes from PD(RS-9) and PD(RS-12) to PD(RD-6) and approval of a Detailed Development Plan and tentative Plat for Conifer Village IV and V. The subdivision would establish 63 single-family lots with an average lot area of 7,500 square feet.

The Corvallis Planning Commission conducted a review of the proposed request on March 6, 1991 and found that the request should be approved with conditions and adopts the findings of fact and conclusions contained in the staff report dated February 22, 1991.

If you are an affected party and wish to appeal this decision, appeals must be filed within 10 days from the date of decision, in writing, with the City Recorder. The following information must be included:

a. Name and address of the appellant(s).
b. A reference to the subject development and case number, if any.
c. A statement of the specific grounds for appeal.
d. A statement as to how you are an affected party.
e. Filing fee of $102.00 (no fee required for an appeal of the Planning Director's decision).

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

The City Recorder is located in the City Manager's office in City Hall, 501 SW Madison Avenue.

Terry Barker, Chairperson
Corvallis Planning Commission

Attachment III-131

Attachment H-1

SPECIAL REQUIREMENTS AND CONDITIONS

File Number: DC-91-1, PD-91-1, S-91-1

Subject/Location: Conifer Village IV, V and VI - Along Conser Drive south of Conifer Boulevard, Assessor's Map Number 11-5-24DA, Tax Lots 500, 700, 900 and 1100 plus Assessor's Map Number 11-5-24, Tax Lots 201, 1114, and 1502.

Approval by: Corvallis Planning Division **Date:** March 6, 1991

- -

CONDITIONS OF APPROVAL

1. Prior to issuing building permits, the applicant shall submit for approval a site/landscape plan that addresses the following:

   A. Concurrent with public improvements, the developer shall establish, along the South property line of the subject property, a 5 foot high fence and appropriate trees. These trees shall be able to screen rear yards from apartment views but not obstruct the dwelling's solar access.

   B. Concurrent with building permits, the developer shall continue along Conser Drive, the establishment of street trees and exterior side yard fencing that is consistent with the site and landscape plans specified in Conifer Village I, II, and III. Fences shall be set back 10' from the property side of the sidewalk.

   C. All required street trees shall be specified by their Standardized Plant Name and those on the north side of the cul-de-sacs shall be "solar access friendly" trees.

2. Concurrent with development of the site, a drainageway dedication must be provided to the City for the natural drainageway illustrated along the eastern property line.

3. Prior to final plat of Conifer Village V, documentation from the Division of STate Lands and the Corps of Engineers indicating that this project is not subject to their jurisdiction shall be provided to the City. If permits from these agencies are needed, copies of those permits shall be provided prior to final plat.

4. Easements must be provided for all portions of the sanitary sewer and storm drain systems which are located outside the public right-of-way.

5. The full length of the common driveway shall be curbed and drained, and constructed concurrent with the public improvements. The final plat shall indicate ownership, access rights, and maintenance responsibilities for the common driveway. In addition, the CC & R's shall specify a method to resolve property owner disputes related to the maintenance and management of this shared driveway.

6. Prior to development of Conifer Village V, there shall be an improved pedestrian walk connecting the existing concrete path (located on the north side of Stewart Slough west of Conser Drive) to the grass maintained area of Village Green Park. If requiring rail road easements would delay development, then staff may approve all or part of the final plat and issue permits given the applicant provides appropriate assurances to fund trail construction.

7. Prior to issuance of any construction permits, the applicant shall submit engineered plans for public streets and walks, water, sanitary sewer, and storm drain for the approval of the City Engineer.

8. Prior to issuing building permits in Conifer Village IV, the applicant shall demonstrate that dwellings will meet Land Development Code energy performance criteria or an equivalent energy performance such as that achieved by the "Super Good Cents" program.

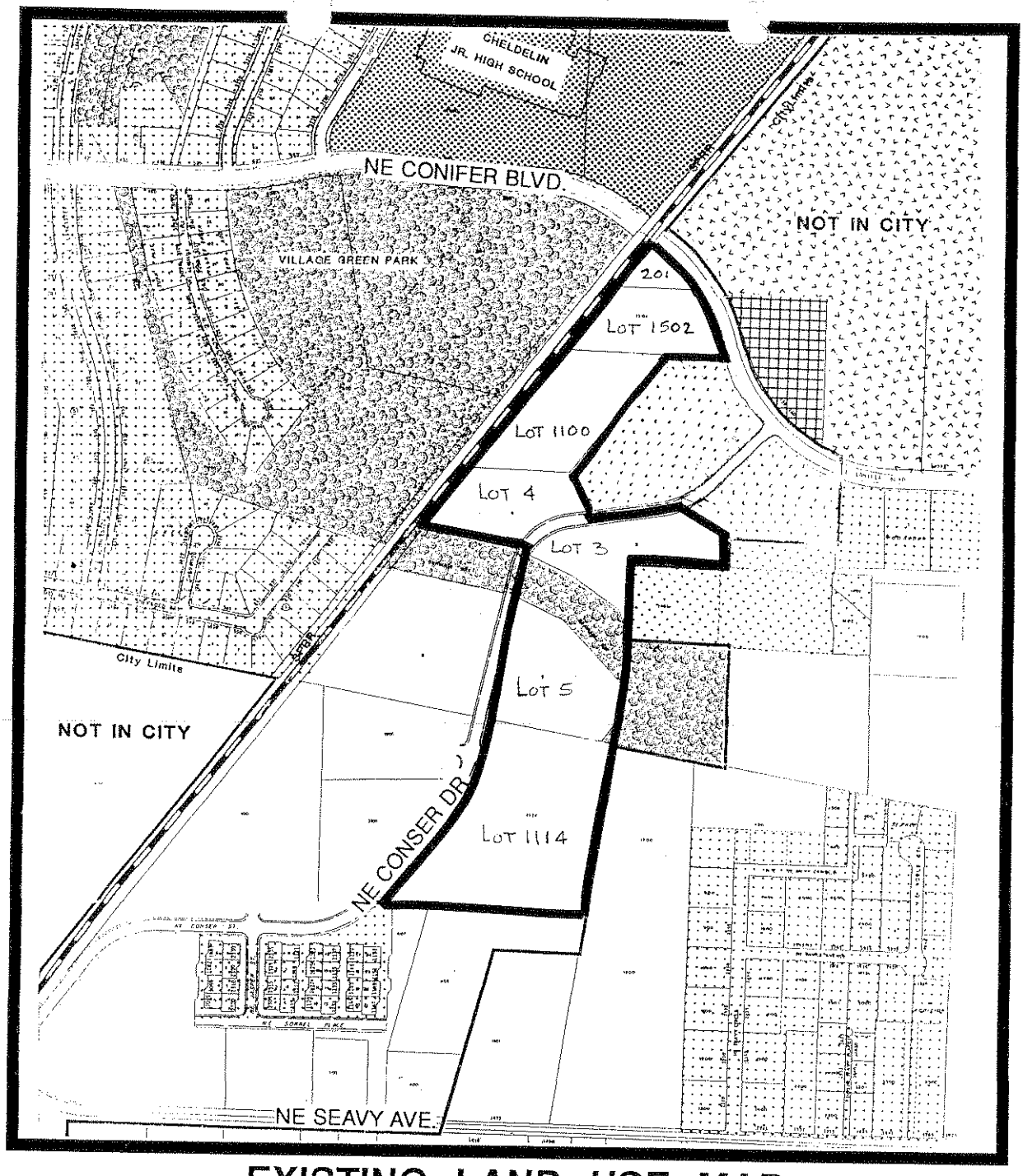
9. Prior to final plat in Conifer Village V, Solar Envelopes will need to be constructed for each lot that is solar access protected and this information shall be appropriately recorded with the plat.

10. It shall be specified that trees are not subject to the height standard of the Solar Envelopes and that full solar access protection can only be assured by successfully obtaining a Solar Access Permit from the City.

11. Prior to issuing building permits in Conifer Village V, the applicant shall provide the City with dwelling designs that include functional passive solar systems and these designs will be boldly marked as solar options and made available to potential buyers as an option the developer is willing to build.

12. At the time of building permit review in Conifer Village V, if a home protected by a solar envelope does not have its long side facing south, then the home will be built to the conservation provisions of Condition 8.

RD-90-5, S-90-4



EXISTING LAND USE MAP

- SUBJECT PROPERTY
- SINGLE FAMILY
- CHURCH
- SCHOOL
- PUBLIC OPEN SPACE
- AGRICULTURE
- VACANT

N

ASSESSOR'S MAP:

11-5-24DA

Attachment III-134

Attachment H-4

Attachment B

DISTRICT CHANGE & TENTATIVE PLAT FOR:

CONIFER VILLAGE IV

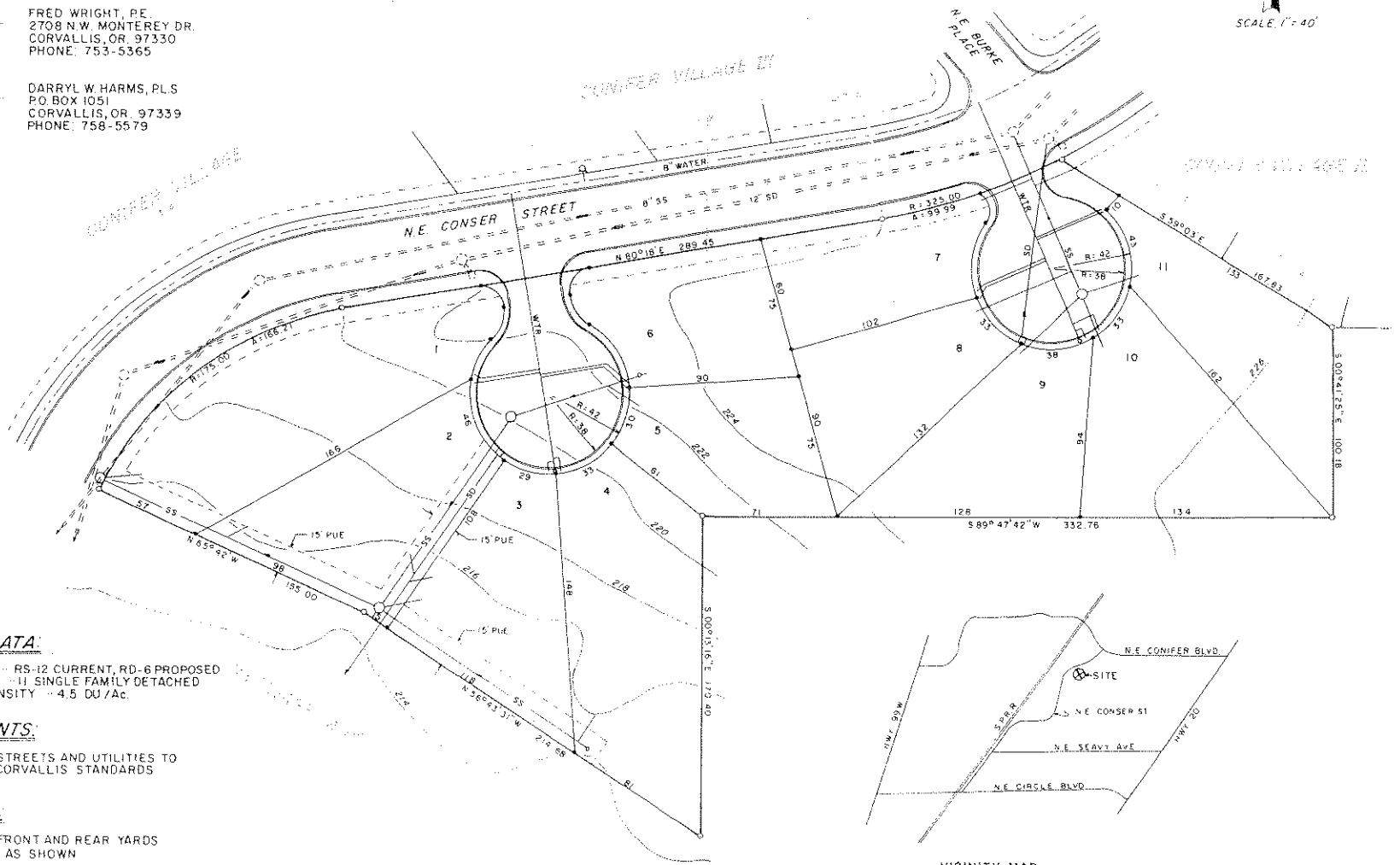
REPLAT OF LOT 3, CONIFER VILLAGE

OWNER: CITY OF CORVALLIS

DEVELOPER: S K ENTERPRISES
P.O. BOX 734
CORVALLIS, OR. 97339
PHONE: 753-6019

ENGINEER: FRED WRIGHT, P.E.
2708 N.W. MONTEREY DR.
CORVALLIS, OR. 97330
PHONE: 753-5365

SURVEYOR: DARRYL W. HARMS, P.L.S.
P.O. BOX 1051
CORVALLIS, OR. 97339
PHONE: 758-5579



LAND USE DATA:

2.45 Ac - RS-12 CURRENT, RD-6 PROPOSED
No LOTS - 11 SINGLE FAMILY DETACHED
AVG. DENSITY - 4.5 DU/Ac.

IMPROVEMENTS:

PUBLIC STREETS AND UTILITIES TO CITY OF CORVALLIS STANDARDS

EASEMENTS:

7' P.U.E. FRONT AND REAR YARDS
OTHERS AS SHOWN

Attachment H-5

DISTRICT CHANGE AND TENTATIVE PLAT for:

CONIFER VILLAGE V

TAX LOT 1114, ASSESSOR'S MAP 11-5-24 AND
REPLAT OF LOT 5, CONIFER VILLAGE

OWNER: CITY OF CORVALLIS

DEVELOPER: S.K. ENTERPRISES
P.O. BOX 734
CORVALLIS, OR. 97339
PHONE: 753-6019

ENGINEER: FRED WRIGHT, P.E.
2708 N.W. MONTEREY DRIVE
CORVALLIS, OR. 97330
PHONE: 753-5365

SURVEYOR: DARRYL W. HARMS, P.L.S.
P.O. BOX 1051
CORVALLIS, OR. 97339
PHONE: 758-5579

LAND USE DATA:

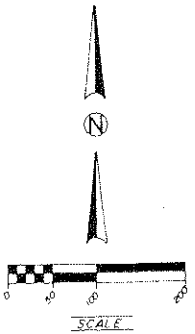
LOT 5, CONIFER VILLAGE	2.99 Ac.	Current RS-12, Proposed RD-6
TL 1114, MAP 11-5-24	9.23 Ac	Current RS-12, Proposed RD-6
TOTAL	12.22 Ac	
DRAINAGE WAY DEDICATION	1.83 Ac.	
NET USABLE AREA	10.39 Ac	
LOTS	52	
AVERAGE DENSITY	5.00 UNITS/Ac	
GROSS LOT AREA	8.9 Ac.	
AVERAGE LOT AREA	7450 Sq. Ft.	

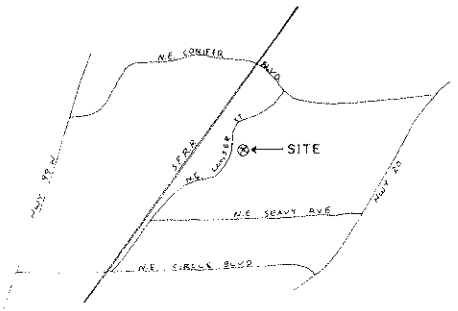
IMPROVEMENTS:

28' CITY STREETS WITH 38' RADIUS CUL-DE-SACS
CITY SEWER, WATER AND STORM DRAIN
PUBLIC UTILITIES

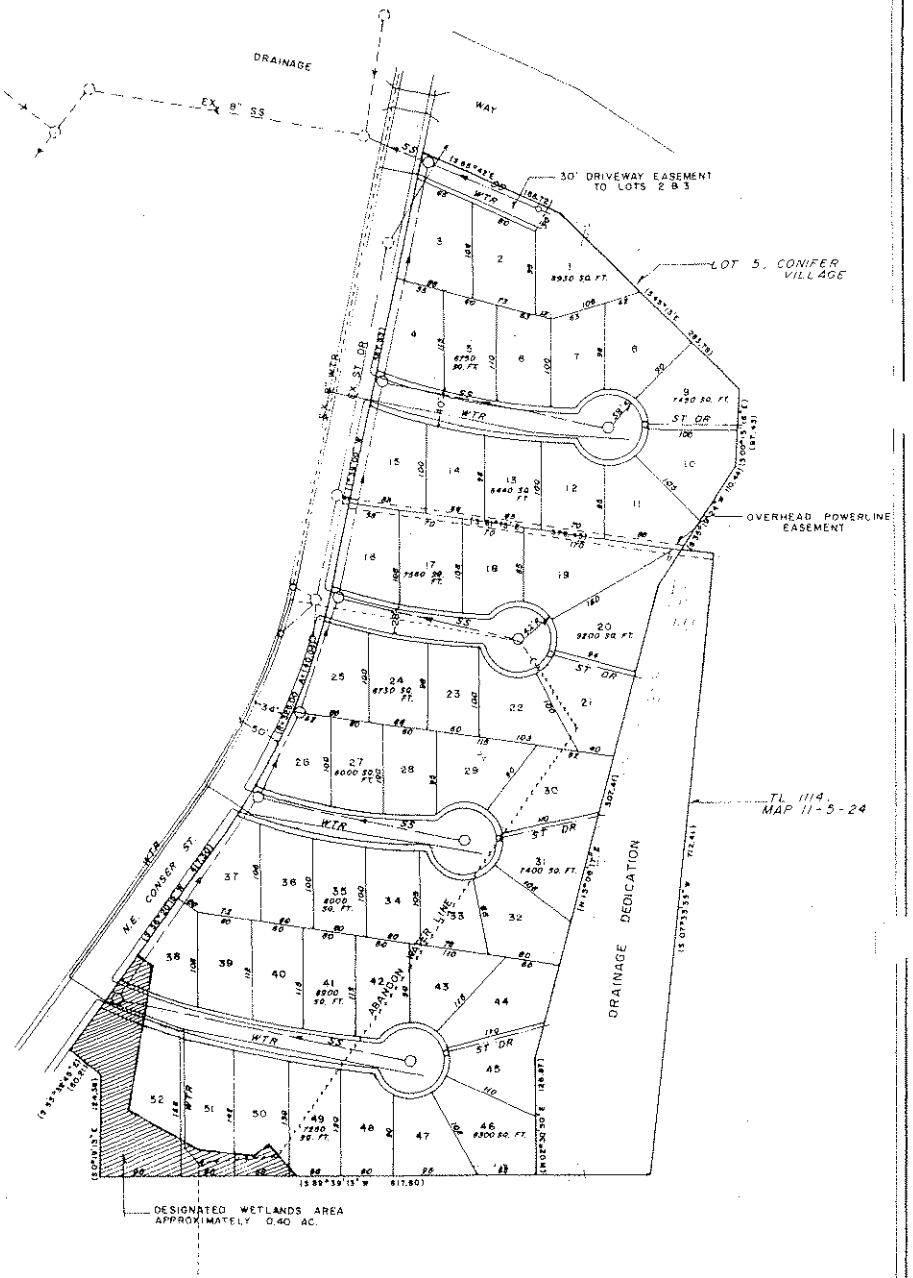
EASEMENTS:

7' P.U.E. FRONT AND REAR YARDS
AS REQUIRED FOR CITY UTILITIES





VICINITY MAP
NO SCALE



DISTRICT CHANGE FOR:

CONIFER VILLAGE VI

OWNER: CITY OF CORVALLIS

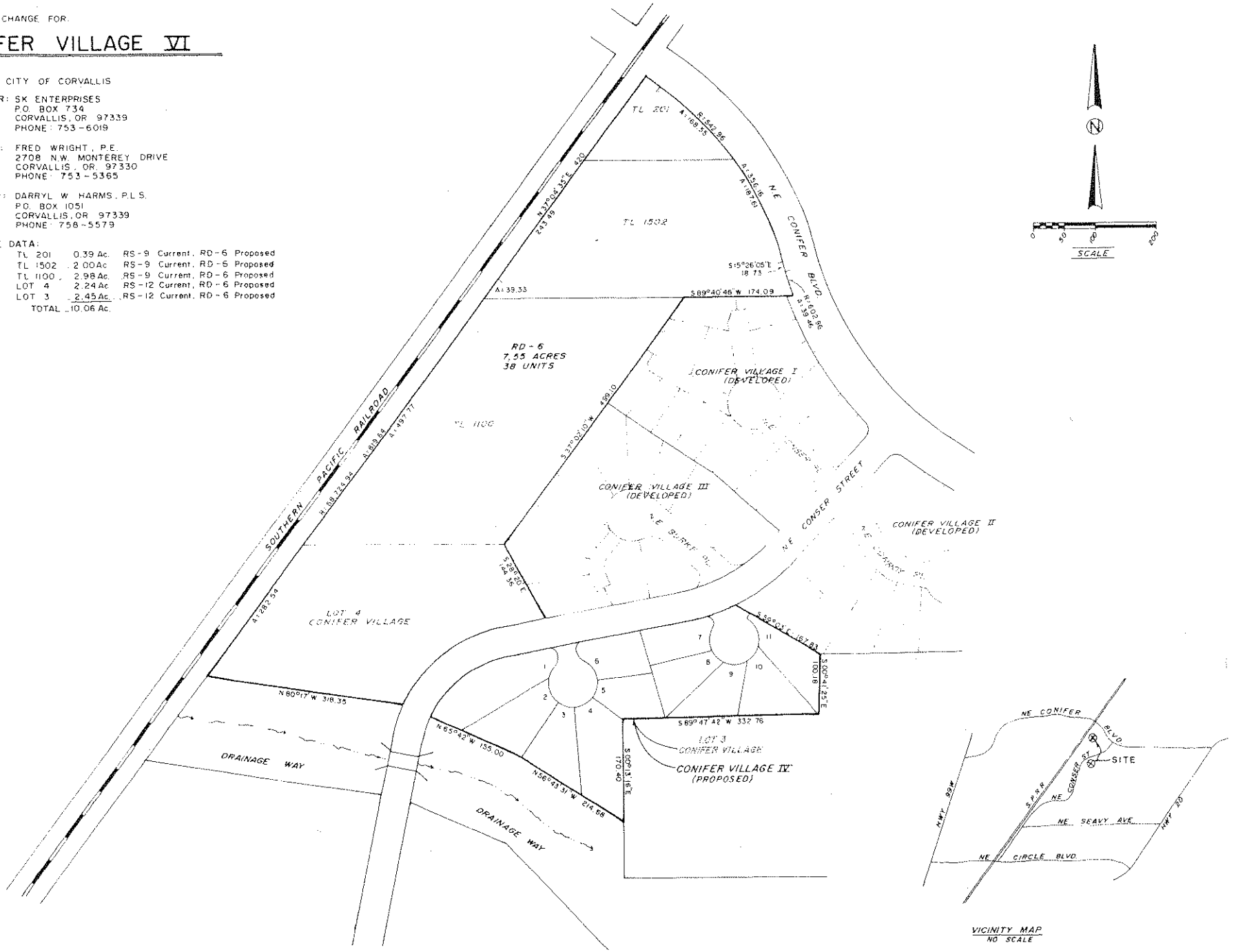
DEVELOPER: SK ENTERPRISES
P.O. BOX 734
CORVALLIS, OR 97339
PHONE: 753-6019

ENGINEER: FRED WRIGHT, P.E.
2708 N.W. MONTEREY DRIVE
CORVALLIS, OR. 97330
PHONE: 753-5365

SURVEYOR: DARRYL W. HARMS, P.L.S.
P.O. BOX 1051
CORVALLIS, OR 97339
PHONE: 758-5579

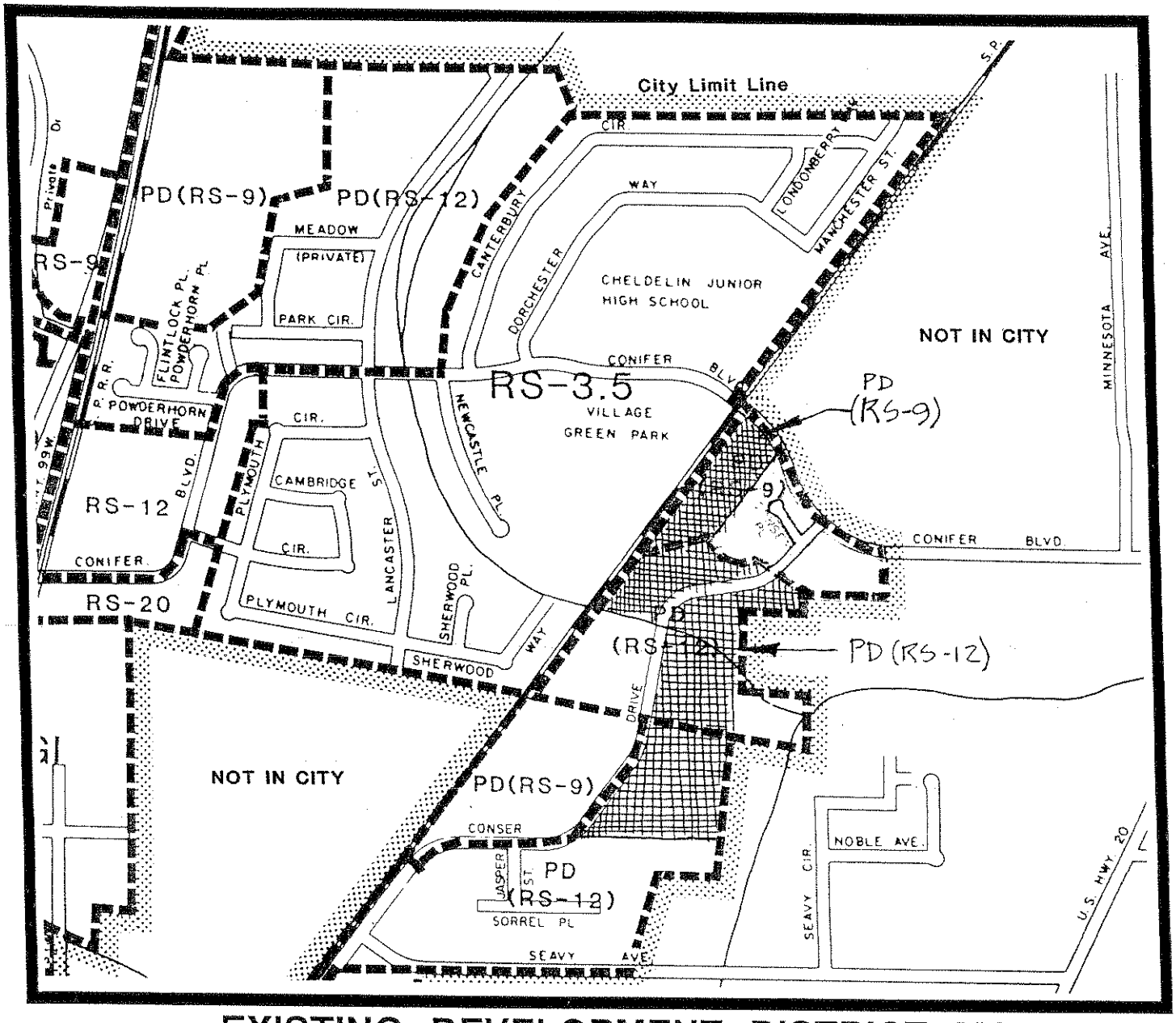
LAND USE DATA:

TL 201	0.39 Ac.	RS-9 Current, RD-6 Proposed	
TL 1502	2.00 Ac	RS-9 Current, RD-6 Proposed	
TL 1100	2.98 Ac.	RS-9 Current, RD-6 Proposed	
LOT 4	2.24 Ac	RS-12 Current, RD-6 Proposed	
LOT 3	2.45 Ac.	RS-12 Current, RD-6 Proposed	
TOTAL	10.06 Ac.		



Attachment H-7

PD-90-5, S-90-4



EXISTING DEVELOPMENT DISTRICT MAP

SUBJECT PROPERTY

0 800

N

Attachment III-138

Attachment H-8

Attachment A

Addendum to Seavey Meadows Wetland Delineation

Re: Seavey Meadows Wetland Delineation Project
Permit #: 21862-FP

RECEIVED

JAN 28 2008

Community Development
Planning Division

Prepared for:
Willamette Neighborhood Housing Services
And The City of Corvallis

Prepared by:
Turnstone Environmental Consultants
P.O. Box 816
Philomath, OR, 97370

TURNSTONE
ENVIRONMENTAL CONSULTANTS

November 2007

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ENVIRONMENTAL CONSULTANTS

TURNSTONE ENVIRONMENTAL CONSULTANTS INC.
Specializing in natural resource inventories, environmental assessments and analysis
www.turnstoneenvironmental.com
P.O. Box 816, Philomath, OR 97370 541.929.7542

Oregon Division of State Lands
Attn: Wetlands Program Manager
775 Summer Street NE
Salem, OR 97310-1337

January 7, 2008

Subject: Re-issuance of Jurisdiction Determination, Seavey Meadows, Corvallis, Benton County, Oregon.
Permit # 21862-FP

Turnstone Environmental Consultants (TECI) conducted an update of a wetland delineation at the above referenced property in March of 2007. The attached documents and figures serve to satisfy the standards of the Department of State Lands (DSL) for the re-issuance of the Jurisdictional Determination received for the 1998 wetland delineation.

The report describes the field indicators present on the site observed at the site and states our findings, which describe minor changes to the wetland boundary in the eastern part of the impact area. Figures are attached depicting the changes to the wetland boundary from the previous delineation work, which occur out of the planned impact area. We found the remainder of the wetland delineation we inspected to be accurate.

Please let me know if you have any questions or if you would like to discuss our findings further.

Best regards,

Katie Arhangelsky
Botanist – Wetland Ecologist
Turnstone Environmental Consultants, Inc.
katie@turnstoneenvironmental.com
(503) 830-1823

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

This form constitutes a request for a jurisdictional determination by the Department of State Lands. It must be fully completed and signed, and attached to the front of reports submitted to the Department for review and approval.

Wetlands Program Manager/Oregon Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279

☒ Applicant ☐ Owner Name, Firm and Address: **City of Corvallis -- Willamette Neighborhood Housing Services** **P.O. Box 1083** **Corvallis, OR 97339**	Business phone # Home phone # (optional) FAX # E-mail:
☐ Authorized Legal Agent, Name and Address:	Business phone # FAX # E-mail:

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.

Typed/Printed Name: _____ Signature: _____

Date: Special instructions regarding site access:

Project and Site Information (for latitude & longitude, use centroid of site or start & end points of linear project)

Project Name: **Seavey Meadows**	Latitude: **44 34' 50" N**	Longitude: **123 15' 27" W**
Proposed Use: **Residential/open**	Tax Map # **11 05 24**	
Project Street Address (or other descriptive location): **Conser St and Jasper St**	Township **11S** Range **5W** Section **24 SW** QQ **1/4** Tax Lot (s)	
City: **Corvallis** County: **Benton**	Waterway: River Mile: NWI Quad(s):	

Attachment III-141

Wetland Delineation Information

Wetland Consultant Name, Firm and Address: **Jeff Reams/Katie Arhangelsky, Turnstone Environmental Consultants** **P.O. Box 816** **Philomath, OR 97370**	Phone # **(541) 929-7542** FAX # **(503) 621-9581** E-mail address: **jeff@turnstoneenvironmental.com**

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.

Consultant Signature: Kathryn Arh | Date: **September 12, 2007**

Primary Contact for report review and site access is ☒ Consultant ☐ Applicant/Owner ☐ Authorized Agent

Wetland/Waters Present? ☒ Yes ☐ No | Total Wetland Acreage:

Delineation Purpose:

☐ R-F permit application submitted with delineation	☐ Sale, purchase, lease etc.
☐ Mitigation bank site	☐ Partition, re-plat, lot line adjustment
☐ Industrial Land Certification Program site	☐ Habitat restoration project
☐ R-F application will be submitted within 90 days	☒ Other: **reissuance of expired JD**

Other Information:

	Y	N	
Has previous delineation/application been made on parcel?	☒	☐	If known, previous DSL # **21862-FP**
Does LWI, if any, show wetland on parcel?	☒	☐	LWI wetland code:

For Office Use Only

DSL Reviewer: _____ Report Tier: ☐ 1 ☐ 2 ☐ 3 DSL WD # _____

Date Delineation Received: ____/ ____/ ____ DSL Project # _____ DSL Site #

Scanned: ☐ Final Scan: ☐ DSL WN # _____ DSL App.

Attachment I-3

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3.0 Project History 3
3.1 Past Wetland Delineations/Jurisdictional Determinations 4
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1.0 Introduction

The Seavey Meadow site is a 30.14 acre site owned by the City of Corvallis of which the majority is wetlands. The site has been the subject of development plans in the past, and is currently proposed for development by the Willamette Neighborhood Housing Services (WNHS). A Jurisdictional Determination was issued for the site based upon a wetland delineation conducted in 1998 by Wetland Environmental Technologies, Inc. (WET), but development plans stalled. As Jurisdictional Determinations are valid for a period of not more than five years as per OAR 141-090-0045, WNHS seeks a re-issuance of the original Jurisdictional Determination to allow the project to move forward as planned. Wetland biologists from Turnstone Environmental Consultants conducted a review of existing information, several field visits and onsite inspections, and re-delineation of the segment proposed for development in March of 2007. This report documents our findings of the re-inspection.

2.0 Site Location

Seavey Meadows is located between NE Conser Street and Seavey Avenue within the City of Corvallis, Benton County, Oregon. Tax information is T 11S R 5W Sec 24 ¼, and Lat/Long is 44 34' 50" N & 123 15' 27" E. The site totals 30.14 acres with a localized project impact area of approximately 5 acres. This re-issuance request only considers the 5 acre impact site, which is centered on NE Jasper Street. The project site is located in an abandoned urban housing development, and footprints for the former project remain from the 1980's. The remainder of the acreage is currently utilized as a wetland preserve/open space. Surrounding land uses include commercial, residential, and transportation.

3.0 Project History

The Seavey Meadows site initially had a proposed development known as "Seavey Meadows II" in the early 1980's that was slated to contain over 350 units. A 3 acre portion of the plan was platted for 28 lots during this time, and the four existing units on site were a part of this development. This area of the site contains small, fragmented wetlands that are separated by upland berms and they follow the pattern created by partial construction of the existing housing projects. Development of the site by the City of Corvallis was initiated again in 1996, and it was decided to develop only a 5 acre portion of the site and preserve the remaining 25 acres as wet prairie. As part of this work, a full wetland delineation of the site was conducted and a removal-fill permit application was submitted. The delineation received concurrence and the removal-fill permit was granted.

Development of the site and initialization of the removal-fill permit received stalled, but the City of Corvallis is now prepared to move forward with the permit, mitigation, and construction plans outlined in 1998. The purpose of the project is to construct low to moderate income housing on approximately 5 acres of the 30 acre site, and to protect significant wetlands on the remaining acreage. The site plan has changed and updated

since the last removal-fill permit was first issued, but the current site plan calls for slightly less wetland impacts than the previous plan.

3.1 Past Wetland Delineations/Jurisdictional Determinations

Wetlands on the site were previously delineated in July 1991 by EDSI and more recently in October of 1998 by W.E.T., Inc. A compensatory mitigation plan was developed for the proposed development activity in 1999 and permits subsequently issued and renewed. The 1998 delineation investigated the entire Seavey Meadows property and found 20.05 acres on the site to be jurisdictional wetlands. For the sake of space and time during the 1998 delineation, plots were not placed in areas where the wetland/upland boundary was "obvious" (W.E.T., Inc 1998) or in areas where many minor fills within the wetlands did not convert the areas to uplands. The study found wetland boundaries to be distinct, and the functions and values of the wetlands on the site as poor to good. The delineation concluded that most of the site qualifies as a Jurisdictional wetland.

For the purposes of the current project, we considered closely the data taken in the current 5 acre area of impact. Throughout the 30 delineated acres, 25 plots were placed. In the area we investigated, 5 plots were placed (plots 16-20), 2 in uplands and 3 in wetland areas. At the time of the 1998 survey, no saturation was present in the soil and the line between uplands and wetlands appears to have been drawn heavily on the presence or absence of live oxidized root channels and on the vegetation, as all plots had very hydric soils with low chroma colors and mottling within 10".

4.0 Field Inspection

As per the request of the WNHS and the City of Corvallis TECI reviewed the 1998 delineation for Jurisdictional Determination re-issuance purposes, the area of investigation was limited to the eastern section of the area of impact along the two main housing footprint areas and extending north along the northeastern property corner to the road (see Figure 1: Area of Investigation). A site visit was conducted by Katie Arhangelsky and Jeff Reams on March 6, 2007 to determine wetland status along the new proposed property line, and again on March 21, 2007 to re-delineate the wetland boundaries. The wetland delineation and determination were conducted using ACOE routine methodology from the ACOE Wetland Delineation Manual (1987).

During our initial determination on March 6th it appeared that some areas within the area of impact originally mapped as uplands contained saturation within 12" of the soil. Our field visit in mid March comes right at an early part of the growing season, and different observations of saturation were observed. We had saturation throughout the area with the exception of the fill containing areas adjacent to the house footprints. In the direct vicinity of the 1998 delineation's Plot 19, which was called upland in the previous delineation, we had saturation at 8" and open water at 10" (our Plot 2). The 1998 report noted the hydric soils at Plot 19, but was not considered to be wet presumably due to the lack of oxidized root channels and the different species composition of grasses. A return visit 15 days later on March 21st revealed the continued presence of hydrology in this area, and the area of impact was re-delineated based on our observations. Unlike the

previous delineation, we chose not to rely heavily on the vegetation parameter in these areas since the area is relatively disturbed compared to the other areas of Seavey Meadows. The placement of a few inches of fill has allowed some weeds and grasses to establish that are not characteristic of wetlands. Since the fill likely contained additional seed sources and the constant mowing and maintaining of the area contributes to the disturbance, we chose to treat these fill areas as disturbed and not give the vegetation parameter equal weight as it receives in the other areas of the site. The extremely hydric soils and saturation levels of these areas, as well as the similarity to control plots across Conser Road to the north further contributed to our decision to call this area wetland.

Additionally, because we were looking only at approximately 5 acres in our field visit instead of the entire site, we were able to allow more time to place test plots and provide an additional level of effort to fine tuning the delineation. During our field investigation, we examined numerous soil profiles throughout the area of impact, and selected 5 to demonstrate the changes found in our delineation. Data is included in Appendix B.

5.0 Results of Findings

Timing our field inspection during the early part of the growing season and viewing the vegetation parameter in the fill areas with less significance resulted in a few minor changes to the delineated boundary within the area of impact. In the northeast corner of the impact site, the originally mapped 5736 square foot wetland was found to be connected hydrologically to the two southern wetlands that lie in the footprints of the abandoned housing development. Some of our data was found to be consistent with the previous delineation; most of the areas around the housing footprints remain the same and we identified similar upland areas between the housing footprints.

It does not appear that the site experienced any hydrologic changes during the intervening years that increased the size of the wetland in the northeast corner. In fact, based on conversations with Michael McCabe of the Oregon Department of State Lands, the isolation of the Seavey Meadows wetland areas by transportation corridors could have made the site drier over the years. Rather, it is likely that the timing of the original delineation during one of the driest times of the year along with the reliance on secondary indicators of hydrology missed some small areas of wetlands during that time. A more in depth study focused on one small area during the optimum time of the growing season made some small adjustments to the wetland boundary.

The western part of the area of investigation (the site of 1998 plots 4, 5, and 6) was investigated and matches the conclusions of the original wetland delineation.

6.0 Conclusions

The 1998 delineation and subsequent concurrence by the Department of State Lands remains accurate for the areas of fewer disturbances throughout the site. In these portions of the delineation lines were drawn based on the lack of hydric soils as well as saturation (Plots 21, 22: W.E.T. 1998 delineation). However, in the areas to the east in the area of impact, wetland boundaries were found to differ slightly due to the presence

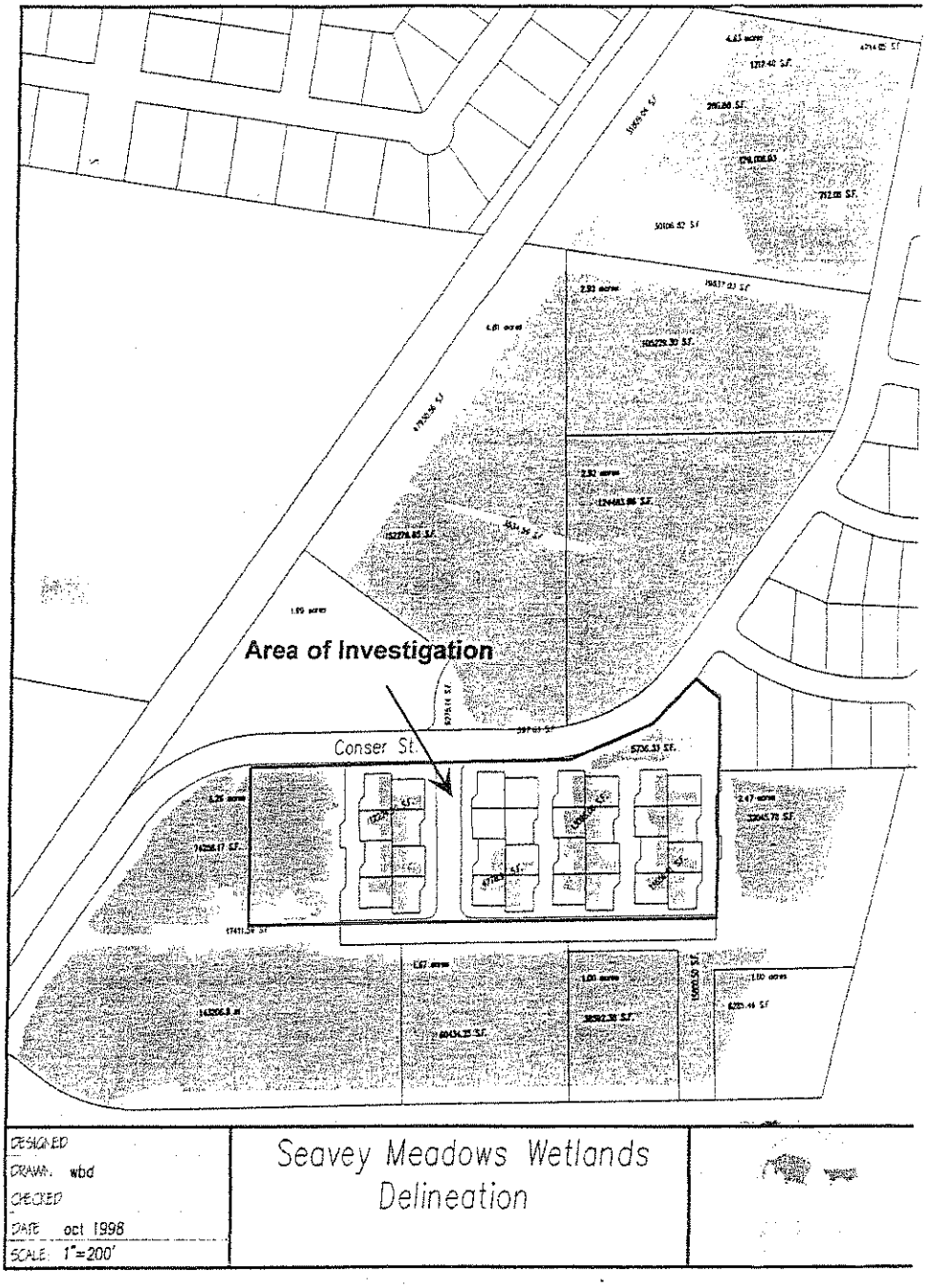
of primary hydrology indicators during our field investigation. The delineation within the housing footprint area will need to be amended to include the additional areas to the northeast that were found to be saturated during the more recent March 2007 field visit that were previously thought to not have any hydrology indicators (see Figure 2- March 21, 2007 Re-delineation). The 1998 delineation of the area of investigation should be replaced with Figure 2.

As a result of the re-delineation of the wetland boundaries, Willamette Neighborhood Housing Services redesigned the project and further reduced impact on the wetlands. Originally 1.67 acres of wetland was slated for impact. Under the current approved project, the applicant plans to impact 1.65 acres of wetland.

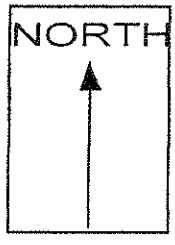
Appendix A: Figures

TURNSTONE
P.O. Box 851
Philomath, Oregon 97370
Tel 541.929.7542

SEAVEY MEADOWS WETLAND DELINEATION
Area of Investigation for
2007 Re-inspection



Base map from W.E.T., Inc's 1998 report: Seavey Meadows Wetland Delineation Project



Date: 11/14/07
Drawn by: KAA

Project: Seavey Meadows

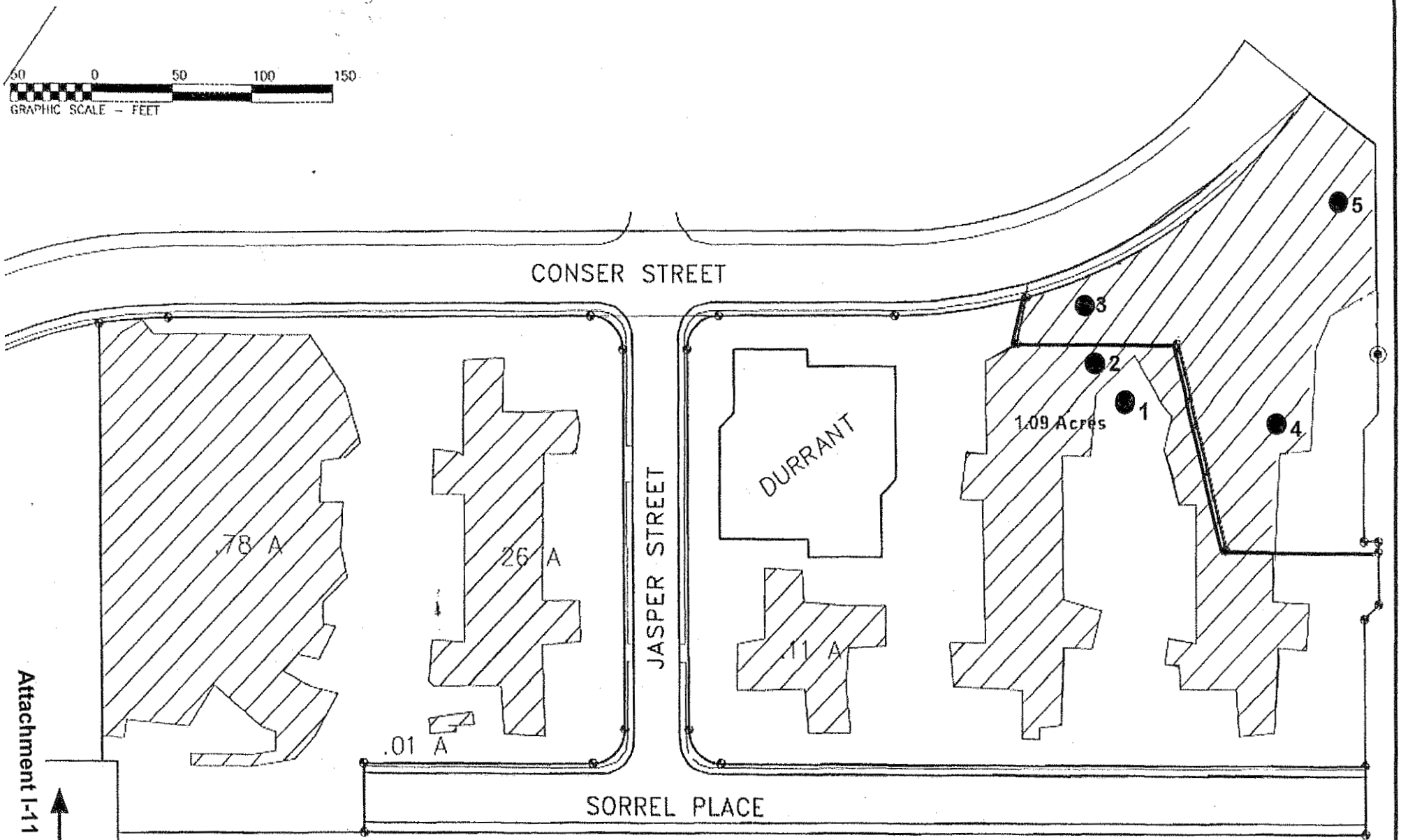
Tax Map: 11S 5W 24SW1/4

FIGURE 1

TURNSTONE
P.O. Box 816
Philomath, Oregon 97370
Tel 541.929.7542

SEAVEY MEADOWS WETLAND DELINEATION
Corvallis, Benton County, Oregon
Updated 3/21/2007

FIGURE 2: Updated Delineation Map



Base map provided by Northstar Surveying, LLC

Total wetland area in Area of Investigation: 2.23 acres

Wetland boundary

Test plot location

Impact Area boundary

Appendix B: Data

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P1
Plot location: just south of Conser Rd
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Vegetation has been sprayed and tilled in past, consists primarily of agricultural weeds.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1.	Holcus lanatus	FAC	20	
2.	Festuca arundinacea	FAC-	30	20
3.	Rumex acetosella	FACU+	10	20
4.	Leontondon autumnalis	FAC	10	
5.	Daucus carota	NOL	5	
6.				
7.				
8.				
9.				
10.				
11.				
12.				

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 50%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-151

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4"	10 YR 3/2			gravelly silt loam
4-10"	10 YR 4/2	7.5 YR 4/6	5%, fine	silt loam/clay
10-16"	10 YR 4/1	7.5 YR 5/6	15%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: none Depth to free water: none

Primary Hydrology Indicators:

- ☐ Inundated
- ☐ Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES ☐ NO X Comments:

DETERMINATION

WETLAND? YES ☐ NO X Comments:

Attachment I-14

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P2
Plot location: just south of Conser Rd
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Vegetation has been sprayed and tilled in past, consists primarily of agricultural weeds.

VEGETATION

Tree Stratum

	Status/	Raw % Cover/	Rel % Cover
1.			
2.			
3.			

Sapling/Shrub Stratum
Total Plot Cover: ___% 50%: ___% 20%: ___%

	Status/	Raw % Cover/	Rel % Cover
1.			
2.			
3.			
4.			
5.			

Herb Stratum

	Status/	Raw % Cover/	Rel % Cover
1. Holcus lanatus	FAC	30	
2. Festuca arundinacea	FAC-	20	20
3. Vicia spp.	NOL	10	20
4. Deschampsia caespitosa	FACW	10	
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 66%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-153

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location (matrix or pores/peds)		
0-4"	10 YR 4/2	7.5 YR 4/6	5%, fine	silt loam
4-10"	10 YR 4/1	7.5 YR 4/4	5%, fine	silt loam/clay
10-16"	10 YR 5/1	7.5 YR 4/4	15%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 4" Depth to free water: 8"

Primary Hydrology Indicators:

- ☐ Inundated
- ☐ Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ Comments:

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P3
Plot location: just south of Conser Rd, on top of berm
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Area has had fill dirt placed on it in the past.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1.	Holcus lanatus	FAC	40	
2.	Festuca arundinacea	FAC-	30	20
3.	Poa spp.	NOL	10	20
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 66%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-155

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-6" FILL	10 YR 3/2			gravelly silt loam
6-10"	10 YR 4/2	7.5 YR 4/4	20%, fine	silt loam/clay
10-16"	10 YR 4/1	7.5 YR 4/4	25%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 10" Depth to free water: 14"

Primary Hydrology Indicators:

- ☐ Inundated
- X Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ **Comments:** This plot is located in the highest elevation area of the investigated site. The soil is saturated despite fill. When pit was left open, accumulated open water at 11" after 20 minutes. Veg not characteristic of a wetland, but BPJ says due to mowing and fill placement this parameter is only marginally useful.

Attachment I-18

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P4
Plot location: just south of Conser Rd, on top of berm
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Area has had fill dirt placed on it in the past.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1. Deschampsia caespitosa FACW 15
2. Rumex acetosella FACU+ 30
3. Holcus lanatus FAC 25
4. Grindelia integrifolia FACW 5
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 50%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-157

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4" FILL	10 YR 3/2			gravelly silt loam
4-10"	10 YR 4/1	7.5 YR 4/4	10%, fine	silt loam
10-16"	10 YR 5/1	7.5 YR 4/6	20%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for ong duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 3" Depth to free water: 8"

Primary Hydrology Indicators:

- ☐ Inundated
- X Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ **Comments:** This area was previously delineated as upland by the 1998 delineation.

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P5
Plot location: east of project by fence along adjacent property
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Area has had fill dirt placed on it in the past.

VEGETATION

Tree Stratum

	Status/ Raw % Cover/ Rel % Cover
1.	
2.	
3.	

Sapling/Shrub Stratum
Total Plot Cover: ___% 50%: ___% 20%: ___%

	Status/ Raw % Cover/ Rel % Cover
1.	
2.	
3.	
4.	
5.	

Herb Stratum

	Status/ Raw % Cover/ Rel % Cover		
1.	Festuca arundinacea	FAC-	30
2.	Taraxacum officinale	FACU	30
3.	Holcus lanatus	FAC	10
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 50%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4" FILL	10 YR 3/2			gravelly silt loam
4-10"	10 YR 4/1	7.5 YR 4/4	10%, fine	silt loam
10-16"	10 YR 4/1	7.5 YR 4/6	20%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for ong duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 9" Depth to free water: __

Primary Hydrology Indicators:

- ☐ Inundated
- X Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ **Comments:** This area was previously delineated as upland by the 1998 delineation.

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

Approved as corrected 09-30-04

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
Natural Features Project - Legislative Amendments
September 16, 2004

Present
Bill York, *Chair*
Ed Barlow-Pieterick
Tracy Daugherty
Tony Howell
Patricia Weber

Staff
Kelly Schlesener, Planning Manager
Kathleen Gager, Associate Planner
Kevin Loso, GIS Technician
Claire Pate, Recorder

Excused
Karyn Bird
Jane B. Barth
David Graetz, *Vice Chair*
Vicki McRoberts, Council Liaison

SUMMARY OF DISCUSSION

	Agenda Item
I.	Welcome, Introductions, and Agenda Review
II.	Discussion and Deliberation of the Comprehensive Plan Map and Text Amendments within the City Limits A. Questions Raised Related to the Comprehensive Plan Map B. Division of State Lands Requested Changes to Wetlands Designations within the City Limits
III.	Discussion and Deliberations on the Code Amendments Not Associated with Chapters 4.5, 4.13, 4.11, and 4.12 A. Existing Chapters Changed to Place New Natural Hazards and Natural Resources Regulations in Both Application Materials Sections and Review Criteria Sections B. Existing Chapters Changed Minimally to Place References to the New Natural Hazards and Natural Resources Regulations C. Chapters Changed and Creation of a New Chapter to Address State Laws and LCDC Periodic Review Decisions Regarding Needed Housing D. Elimination of Chapters 2.15 Hillside Development and Density Transfer, and 3.18 Regional Shopping Center E. New Chapters and Medium Revisions
IV.	Next Steps
V.	Adjournment

Attachment III-161

CONTENT OF DISCUSSION

The Corvallis Planning Commission meeting of the Natural Features Project Legislative Amendments was called to order by the Chair at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. Welcome, Introductions, and Agenda Review

Chair York said that this is a continuation of the public hearing process for the Legislative Amendments Related to the Natural Features Project (CPA04-00003, LDT04-00001, ZDC04-00007). The deliberations involve amendments to the Comprehensive Plan Text and Comprehensive Plan Map.

II. Discussion and Deliberation of the Comprehensive Plan Map and Text Amendments for Areas within the City Limits

A. Questions Raised Related to the Comprehensive Plan Map:

1. Seavy Meadows:

The Seavy Meadows project went through a public process several years ago. Ms. Schlesener showed a transparency with the two wetlands areas. The area south of Conser Drive, shown in a box, contains approximately five acres with a 1.6 acre site of wetlands, which is the project site. The entire wetlands site is approximately 30 acres, and applying the Minimum Assured Development Area (MADA) would leave approximately 15 acres that could be developed. The five-acre site intended for development is only one third of that area. A fill permit has been approved for 1.67 acres of the land within that 5-acre area for an affordable housing project for the City. Director Gibb has agreed to put a conservation easement on the balance of the undeveloped land after the development is completed. He feels that it would be premature at this point to declare this site locally protected, as it might create issues with the previously approved plan for development.

Commissioner Howell said there are two possible directions: to not designate the south portion which was inventoried as a separate wetland; or designate it but know that the City has a plan to use less than one third of the available MADA, but would register the value of the rest of it. His calculations are that about 7 acres would be developable if MADA applied to the south part. **This item will be tabled until the next meeting,** so that Director Gibb can address Commissioner Howell's concerns.

2. 4865 & 4905 Philomath Blvd., Katherine Phillips property:

Katherine Phillips has requested that the small portion of a larger tree grove that is on her property be removed. Though the portion of the tree grove on her property does not have a dominance of native trees, the overall tree grove does. This grove was selected for high protection because it is one of the only tree groves remaining in this area. Ms. Phillips would not need the MADA to develop, as she has more than a sufficient percentage of land available, even if the tree grove portion is protected. The owner of the property to the east has not been heard from, but Ms. Phillips was inquiring about that property in case she wanted to purchase it. Commissioner Weber referred to Ms. Phillips' statement that she would like to harvest her fruit and collect firewood. Staff

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

Approved 10-06-04

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
Natural Features Project - Legislative Amendments
September 23, 2004

Present
Bill York, *Chair*
Ed Barlow-Pieterick
Jane B. Barth
Tracy Daugherty
Tony Howell
Patricia Weber

Staff
Ken Gibb, Community Development Director
Fred Towne, Senior Planner
Kathleen Gager, Associate Planner
Kevin Young, Associate Planner
Claire Pate, Recorder

Excused
Karyn Bird
David Graetz, *Vice Chair*
Vicki McRoberts, Council Liaison

SUMMARY OF DISCUSSION

	Agenda Item
I.	Welcome, Introductions, and Agenda Review
II.	Riparian, Wetlands, Hazards, and Hillside Provisions A. Chapter 4.5 Natural Hazards and Hillsides B. Chapter 1.6 Definitions Relating to Chapter 4.5 in Commissioner Howell's 9/23/04 Memorandum C. Chapter 4.13 D. Map Amendments and Carryover Items
III.	Next Steps
IV.	Adjournment

CONTENT OF DISCUSSION

The Corvallis Planning Commission meeting of the Natural Features Project Legislative Amendments was called to order by the Chair at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. Welcome, Introductions, and Agenda Review

Chair York said that this is a continuation of the public hearing process for the legislative amendments related to the Natural Features Project of the Land Development Code Update Phase III (CPA04-00003, LDT04-00001, ZDC04-00007). The deliberations involve amendments to the Comprehensive Plan Text and Comprehensive Plan Map.

b. Willamette Park discussion will be deferred until later.

c. Are the Wetlands S-WIL-W-7 and S-GOO-W6 on the composite Natural Features Map? Staff's response is that they are on the Riparian and Wetlands Map.

d. Seavy Meadows discussion will be deferred until later.

e. Dating of individual maps. Staff will not be going back to renumber and date the earlier drafts of maps, but the maps that area adopted by City Council will be dated. This adoption will be for an Inventory as well, and will be dated. It was noted that if another effort of this sort were to occur, part of a future contract document could be the requirement to date all maps and data sheets.

6. Other comments

a. Section 4.13.40.01.b.l (Page E-116) Commissioner Weber suggested that the phrase "Non-Locally Protected wetlands" be substituted with "Proximate wetlands."

b. Section 4.13.40.01.b.2 (Page E-117) Commissioner Weber suggested that the phrase "or non-Proximate" be inserted between the words "Protected" and "wetlands" in the first sentence.

Staff and Commissioners concur with these changes.

MOTION: Commissioner Daugherty moved approval of Chapter 4.13, with changes as noted above. Commissioner Barth seconded the motion which passed unanimously.

D. Map Amendments - Carry Over Items

1. Willamette Park - Staff used overheads to show the map and to show Parks and Recreation's recommendation. They are in agreement with it having a high level of protection, and staff proposes to classify it as an Open Space and Drainage area, rather than a portion of the Riparian Corridor. It would be assigned High Protection Riparian Corridor standards.

Commissioner Howell asked if there was language in the open space areas of the text defining high-protection? Staff said that this would be designated as part of the mapping. Staff will make more it visually apparent.

2. Seavy Meadows - Director Gibb used overheads to show Seavy Meadows. The entire wetlands site is approximately 30 acres. He stated that the inventory shows everything north of Conser Drive as being locally significant wetlands. The area south of Conser is also shown as locally significant on the inventory. A fill permit has been approved for 1.67 acres of the land within that 5 acre area for an affordable housing project for the City. He feels it would be premature at this point to declare this site locally protected, as it might create issues with the previously approved plan for development. Staff's recommendation is to take the area north of Conser and have local protection on it. In light of the extensive process the City went through seven years ago to do a balancing of interests on this property - balancing wetland protection with City investment, infrastructure that is outstanding, and housing opportunities - the area south of Conser (Seavy Meadows area) would not be designated as locally protected and would have a five-acre site set aside for development. This 5-acre site is less than the 7.12 acres that would be allowed to be developed with application of MADA. Director Gibb agrees to put a conservation easement on the balance of the undeveloped land after the development is completed.

Commission concurs with this approach.

3. RTC - Article 40 and Chapter 3.26

Ms. Gager handed out a nine-page document on grey paper outlining proposed changes to the RTC provisions, in accordance with direction from the Commission at the previous meeting. These changes, in effect, take the RTC off as a Comprehensive Plan designation, make it an underlying zone, establish where the zone would be able to be applied in the industrial areas, and establish the standards.

Staff is recommending that it be an underlying district. The district itself would not be an overlay and would not have an expiration time on it. But because of how the RTC district is structured, where it is a 50-acre minimum and the idea was that there would be an overall plan submitted, staff is also recommending that there be a Planned Development overlay requirement and a Planned Development Conceptual Plan required at the time the district is put on a property. The Conceptual Plan could expire in three years, but the district would not go away. Before someone could build in the district, they would have to have approval of another Conceptual Plan, if the first had expired.

Chair York asked about extensions to the time limit, and Ms. Gager pointed out that one-year extensions were granted by language in Section 3.26.20.02.b.

Commissioners concur with this concept and minor language changes to clarify the one-year time extensions.

MOTION: Commissioner Barlow-Pieterick moved to accept all three map and text changes as proposed by staff above. Commissioner Weber seconded the motion and it passed unanimously.

III. Next Steps

Staff stated that the balance of the Chapters will be reviewed at the next meeting on September 30, 2004. Chair York suggested that cross-references to the memoranda in advance would be helpful to have. At the next meeting, Commissioners should be prepared to arrive 15 minutes early and write up on the white board their items from the public comment that they wish to discuss. Anything not up on the white board will then not be discussed, and no changes will be made in the draft text related to the omitted items.

IV. Adjournment

The meeting was adjourned at 10:45pm.

MEMORANDUM

TO: Dan Carlson, Development Services
Mike Fegles, Development Services
Ken Gibb, Community Development
Fred Towne, Planning
Kevin Young, Planning
Jim Mitchell, Public Works
Gene Braun, Public Works
Keith Turner, Public Works
Som Sartnurak, Public Works

FROM: Development Services

DATE: June 20, 2007

SUBJECT: Update to Off-Street Parking and Access Standards; addition of Tandem Parking Standard

BACKGROUND

The Community Development Department has seen a substantial increase in the number of proposed and permitted developments that are incorporating tandem parking into their designs. Many of these developments are proposing the use of tandem parking within enclosed ground-level garages, and/or tandem parking more than 2-cars deep, which most City staff perceives as a nonfunctional design that will inevitably increase the demand of adjacent on-street parking. Staff is aware of past instances where tandem parking was permitted through outright and planned development. Thus, staff felt there was a need for a clear and consistent standard to address the specific circumstances and requirements that would permit tandem parking in the City's Off-Street Parking and Access Standards.

DISCUSSION

The following language has been added to the City's Off-Street Parking and Access Standards as paragraph I.B. This addition resulted in the re-numbering of the subsequent paragraphs in Section I. The language includes the proposed definition, permitted development type, and dimensions of a Tandem Parking Stall:

I.B. Tandem Parking – Tandem parking is the parking of two vehicles, one in front of or behind the other, which requires one of the vehicles to be moved in order for the other vehicle to enter or exit. Two cars parked in such an arrangements shall be referred to as a tandem parking stall. Tandem parking is sometimes referred to as stacked parking. Tandem parking is not parallel parking. Tandem Parking is permitted only for the

Staff - Identified Applicable Decision Criteria
Seavey Meadows (PLD08-00001, SUB08-00001)

Applicant Land Development Code Requirements:

Section 1.6.20 - COMMON WORDS

Replat (Major) - Land use process that is used when parcels within a recorded Subdivision are reconfigured such that four or more parcels are created or deleted in a calendar year. Procedures for this type of land use application are outlined in Section 1.2.110.03 - Special Development, Chapter 2.4 - Subdivisions and Major Replats, and Section 2.4.50 - Major Replat.

Section 2.0.50.16:

When more than one application has been filed at one time for a specific property or development, the review of those applications shall be coordinated as follows:

a. If 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, except as outlined in "b," below. For example, applications for Zone Changes are ordinarily heard by the Land Development Hearings Board. When a Zone Change is sought simultaneously with a Conditional Development; however, the two applications shall be considered together by the Planning Commission and no action by the Land Development Hearings Board shall be required.

B. Applications ordinarily heard by the Historic Resources Commission shall not be filed together (combined) with another application(s) requiring a public hearing that is ordinarily heard by some other hearing authority. Historic Preservation Permit applications and Historic Preservation Overlay-related Zone Change applications that are ordinarily decided by the Director, or the Director's designee, shall be filed together (combined) with applications ordinarily heard by the Historic Resources Commission. In these cases, the combination of historic applications shall be reviewed by the Historic Resources Commission and no prior action by the Director shall be required.

Section 2.4.30 - TENTATIVE PLAT REVIEW PROCEDURES

When an application is filed for a Subdivision, it shall be reviewed in accordance with the following procedures.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted

Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

2. Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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;

3. Land uses shall be those that are outright permitted by the existing underlying zoning designation.

4. Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Section 2.4.50 - MAJOR REPLAT

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

Section 2.5.20 - PURPOSES

Planned Development review procedures are established in this Chapter for the following purposes:

a. Promote flexibility in design and permit diversification in location of structures;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve, to the greatest extent possible, existing Significant Natural Features and

landscape features and amenities, and use such features in a harmonious fashion;

d. Provide for more usable and suitably located pedestrian and/or recreational facilities and other public and/or common facilities than would otherwise be provided under conventional land development procedures;

e. Combine and coordinate architectural styles, building forms, and building relationships within the Planned Development;

f. Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design monies, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

g. Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures; and

h. Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met.

Section 2.5.40.04 - Review Criteria

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; and

14. Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland 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 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall involve an alternative located on the same development site where the specific standard applies.

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

		Standard
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.

	Standard
e. Setbacks 1. Front yard	10 ft. minimum; 25 ft. maximum Also, unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained.
2. Rear yard and Side yards Interior attached townhouses exempt from interior side yard setbacks.)	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.
a) Single Detached	5 ft. minimum each side yard
b) Single Attached and Zero Lot Line Detached	0 ft. one side; 8 ft. minimum on opposite side[1]
c) Duplex and Multi-Dwelling	10 ft. minimum each side
d) Abutting a more restrictive zone	10 ft. minimum
3. Corner Lot See also "k," and "l," below.	10 ft. minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.
f. Minimum Garage/Carport Setbacks 1. Garage/carport entrance facing/parallel to the street	19 ft. minimum
2. Garage/carport entrance sideways/perpendicular to street See also "k," and "l," below.	10 ft. minimum Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development. Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.

1 For Detached Zero Lot Line dwelling units, prior to Building Permit approval, the applicant shall submit a recorded easement between the subject property and abutting lot next to the yard having the zero setback. This easement shall be sufficient to guarantee rights for maintenance purposes of structures and yard, but in no case shall it be less than five ft. in width.

		Standard
g.	Minimum Setbacks and Buffering from Actively Farmed Open Space-Agricultural (OS-AG) Land See also "k," and "l," below.	When residential development is proposed abutting Actively Farmed OS-AG Land, a minimum 50 ft.-wide continuous plant or plant/berm buffer is required. It is the applicant's responsibility to provide this buffer. The minimum setback for lands adjacent to Actively Farmed OS-AG Land is 100 ft. Any intervening right-of-way may be included in the 100-ft. setback measurement. Structures that existed on December 31, 2006, and that would fall within the 100-ft setback from Actively Farmed OS-AG Land shall not be considered as non-conforming structures and no additional buffering is required to maintain the existing development.
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.
j.	Off-street Parking	See Chapter 4.1 - Parking, Loading, and Access Requirements
k.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Residential Structures	Shall not be placed within any required setback area. When located outside a setback area, but within five to 10 ft. of a property line, such equipment shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment. When located outside a setback area, but greater than 10 ft. from a property line, such equipment requires no screening.
l.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Nonresidential Structures	Shall be in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
m.	Minimum Assured Development Area (MADA)	See Chapter 4.11 - Minimum Assured Development Area (MADA).

		Standard
n.	Natural Hazards and Hillsides	See Chapter 4.5 - Natural Hazard and Hillside Development Provisions.
o.	Significant Vegetation	See Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting and Chapter 4.12 - Significant Vegetation Protection Provisions.
p.	Riparian Corridors & Locally Protected Wetlands	See Chapter 4.13 - Riparian Corridor and Wetland Provisions.
q.	Landscaping	See Section 3.6.50, below, and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
r.	Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.6.50, below.

Section 3.6.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-12 Zone:

a. Buildings with opposing windowed walls shall be separated by 20 ft.

b. Buildings with windowed walls facing buildings with blank walls shall be separated by 15 ft. However, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

c. Buildings with opposing blank walls shall be separated by 10 ft. As stated in "b," above, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

d. Building separation shall also apply to building projections such as balconies, bay windows, and room projections.

e. Buildings with courtyards shall maintain separation of opposing walls as listed in "a," through "c," above.

f. Where buildings exceed a length of 60 ft. or exceed a height of 30 ft., the minimum wall separation shall be increased. The rate of increased wall separation shall be one ft. for each 15 ft. of building length over 60 ft., and two ft. for each 10 ft. of building height over 30 ft.

g. Driveways, parking lots, and common or public sidewalks or multi-use paths shall maintain the following separation from dwelling units built within eight ft. of ground level.

   1. Driveways and parking lots shall be separated from windowed walls by at least eight ft.; sidewalks and multi-use paths shall be separated by at least five ft.

2. Driveways and parking lots shall be separated from living room windows by at least 10 ft.; sidewalks and multi-use paths shall be separated by at least seven ft.

3. Driveways and uncovered parking spaces shall be separated from doorways by at least five ft.

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.

3.6.50.06 - 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 multi-use 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.

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. Upper-story balconies cannot be counted.

3.6.50.03 - Common Outdoor Space Per Dwelling Unit

a. In addition to the Private Outdoor Space requirements of Section 3.6.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:

1. Studio, one- and two-bedroom units: 200 sq. ft. per unit

2. Three or more bedroom units: 300 sq. ft. per unit

b. The minimum size of any Common Outdoor Space shall be 400 sq. ft., with minimum dimensions of 20-by-20 ft.

c. A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; preserved natural areas where public access is allowed; and children's tot lots.

d. The Common Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.

e. A children's tot lot shall be provided for each 20 units. The minimum

dimensions for any tot lot shall be 20-by-20 ft., with a minimum size of 400 sq. ft. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Any one or a combination of the following shall enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats.

f. Where more than one tot lot is required, the developer may provide individual tot lots or may combine them into larger playground areas.

g. Housing complexes that include 20 or more dwelling units designed for older persons do not require tot lots. However, Common Outdoor Space shall be provided as specified in "a" through "d" above.

3.6.50.04 - Option to Combine Private and Common Outdoor Space

a. The private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

b. The combined outdoor space may be covered, but it shall not be fully enclosed.

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;

b. Developments subject to Conditional Development and/or Planned Development approval, as required by a Condition(s) of Approval(s); and

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian 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 pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.

d. To provide for orderly development of an effective pedestrian network, pedestrian

facilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).

f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps in existing sidewalks that will be impacted by the development. If such a Contractor Sidewalk/street Stamp exists, it shall either be left in its current state as part of the existing sidewalk, or incorporated into the new sidewalk for the development site, as close as possible to the original location and orientation.

Section 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 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

a. Traffic evaluations shall be required of all development proposals in accordance with the following:

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established proced ures.

The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

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.

e. Development sites shall be provided with access from a public street or a private street that meets the criteria in "d," improved to City standards in accordance with the following:

1. Where a development site abuts an existing public street not improved to City tandards, 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.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

j. Alley standards shall be as follows -

2. Additional Standards for Alleys Serving Residential Use Types -

c) Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;

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 effected. 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.

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

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. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) Maximum Block Perimeter - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) Variations Allowed Outright - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

q. Development shall include underground electric services, light standards, wiring and lamps for streetlights according to the specifications and standards of the City Engineer. The developer shall be responsible for installation of underground conduit for street lighting along all public streets improved in conjunction with such development in accordance with the following:

1. The developer shall coordinate with the City Engineer to determine the location of future street light poles.

2. The streetlight plan shall be designed to provide illumination meeting standards set by the City Engineer.

3. The standard street light installation is a wood pole.

The developer shall install such facilities and make the necessary arrangements with the serving electric utility for the City-owned and operated street lighting system to be served at the lowest applicable rate available to the City. Upon City's acceptance of such development improvements, the street lighting system, exclusive of utility-owned service lines, shall be and become the property of the City.

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.
f. Private on-site sanitary sewer and storm drainage facilities may be allowed, provided all the following conditions exist:
   1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;
   2. The development site remains in one ownership and Land Division does not
      occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and
   3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from

the Development Assistance Center prior to commencement of work.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

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.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

Section 4.1.20 - GENERAL PROVISIONS

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

b) Vehicle parking required for Residential Uses in accordance with RS-1, RS-3.5, RS-5, RS-6, RS-9, RS-9U, RS-12, and RS-12U Zone provisions shall be provided on the development site of the primary structure. Except where permitted by sections 4.1.30.g.4 and 4.1.50.02 below, required parking for all other Use Types in other zones, as well as Residential Uses developed in accordance with RS-20 and MUR provisions, shall be provided on the same site as the Use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on Arterial, Collector, and Neighborhood Collector Streets, where a controlled intersection is not within 100 ft. of the subject property.

2. Bicycles - Bicycle parking required for all Use Types in all zones shall be provided on the development site in accordance with Section 4.1.70, below.

k. Unassigned Parking in Residential Zones -

1. Vehicles - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

q. Parking Reduction Allowed -

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

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 -

1. Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -

a) Vehicles - Two spaces per dwelling unit.

b) Bicycles - None required.

2. Duplex, Attached, and Multi-dwelling -

a) Vehicles -

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	2.5 spaces per unit.

b) Bicycles -

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	Two spaces per unit.

b. Civic Use Types -

Unless noted otherwise, number of spaces refers to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or two bicycle spaces, whichever is greater. However, where fewer than three vehicle spaces are required, then only one bicycle parking space shall be required.

2. Community Recreation Buildings - One space per 200 sq. ft. of gross floor area.

Section 4.2.20 - GENERAL PROVISIONS

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.

2. Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

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.

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.

1. Street Trees -

a) Along streets, trees shall be planted in designated landscape parkway areas or within areas specified in a City-adopted street tree plan. Where there is no designated landscape parkway area, street trees shall be planted in yard areas adjacent to the street, except as allowed elsewhere by "d," below;

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees;

c) Planting strips on Local Connector and Local Streets shall be planted with medium canopy trees; and

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

2. Along alleys, trees shall be planted on the sides of the alleys at a minimum of one tree per lot; and the trees shall be located within 10 ft. of the alley;

3. Along sidewalks and multi-use paths not located along streets, a minimum five ft.-wide landscaping buffer is required on either side of the facility. Examples of sidewalks and multi-use paths not located along streets include pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. Within these buffers, trees shall be planted at least every 30 ft., or as determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees;

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;

5. The distance between required trees shall be determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees; and

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

Table 4.2-1 - Street Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Maximum 30 ft. on-center spacing

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Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Maximum 50 ft. on-center spacing

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Minimum one tree per eight cars
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

b. Areas Where Trees May Not be Planted -

1. Trees may not be planted within five ft. of permanent hard surface paving or
walkways, unless special planting techniques and specifications are used and particular species of trees are planted, as outlined in Section 4.2.40.c or approved by the Director. These limitations apply most frequently in areas such as landscape parkways, pedestrian walkways, and plaza areas, where there may be tree grates.
2. Unless approved otherwise by the City Engineer, trees may not be planted:
   a) Within 10 ft. of fire hydrants and utility poles;
   b) Within 20 ft. of street light standards;
   c) Within five ft. from an existing curb face, except where required for street trees;
   d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line;
   or
   e) Where the Director determines the trees may be a hazard to the public interest or general welfare.

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.

Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.

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.

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

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required 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. Hedges, fences, and walls shall not exceed three ft. in height within any required yard adjacent to a street or within the Through Lot easement area of a lot. See Through Lot in Chapter 1.6 - Definitions. See also Chapter 4.4 - Land Division Standards for additional Through Lot requirements. The Director may grant an exception to this provision under the following circumstances:

1. Where required by the Planning Commission to meet screening

requirements;

2. Where an applicant wishes to allow portions of a screen to encroach up to two ft. into an exterior side yard, excluding the front yard area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall not exceed five ft. in height and shall maintain Vision Clearance Area standards; or

3. Where an applicant wishes to allow portions of a screen to encroach up to five ft. into a Through Lot easement area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall maintain an average setback of 20 ft. from the rear property line, shall not exceed five ft. in height, and shall maintain Vision Clearance Area standards. Gates are required in rear yard fences on Through Lots, since it remains the property owner's responsibility to maintain the area outside the fence. In Multi-dwelling developments or Planned Developments and Subdivisions, a 20 ft.-wide planting area shall be established between the sidewalk and the fence. The planting area shall be designed to minimize maintenance and to ensure that coniferous trees are planted at least 15 ft. from the sidewalk.

b. Notwithstanding the height restrictions outlined in "a," above, the height of solid fences and walls shall be limited to a maximum of four ft. along the boundaries of sidewalks and multi-use paths that are not adjacent or parallel to streets. Examples of such situations include sidewalks and multi-use paths adjacent to pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. The limitation on these solid forms of screening is intended to increase visibility and public safety. Portions of fences above four ft. in height are allowed, when they are designed and constructed of materials that are open a minimum of 50 percent. Fence and wall heights shall be measured from the grade of the sidewalk or multi-use path. Fences and walls along sidewalks and multi-use paths shall be located outside of any associated rights-of-way and/or easement areas.

c. Hedges, fences, and walls may exceed three ft. in rear and interior side yards, except when these yards abut a sidewalk or multi-use path, in which case provisions in "b," above, apply. Fences and walls over six ft. high require Building Permit approval prior to construction.

d. Earthen berms up to six ft. in height may be used to comply with screening requirements. The slope of a berm may not exceed 3:1. The faces of a berm's slope shall be planted with ground cover, shrubs, and trees.

e. Long expanses of fences and walls shall be designed to prevent visual monotony through the use of off-sets, changes of materials and textures, or landscaping.

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.

Section 4.2.80 - SITE AND STREET LIGHTING

Pursuant to City Council Policy 91-9.04, *"The City of Corvallis is interested in well shielded, energy efficient street lighting sources that direct the light source downward where it is needed, not up or sideways where it is wasted and causes glare, light trespass, and bright skies."*

All developers shall submit a proposed lighting plan for approval that meets the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. This criteria is satisfied upon compliance with the provisions listed below and shall be substantiated by the applicant's submittal of the necessary information to demonstrate compliance, such as information including but not limited to manufacturers' specifications:

a. For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.

b. With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.

c. Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.

d. Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property. Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.

e. All new Subdivision street lights and future street-light luminaire replacements within the existing street-light system shall be flat-lens fully shielded luminaires.

f. Standard placement of street lights shall be at intersections, in the middle of long

blocks, and in dead end streets and long Cul-de-sacs.

g. Background spaces such as parking lots shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

4.4.20.02 - Blocks

a. General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

b. Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

4.4.20.03 - Lot Requirements

a. Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

b. Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:

1. The lot is created through a Land Partition or Minor Replat, in which case Section 4.4.30.01, below, shall apply; and/or

2. The lot meets the exemption in "a," or "b," below:

a) Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:

1) Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path; and

2) Vehicular access is provided via an alley.

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

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

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.

Section 4.6.30 - SOLAR ACCESS PERFORMANCE STANDARDS

Residential Subdivisions and Planned Developments on parcels of more than one acre shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with the following:

a. No reduction in Solar Access at ground level of the south face of existing residential buildings adjacent to the development;

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

1. 30 lineal ft. per unit for Single-family Detached dwelling units; and

2. 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached dwelling units.

c. In Planned Developments, a minimum of 80 percent of the buildings contain:

1. Sufficient east/west dimension to allow the following minimum ground floor lengths of the building to use solar energy:

a) 30 lineal ft. per unit for Single-family Detached dwelling units; and

b) 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached.

2. Additionally, for Single-family Detached dwelling units, a minimum of 100 sq. ft. of roof area, for the dwelling unit and/or the garage, which could allow the utilization of solar energy.

PEDESTRIAN ORIENTED DESIGN STANDARDS

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED

SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. Orientation of Dwellings - 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.

The orientation standard of this Section is satisfied when the provisions in "1," and "2," below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. Primary building entrances face the streets or are directly accessed by a sidewalk or multi-use path less than 100 ft. long; and

2. Primary dwelling unit entrances open directly to the outside and do not require passage through a garage or carport to gain access to the dwelling.

b. Privacy - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.

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. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. Lots ≥ 50 Ft. in Width - For dwellings with front-loaded garages/carports, the width of the garage wall or carport facing the street shall be no more than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances

facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally, measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

Garage/Carport Placement Options -

2. Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.

8. Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.

c. Garage and Carport Materials - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft.

above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven 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. Increased Roof Pitch - A minimum 6:12 roof pitch.

2. Eaves - Eaves with a minimum 18-in. overhang.

3. Building Materials - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, 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. 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.

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. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains 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.

7. Architectural Details - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains 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.

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

All building orientations, facades, and entrances shall comply with the following standards.

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 by a sidewalk or multi-use path less than 200 ft. long, 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.

2. Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.

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. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted 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. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site 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 Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site 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 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.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.60.02 - Parking Location

a. Standards

1. Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:

a) Where lot depth is less than 75 ft.;

b) Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;

c) Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would

prohibit the provision of this common outdoor space area for residents of a development site; and/or

d) Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.

2. On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

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.

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 five-10 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 20 ft. from both on-site and off-site residential buildings. 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

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

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. This standard does not apply to the following:

a) Sidewalks along public or private streets used to meet building orientation standard; or

b) Mixed use buildings and multi-family densities exceeding 30 units per acre.

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. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

e. Crossings - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.

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.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

4.10.70.01 - Applicability

a. All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. Street Frontage Setback - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains to provisions elsewhere in this Chapter for development in the Neighborhood

Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

b. Entrances - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance. Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct pedestrian connection of less than 50 ft. between the entrance and the street.

c. Parking and Vehicle Circulation - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

f. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.70.03 - Pedestrian Circulation Standards

a. Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -

1. Continuous Internal Sidewalks and Multi-use Paths - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.

2. Sidewalks along Building Walls - Sidewalks no less than five ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would

not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.

3. Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.

4. 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 pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.

5. Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.

6. Connection to Adjacent Properties or Streets - In addition to the sidewalk connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.

b. Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.

Options:

1. Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.

2. Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.

3. Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.

4. Covered Walkways - Installation of weather protection resulting in covered pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.

5. Notarized Letter - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

1. Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.

2. Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.

b. Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

c. Parking Lot Access - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. Weather Protection - Where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.

2. Pedestrian Amenity Requirements - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. Acceptable Pedestrian Amenities - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:

a) Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;

b) Sidewalk planters with benches and public outdoor seating;

c) Significant public art, such as sculpture, fountain, clock, mural,

etc.;

d) Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and

e) Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.

4. Accessibility of Pedestrian Amenities - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.

b. Design Standards and Design Variety Menus

1. Encroachments - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.

2. Loading/Service Facilities - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.

3. Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.

4. Sign Standards

a) Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.

b) Blade signs placed under awnings are allowed along Shopping Streets.

c) Remaining sign provisions are in accordance with Chapter 4.7 -

Sign Regulations.

5. Lighting Standards - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

6. Windows - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.

   a) Ground Floor Windows and Doors - Except for the Neighborhood Center (NC) Zone, which is addressed in "c," below, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

      1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have a Top Treatment such as a hood, awning, or a storefront cornice separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

      2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

         a. Opacity of greater than 60 percent prohibited for any required window; and

         b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

7. Design Variety Menu - Each structure shall incorporate a minimum of three of the following five 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.

   a) Building Walls - Building walls in excess of 30 ft. in length shall not

exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.

b) Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.

c) Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.

d) Base Treatments - A recognizable Base Treatment consisting of at least one of the following:

1) Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;

2) Integrally textured materials such as stone, stucco, or other masonry;

3) Integrally colored and patterned materials such as smooth-finished stone or tile;

4) Lighter or darker colored materials, Mullions, or panels;

5) Detailing such as scoring, ribbing, moldings, or ornamentation; or

6) Planters integral to the building.

e) Top Treatments - A recognizable Top Treatment consisting of at least one of the following:

1) Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;

2) Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or

3) Stepped parapets.

4.13.40 - PROCEDURES

Application - When development is proposed on a property containing or abutting a Significant Riparian Corridor or Wetland area, an application shall be submitted that accurately indicates the locations of these Natural Resources and the location of any proposed development. The application shall contain a description of the extent to which any Floodplain, Watercourse, or Wetland is proposed to be altered or affected as a result of proposed development and shall include the information in "a," and "b," below.

b. For properties containing Wetlands, as indicated on the Corvallis Local Wetland Inventory Map - The submittal materials listed below are required. Additionally, all applications will be reviewed to determine that all necessary permits have been obtained or will be obtained from those federal, state, or local governmental agencies that require prior approval.

1. Site Plan - A site plan that graphically depicts:

a) All Wetland boundaries, as indicated on the Corvallis Local Wetland Inventory Map;

b) A 25-ft. setback/buffer around the upland edge of locally and non-locally protected Wetlands, as mapped on the City's Local Wetland Inventory Map2. Proximate Wetlands shall not be included when determining this 25-ft. setback/buffer location; and

c) A Wetland Delineation of the boundaries of the Wetland area, with an accompanying site map, that has been accepted and approved by the Department of State Lands (DSL) may be substituted for the information in "b," above;

4.13.80.02 - Procedures for Non-locally Protected Wetlands

Department of State Lands and US Army Corps of Engineers Notification Required - In addition to the restrictions and requirements of this Section, all proposed development activities within any Wetland are also subject to Oregon Department of State Lands (DSL) and US Army Corps of Engineers standards and approval. Where there is a difference, the more restrictive regulation shall apply. In accordance with ORS 227.350, as amended, the applicant shall be responsible for notifying DSL and the Corps of Engineers whenever any portion of any Wetland is proposed for development.

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2 Local Wetland Inventories are considered to provide a level of accuracy of within 25 ft. for identification of the Wetland-upland interface. Consequently, the 25-ft setback/buffer identified in Section 4.13.40.b.1.b is intended to ensure that significant Wetlands are protected consistent with the requirements of OAR 660, Division 23 prior to the receipt of a Department of State Lands (DSL) approved Wetland Delineation. For development review purposes, a property owner may propose development within this setback/buffer, and approval may be granted, contingent upon receipt by the City of an approved Wetland Delineation indicating that the proposed development is outside of lands determined to be Wetlands by the Department of State Lands. In such cases, no development permits shall be issued prior to receipt of said Wetland Delineation.

No application for development will be accepted as complete until documentation of such notification is provided, and no site development permits, such as Grading and Excavation Permits, Public Improvements by Private Contract Permits (PIPC), and Building Permits, shall be issued until the City has received verification of DSL and Corps of Engineers approval for development on the subject site. Non-locally Protected Wetlands are shown on the City's Local Wetlands Inventory Map.

Applicable Comprehensive Plan Policies:

4.2.1 Significant natural features within the Urban Growth Boundary shall be identified and inventoried by the City through the development process. These shall include:

A. Seasonal and perennial streams and other natural drainageways, wetlands, and flood plains;

B. Lands abutting the Willamette and Marys Rivers;

C. Land with significant native vegetation as defined in the Oregon Natural Heritage Plan (1998), which may include certain woodlands, grasslands, wetlands, riparian vegetation, and plant species;

D. Ecologically and scientifically significant natural areas;

E. Significant hillsides;

F. Outstanding scenic views and site; and

G. Lands that provide community identity and act as gateways and buffers.

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

4.10.6 In order to reduce peak runoff from impervious areas and maintain pre-development flow regimes, the City shall work to adopt standards such as the following:

- Minimize the proportion of each development site allocated to surface parking and circulation.
- Minimize the average dimensions of parking stalls.
- Use pervious materials and alternative designs where applicable, such as infiltration systems.
- Modify setback requirements to reduce the length of driveways.
- Promote the use of shared driveways to reduce impervious surface in

residential development.

- Promote disconnection of roof down spouts to reduce runoff going into a piped collection system or the street and encourage storage for reuse.
- Retain a larger percentage of vegetated area within all types of development to increase rainfall interception.
- Pursue the use of retention and infiltration facilities where the soils are suitable to control runoff volume, peak flow and promote dry season base flows in streams.
- Develop sub-surface storage as well as surface detention facilities.
- Evaluate additional restrictions on cuts in hillsides, especially in areas with near-surface groundwater.

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

4.11.1 Consistent with State and Federal policy, the City adopts the goal of no net loss of significant wetlands in terms of both acreage and function. The City shall comply with at least the minimum protection requirements of applicable State and Federal wetland laws as interpreted by the State and Federal agencies charged with enforcing these laws.

4.11.4 Wetlands within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process.

4.11.5 Local wetland inventories, initiated by the City, completed consistently with State guidelines, and approved by the State shall also represent City-approved inventories that meet Statewide Planning Goal 5 inventory requirements.

4.11.14 To resolve wetland issues as early as possible in the development application process on land with hydric soils, land with wetland vegetation, and/or land identified on a State or national wetland inventory, the City shall require a developer to submit, at the time of application, a wetland determination or delineation from a qualified consultant. This professional analysis shall be submitted concurrently to the City and to the Division of State Lands. The City shall request comment from the Division of State Lands on land development applications requiring a public hearing.

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

3.2.3 The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.

9.2.4 Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to pedestrian-based uses, scales and experiences in determining the orientation, layout, and interaction of private and public areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

A. Comprehensive neighborhoods have a neighborhood center to provide services within walking distance of homes. Locations of comprehensive neighborhood centers are determined by proximity to major streets, transit corridors, and higher density housing. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

F. Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

H. Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.

I. Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.

J. Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.

K. Neighborhoods incorporate a narrow street standard for internal streets which slows and diffuses traffic.

L. Neighborhood building and street proportions relate to one another in a way that provides a sense of enclosure.

M. Neighborhoods have street trees in planting strips in the public right-of-way.

9.3.2 Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.

9.4.7 The City shall encourage development of specialized housing for the area's elderly, disabled, students, and other groups with special housing needs.

9.5.1 The City shall plan for affordable housing options for various income groups, and assure that such options are dispersed throughout the City.

9.5.2 The City shall address housing needs in the Urban Growth Boundary by encouraging the development of affordable dwelling units which produce diverse residential environments and increase housing choice.

5.3.1 To increase the aesthetic qualities of the community and enjoy the engineering and ecological benefits of trees, the City shall require developers to plant appropriate numbers and varieties of trees with all new development. Such standards shall be maintained in the Land Development Code.

5.3.3 The City shall encourage the use of large-canopy trees.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

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

11.4.3 All traffic generators shall provide adequate parking.

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

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

11.7.1 An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.

10.2.6 The type, location, and phasing of public facilities and utilities shall be based on actual needs, desired levels of service, cost-effectiveness, and/or property owner willingness to pay for infrastructure.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

SCANNED

Date: 01-30-08 By: JE

RECEIVED

GENERAL APPLICATION

JAN 28 2008

Community Development Planning Division

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

Community Development Planning Division
501 SW Madison, P. O. Box 1083
Corvallis, OR 97339-1083
Phone:(541) 766-6908, Fax (541) 766-6936
email: planning@ci.corvallis.or.us

For staff use only

Case Number PLD08-00001, SUB08-00001 Date Filed 01-28-08
Fee #8198 Receipt # 4236 Planner Young

Please tell us about yourself and your request: Check the following item(s) that apply to your application.

____ Annexation	X Planned Development X major ___minor
____ Conditional Development	X Planned Development (Conceptual)
____ Comprehensive Plan Amendment	____ Planned Development (Detailed)
X Tentative Plat Subdivision	____ Planned Develop (Nullification)
____ District Change	____ Plan Compatibility Review
From ____	____ Hillside Density Transfer
To ____	____ Lot Development Option
____ Minor Land Partition	____ Willamette River Greenway

Please give us a brief summary of the action requested:
Requesting approval of a Major Modification to a Conceptual and Detailed Development Plan, and a Major Tentative Subdivision Replat to allow the construction of seven detached single family homes, six duplexes, three triplexes, three five-plexes, and a community center building on approximately 3.58 acres

Name of Project: ~~Seavey~~ Seavy *Meadows Planned Development*

Applicant's Name: *Willamette Neighborhood Housing Services* Phone *541-752-7220*
Address *257 SW Madison Avenue* FAX *541-752-5037*
Corvallis, OR 97333
Signature Jim Moorefield Date 1-22-2008

Property Owner Name: *City of Corvallis* Phone *541-766-6900*
Address *P.O. Box 1083* FAX *541-754-1792*
Corvallis, OR 97339
Signature Jon L. Nelson Date 1/23/08

Project Staff (name & address):
Planner *David Dodson - Willamette Valley Planning* Phone *541-753-1987*
311 SW Jefferson, Corvallis, OR 97333 FAX ____

Attachment III-213

Attachment M-1

Architect *Sara Bergsund - Bergsund Delaney Architecture* Phone *541-683-8661*
1369 Olive Street, Eugene, OR 97401 FAX _____
Civil Engineer *David Morris - Endex Engineering* Phone *541-928-1181*
2532 Santiam Hwy SE, #324, Albany 97322 FAX _____

Please tell us about your site:

Location address (or general vicinity, side of street, distance to intersection)
Approximately 3.58 acres of PD(RS-12) land that is south and east of NE Conser Street and north of NE Seavey Avenue.

*Assessor's Map Number(s) Related Tax Lot(s)
1. *11-5-24DC* *60500 through 3700* , _____, _____
2. _____ _____, _____, _____, _____

*The Assessor's Map Number (Township, Section/Range) and the Tax Lot Number (parcel) can be found on your tax statement or at the Benton County Assessor's Office)

Lot Area *3.58 acres*
Development District (i.e. zone) *PD(RS-12) Med-High Residential with a PD Overlay*
Comprehensive Plan Designation *Residential - Medium-High Density*

Attachments: ☒ Existing Site Map ☒ Site Plan ☒ Narrative ☒ Vicinity Map

☒ Floor Plans ☒ Elevations

☒ Solar Easements and /or shadow studies

☒ Other *See application submittal*
(If drawings are larger than 8 ½ x 14", submit 7 copies.)

Please tell us about the surrounding area:

Direction	Zoning District	Existing Land Use
North	*PD(RS-9)*	*Vacant*
South	*PD(RS-12)*	*Vacant*
East	*PD(RS-6) and PD(RS-12)*	*Detached single family homes, vacant*
West	*PD(RS-12)*	*Vacant*

NOTE: The attachments submitted should include sufficient information about adjacent lands to indicate the site's relationship with these lands (i.e. maps should indicate nearby structures, densities, road, bike, and pedestrian systems, etc.)

Please tell us more about the proposed development and its site:

1. On your plans, include the following: Site boundaries, points of access, topography (show contours), flood plains, water courses, significant vegetation, existing roads, utilities, pedestrian or bikeways, and any existing easements. Please note there are additional specific graphic and narrative requirements for each type of application.

2. Are there existing structures on site: Yes ☒ No If Yes, illustrate them on your plans and describe their current use, the type of structure, and the square footage.
The property is currently vacant with the exception of street and utility improvements.

3. For your project, please indicate the uses proposed and describe the intended activities:
The applicant intends to construct new single family and multi-family dwellings on the site, as well as a community center building to be used by residents of the new homes.

4. Will the project be completed in phases: ☒ Yes No If Yes, please explain.
The project is proposed to be completed in two phases. The first phase will include the proposed detached single family homes, while the second phase will contain the multi-family homes and the community center building. Dwellings constructed in Phase 1 will be made available for purchase, while those constructed in Phase 2 will be retained in ownership by Willamette Neighborhood Housing Services.

5. Proposed Uses

6. Site Cover

Use Type	# of acres or sq ft	Percent of site		**Coverage Type**	# of acres or sq ft	Percent of site
Residential Medium-High	*3.58 acres*	*100%*		**Impervious** - New Structural footprints - Parking & drives	*1.59 acres*	44%

Use Type	# of acres or sq ft	Percent of site		Coverage Type	# of acres or sq ft	Percent of site
Commercial Office Industrial Open Space - Parks - Drainageways - Other				**Mostly non-impervious** Open Space - Parks - Drainageways All Other Green areas or yards, walks, patios, and landscape areas	*1.99 acres*	*56%*
Total	*3.58 acres*	*100%*		**Total**	*3.58 acres*	*100%*

Description of other types (e.g. recreational facilities): *Two common green areas, a tot lot, and a community center building.*

For Residential Development:

Type	# Units	# Bedrooms	Density (living units per acre)
Detached Single Family	*7*	*two and three bdrm units*	*14 units per acre*
Duplex	*12*	*two and three bdrm units*	*11 units per acre*
Multi-family	*24*	*one, two, and three bdrm units*	*13 units per acre*

7. How will open space, common areas and recreational facilities be maintained? *Landscaped areas will be maintained by either the future property owners (detached single family homes) or by Willamette Neighborhood Housing Services.*

8. For proposed residential developments, are there any existing structures or trees on adjacent land which will reduce solar access to your site between 9 a.m. and 3 p.m. on November 21? Yes ☒ No If Yes, please illustrate these locations and their shadow impacts on your site map.

Please identify any citizen outreach efforts that you have undertaken prior to submitting this application:

- ☑ Mailed information regarding the proposed development to adjacent property owners/residents.
- ☑ Held one or more neighborhood meeting(s) or open houses.
- ☐ Held a project design workshop.
- ☑ Met individually and/or conferred over the phone with citizens.
- ☑ Made site plans available for review.
- ☐ Canvassed the neighborhood.
  Posted the project site with information about the proposal, and where to go for more information.
- ☐ Other (please describe):

Were changes made to the proposal as a result of citizen input? If so, what were they?
The applicant held several neighborhood meetings which resulted in several changes that are noted in the project narrative.

Authorization for Staff and Decision Maker to Enter Land:

City staff, Planning Commissioners and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(ies) associated with this application as part of their site visits.

- ☑ I authorize City staff and decision makers to enter onto the property(ies) associated with this application.
- ☐ I do not authorize City decision makers to enter onto the property(ies) associated with this application.

Seavey Meadows

An Application for a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat

Submitted to:

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

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

Submitted by:

Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, Oregon 97333

February 25, 2008

Attachment III-218

Attachment M-6

Planned Development Narrative

INTRODUCTION

In 2004, the City of Corvallis proposed that Willamette Neighborhood Housing Services (WNHS) take the lead role in development of a portion of vacant land along Conser Street in northeast Corvallis. The site is only a small portion of a 30-acre area known as Seavey Meadows. A small portion of the site was partially developed in the 1980s, but a foreclosure led to the City taking over ownership of the property. The City filed for a wetland development permit with the Army Corps of Engineers after a lengthy community planning process in 1998. The City viewed the site as their only remaining property appropriate for low to moderate income housing currently within the City Limits. With the applicant having a recognized development background in affordable housing, the City chose WNHS as the developer for the site.

REQUEST

The proposal includes two land use requests, a Major Conceptual and Detailed Development Plan Modification and a Major Subdivision Replat, the combination of which would reconfigure the development plan previously approved for Seavey Meadows. The focus of the plan approved for Seavey Meadows in 1982 was to provide a homogenous development of multiple four-unit attached townhome clusters with shared private driveways. In comparison, the proposed Major Modification would introduce a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings to the site. Access to the dwellings would rely on the existing public streets, Conser Street, Jasper Street, and Sorrel Place, but also involve the construction of two new private alleys, (Attachments F and G). Improvements will be made to portions of Conser Street, Jasper Street, and Sorrel Place to bring these facilities into compliance with current Corvallis Land Development Code street standards.

The development will be split into two phases. The first phase will be construction of seven single family homes for sale to low income families at 80 percent of median family income (MFI) or less. The second phase will include construction of 36 multi-family units for low income families making 60 percent of MFI or less. Due to funding variables, the applicant reserves the right to develop Phase 2 first, and will commit to providing the required public facilities necessary to serve this phase of the project.

With the exception of two senior quad buildings, the multi-family units will be designed as townhomes. A 1,700 square foot community building with play areas will be constructed adjacent to 6,800 square feet of landscaped commons. The project will include a mix of incomes with 40 percent of the units at or below 60 percent of MFI.

Project amenities will include the community building and roughly 14,000 square feet in formally landscaped play areas and commons. Parking is provided through the use of both outdoor unassigned common spaces and private attached garages and driveways.

The site is surrounded by 27 acres of locally protected wetlands, which provide a long term natural landscape amenity. Additionally, a variety of community amenities are immediately available to the site including: two of the City's largest employers (Hewlett Packard and Good Samaritan Hospital); a community shopping center within three-quarters of a mile of the site (with Safeway as the anchor); public transportation adjacent to the site; a middle school within a half a mile; and a City park within a half a mile.

SITE AND VICINITY

The 3.54 acre site is located south and east of Conser Street and contains Jasper Street and Sorrel Place, (Attachment A). Seavey Avenue is located immediately to the south. A four-unit attached townhome that currently occupies a portion of the site was constructed consistent with the 1982 approval for Seavey Meadows. Improvements to Conser Street, Jasper Street, and Sorrel Place were also made at this time. No other development has taken place at the site since these improvements were made. Remnants of preliminary building pad excavation are still visible on recent City of Corvallis aerial photographs. Due to the soils and relatively high water table in this area of Corvallis, these portions of the site have since gradually transformed into informal "constructed" wetlands, (Attachment P). Other natural features found on the site include mature and sapling cottonwood trees, and non-locally protected jurisdictional wetlands. The site is essentially flat and lacks prominent topography.

Immediately northeast of the site along Conser Street is the Conifer Village Subdivision. All other property within the immediate vicinity is currently undeveloped. A spur of the Southern Pacific Railroad runs past the site on the west side of Conser Street. Additional residential development is located on the opposite side of the railroad, (Attachment B).

The site is designated as Residential - Medium-high Density on the Corvallis Comprehensive Plan Map, as are other properties abutting the site to south, east, and west that were also part of the original Seavey Meadows Planned Development, (Attachment C). The Conifer Village Subdivision is designated as Residential - Low Density, while undeveloped property across Conser Street to the west is shown as Residential - Medium Density on the Comprehensive Plan Map.

Consistent with its Comprehensive Plan designation, the site is zoned Medium-High Residential on the Corvallis Land Development Code Zoning Map, and is also subject to a Planned Development Overlay (PD(RS-12)), (Attachment D). Undeveloped properties south of the site that are also associated with the original Seavey Meadows Planned Development share this designation. The Conifer Village Subdivision is zoned PD(RS-6), while the undeveloped properties to the west, across Conser Street, are zoned PD(RS-9).

PREVIOUS APPROVALS

1982 – On May 18, 1982, the subject site was annexed into the City Limits along with roughly 37 additional acres that were zoned either RS-9 or RS-12 with a Planned Development Overlay. Subsequent to being annexed, the original developer proposed a Conceptual and Detailed Development Plan and Tentative Subdivision Plat that would have resulted in the construction of 296 dwelling units (PD-82-5). The Corvallis Planning Commission approved this request, with conditions, on October 6, 1982.

1991 – On March 6, 1991, the Corvallis Planning Commission approved a Detailed Development Plan and a Tentative Subdivision Plat for Conifer Village, Phases 4, 5, and 6 (DC-91-1, PD-91-1, and S-91-1). This approval effected approximately 10 acres of the Seavey Meadows Detailed Development Plan by rezoning the property from PD(RS-12) to PD(RS-6) and approving a tentative subdivision plat intended for development with detached single family homes. A portion of Conifer Village, Phase 5, was developed in this location and currently contains 38 single family houses. In comparison, the Seavey Meadows Detailed Development Plan would have resulted in the construction of approximately 76 attached dwellings in this same area.

NEIGHBORHOOD OUTREACH

The applicant has held three neighborhood meetings prior to submittal of this application. The first two meetings where held in November of 2006. At that time the project was approximately five acres in size and contained 60 dwelling units. Following refinements and a reduction to the project acreage, due to the discovery of additional wetlands, the project area is now only 3.54 acres and contains 43 dwelling units. The new plan was presented at a neighborhood meeting in January of 2008.

ATTACHMENTS

A	-	*Vicinity Map*
B	-	*Surrounding Uses*
C	-	*Comprehensive Plan Designations*
D	-	*Zoning Designations*
E	-	*Significant Natural Features*
F	-	*Phase 1 Detailed Development Plan*
G-1	-	*Phase 2 Detailed Development Plan*
G-2	-	*Phase 2 Detailed Development Plan Alternatives*
H	-	*Tentative Subdivision Plat*
I-1	-	*Landscape Plan*
I-2	-	*Landscape Plan - Alternative*
I-3	-	*Existing Trees*

J	-	*Natural Features Mitigation Plan*
K	-	*Grading and Paving Plan*
L	-	*Site Utility Plan*
M	-	*Lighting Plan*
N	-	*Solar Study*
O	-	*Typical Building Plans and Elevations*
P	-	*Traffic Impact Study Addendum*

CRITERIA, DISCUSSION, AND CONCLUSIONS

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 following narrative responds to criteria from the Corvallis Comprehensive Plan and the Land Development Code (LDC) that are applicable to the subject land use requests. An analysis of the proposal's consistency with these criteria is provided, and, in the event that variations from development standards are requested, the narrative notes alternate means for achieving the same benefit.

As noted above, the proposal consists of two separate land use requests. To facilitate a review of the proposal, the narrative is divided into the two following parts:

- *Part I – Major Conceptual and Detailed Development Plan Modification*
- *Part II – Major Subdivision Replat*

PART I

MAJOR CONCEPTUAL AND DETAILED DEVELOPMENT PLAN MODIFICATION

DETERMINATION OF A MAJOR PLANNED DEVELOPMENT MODIFICATION

Applicable Land Development Code Sections:

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.

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;

The original Detailed Development Plan approved for Seavey Meadows allowed the construction of 296 dwelling units. Subsequent to that approval, the construction of Conifer Village, Phase 5, reduced that original total by at least 38 dwelling units. The subject request seeks to limit development of remaining undeveloped potions of the original Seavey Meadows site to only the 3.54 acres shown on Attachments 'F' and 'G'. A total of 43 dwelling units would be constructed on this acreage, which constitutes an 83 percent reduction in the number of dwelling units that could have been constructed based on the combined effects of the Seavey Meadows and Conifer Village, Phase 5, approvals.

4. Change in the ratio of the different types of dwelling units;

All of the 296 units proposed through the original Seavey Meadows Detailed Development Plan were configured as attached dwellings, with four units attached together in a "pinwheel" arrangement, as demonstrated by the four homes that currently occupy the site. The subject proposal would introduce a mixture of dwelling types, including single family detached, duplex, triplex, and multiplex dwellings, none of which fit the LDC definition of an attached unit.

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;

Due to the fact that only 3.54 acres of the approximately 30 acres approved through the original Seavey Meadows Detailed Development Plan would be developed through the subject proposal, several changes to the types and locations of accessways will result. Arguably, these changes may affect off-site traffic. However, given that fewer dwelling units would be constructed, it is reasonable to conclude that the effects would be positive due to comparatively fewer vehicle trips being generated.

12. Decrease in project amenities for pedestrians or bicycles, recreational facilities, screening, and/or landscaping provisions by more than 10 percent;

Similar to the reconfiguration of accessways, the subject proposal will result in fewer lineal feet of new local streets being constructed when compared to the original Seavey Meadows Detailed Development Plan. These streets would have included sidewalks and allowed bicyclists to travel throughout the development. Further, the original development plan included the construction of a 2-acre sports park, which is no longer being proposed. Instead, the balance of the currently undeveloped site would remain undisturbed, most of which currently contains protected Locally Significant Wetlands.

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

As a result of the introduction of a variety of different dwellings types, most of the architectural details and materials listed in the criterion cited above will be changed through the subject proposal, (Attachment O). For example, dwellings proposed through the original Seavey Meadows Detailed Development Plan were single story, "rambler" style dwellings with lap and board and batten siding, topped by gently sloping roofs. Most of the proposed dwellings will be two stories and use a variety of exterior building materials, including lap siding, board and batten siding, and cedar shingles. While the roof pitch proposed for each dwelling type would not be reduced from what was originally approved, the roof line configurations would be different.

14. **Change to any aspects of the Plan involving Natural Resources and/or Natural Hazards governed by Chapter 4.5 - Natural Hazards and Hillsides, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation, and Chapter 4.13 - Riparian Corridors and Wetlands.**

The LDC did not contain the natural resource and natural hazards provisions listed above when the original Detailed Development Plan was originally approved for Seavey Meadows. Regardless, the proposed site plan would protect the subsequently identified Locally Significant Wetlands identified on the site.

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.**

Given the analysis presented above, the subject proposal qualifies as a Major Conceptual and Detailed Development Plan Modification.

REVIEW CRITERIA

Applicable Land Development Code Sections:

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.**

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.**

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.

This application narrative describes in detail the reasons for the proposed Major Modification and responds to the review criteria listed in Sections 2.5.50.04 and 2.5.40.04.

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[1]; and**
14. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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**

---

1 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

Code standards.

Section 2.5.20 - PURPOSES

Planned Development review procedures are established in this Chapter for the following purposes:

a. Promote flexibility in design and permit diversification in location of structures;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion;

d. Provide for more usable and suitably located pedestrian and/or recreational facilities and other public and/or common facilities than would otherwise be provided under conventional land development procedures;

e. Combine and coordinate architectural styles, building forms, and building relationships within the Planned Development;

f. Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design monies, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

g. Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures; and

h. Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met.

While the overall site plan achieves substantial consistency with development standards contained in LDC Chapters 2.4, 3.6, 4.0, 4.1, 4.2, 4.4, 4.10, and 4.13, an approval of the proposed design would allow the following variances described below in Table 1.

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	*Compensating Benefit*
LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1.	*Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on Attachment 'I'.*
LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces, for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.	*The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.*
LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.	*See response above.*
LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 19 and 20 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.	*Lots 1 and 2 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.*

Code Variance	***Compensating Benefit***
LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.	*Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential widow coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.*
LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.	*The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.*

Code Variance	*Compensating Benefit*
LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.	*The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.*
LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the duplex units are proposed to be situated along the easterly private alley, some of which also fall within the boundaries of Lots 8 and 9.	*The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.*

As described in the various purposes of LDC Chapter 2.5, the Planned Development process is intended to allow for flexible implementation of development standards so that a project may achieve compatibility through alternate means. The subject proposal is consistent with these purposes for the following reasons.

By permitting the variances described above, the proposed buildings may be situated in a manner that still provides necessary vehicular access while focusing orientation toward common outdoor areas. If access from either a public or private street were required instead of from the proposed private alleys, either the overall development footprint would be larger or fewer affordable units could be constructed due to a wider street cross-section. Expanding the development footprint would likely impact protected Locally Significant Wetlands that are located immediately outside of the project boundary, while reducing the number of affordable housing units that would detract from the applicant's goal of providing a housing type that is in short supply in Corvallis.

Overall, the proposed plan achieves a degree of compatibility that is greater than what would be achieved by strict adherence to the applicable development standards. Most notably, the variances requested allow the applicant to provide affordable housing with quality recreational amenities, while constraining the development footprint and eliminating the need for additional paved surfaces that would otherwise push the area of disturbance into adjacent protected wetlands. From this perspective, the variances requested are relatively inconsequential and can be readily balanced by compensating benefits proposed by the applicant.

The remainder of this project narrative responds to the compatibility review criteria cited above for a Major Planned Development Modification (LDC Section 2.5.40.04). To facilitate review of the proposal, the narrative is divided into the following six parts:

- *Land Use*
- *Compatibility*
- *Natural Features*
- *Circulation*
- *Public Facilities and Services*
- *Solar Access*

LAND USE

Applicable Comprehensive Plan Policies:

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

9.3.5 Residential developments shall conform to the density ranges specified by the Comprehensive Plan and be of housing types permitted by the applicable zoning district.

The proposed Major Planned Development Modification is consistent with Comprehensive Plan Policies cited above for the following reasons. In comparison to the development plan approved for Seavey Meadows in 1982, the subject proposal would not significantly

impact the Locally Significant wetlands distributed throughout the original site. The project efficiently achieves a density of 12 units per acre, by relying on a looped network of local streets and private alleys, rather than the disjointed series of multiple private driveways approved through the original development plan for Seavey Meadows. A mixture of five different residential building types is used to achieve the minimum required density of 12 units per acre. Existing public utility lines that were installed through the original development plan would be reconfigured, where necessary, to facilitate the proposed arrangement of alleys and buildings. Many of the proposed dwelling units are configured to take advantage of common outdoor areas that serve as centralized public focal points for the development. Lastly, solar access requirements are achieved for at least 80 percent of the proposed buildings without impacting solar access for the four existing attached units.

Applicable Land Development Code Sections:

Section 3.6.20 - PERMITTED USES (RS-12 Zone)

3.6.20.01 - Ministerial Development

a. Primary Uses Permitted Outright

1. Residential Use Types -

a) Family

2. Residential Building Types -

a) Single Detached

d) Attached - Townhouse

e) Duplex

f) Multi-dwelling

3. Civic Use Types -

a) Community Recreation

b. Accessory Uses Permitted Outright

8. Other development customarily incidental to the Primary Uses in accordance with Chapter 4.3 - Accessory Development Regulations

As discussed above, five different residential building types are proposed through the subject Major Planned Development Modification. Each of these is a type of family residential use and listed as an allowed building type in LDC Section 3.6.20.01.a(2). Architectural details for each of the propose dwellings are provided on Attachment 'O'. The elevations and floor plans are noted as "typical" so that minor adjustments may be

made to the buildings prior to construction. However, the overall appearance and arrangement of units will be as shown.

The applicant requests the flexibility to construct one of two different dwelling types in the eastern portion of the site, (Attachments G1, G2, O3.1, and O3.2). While the overall intent of the project is to supply affordable housing for the Corvallis community, the applicant is also aware of the need for housing oriented toward senior citizens and disable individuals. One of the housing types proposed is described as a "senior quad", which would be a single story building composed of four units clustered around a central common area, (Attachment O3.1). The applicant is still assessing the viability of this dwelling type and may decide to construct a two story four-plex dwelling instead, (Attachment O3.2). Regardless of which dwelling type is chosen, the applicable development standards addressed through this application narrative can be satisfied.

While the applicant anticipates that the community building will be used primarily by residents of the development, it is also possible that other members from the greater Corvallis community may frequent the facility for group activities (e.g., family reunions, neighborhood meetings, or holiday boutiques). This potential spectrum of uses could qualify the building as a civic use type, and more specifically, as a Community Recreation use. Alternatively, the community building could also be viewed as an accessory use to the primary residential use. For example, a separate building that is located on the site of a larger apartment complex development and contains laundry facilities, a fitness room, or an entertainment lounge would be considered as an accessory use. From either perspective, the community building is allowed in the RS-12 Zone.

Attachment III-233

COMPATIBILITY

Applicable Comprehensive Plan Policies:

3.2.7 All special developments, lot development options, intensifications, changes or modifications of nonconforming uses, Comprehensive Plan changes, and district changes shall be reviewed to assure compatibility with less intensive uses and potential uses on surrounding lands. Impacts of the following factors shall be considered:

A. Basic site design (i.e., the organization of uses on a site and its relationship to neighboring properties);

B. Visual elements (i.e., scale, structural design and form, materials, etc.);

C. Noise attenuation;

D. Odors and emissions;

E. Lighting;

F. Signage;

G. **Landscaping for buffering and screening;**

H. **Transportation facilities; and**

I. **Traffic and off-site parking impacts.**

Comprehensive Plan Policy 3.2.7 contains many compatibility factors that are similar to those listed in Section 2.5.40.04. In fact, the compatibility criteria from that Section of the LDC are more numerous and require the consideration of pedestrian oriented design elements and potential impacts to natural resources. In order to consolidate this narrative, the response to Section 2.5.40.04 provided below is intended to subsume Policy 3.2.7.

Applicable Land Development Code Sections:

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[2]; and

14. Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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.

Basic Site Design

Applicable Comprehensive Plan Policies:

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

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2 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

F. **Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.**

G. **Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.**

H. **Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.**

I. **Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.**

J. **Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.**

9.3.2 **Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.**

9.5.2 **The City shall address housing needs in the Urban Growth Boundary by encouraging the development of affordable dwelling units which produce diverse residential environments and increase housing choice.**

Besides the four attached units currently located on the site the only existing residential development within the immediate proximity is the Conifer Village Subdivision. This area is zoned PD(RS-6) and was developed consistent with standards of this Low Density Residential zone. As such, the neighborhood characteristics are slightly different from what the proposed development will accomplish. Besides a comparatively increased average density, the site will contain a wide variety of dwelling types that are configured around common areas. However, the majority of this development pattern will be situated away from Conser Street. Other than the four existing attached units, three triplexes and one four-plex will be situated close to Conser Street, and these dwellings are designed with an architectural style and massing similar to that of a single family detached home. Thus,

the new development will not be incompatible with the existing development pattern located northeast of the site.

The design of the proposed site plan was influenced by the four existing attached units, the established public street pattern, and the presence of Locally Significant Wetlands along the periphery of the development footprint. Each of these development factors is being integrated with the proposed site plan, most notably the Locally Significant Wetlands. The applicant has designed the site plan to account for these constraints and provide a mixture of affordable housing types at a density allowed in the RS-12 Zone. Duplex and detached units, which are typically classified as single family building types, are grouped together within the eastern portion of the site, while the most of the multi-family dwellings (i.e., triplexes and multiplex units) are grouped together in the western portion of the property, (Attachments F and G). The eastern portion of the site will also contain two four-plex buildings configured as four units that share a central common area or in either a traditional side-by-side arrangement, similar to that of the existing four attached dwellings. This arrangement will create a consistent residential use dynamic within either portion of the site, with Jasper Street serving as a buffer and point of transition between the two.

Along Conser Street, the front elevation of the three proposed triplexes will be buffered from vehicular traffic traveling along this street by a landscaped front yard setback of 25 feet, similar to the landscape buffer existing along the north side of the four existing attached residences, (Attachment I-1). Orienting the triplexes toward Conser Street is consistent with the residential pedestrian oriented design standards from LDC Chapter 4.10. This results in the rear of these units facing a private alley with parking spaces along it. Windows provided along the south elevation of these units will facilitating observation of the alley and promote better security within this portion of the site. This is an important neighborhood feature within the western portion of the site, as the multiplex dwellings are positioned with either the side or the rear building elevation facing this segment of the private drive. To minimize the potential for conflicts between vehicles and pedestrians, a landscaped planter strip will be installed between the private alley and the five-foot wide walkway that extends along the front of the triplexes, (Attachment I-1).

On-site vehicular parking is accommodated in a variety of ways, depending on the dwelling type and location of the site, (Attachments F and G). For the single family dwellings, a single car garage and private driveway will be used to meet the parking demand for these residences. The depth and width of each driveway is consistent with City of Corvallis standards, and they will be separated by a minimum of 12 feet to allow room for landscaping between the edge of the driveway and the corresponding side yard lot line. A similar approach is proposed to provide parking spaces for the triplex units; however, five of the required vehicle parking spaces are proposed to be situated along the north side of Sorrel Place. Locating these spaces along the public street eliminates the need to pave more of the site. Parking for the multiplex and duplex buildings will rely on common parking areas situated along both of the private alleys. These spaces are oriented either parallel to the alley or as "head-in" spaces. To maintain sufficient width for pedestrians,

the walkway extending along either alley and the abutting parking spaces will be 7½ feet wide to allow for up to 2½ feet of vehicle bumper overhang, resulting in an unobstructed walkway width of five feet. In addition to the sidewalk, buildings will be separated from these parking spaces by a landscaped area at least 10 feet wide, for a total separation distance of approximately 18 feet.

Ample green space is provided around each of the dwellings to allow for outdoor activities, (Attachment I-1). Two common green areas are provided, one in each portion of the development. The various multiplex dwelling units will be constructed to face these areas to provide community green space and encourage interaction amongst residents. Detached single family homes will be provided with at least 375 square feet of usable yard per lot, consistent with RS-12 standards. Where fences aren't proposed to establish separation between units, a mixture of turf, shrubs, and trees will be strategically planted to buffer buildings from one another and to enhance privacy for residents.

A continuous network of pedestrian paths will allow residents and guests to walk throughout the development and reach the larger common open space areas and community building, as well as the pubic sidewalks along Conser Street, Jasper Street, and Sorrell Place. These paths will also provide residents with easy access to a route of the Corvallis Transit System that travels along Conser Street.

Applicable Land Development Code Sections:

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

	Standard
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.

	Standard
e. Setbacks	
1. Front yard	**10 ft. minimum; 25 ft. maximum** **Also, unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained.**
2. Rear yard and Side yards **Interior attached townhouses exempt from interior side yard setbacks.)**	**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.**
a) Single Detached	**5 ft. minimum each side yard**
b) Single Attached and Zero Lot Line Detached	**0 ft. one side; 8 ft. minimum on opposite side[3]**
c) Duplex and Multi-Dwelling	
d) Abutting a more restrictive zone	**10 ft. minimum each side**
3. Corner Lot	**10 ft. minimum**
See also "k," and "l," below.	**10 ft. minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.**
f. Minimum Garage/Carport Setbacks	
1. Garage/carport entrance facing/parallel to the street	**19 ft. minimum**
2. Garage/carport entrance sideways/perpendicular to street	**10 ft. minimum**
See also "k," and "l," below.	**Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development.** **Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.**

1 For Detached Zero Lot Line dwelling units, prior to Building Permit approval, the applicant shall submit a recorded easement between the subject property and abutting lot next to the yard having the zero setback. This easement shall be sufficient to guarantee rights for maintenance purposes of structures and yard, but in no case shall it be less than five ft. in width.

	Standard
l. Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.
r. Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.6.50, below.

Lot Area and Development Density

Attachment 'H' provides the area of each of the proposed lots. The smallest lot proposed (2,747 square feet) corresponds with most of the single family detached units, and is consistent with minimum lot size allowed in the RS-12 zone of 2,200 square feet. The following mathematically demonstrates that each of the multifamily lots is of sufficient area to support the number of dwelling units it contains.

- *Lot 8: 2 units X 2,200sf = 4,400sf; actual lot area = 4,476sf*
- *Lot 9: 2 units X 2,200sf = 4,400sf; actual lot area = 4,467sf*
- *Lot 10: 8 units X 2,200sf = 17,600sf; actual lot area = 27,075sf*
- *Lot 11: 15 units X 2,200sf = 33,300sf; actual lot area = 39,141sf*
- *Lot 12: 9 units X 2,200sf = 19,800sf; actual lot area = 27,272sf*

Each of the proposed lots is at least 25 feet wide. With a total of 43 units proposed, the resultant density across the entire 3.54 acre site is 12 dwelling units per acre, which is the minimum density required in the RS-12 Zone.

Building Setbacks

Setbacks for each of the proposed buildings are consistent with the standards cited in LDC Section 3.6.30, Parts (e) and (f). As shown on Attachments 'F' and 'G', the front elevation building wall of each of the single family detached units is setback from the front lot line by at least 10 feet, and the associated unenclosed porches encroach into this area by no more than five feet. Rear and side yard setbacks are a minimum of five feet for each of the detached units, and a "usable yard" with a minimum area of 375 square feet and minimum lineal dimension of no less than 15 feet is provided for each unit. Each garage associated with a detached single family dwelling is setback at least 19 feet from Sorrel Place.

Both of the duplexes are consistent with the RS-12 setback standards as well. Buildings 8 and 9 are set back from Sorrel Place by the same distance as the detached single family homes. Usable yards are provided in the exterior side yard of Building 8 and in the easterly interior side yard of Building 9. Setbacks in the opposing interior side yard between these two units are a minimum of 10 feet wide.

Lot 11, which contains the community building and Buildings 4, 5, and 6, is fronted by Jasper Street and Sorrel Place. Except for the community building, the applicant has oriented each of the buildings toward Common Green No. 1 and Sorrel Place, and, therefore, has established setbacks on the assumption that this street abuts the front yard of the lot. Correspondingly, exterior side yard setbacks of at least 10 feet are provided along the east elevation of the community building and Building 6, while Building 4 is set back from the boundary with Tract 'C' by at least 10 feet, as required for a multifamily building. Along Sorrel Place, Building 4 and the community building will be set back from the public right-of-way by10 feet. (It should be noted that the community building is shown as set back from Sorrel Place by a distance of approximately 8 feet on Attachments 'F' and 'G'. This is an error that will be corrected by shifting the community building two feet north when it is constructed. Doing so will maintain the required minimum separation distances of 5 feet and 20 feet between the adjacent internal walkway and the south elevation of Building 6, respectively.) While Buildings 5 and 6 are set back from Sorrel Place by more than the allowed maximum distance of 25 feet, their placement is consistent with an exception to this standard that is allowed through LDC Section 4.10.60.01, Parts (a) and (b). (Please see below for further discussion on the application's consistency with this standard.) Along the north elevation of Buildings 4, 5, and 6, a setback distance of at least 30 feet is provided from the south boundary of Tract 'C'. While the rear yard area north of Buildings 4, 5, and 6 contains common parking spaces abutting the south side of the alley, it also contains walkways and landscaped areas that comprise a portion of Lot 11 that meets the dimensional requirements of a "usable yard." However, the applicant anticipates that residents will prefer the recreational opportunities afforded by Common Green No. 1 rather than rely on this comparatively narrow, linear space.

The three triplex buildings (Buildings 1, 2, and 3) are located on Lot 12 and have been oriented toward Conser Street to satisfy standards from LDC Chapter 4.10. Correspondingly, a setback distance of 25 feet is provided between the north elevation of these buildings and the public right-of-way for Conser Street. An exterior side yard setback of 10 feet is established between the east elevation of Building 3 and Jasper Street, while Building 1 is separated from the western boundary of Lot 12 by approximately 35 feet. This area of Lot 12 is also intended to satisfy the requirement of providing a "usable yard." Each of the buildings is set back 20 feet from the north boundary of Tract 'C', which abuts the "rear yard."

Buildings 10 and 11 will be situated so that vehicular and pedestrian access is provided via the easterly private alley. Although Lot 10 has roughly 44 feet of frontage on Conser Street, the applicant considers the boundary with by Tract 'B' to delineate the front yard for Lot 10. While none of the buildings proposed to occupy the lot (i.e., Senior Quads or four-plexes) would be oriented toward the private alley, residents and guests will be accessing the structures from the western portion of the lot due to the associated parking spaces and walkways. From that perspective, the buildings contemplated to occupy Lot 10 would be situated consistent with the required setbacks. At least 33 feet will separate the proposed maximum building envelope and the eastern boundary of Tract 'B'. While Internal side yard setbacks of at least 5 feet will be provided for both buildings along the

north and south boundaries of the lot, the proposed buildings will be constructed so that these areas also contain a "usable yard." A separation distance of no less than 10 feet will be maintain along the western lot boundary, consistent with the minimum rear yard setback standard.

The placement of the easterly private alley in a separate tract triggers the application of RS-12 setbacks to the east and south elevations of the four existing attached units. Jasper Street is considered to abut the front yard of this lot, which results in the need to satisfy the rear yard and internal side yard setback standards along the west and south elevations of this building. Along the south elevation of the building, the proposed property boundary adjustment actually results in the creation of at least a 10 foot setback from the building wall. As shown on the tentative plat, (Attachment H) the western boundary of Tract 'B' is offset from the previous property boundary for the four existing attached units by approximately one foot. Portions of the east elevation (i.e., the garage for the northeast unit) are as close as one foot from the boundary with Tract 'B'. While development standards contained in LDC Section 4.0.60.j.2(f) allow a garage to be up to 14 feet from the centerline of an alley, the required property line setback distances must be provided unless the garage is oriented to the alley from zero to 45 degrees. The subject garage does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of the four existing attached units.

It should be noted that the need for this request results from providing a six-foot wide planter strip and a five-foot wide sidewalk along the west side of the alley and including these amenities within the boundaries of Tract 'B' rather than placing them within the Durrant Property. The planter strip and sidewalk are not required components of an alley, but the applicant believes that safe pedestrian circulation through this portion of the site is important. Additionally, the applicant did not feel is was appropriate to burden the current property owner with the long term maintenance of these amenities by placing them within the boundary of the Durrant Property. If the sidewalk and planter strip weren't provided, or if they were situated within the boundaries of the Durrant Property, then the required rear yard setback distance could have been established. Given the benefits generated by configuring this portion of the site as proposed, the applicant believes the variance is justified.

Lot Coverage and Green Area

Attachments 'F' and 'G' provide lot coverage information for each of the 12 lots that would be created through the development plan. The square-footage of each lot covered by either building footprints or vehicular maneuvering areas (i.e., individual driveways, common internal drives, and a fire turnaround) is less than 70 percent of the total lot area.

Please see the response to Section 3.6.50, below, for information on green area and private open space provided by the development plan.

Attachment M-30

Attachment III-242

Section 3.6.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-12 Zone:

a. Buildings with opposing windowed walls shall be separated by 20 ft.

d. Building separation shall also apply to building projections such as balconies, bay windows, and room projections.

e. Buildings with courtyards shall maintain separation of opposing walls as listed in "a," through "c," above.

f. Where buildings exceed a length of 60 ft. or exceed a height of 30 ft., the minimum wall separation shall be increased. The rate of increased wall separation shall be one ft. for each 15 ft. of building length over 60 ft., and two ft. for each 10 ft. of building height over 30 ft.

Attachment 'O' provides elevations for each of the proposed dwelling types. Each of the four elevations of every building contains windows. The site plan indicates that buildings longer than 60 feet (Buildings 1 through 6) would be situated at least 21 feet from one another, consistent with Section 3.6.40. This distance applies to all architectural aspects of the buildings, including balconies, bay windows, and room projections. None of the proposed structures are more than 30 feet tall.

g. Driveways, parking lots, and common or public sidewalks or multi-use paths shall maintain the following separation from dwelling units built within eight ft. of ground level.

1. Driveways and parking lots shall be separated from windowed walls by at least eight ft.; sidewalks and multi-use paths shall be separated by at least five ft.

2. Driveways and parking lots shall be separated from living room windows by at least 10 ft.; sidewalks and multi-use paths shall be separated by at least seven ft.

3. Driveways and uncovered parking spaces shall be separated from doorways by at least five ft.

The proposed private alleys and parking areas are separated from windowed walls of each dwelling unit by at least eight feet; from living room windows by at least 10 feet; and from doorways by at least five feet. Each of the internal sidewalks is separated from windowed walls by at least five feet, and from living room windows by at least seven feet. These separation distances are also maintained for the four existing attached units.

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.

As noted above, no more than 70 percent of each of the proposed lots would be covered by buildings or vehicular areas. The balance of each lot is retained as Green Area. Attachments 'F' and 'G' present information on the percentages of green area for each lot, all of which have at least 30 percent of their area either formally landscaped or improved with the types of design elements described in Section 3.6.50(b). Green Area is effectively arranged to create buffers between buildings, to separate buildings from vehicular areas, and to provide areas for outdoor activity.

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. Upper-story balconies cannot be counted.

3.6.50.04 - Option to Combine Private and Common Outdoor Space

a. The private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

b. The combined outdoor space may be covered, but it shall not be fully enclosed.

Except for the four units of each senior quad building, each of the proposed dwelling units is provided with a Private Outdoor Space of at least 48 square feet, with minimum dimension of no less than six-by-eight feet. Attachments 'F' and 'G' note the locations of patios and porches associated with each of the units, while Attachment 'O' provides scaled dimensions of these amenities. Landscaping consisting of shrubs, groundcover, and perennial plants will be installed along edges of each Private Outdoor Space to create privacy for residents, (Attachment I-1). A vegetative buffer at least three feet tall will be established in these areas to enhance privacy.

To satisfy the Private Outdoor Space requirements for the senior quad buildings, the applicant relies on Section 3.6.50.04 to provide this space as part of the total common outdoor area apportioned to these units. Two common outdoor areas are proposed in the eastern portion of the site; a 4,270 square foot common green and a 3,000 square foot basketball court. If the senior quad dwellings were constructed, the minimum Common Outdoor Space demand generated by Buildings 8 through 18 would be 4,300 square feet. Assuming that the 3,000 square foot basketball court was used to satisfy the demand generated by each of the single family homes, that leaves 4,270 square feet of common area to account for the demand generated by the two duplexes and the two senior quad buildings. A total of 2,400 square feet would be required for these dwellings, leaving a surplus of 1,870 square feet, which is more than sufficient to accommodate the 384 square foot Private Outdoor Space demand generated by the senior quad units.

In the event that front porches are not considered as Private Outdoor Space, then the applicant notes that Section 3.6.50.04 allows Common Outdoor Space to satisfy this requirement. This interpretation would effect the one-bedroom units contained in each of the five-unit multiplex buildings. Based on the area required for a one-bedroom unit, at least 1,488 square feet of common outdoor space would be needed to also meet the private outdoor space standard [(6x200sf) + (6x48sf) = 1,488sf]. As noted on Attachment 'G', Common Green No. 1 is 6,800 square feet in area, but is only required to be 5,700 square feet to satisfy requirements of Section 3.6.50.03. Thus, the surplus of 1,100 square feet is more than adequate to provide the total minimum Private Outdoor Space required for each of the one-bedroom units contained in the five-plex buildings.

3.6.50.03 - Common Outdoor Space Per Dwelling Unit

a. **In addition to the Private Outdoor Space requirements of Section 3.6.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:**

   1. **Studio, one- and two-bedroom units: 200 sq. ft. per unit**

   2. **Three or more bedroom units: 300 sq. ft. per unit**

b. **The minimum size of any Common Outdoor Space shall be 400 sq. ft., with minimum dimensions of 20-by-20 ft.**

c. **A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; preserved natural areas where public access is allowed; and children's tot lots.**

d. **The Common Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.**

e. **A children's tot lot shall be provided for each 20 units. The minimum dimensions for any tot lot shall be 20-by-20 ft., with a minimum size of 400 sq. ft. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Any one or a combination of the following shall enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats.**

Two Common Outdoor Areas are shown on Attachments 'F' and 'G', one in either portion of the site. Common Green Area No. 1 (6,800 sf) is intended to satisfy the minimum area required for buildings 1 through 6, while Common Green Area No. 2 (4,270 sf) contains sufficient square-footage to account for almost all of the outdoor space required for buildings 8 through 18. In addition to Common Green No. 2, a 3,000 square foot sport court is also provided in Phase I of the project that is large enough to account for the remaining outdoor space demand generated by Buildings 8 through 18.

There are a total of 15 one- and two-bedroom units, and 9 three-bedroom units distributed amongst buildings 1 through 6. This results in a minimum required Common Outdoor Area of 5,700 square feet. Common Area No. 1 is of sufficient area to satisfy the common outdoor space requirement for these buildings.

If the applicant chooses to construct the "senior quads", Buildings 8 through 18 would contain a total of 8 one-bedroom units, 6 two-bedroom units, and 5 three-bedroom units, for a total required Common Outdoor Area of 4,300 square feet. Thus, the total area contained by Common Green No. 2 and the sport court is sufficient to satisfy Section 3.6.50.03(a) for these dwellings. This remains true if the applicant chooses to construct traditional four-plex dwellings instead of the "senior quads." In that case, the bedroom

unit composition for the easterly portion of the site would be 6 two-bedroom units and 13 three-bedroom units, for a total demand of 5,100 square feet of common outdoor space.

In accordance with Section 3.6.50.01, Parts (b) through (e), each of the common outdoor areas is at least 20-by-20 feet; are not located in a required buffer area or setback; and, based on the number of units, contain one tot lot with dimensions of at least 20-by-20 feet. At this point, the applicant has not chosen recreational amenities for the common green areas, or play equipment and a method of enclosure for the tot lot, and requests that these requirements be included as conditions of approval that are tied to the issuance of building permits.

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 multi-use 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.

Given the considerations listed in Section 3.6.50.06 and the characteristics of the site, the applicant has chosen to locate the required Green Areas in a manner that makes them easily accessible from each of the proposed dwelling units.

Visual Elements

As discussed above, similar dwelling types are grouped together in separate portions of the site. In general, duplex and detached single family homes are located east of Jasper Street, while the triplexes and multiplex buildings are situated to the west. This relationship establishes a building mass and scale continuity across the site so that each portion is differentiated by its perceived density. Locating the duplex and single family homes on the eastern portion of the site also addresses the need to place building styles in this area that are compatible with the four existing single-story attached units. However, while the multifamily buildings are of a larger scale and mass, they have been designed with many of

the same architectural features as the duplex and single family homes. Details common to the Craftsman style, such as combined side and front gabled roofs, a mixture of window styles, eave brackets, covered front porches, and articulated exterior walls, give the multifamily buildings an architectural style similar to that of the single family dwellings, (Attachment O). These elements will serve to minimize the larger scale of the multifamily buildings by visually separating each unit from the others, despite being part of a larger building.

The proposed dwelling arrangement also establishes a gradual building scale and building mass transition along Conser Street. The Conifer Village Subdivision, which is north of the site on the east side of Conser, is developed entirely with detached single family homes. Beginning approximately 250 feet north of the site, some of these dwellings front on Conser Street. By situating the various dwelling types as proposed, the more intensive multifamily dwellings are further away from existing lower density, less intensive development.

Applicable Land Development Code Sections:

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

	Standard
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**

Attachment 'O' provides scaled architectural elevations and floor plans for each of the proposed buildings. At roughly 29 feet, the five-plex dwellings would be the tallest of the structures proposed.

Noise, Odors, Lighting, and Signage

Applicable Comprehensive Plan Policies:

7.2.6 The City will encourage new development to be sensitive to the environment by having the development avoid significant negative impacts on:

B. Noise or light pollution; and

Noise, odors, lighting, and signage patterns for the proposed development will be typical of those experienced in residential developments of similar densities. The applicant has proposed all exterior on-site lighting to have fully cut-off fixtures. A Lighting Plan has been submitted which represents the photometric light levels anticipated throughout the site. An increase in noise from vehicular traffic and in exterior ambient lighting would be

expected in comparison to existing conditions. However, these aspects of development will only impact the site itself and the immediate vicinity. Other than the four existing residential attached units, the next closest developed area is the Conifer Village Subdivision. All other parcels surrounding the site are currently undeveloped and will likely remain that way, given City of Corvallis ownership and the presence of protected Locally Significant Wetlands.

No impacts from odors or signage are anticipated by the applicant. Refuse generated by residents of the development will be either gathered for collection at common trash enclosures located near the multifamily and duplex dwellings, or contained in private residential receptacles for the detached single family homes. Proposed signage will be installed consistent with standards for the RS-12 zone, as noted in LDC Chapter 4.7.

Applicable Land Development Code Sections:

Section 4.2.80 - SITE AND STREET LIGHTING

Pursuant to City Council Policy 91-9.04, *"The City of Corvallis is interested in well shielded, energy efficient street lighting sources that direct the light source downward where it is needed, not up or sideways where it is wasted and causes glare, light trespass, and bright skies."*

All developers shall submit a proposed lighting plan for approval that meets the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. This criteria is satisfied upon compliance with the provisions listed below and shall be substantiated by the applicant's submittal of the necessary information to demonstrate compliance, such as information including but not limited to manufacturers' specifications:

a. **For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.**

b. **With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.**

c. **Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.**

d. **Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property. Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.**

e. **All new Subdivision street lights and future street-light luminaire replacements within the existing street-light system shall be flat-lens fully shielded luminaires.**

f. **Standard placement of street lights shall be at intersections, in the middle of long blocks, and in dead end streets and long Cul-de-sacs.**

g. **Background spaces such as parking lots shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.**

The applicant has submitted a site lighting plan for the proposed development that shows the ground illumination pattern for new private fixtures installed outside of buildings, around common green areas, and along the private alleys, (Attachment M). These 12-foot tall pedestrian-scale fixtures will be of a design that is consistent with LDC Section 4.2.80(d). These fixtures are proposed at the intersection of each alley with a public street and at the dead-end on Sorrel Place, within Tract 'C'. The applicant prefers to use the specified fixtures in these locations rather than typical 30-foot tall poles so that a consistent residential illumination pattern is maintained throughout the site.

Section 4.7.90 - ALLOCATION PROVISIONS AND SIGN STANDARDS BY ZONE

The following provisions and design standards, organized by zone designation, specify how a property's total sign allocation may be used. Unless specified elsewhere in these regulations, total sign allocation shall be determined by multiplying the length of the property's primary frontage by the primary frontage multiple, which varies from zone to zone as described below.

4.7.90.01 - Sign Standards for All Residential Zones Except MUR

a. **Table 4.7-1 - Residential Zones Except MUR, and its associated special instructions in "b," below, outline the sign standards for all residential zones except the Mixed Use Residential (MUR) Zone. The zones subject to this Section include:**

1. **RS-1;**
2. **RS-3.5;**
3. **RS-5;**
4. **RS-6;**
5. **RS-9;**
6. **RS-9(U);**
7. **RS-12;**
8. **RS-12(U); and**
9. **RS-20.**

Table 4.7-1 - Residential Zones Except MUR

Sign Type	*Primary Frontage Multiple*	*Maximum Sign Area*	*Maximum Sign Height*	*Maximum Sign Projection*	*Setback*
Attached	*0.10 sq. ft.*	*5 sq. ft.*	*16 ft.*	*6 in.*	*NA*
Temporary	*0.10 sq. ft.*	*5 sq. ft.*	*4 ft.*	*NA*	*NA*

b. **Special Instructions -**

1. **Attached signs shall not extend above eaves.**

2. **Unless specified below, signs shall be limited to one frontage.**

3. **Where a primary frontage exceeds 100 ft.:**

   a) **Permanent monument signs are allowed - minimum setback is five ft.;**

   b) **Maximum height for temporary and monument signs is six ft.;**

   c) **Maximum Sign Area is 16 sq. ft.; and**

   d) **Illuminated signs are permitted.**

4.7.90.09 - Signs in Planned Developments

A sign plan shall be required for all Planned Developments consistent with Chapter 2.5 - Planned Development, whether or not variations from the requirements of this Chapter are requested. The plan shall establish the location and allocation guidelines for signs in a way that ensures all parties in the development have an equitable opportunity to communicate through signs without creating undue negative effects on surrounding properties. The sign plan shall be reviewed as follows:

a. **The sign plan shall be reviewed by the Planning Commission concurrently with the Detailed Development Plan.**

b. **Before approving the sign plan, the Commission shall find that the signs in the proposed sign plan comply with this Code and/or are compatible with the types of development, existing and future, surrounding the Planned Development.**

c. **A Sign Permit for each sign in a Planned Development shall be obtained prior to construction or installation. A proposed sign shall comply with these regulations and any additional guidelines or conditions specified in the approved sign plan before a Permit may be issued for the sign.**

The applicant is proposing to install one monument sign immediately west of the intersection at Conser Street and Jasper Street, (Attachments F and G). The monument sign will be situated within the area located north of the triplex dwellings and will be accented by landscaping. Permits for the sign will be obtained by the applicant before installation to ensure consistency with the applicable standards from LDC Chapter 4.7.

Landscaping for Buffering and Screening

Applicable Land Development Code Sections:

Section 4.2.20 - GENERAL PROVISIONS

a. **Required Landscaping -**

1. Landscaping and Irrigation Plans - Where a landscape plan is required by this Code, by a particular proposal, and/or by Conditions of Approval, detailed planting plans, irrigation plans and other related plans shall be submitted for review and approval with Building Permit applications and/or prior to the recordation of a Final Plat, as applicable. Building Permits, including Foundation Permits, shall not be issued until the Director has determined that the plans comply with the purposes clause and specific standards in this Chapter, any specific proposal(s), and/or Conditions of Approval that apply to the particular project. On a case by case basis, and where no Significant Natural Features would be impacted, the Director may grant an exception and allow the issuance of permits. Required landscaping shall be reviewed and approved by the Director, and in no case shall landscaping be less than that required by this Chapter. Landscaping shall consist of ground cover, shrubbery, and trees.

2. Installation - All required landscaping and related improvements, such as irrigation, etc., shall be completed prior to the issuance of a Certificate of Occupancy. Additionally, all required landscaping and related improvements within the public right-of-way, and/or required by Conditions of Approval in conjunction with recording of the Final Plat, shall be completed or financially guaranteed prior to the recording of a Final Plat. If an applicant chooses to financially secure landscaping and related improvements in order to record a Final Plat, such financial security shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount at least equivalent to 120 percent of the cost of the installation of the landscaping and related improvements.

3. Coverage within Three Years - All required landscaping shall provide a minimum 90 percent ground coverage within three years. A financial guarantee shall be provided for new residential development, with the exception of areas within single-family or Duplex lots. A financial guarantee shall also be provided for new nonresidential development, and nonresidential redevelopment that involves a 3,000 sq. ft. or 20 percent expansion, whichever is less, except that 20 percent expansions less than 500 sq. ft. are exempt. The financial guarantee shall cover maintenance for a three-year period from the date that the landscaping was installed by the applicant and accepted by the City. This guarantee shall be established prior to the issuance of a Final Certificate of Occupancy and prior to recording of a Final Plat. Additionally, this guarantee shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount that is at least equivalent to 50 percent of the cost of installation of required landscaping and related improvements, plus 20 percent of the 50 percent figure.

   To release this guarantee at the end of the three-year period, the developer shall provide a report to the Director. This 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.

b. Appropriate care and maintenance of landscaping on-site and landscaping in the adjacent right-of-way is the right and responsibility of the property owner, unless

City ordinances specify otherwise for general public and safety reasons. A City permit is required to plant, remove, or prune any trees in a public right-of-way. Pruning shall be in accordance with the American National Standards Institute (ANSI) A300 standards for Tree Care Operations. Landscaping, buffering, and screening required by this Code shall be maintained. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind.

c. **Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -**

   1. **For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.**

   2. **Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.**

e. **Planters and boundary areas used for required plantings shall have a minimum diameter of five ft., or 2.5 ft. radius, inside dimensions. Where the curb or the edge of these areas is used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7.5 ft.**

g. **In no case shall shrubs, conifer trees, or other screening be permitted within Vision Clearance Areas of street, alley, or driveway intersections, or where the City Engineer otherwise deems such plantings would endanger pedestrians and vehicles.**

The applicant has submitted a Landscape Plan for the proposed development, (Attachment I-1). The applicant will provide the City with a final landscaping and irrigation plan that achieves the coverage requirements noted in LDC Section 4.2.20.a(3). Submittal of this final plan will occur prior to the issuance of building permits for each phase.

Attachment 'I-2' notes the location of trees that currently exist at the site. All of the trees that meet the LDC definition for a "significant tree" are Black Cottonwoods, except one Fir tree located at the northwest corner of the four existing attached units. A total of 52 Black Cottonwoods are proposed to be removed in order to develop the site. While these trees would normally be subject to the protection provisions in LDC Chapters 4.2 and 4.12, the site was inventoried as part of the Natural Features project and not selected as a location where existing vegetation should be protected. Only portions of the existing wetlands were distinguished in this manner. Therefore, the trees are eligible for removal without consideration of necessary mitigation. In addition, a number of these trees are located where new setback sidewalks are to be constructed and will need to be removed in order to accommodate these improvements. Nevertheless, the applicant points out that at least 50 new medium canopy and large canopy trees will be planted throughout the site,

not including the new street trees to be installed along Conser Street, Jasper Street, and Sorrel Place.

Consistent with LDC 4.2.20(e), planters and boundary areas have a minimum diameter of at least five feet. None of the planters will be used as a tire stop for parking spaces.

Vision clearance areas at each of the public street intersections and at intersections of public streets and private alleys are shown on Attachment 'I'. Proposed landscaping features have been placed consistent with the City's transportation plan standards so that these areas will not be obscured.

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.

1. <u>Street Trees</u> -

a) Along streets, trees shall be planted in designated landscape parkway areas or within areas specified in a City-adopted street tree plan. Where there is no designated landscape parkway area, street trees shall be planted in yard areas adjacent to the street, except as allowed elsewhere by "d," below;

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees;

c) Planting strips on Local Connector and Local streets shall be planted with medium canopy trees; and

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

3. Along sidewalks and multi-use paths not located along streets, a minimum five ft.-wide landscaping buffer is required on either side of the facility. Examples of sidewalks and multi-use paths not located along streets include pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. Within these buffers, trees shall be planted at least every 30 ft., or as determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees;

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

Table 4.2-1 - Street Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	**-**	**Maximum 30 ft. on-center spacing**
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	**-**	**Maximum 50 ft. on-center spacing**

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	**-**	**Minimum one tree per eight cars**
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 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

j. Alley standards shall be as follows -

2. <u>Additional Standards for Alleys Serving Residential Use Types</u> -

c) Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;

As a result of the proposed development, existing curbside sidewalks along Jasper Street, Sorrel Place, and Conser Street will be reconstructed as separated sidewalks. A new 12-foot wide planter strip and five-foot wide sidewalk will be installed along the south side of Conser Street, from the intersection at Jasper Street to the westerly site boundary. A six-foot wide planter strip and a five-foot wide sidewalk will be constructed along both sides of Jasper Street, as well as along the north side of Sorrel Place. These areas will be landscaped with a combination of turf and appropriate street trees at the spacing distances noted in Table 4.2.-1 of Section 4.2.30. As noted on Attachment 'I' large canopy trees will be planted along Conser Street, while medium canopy trees will be used along Jasper Street and Sorrel Place. In accordance with LDC Section 4.2.30.a.1, Parts (a) and (d), one large canopy tree will be planted behind the sidewalk along Conser Street that is adjacent to Building 10.

Several pedestrian walkways extend throughout the development. Landscape buffers at least five feet wide parallel these paths. The requisite number of trees noted in LDC Section 4.2.30.a(3) will be planted along either side of the paths at the minimum spacing required, unless the pattern is interrupted by a building or other obstruction that would compromise the health of a tree at maturity.

Two common parking areas are proposed as part of the private alleys that loop through the site. The westerly parking area includes planter islands that will contain medium canopy trees at a rate of one tree per every eight cars. In order to provide the minimum number of spaces required in the easterly parking area for the duplex and contemplated four-plex dwellings the applicant was not able to include parking lot trees in islands. Rather, the applicant proposes to plant large canopy trees behind the adjacent pathway where space allows. A total of 24 parking spaces are provided in this area, so, consistent with Table 4.2-2, at least two large canopy trees will be planted. By using large canopy trees in this manner, a comparable amount of shade will be created for the parking area as would have occurred if medium canopy trees were planted in islands.

Both of the proposed private alleys will be situated in separate tracts. Trees are shown along both of the proposed private alleys as they loop through either portion of the site. Consistent with LDC Section 4.0.60.j.2©, at least one tree will be planted along either alley within each abutting lot, (Attachment I-1).

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.

Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.

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.**

As required by Section 4.2.40, buffer landscaping will be used between each of the triplex and multiplex buildings and around the parking areas, (Attachment I-1). The landscape buffers located adjacent to parking areas are consistent with the minimum dimensions and soil area noted in Section 4.2.40, Parts (a) and (b), and will be planted with medium canopy trees where required. Landscape buffers along portions of the private alleys that do not contain parking spaces will also be planted with medium canopy trees at a spacing consistent with Section 4.2.40©.

Although not required, the applicant proposes to install a densely planted landscape buffer in the area north of the three triplex buildings, which has been designated as the front yard for Lot 12. Despite standards from LDC Chapter 4.10 that require these structures to be oriented toward Conser Street, the applicant prefers to create a substantial visual separation between the street and these dwellings. Conser Street is designated as a Collector Street and designed to carry traffic at a volume that is less than optimal for fostering a quality residential setting for these units. When combined with the maximum allowed setback distance of 25 feet, the landscaping will create a sheltered area for residents to conduct outdoor activities without feeling exposed to the vehicular-oriented street environment.

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

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

Where landscaping is used for required screening, it shall be at least six 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.

A chainlink fence with slats shall qualify for screening only if a landscape buffer is provided in compliance with Section 4.2.40, above.

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required 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. **Hedges, fences, and walls shall not exceed three ft. in height within any required yard adjacent to a street or within the Through Lot easement area of a lot. See Through Lot in Chapter 1.6 - Definitions. See also Chapter 4.4 - Land Division Standards for additional Through Lot requirements. The Director may grant an exception to this provision under the following circumstances:**

   1. **Where required by the Planning Commission to meet screening requirements;**

   2. **Where an applicant wishes to allow portions of a screen to encroach up to two ft. into an exterior side yard, excluding the front yard area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall not exceed five ft. in height and shall maintain Vision Clearance Area standards; or**

   3. **Where an applicant wishes to allow portions of a screen to encroach up to five ft. into a Through Lot easement area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall maintain an average setback of 20 ft. from the rear property line, shall not exceed five ft. in height, and shall maintain Vision Clearance Area standards. Gates are required in rear yard fences on Through Lots, since it remains the property owner's responsibility to maintain the area outside the fence. In Multi-dwelling developments or Planned Developments and Subdivisions, a 20 ft.-wide planting area shall be established between the sidewalk and the fence. The planting area shall be designed to minimize maintenance and to ensure that coniferous trees are planted at least 15 ft. from the sidewalk.**

b. **Notwithstanding the height restrictions outlined in "a," above, the height of solid fences and walls shall be limited to a maximum of four ft. along the boundaries of sidewalks and multi-use paths that are not adjacent or parallel to streets. Examples of such situations include sidewalks and multi-use paths adjacent to pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. The limitation on these solid forms of screening is intended to increase visibility and public safety. Portions of fences above four ft. in height are allowed, when they are designed and constructed of materials that are open a minimum of 50 percent. Fence and wall heights shall be measured from the grade of the sidewalk or multi-use path. Fences and walls along sidewalks and multi-use paths shall be located outside of any associated rights-of-way and/or easement areas.**

c. **Hedges, fences, and walls may exceed three ft. in rear and interior side yards, except when these yards abut a sidewalk or multi-use path, in which case provisions in "b," above, apply. Fences and walls over six ft. high require Building**

Permit approval prior to construction.

d. **Earthen berms up to six ft. in height may be used to comply with screening requirements. The slope of a berm may not exceed 3:1. The faces of a berm's slope shall be planted with ground cover, shrubs, and trees.**

e. **Long expanses of fences and walls shall be designed to prevent visual monotony through the use of off-sets, changes of materials and textures, or landscaping.**

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.

Fences are proposed to be installed in various portions of the site. To create privacy for the residents of the single family detached homes, the applicant requests the option of installing a six-foot tall privacy fence along the rear lot line of Lots 1 through 7. Where the fence passes between the rear of unit 12 and the adjacent walkway, the height of the fence would be limited to four feet, as required by Section 4.2.50.01(b). Side yard fences might also be used on both sides of units 12 through 18. The other fence proposed will extend along the perimeter of the site and through the landscaped area north of the three triplex buildings. This ornamental split-rail fence will be a maximum of four feet tall and simply serve to denote the boundaries of the development and not function as a screen. Landscaping will be used along all fences to prevent a monotonous appearance.

Three common trash enclosures are proposed to occupy the site; two in the westerly private alley and one along the easterly private alley. Fencing and/or landscaping will be used to screen these facilities, as required by Section 4.2.50.02.

Transportation Facilities

Applicable Comprehensive Plan Policies:

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

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

improvements as part of the development process.

11.6.1 The City shall require safe, convenient, and direct pedestrian routes within all areas of the community.

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

11.7.5 New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.

The proposed development will include the construction of new private transportation facilities, as well as the improvement of existing public streets. As shown on Attachments 'F' and 'G', a looped network of two private alleys will connect the residential portions of the site with Conser Street, Jasper Street, and Sorrel Place. Improvements to Conser Street will include the installation of a 12-foot wide planter strip and a five-foot wide separated sidewalk, beginning at the intersection with Jasper Street and ending at the western site boundary. Jasper Street will be improved to contain five-foot wide separated sidewalks and six-foot wide planter strips, consistent with the standards for a Local Street. The same improvement will also take place along the north side of Sorrel Place. Additional right-of-way is proposed to be dedicated to extend Sorrel Place to the western boundary of the site. The typical right-of-way width for a local street is 50 feet, however, the original subdivision plat for Seavey Meadows only dedicated a width of 40 feet for both Jasper Street and Sorrel Place. The applicant proposes to dedicate 10-feet of additional right-of-way width for Jasper Street and an additional width of five feet along Sorrel Place. Right-of-way will also be dedicated along the site's Conser Street frontage to facilitate future improvements, (Attachments F and G).

Pedestrian circulation will be facilitated by a new network of paths that connect all portions of the site with the abutting public streets, (Attachments F and G). This will allow residents of the development to move safely throughout the site and enable them to reach public transit services currently provided along Conser Street.

Applicable Land Development Code Sections:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

j. Alley standards shall be as follows -

1. Standards for Alleys Serving both Residential and Nonresidential Use Types

a) Alleys serving Residential Use Types shall be privately owned, with the exception of existing publicly owned alleys. Alleys serving nonresidential Use Types may be private, but are strongly encouraged to be public;

b) Alleys shall be concrete and designed consistent with City Engineering Standards;

c) **Alleys shall be clearly marked to prohibit parking, unless designed to accommodate it;**

d) **An alley serving six or more dwelling units shall be contained within a separate, privately owned tract of land, and required setbacks shall be measured from the tract property lines of the alley;**

e) **Alleys shall be unobstructed at least to their minimum required width. Service areas provided adjacent to alleys shall not encroach into the alleys;**

f) **Site layouts of alleys may include, but are not limited to, straight alleys, T-shaped alleys, L-shaped alleys, etc.;**

g) **Although emergency access to structures is provided via streets the majority of the time, in cases where an alley provides required emergency access to a structure(s), the alley shall be a minimum of 20 ft. wide and have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate emergency vehicles;**

h) **Developments that intend to have garbage pick-up services and/or loading facilities from alleys shall have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate service vehicles and large trucks;**

i) **Public access easements shall be provided for all private alleys;**

j) **Private alleys shall be maintained by adjacent property owners, a property owners' association, or through a privately administered arrangement instituted by the developer. Maintenance responsibilities for private alleys shall be identified in deed restrictions filed with the Final Plat or prior to the issuance of final occupancy permits in cases where there is no plat to be filed; and**

k) **Utilities within alleys shall be placed underground.**

An 'L' shaped private alley is proposed in either portion of the site to provide vehicular access from the adjacent public streets to the various dwellings. Both alleys will be situated is separate tracts and be maintained by the applicant. A public access easement will be recorded over each tract as required.

Each of the proposed dwellings is set back from the boundaries of either alley tract consistent with the standards for the RS-12 zone. In the western portion of the site, either a rear or side yard setback would apply to the triplex and multiplex dwellings. The triplex dwellings would be at least 20 feet from the edge of the alley, while the multiplex buildings are set back no less than 17 feet. Within the eastern portion of the site, either front or rear yard setbacks would be applicable to the associated dwellings. A setback distance of at least 10 feet separates each dwelling from edge of the alley.

As noted on Attachments 'F' and 'G', the pavement width for each alley is 24 feet, which does not include the common parking spaces provided along the alleys. This width and the curve radii used to design the alleys is sufficient to allow for emergency vehicle and service vehicle access.

2. **Additional Standards for Alleys Serving Residential Use Types -**

a) **One-way alleys shall have a minimum width of 12 ft., and two-way alleys a minimum width of 16 ft. One-way alleys shall be clearly designed as one-way alleys and shall be signed accordingly;**

b) **Alley segments shall not exceed 350 ft.;**

c) **Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;**

d) **Structures other than garages may be located along the outside boundaries of alleys with no setback required, provided they do not interfere with either the circulation of vehicles into garages or visual clearance;**

f) **Garages adjacent to two-way alleys shall be located no closer than 14 ft. from the centerline of the alley unless they are angled from the alley zero degrees to 45 degrees, in which case they may be located along the outside boundaries of the alleys with no setback required. See Figure 4.0-1 - Garages Oriented to Alley at 45 Degrees, Thereby Allowing Either a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage and Figure 4.0-2 - Garages Oriented to Alley at Zero Degrees, Thereby Allowing a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage.**

Both alleys are designed to function as two-way facilities. As noted above in the discussion on site landscaping, at least one tree will be planted within each lot that fronts on either alley. Other than the residential dwellings, the only other structures proposed adjacent to the alleys are common trash enclosures. These facilities will immediately abut the edge of the alley but not hamper the circulation of vehicles or constrain necessary lines of sight.

Garages for each of the proposed triplex units will be accessed from the westerly alley. The face of each garage is oriented parallel to the alley and set back from its centerline by approximately 40 feet.

The centerline of the easterly private alley is approximately 275 feet long, which is consistent with LDC Section 4.0.60.j.2.(b). However, due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long. The applicant notes that an additional connection could have been made between Sorrel Place and the east-west segment of the alley. Doing so would have significantly reduced the area of Common Green No. 1 and increased the total amount of impervious cover for the site. Presumably, the 350-foot length maximum is intended to minimize the distance that people would have to travel before accessing a public street. The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street.

Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet. Taking these aspects of the site plan into consideration, the applicant believes that granting a variance to LDC Section 4.0.60.j.2(b) is reasonable.

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 effected. The following standards shall apply:

1. Grading plans are required and shall demonstrate that the proposal does not contain any grade changes (cuts or fills) that are inconsistent with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Cut and fill is measured vertically from natural grade. The grading plan shall identify all proposed cuts and fills and the associated grade changes in ft. to demonstrate adherence to this provision. Streets shall be designed along natural contours.

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 System[1]

	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
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.	28-34 ft.	28 ft.
Traffic calming[6]		No	Permissible/ not typical	Typical	Permissible	Permissible

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Table 4.0-1- Street Functional Classification System[1]						
	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local
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.[7] 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-9 and lesser zones.

6. Traffic calming includes such measures as bulbed 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.

As discussed above, all improvements to existing public streets will be consistent with the respective standards for each transportation facility classification. No significant alterations to the site's topography will be necessary in order for these improvements to be constructed.

Please see the discussion on pedestrian oriented design standards, as well as the Circulation Section of Part I of this narrative, below, for additional information on the proposed transportation facilities. Relevant findings from those discussions are incorporated here by reference as findings under the criteria cited above.

Traffic and Parking

Applicable Comprehensive Plan Policies:

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

11.4.3 All traffic generators shall provide adequate parking.

11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

A traffic study was performed for the proposed development to determine if transportation system operational deficiencies would result, and, thus, need to be mitigated. In addition, a supplemental addendum was prepared to address changes to the unit mix, (Attachment P). The study and addendum concluded that development of the site, as proposed, will not result in degradation of the current level of service experienced at affected street intersections to a point that mitigation is necessary. Please refer to the Circulation Section of this project narrative for a complete discussion.

As mentioned above, adequate parking facilities will be provided for each of the proposed dwellings at the ratios stipulated by LDC Chapter 4.1. This includes areas for both vehicles and bicycles , (Attachments F and G). Please see below for further discussion.

Applicable Land Development Code Sections:

Section 4.1.20 - GENERAL PROVISIONS

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is

allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

b) Vehicle parking required for Residential Uses in accordance with RS-1, RS-3.5, RS-5, RS-6, RS-9, RS-9U, RS-12, and RS-12U Zone provisions shall be provided on the development site of the primary structure. Except where permitted by sections 4.1.30.g.4 and 4.1.50.02 below, required parking for all other Use Types in other zones, as well as Residential Uses developed in accordance with RS-20 and MUR provisions, shall be provided on the same site as the Use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on Arterial, Collector, and Neighborhood Collector Streets, where a controlled intersection is not within 100 ft. of the subject property.

2. Bicycles - Bicycle parking required for all Use Types in all zones shall be provided on the development site in accordance with Section 4.1.70, below.

k. Unassigned Parking in Residential Zones -

1. Vehicles - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

q. Parking Reduction Allowed -

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

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 -

1. Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -

a) Vehicles - Two spaces per dwelling unit.

b) Bicycles - None required.

2. Duplex, Attached, and Multi-dwelling -

a) Vehicles -

1) Studio or Efficiency Unit - One space per unit.
2) One-bedroom Unit - One space per unit.
3) Two-bedroom Unit - 1.5 spaces per unit.
4) Three-bedroom Unit - 2.5 spaces per unit.

b) Bicycles -

1) Studio or Efficiency Unit - One space per unit.
2) One-bedroom Unit - One space per unit.
3) Two-bedroom Unit - 1.5 spaces per unit.
4) Three-bedroom Unit - Two spaces per unit.

b. Civic Use Types -

Unless noted otherwise, number of spaces refers to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or two bicycle spaces, whichever is greater. However, where fewer than three vehicle spaces are required, then only one bicycle parking space shall be required.

2. Community Recreation Buildings - One space per 200 sq. ft. of gross floor area.

Section 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING

All bicycle parking facilities required in conjunction with development shall conform to the standards in this Section. Bicycle parking shall be located on-site with safe, convenient access to the public right-of-way, and shall conform to the Bicycle Rack Specifications adopted by the City Engineer, as amended from time to time.

a. Location

1. Safe, convenient pedestrian access shall connect the bicycle parking area to the main entrance of the site's Primary Use.

2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas via curbing or other barriers to prevent damage to parked bicycles.

3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

4. Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the facility.

5. Bicycle parking facilities shall be placed in a location convenient to the main entrance of the site's Primary Use.

6. For security and convenience, bicycle parking facilities shall be located in areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.

b. Dimensions

1. Bicycle parking spaces shall each be a minimum of six ft. by two ft.

2. Overhead clearance in covered areas shall be at least seven ft.

3. A minimum five ft.-wide aisle shall be provided beside or between each row of bicycle parking.

c. Enclosures and Racks

1. Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored, or stationary objects (racks) to which bicycles may be locked.

2. Lockers and racks shall be securely anchored to the pavement or a structure.

3. Bicycle racks and covered bicycle parking shall be designed consistent with the standards of the City Engineer.

d. Covering

1. At minimum, 50 percent of the required bicycle parking shall be covered unless the facility is in a public park or the Central Business (CB) Zone.

2. If vehicle parking is covered, a proportionate amount of bicycle parking shall also be covered. However, the minimum amount specified in "1," above shall be provided.

3. Covering for bicycle parking facilities shall be permanent and shall provide protection from precipitation.

4. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning. Bicycle parking facilities may also be located within buildings, provided the other requirements of this Section are met.

e. Lighting

1. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and

visible from adjacent sidewalks and/or vehicle parking areas during all hours of use. Lighting shall be consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

The following tables present the minimum parking demand for each proposed housing composition alternative by unit type.

Table 2 – Vehicular Parking Demand Disposition for Residential Buildings (Senior Quads)

Unit Type	*Parking Demand Ratio*	*Number of Units*	*Number of Spaces Provided*
Single Family Detached	*2 spaces per dwelling*	*7*	*14*
Duplex (2 bedroom)	*1.5 spaces per unit*	*4*	*6*
Senior Quad (1 bedroom)	*1 space per unit*	*8*	*8*
Triplex (3 bedroom)	*2.5 spaces per unit*	*9*	*21**
Five-plex (1 bedroom)	*1 space per unit*	*6*	*6*
Five-plex (2 bedroom)	*1.5 spaces per unit*	*9*	*14*
		TOTAL	***69***

*NOTES: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

Table 3 – Vehicular Parking Demand Disposition for Residential Buildings (Four-plexes)

Unit Type	*Parking Demand Ratio*	*Number of Units*	*Number of Spaces Provided*
Single Family Detached	*2 spaces per dwelling*	*7*	*14*
Duplex (2 bedroom)	*1.5 spaces per unit*	*4*	*6*
Four-plex (3 bedroom)	*2.5 spaces per unit*	*8*	*18**
Triplex (3 bedroom)	*2.5 spaces per unit*	*9*	*21**

Unit Type	*Parking Demand Ratio*	*Number of Units*	*Number of Spaces Provided*
Five-plex (1 bedroom)	*1 space per unit*	*6*	*6*
Five-plex (2 bedroom)	*1.5 spaces per unit*	*9*	*14*
		TOTAL	***79***

*NOTES: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

Detached Single Family Dwellings

Each of the detached single family dwellings will be constructed with a single car garage and a 19-foot long driveway that will be used to accommodate the two off-street vehicular parking spaces required by LDC Section 4.1.30.a.1(a). Bicycle parking for these units will be handled by space in the garage of each dwelling.

Duplex, Senior Quads, and Four-plex Dwellings

Common parking spaces located along the easterly private alley will be used to satisfy the parking demand generated by each of the duplexes and either the senior quad or four-plex dwellings. A total of 24 common parking spaces are provided. If the senior quads are built, a minimum of 14 spaces required to serve these dwellings and the two duplexes. If the two four-plex buildings were constructed instead, the total demand would be 26 spaces. As allowed through LDC Section 4.1.20.q(1), the applicant would account for a deficiency of two spaces in this scenario by relying on the site's proximity to an existing Corvallis Transit Service line that runs along Conser Street. All 24 of the common parking spaces will be unassigned and available for use by any of the residences, consistent with LDC Section 4.1.20.k(1).

Per Section 4.120.i.1(b), required vehicular parking spaces are to be provided on the development site of the primary structure. As noted above, the parking spaces required for each of the duplex units and either the senior quads for four-plex dwellings is proposed to be situated along the easterly private alley. While the boundaries of the lot containing either the senior quads or the four-plex buildings will include the parking spaces along the easterly alley, spaces required for each of the duplexes will not be contained on the lot for these dwellings. The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner.

While configuring the spaces in this manner potentially increases the distance residents of the duplex units must travel to reach their car, it also eliminates the potential for cars to detract from the visual appearance of the dwellings. Further, if each of the duplexes were

provided with a separate parking area (e.g., garage and a driveway), the opportunity for more conflict between vehicles and pedestrians would increase due to the distribution of vehicular movement over a larger portion of the site. Therefore, the applicant believes that arranging the parking spaces as proposed provides benefits that are at least comparable to those that would have resulted from meeting the LDC standard.

Up to 34 bicycle parking spaces are required for the duplex units, and either the senior quads or the four-plex dwellings, (Attachment G). This demand will be satisfied through the combined use of floor space within each unit and the 14-bike parking spaces located near Common Green No. 2. Weather protection will be provided over at least 50 percent of the bicycle spaces, all of which will be visible throughout the day from adjacent public spaces and illuminated at night.

Triplex Dwellings

Vehicular parking demand for the triplex units will be mostly accommodated through the use of private garages and driveways. As with the single family detached homes, a single car garage and 19-foot long driveway will be constructed with each unit in order to provide a total of 18 parking spaces. When the 10% transit reduction is applied, then the required parking is reduced from 23 spaces to 21. The applicant requests that the north side of Sorrel Place be allowed as a location to provide the remaining three parking spaces, which constitutes a deviation from LDC Section 4.1.20.j.1(b). Sorrel Place is designated as a local street and will be located within a 45-foot wide right-of-way with 28 feet of pavement width. On street parking is allowed on Local Streets per the Corvallis Transportation Master Plan and standards contained in LDC Chapter 4.0. The applicant also notes that Sorrell Place is a dead-end street that will likely only carry traffic related to the proposed development. Allowing this paved surface to provide some of the required parking spaces eliminates the need for increasing the total amount of impervious cover on the site, and lessens the amount of stormwater run-off that would otherwise be generated by the development. To ensure that only the north side of Sorrel Place is used for this purpose, the applicant will install "No Parking" signs along the split-rail fence proposed to extend the length of the south side of the street. Curbs extending along both sides of either alley will be painted red with white lettering "No Parking - Fire Lane."

Private garages attached to each of the nine triplex units will be used to provide required bicycle parking spaces for these dwellings.

Multiplex Dwellings

Similar to the eastern portion of the site, vehicular parking demand for each of the multiplex units is proposed to be provided along the south side of the private alley that loops between Jasper Street and Sorrel Place. A total of 20 parking spaces are shown in this location, which, based on the information presented in Tables1 and 2, is sufficient to satisfy the minimum number of required spaces.

In conjunction with a 12-bike parking area located near Common Green No. 1, floor space within some of the proposed multiplex units will be relied on to provide the remaining minimum number of bicycle parking spaces, (Attachment G). Weather protection will be provided over at least 50 percent of the common outdoor bicycle parking spaces, which will be visible throughout the day from adjacent public spaces and illuminated at night.

Community Building

The proposed community building has a gross floor area of roughly 1,700 square feet. This results in a minimum parking demand of nine parking spaces based on the ratio presented in LDC Section 4.1.30.b(2). As with a portion of the parking demand associated with the triplex units, the applicant requests that the north side of Sorrel Place be used to provide these parking spaces. Again, it is likely that residents of the development will be the using community building most of the time, and, therefore, be able to simply walk or ride a bike to reach the building rather than drive. On the rare occasion that individuals do drive to the facility, Sorrel Place and Jasper Street are designed to accommodate on-street parking, and the presence of parked cars in this location will not hinder the efficient flow of traffic along the street.

As noted on Attachment 'O', bicycle parking associated with the community building will be located on the covered porches at the west end of the building. The LDC requires that bicycle parking be provided at 10 percent of the minimum vehicular parking demand, or a minimum of two spaces, whichever is greater. In this case of the community building, two bicycle spaces are required. The applicant proposes to provide four covered spaces.

Existing Four Attached Units

The Detailed Development Plan originally approved for Seavey Meadows stipulated that a total of 2.38 parking spaces be provided for each unit. Two of these spaces were to be situated on the development site, while the remaining 0.38 space, which was intended to account for guests, could be accommodated on the abutting public streets. The applicant has confirmed that each of the units has one parking space in a private garage and one additional off-street space in either a driveway or elsewhere on each of the respective lots. As for the 1.52 or 2 on-street parking spaces (0.38 x 4 = 1.52), the north side of Sorrel Place will remain available to satisfy this requirement.

Utility Infrastructure

Applicable Comprehensive Plan Policies:

10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.

10.2.11 Developers shall be required to participate financially in providing the facilities to serve their projects as a condition of approval.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

The applicant has provided a utility plan that demonstrates how public utility services will be extended throughout the site, (Attachment L). All necessary facilities (i.e., water, sanitary, and storm drainage lines) are available to the site, and have adequate capacity to accommodate the construction of the new dwelling units and vehicular circulation areas. In certain locations of the property, existing service lines will be abandoned or realigned to facilitate development of the site as proposed. Please see the Public Facilities and Services Section of Part I of this project narrative for further discussion on this topic. Findings from that discussion are incorporated here by reference as findings under the criteria cited above.

Effects on Air and Water Quality

Applicable Comprehensive Plan Policies:

7.2.6 The City will encourage new development to be sensitive to the environment by having the development avoid significant negative impacts on:

A. Air and water quality;

Corvallis is currently in compliance with State and Federal air quality standards. It is anticipated that air pollution impacts resulting from the proposed improvements will be minimal and related to the additional motor vehicle traffic associated with this type of residential development.

The applicant does not anticipate adverse water quality impacts resulting from the proposed development. Each of the proposed buildings will be connected to public water lines. Stormwater run-off generated by an increase in impervious materials throughout the site will be managed by new drainage lines, water quality facilities, and detention facilities installed by the applicant. These facilities will be constructed consistent with standards put forth by the City of Corvallis through its Stormwater Master Plan and accompanying appendices. Please see the Public Facilities and Services section of Part I of this project narrative for further discussion. Relevant findings from that discussion are incorporated here by reference as findings under the criterion cited above.

Pedestrian Oriented Design Standards

Applicable Land Development Code Sections:

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. **Orientation of Dwellings - 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.**

The orientation standard of this Section is satisfied when the provisions in "1," and "2," below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. **Primary building entrances face the streets or are directly accessed by a sidewalk or multi-use path less than 100 ft. long; and**

2. **Primary dwelling unit entrances open directly to the outside and do not require passage through a garage or carport to gain access to the dwelling.**

b. **Privacy - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.**

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. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.**

d. **Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

Each of the proposed detached single family dwellings is consistent with the criteria cited above. Primary dwelling entrances for each unit face Sorrel Place, open directly to the outside of the dwelling, and are less than 100 feet from the street along a private walkway. As shown on Attachment 'O', the front facade of each dwelling will have at least 15 percent window coverage. None of the building walls for these dwellings will be within three feet of a property line.

Each of the proposed duplexes is consistent with a majority of the standards cited above. Buildings 8 and 9 are oriented toward Sorrel Place and their front doors are less than 100 feet from the adjacent public sidewalk. Each of the primary dwelling entrances open directly to the outside and does not require passage through another portion of the building. None of the exterior walls of the duplex buildings are within three feet of a property line. As shown on Attachment 'O', each of the building elevations that face either a street or a sidewalk has at least 15 percent of its area occupied by windows or doors.

As noted above and on Attachment 'K', the site is relatively flat and will not experience significant topographical changes as a result of the proposal. None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) are present within the development footprint of the project.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. Lots ≥ 50 Ft. in Width - For dwellings with front-loaded garages/carports, the width of the garage wall or carport facing the street shall be no more than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally, measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

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Garage/Carport Placement Options -

2. Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.

8. Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.

c. Garage and Carport Materials - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.

Lots 1 through 6 are less than 50 feet wide along the front lot line, while Lots 7 is more than 50 feet wide. Correspondingly, the width of front loaded garages of the dwellings proposed for Lots 1 through 6 is less than 50 percent of each dwelling's street facing facade. The same holds true for a comparison of the area of the garage wall with the area of the street-facing building elevation of each of the proposed single family dwellings, (Attachment O).

As shown on Attachment 'O', single car garages attached to each of the single family dwellings will be front-loaded and recessed by at least four feet from the living area. The same building materials used to construct the dwelling will also be used to construct the garage of each single family dwelling.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.

3. **Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.**

Each of the proposed single family homes will have a front porch with minimum dimensions of at least six feet by 10 feet and a minimum area of at least 60 square feet. A hard surface sidewalk, separated from the driveway and at least three feet wide will extend from the public sidewalk to the entrance of each detached dwelling unit.

Similarly, the front door of each of the duplex units will be accessible from a street sidewalk via a hard surface walkway that is at least three feet wide. Passage through a driveway area will not be necessary.

b. **Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven 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. **Increased Roof Pitch - A minimum 6:12 roof pitch.**

2. **Eaves - Eaves with a minimum 18-in. overhang.**

3. **Building Materials - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, 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. **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.**

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. **Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and**

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no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

7. **<u>Architectural Details</u> - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains 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.**

As shown on Attachment 'O', the proposed detached and duplex dwellings will incorporate at least three of the following five design elements:

- *Primary roof pitch of at least 6:12, with only a few at 4:12;*
- *eaves with a minimum overhang of at least 18 inches;*
- *two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles);*
- *trim around windows and doors that is at least 2.25-inches wide; or*
- *a window coverage area that is at least 20 percent of the total front building elevation area.*

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

All building orientations, facades, and entrances shall comply with the following standards.

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 by a sidewalk or multi-use path less than 200 ft. long, 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.

2. **Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.**

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. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted 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. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.**

Consistent with the criteria cited above, each of the triplex and five-plex units are accessible from a public street via a walkway that is less than 200 feet long. In the case of the triplex units, the walkway extends from the public sidewalk along Conser Street and connects with the entrance on the south side of each unit. The applicant points out that the LDC does not define "primary building entrance." While the triplexes are architecturally oriented toward Conser Street, the south entrance to each unit is viewed as the primary entrance due to the direct access it provides to the living room and garage of each unit, as well as the alley. Functionally, walkways to each of the north entrances are less likely to be used on a regular basis as on-street parking is not aloud along Conser Street, and because the dining room of each unit is at this end of the building – a space not typically associated with the primary entrance to a residence. Further, extending the pathway to the south entrance rather than the north entrance of each unit allows the landscaped area north of the triplexes to remain uninterrupted, thereby providing a cohesive recreational space. A comparison of Attachments 'G1' and 'G2' illustrates this point. Nevertheless, if connections to the north entrance of each unit are required, the applicant would prefer to remove the pedestrian pathway along the south side of the units so that the amount of impervious cover is not comparatively increased.

Regardless of whether the applicant chooses the option to construct the two senior quads or two four-plex buildings in the eastern portion of the site, these buildings will not be oriented toward a public street. However, a pathway less than 200 feet long will connect the primary entrance of these units to the public sidewalk along Conser Street. Based on the example shown in Figure 4.10-13 of the cluster of four buildings that are situated between two off-street parking areas, the applicant believes the proposed building configuration satisfies LDC Section 4.10.60.a(1). In the figure, none of the four buildings is oriented toward a public street, but its primary entrance is noted to be within 200 feet of a street.

Consistent with 4.10.60.01.a(3), parking associated with the triplexes will be situated in a single car garage and accompanying driveway for each unit. Five additional parking spaces are requested along the north side of Sorrel Place, but not immediately in front of the triplex buildings.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site 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 Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site 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 Frontage.

Both of the proposed private alleys will be situated in separate tracts. This results in a lot being created to accommodate the three triplex buildings (Lot 12), a second lot that will contain the three five-plex buildings and the community building (Lot 11), and a third lot for either the senior quads or the four-plex dwellings (Lot 10). Lot 10 has less than 100 feet of frontage along Conser Street. Lot 11 has 100 feet of frontage along both Jasper Street and Sorrel Place. Lot 12 has more than 100 feet of frontage along Conser Street, but less than 100 feet of frontage along Jasper Street. When a lot has frontage on more than one street, Section 4.10.60.01(b) doesn't indicate if the criterion applies to all frontages. However, given that consistency with the criterion is determined based on the percentage of a building placed within the maximum setback, and that only front yard setbacks typically have a minimum and maximum distance, the applicant interprets this standard to apply to only the front yard street frontage. Therefore, only Lots 11 and 12 are subject to this standard, as the front yard for Lot 10 abuts the eastern boundary of Tract 'B' not Conser Street and no other portion of the lot abuts a street, be it public or private.

Lot 12 has approximately 257 feet of frontage along Conser Street, 50 percent of which is approximately 129 feet. The north elevation of each of the three triplexes is approximately 77 feet long, for a total building length of 231 feet, (Attachment G). Except for the covered patios provided with each unit, each triplex is set back from the public right-of-way for Conser Street by 25 feet. The applicant is unsure whether placement of the buildings up to

the maximum allowed setback distance satisfies Section 4.10.60.01(b). If this is not the case, then each of the triplexes can be shifted north so that their entire length is inside of the maximum setback distance. Such an adjustment could be accomplished through a condition of approval.

The Sorrel Place frontage of Lot 11 is approximately 255 feet long and contains buildings within the maximum allowed front yard setback for a total length of approximately 95 feet. This constitutes less than 50 percent of the frontage length. However, Sections 4.10.60.01.a(2) and 4.10.60.01(b) note that open courtyard space may increase the amount of building frontage located outside of the maximum setback up to 50 percent. (Note that Section 4.10.60.01.a(2) states that an increase to the amount of street frontage with buildings located outside of the maximum setback, as required by Section 4.10.60.01(b), is allowed if open courtyard space is present.) The applicant interprets this exception to require that only 25 percent of the street frontage stipulated in Section 4.10.60.01(b), or 50 percent of the original 50 percent, must have buildings situated within the maximum allowed setback. This results in a minimum required building frontage length of approximately 64 feet (255 x 0.25), which is satisfied by portions of the community building and Building 4 that are within the allowed maximum front yard setback of 25 feet.

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.

At least 15 percent of the area of each elevation of the triplex, four-plex, five-plex, and senior quad buildings that would face streets, sidewalks, or multi use paths will contain windows and/or doors, (Attachment O).

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

As discussed above, the site is relatively flat. Development of the site as proposed will not drastically alter its existing topographical relief. Consistency with requirements of Chapters 4.2 have been discussed above. The site does not contain any of the natural resources or natural hazards regulated by LDC Chapters 4.5, 4.11, 4.12, or 4.13.

4.10.60.02 - Parking Location

a. Standards

1. Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the

side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:

a) Where lot depth is less than 75 ft.;

b) Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;

c) Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would prohibit the provision of this common outdoor space area for residents of a development site; and/or

d) Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.

2. On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

Triplex Dwellings

Required vehicular parking for the triplex units will be provided through the use of a garage and accompanying driveway corresponding to each unit, (Attachment G). However, as noted above, three of the required parking spaces are proposed to be located along the north side of Sorrel Place. The use of a garage and a driveway to satisfy a portion of the required parking demand for each unit is consistent with standards noted in Section 4.10.60.01.a(3).

Senior Quads / Four-plex Dwellings

As discussed above, common parking spaces situated along the easterly alley are intended for use by residents of either the senior quads or the four-plex dwellings. The parking area would be situated to the side of these buildings rather the to the rear so that open space may be provided in this area instead.

Five-plex Dwellings

Vehicular parking demand generated by each of the five-plex units will be satisfied by spaces located along the south side of the private alley that loops between Jasper Street and Sorrel Place, (Attachment G). Buildings 4, 5, and 6 will be oriented so that these parking

spaces are either to the rear or to the side of the structures. The applicant notes that it is necessary to situate the parking spaces to the side of Building 4 so that a 6,800 square-foot common green area may be placed to the rear of the structure instead.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

Similar to the configuration of garages attached to the proposed single family homes, single car garages attached to each triplex unit will be recessed from the front of the dwelling by at least four feet, (Attachment O). The total area of the garage wall is less than 50 percent of the total front elevation area of each triplex building. Building materials used to construct the habitable space of each triplex unit will also be used to construct the associated garage.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. <u>Elevated Finished Floor</u> - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. <u>Front Porches/Patios</u> - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.

3. <u>Sidewalk/Walkway to Front Door</u> - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

Each of the triplex units will be constructed with a covered front porch, as will each of the four-plex and five-plex units, (Attachment O). These porches will be consistent with the minimum dimensions and area noted in the criterion cited above. A hard surfaced walkway a minimum of three feet wide that is separated from a driveway will extend from adjacent public sidewalks to the front door of each triplex, four-plex, and five-plex unit. Pedestrian access to each of the senior quad buildings, if constructed, would also be provided in the same manner.

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.**

Each of the proposed multifamily dwellings will incorporate the following design elements, at a minimum, (Attachment O):

- *primary roof pitch of at least 6:12, with only a few at 4:12;*
- *eave overhangs of at least 18 inches;*
- *minimum window area of at least 20 percent on facades that face streets, sidewalks, or multi-use paths; and*
- *two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles).*

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 five-10 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 20 ft. from both on-site and off-site residential buildings. 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.

Refuse enclosures are proposed within both multifamily portions of the site. One will be located at either end of the group of parking spaces on the south side of the private alley that is behind buildings 4, 5, and 6. A single enclosure would also be situated in the alley adjacent to Buildings 10 and 11. A distance of more than 20 feet separates these enclosures from adjacent residential buildings, (Attachment G). As discussed above, these facilities will be appropriately screened with fencing and landscaping.

Roof-mounted mechanical equipment will not be used with any of the proposed residential structures.

4.10.60.06 - Pedestrian Circulation

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

b. Standards

1. <u>Continuous Internal Sidewalks</u> - 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. <u>Separation from Buildings</u> - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:

a) Sidewalks along public or private streets used to meet building orientation standard; or

b) Mixed use buildings and multi-family densities exceeding 30 units per acre.

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. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide.

Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

e. **Crossings - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.**

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.**

A continuous internal sidewalk system will be constructed through the development, not just within the multifamily portions of the site. The walkways will not only connect various portions of the site to each other, but also connect with the adjacent public sidewalks along Conser Street, Jasper Street, and Sorrel Place. These walkways will be buffered from buildings and property lines by a landscaped area at least five feet wide. In portions of the site where walkways cross vehicular circulation areas they will be paved with contrasting materials. Otherwise, walkways shall be vertically separated from vehicular areas by a height of at least six inches, and horizontally separated by a landscaping strip at least five feet wide.

Where pathway abuts common parking spaces a six-inch vertical separation will be maintained between the walkway and parking space, except for handicapped parking spaces. Additionally, the walkways will be 7-½ feet wide in these areas to allow for vehicle bumper overhang, while still providing a walkway width of five feet.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

4.10.70.01 - Applicability

a. **All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.**

The subject proposal includes the construction of a new 1,700 square-foot community building. This use could be considered to qualify as a Civic Use rather than an accessory use, and would then be subject to the development standards contained in Section 4.10.70. Given this potential, the applicant has elected to respond to the relevant criteria, below.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. Street Frontage Setback - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains to provisions elsewhere in this Chapter for development in the Neighborhood Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

b. Entrances - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance. Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct pedestrian connection of less than 50 ft. between the entrance and the street.

c. Parking and Vehicle Circulation - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

f. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The community building is proposed to be located at the northwest corner of the intersection at Jasper Street and Sorrel Place. As shown on Attachment 'G', the main building wall of the east elevation is set back from Jasper Street by a distance of 10 feet for its entire length, except for a covered entry that projects five feet into this setback. The total length of the east elevation is approximately 28 feet, of which the covered entry constitutes 11 feet. Along Sorrel Place, the main building wall of the south elevation is set back a distance of at least 8 feet. The total length of the south elevation is approximately 61 feet, a portion of which that is roughly 45 feet long would be set back from Sorrel Place by a distance of 8 feet. Section 4.10.70.02(a) does not stipulate how the building frontage setback standard should be applied when a building is situated on a corner, and neither does the figure referenced in by that criterion. The applicant points out that while both the east and south building elevations contain an entrance, consistent with Section 4.10.70.02(b), Sorrel Place should be considered as the primary street frontage from which the maximum setback distance should be applied because the south building elevation is longer. Additionally, it is requested that Sorrel Place be used for vehicular parking related to the community building. Given this interpretation, the south elevation would be located in the front yard, and be consistent with the corresponding front yard setback of the RS-12 zone and the maximum building frontage setback standard of Section 4.10.70.02(a).

As mentioned above, the required vehicular parking spaces related to the community building are proposed to be located along the north side of Sorrel Place. While this is a variance to standards contained in LDC Chapter 4.1, it does not constitute a variance to Section 4.10.70.02.c, as the parking would be located on the street to which the building is oriented and not between the two.

Just like the remaining portions of the site, the topography in the area of the community building is essentially flat. The proposed excavation and grading activities will not drastically alter these conditions, (Attachment K). None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) are present within the development footprint of the project.

4.10.70.03 - Pedestrian Circulation Standards

a. Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -

1. <u>Continuous Internal Sidewalks and Multi-use Paths</u> - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.

2. <u>Sidewalks along Building Walls</u> - Sidewalks no less than five

ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.

3. Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.

4. 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 pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.

5. Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.

6. Connection to Adjacent Properties or Streets - In addition to the sidewalk connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.

The community building will rely on the internal sidewalk network that serves the remainder of the development site, as described above. These paved walkways are at least five feet wide and connect the various portions of the site with adjacent public sidewalks. As shown on Attachment 'O', the north, south, and east elevations of the community building each have an entrance. Walkways are provided along each of these elevations and are separated from the building by a landscaped area at least five feet wide. Given the required building setbacks along these elevations, it would not be possible to place yet another walkway between the public sidewalk and the proposed building.

b. Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.

Options:

1. **Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.**

2. **Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.**

3. **Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.**

4. **Covered Walkways - Installation of weather protection resulting in covered pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.**

5. **Notarized Letter - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.**

Of the options listed above, the applicant requests that the proposal be considered as demonstrating consistency with Part (3) of Section 4.10.70.03.b by reducing the total parking demand for the community building through the shared use of on-street spaces. A total of nine parking spaces are required to satisfy the demand ratio assigned to this use. Rather than construct these spaces elsewhere on the site and increase the amount of impervious cover, the applicant has requested that the north side of Sorrel Place be used for these parking space instead. On-street parking spaces are generally viewed as shared spaces in most situations, as they are intended to handle the overflow parking demand associated with surrounding properties. In this case, the subject development is the only parking demand generator, and only on rare occasions will residents of the site be likely to drive to the community building. The rest of the time, these spaces will remain available for use by individuals visiting the development.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

1. Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.

2. Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.

b. Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

c. Parking Lot Access - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.

As noted above, the required parking associated with the community building is proposed to be located along the north curb of Sorrel Place. Therefore, none of the criteria cited above are applicable because a parking lot is not being created.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. Weather Protection - Where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.

2. Pedestrian Amenity Requirements - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. Acceptable Pedestrian Amenities - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:

a) Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;

b) Sidewalk planters with benches and public outdoor seating;

c) Significant public art, such as sculpture, fountain, clock, mural, etc.;

d) Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and

e) **Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.**

4. **<u>Accessibility of Pedestrian Amenities</u> - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.**

While the community building could be accessed from public sidewalks along Jasper Street and Sorrel Place, the building is not abutting those sidewalks because of the required PUE's. Thus, weather protection is not required along the corresponding building elevations. The community building is primarily used by residents within the development and will have covered porches for enhanced weather protection at all three entrances.

The proposed community building has a gross floor area of 1,700 square feet, which results in the requirement of providing one pedestrian amenity. The 6,800 square foot common green area west of the building is larger than required to satisfy the green area and outdoor space requirements related to development of the proposed residential buildings. As discussed above in response to development standards of the RS-12 Zone, a surplus of 612 square feet remains after the requirements for green area, common outdoor space, and private open space are accounted for. Therefore, the applicant proposes to rely on this surplus area to satisfy 4.10.70.05.a.3(d). This space will be directly accessible to the public due to the abutting public sidewalk along the north side of Sorrel Place.

b. **Design Standards and Design Variety Menus**

1. **<u>Encroachments</u> - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.**

2. **<u>Loading/Service Facilities</u> - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.**

3. **Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.**

4. **<u>Sign Standards</u>**

   a) **Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.**

   b) **Blade signs placed under awnings are allowed along Shopping Streets.**

   c) **Remaining sign provisions are in accordance with Chapter 4.7 - Sign Regulations.**

5. **<u>Lighting Standards</u> - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

None of the architectural features of the proposed community building will encroach into the adjacent public rights-of-way.

The refuse enclosures located along the private drive immediately north of the building will be used to collect trash generated at the community building. These facilities will be screened consistent with standards from LDC Chapter 4.2, as discussed above.

Roof-mounted equipment is not proposed in conjunction with the community building.

A single sign is proposed for the entire development and will be located along Conser Street, immediately west of the Jasper Street intersection. The sign will be consistent with applicable standards from LDC Chapter 4.7.

As shown on Attachments 'G' and 'M', site lighting will be installed to illuminate internal walkways, private drives, and parking areas. All private lighting fixtures will be consistent with the standards presented in LDC Chapter 4.2, as discussed above.

6. **<u>Windows</u> - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.**

   a) **<u>Ground Floor Windows and Doors</u> - Except for the Neighborhood Center (NC) Zone, which is addressed in "c," below, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception**

may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have a Top Treatment such as a hood, awning, or a storefront cornice separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

a. Opacity of greater than 60 percent prohibited for any required window; and

b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

The south and east elevations of the proposed community building will face public streets. The placement, style, and design of windows along these elevations is consistent with most of the standards cited above from Section 4.10.70.05.b(6). The windows will occupy at least 25 percent of the first 12 feet in height from grade of each elevation. On the east elevation the windows are framed by the transition in siding materials and the support posts of the covered front porch, while on the south elevation, windows are framed by the roof eaves and eave brackets, as well as vertical breaks in the roof line. These methods of framing the windows are appropriate for the residentially influenced architectural style of the proposed building, which would not be compatible with the methods suggested above. Lastly, all of the windows will be completely transparent and allow visibility into the building from adjacent sidewalks.

Despite these consistencies, the floor plan of the proposed building does not allow windows to be placed along 60 percent of the applicable building elevations, (Attachment O). Portions of the floor area dedicated to a restroom and storage areas preclude the introduction of either more or larger windows along the east elevation, which currently has windows and doors along 28 percent of its length. On the south elevation, approximately 43 percent of the building wall is occupied by windows and doors. To achieve 60 percent, another 10 feet of wall area would need to contain windows or doors. Again, the floor plan of the building does not allow for this increase. Additionally, although the use of the building could be classified as being civic in nature, its actual use patterns will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. Therefore, the applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to this building as well. This standard requires that only 20 percent of building facades that face public streets contain windows or doors, which is substantially achieved along the east and south elevations of the community building.

7. **Design Variety Menu - Each structure shall incorporate a minimum of three of the following five 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.**

   a) **Building Walls - Building walls in excess of 30 ft. in length shall not exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.**

   b) **Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.**

   c) **Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.**

   d) **Base Treatments - A recognizable Base Treatment consisting of at least one of the following:**

1) **Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;**

2) **Integrally textured materials such as stone, stucco, or other masonry;**

3) **Integrally colored and patterned materials such as smooth-finished stone or tile;**

4) **Lighter or darker colored materials, Mullions, or panels;**

5) **Detailing such as scoring, ribbing, moldings, or ornamentation; or**

6) **Planters integral to the building.**

e) **<u>Top Treatments</u> - A recognizable Top Treatment consisting of at least one of the following:**

1) **Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;**

2) **Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or**

3) **Stepped parapets.**

Consistent with the options provided above, the proposed community building will have wall segments that are less than 60 feet long and interrupted by horizontal offsets of approximately seven feet in depth (Part 'b'). Foundation landscaping will be used along these segments of the building to buffer its overall length (Part 'b'). Entrances provided along the east and south elevations will be covered by a framed overhang with a gabled roof (Part 'c'). This same roof pattern is continued across the entire structure and will have a minimum pitch of 6:12 (Part 'e(2)').

<u>Natural Resources and Natural Hazards</u>

Please refer to the Natural Resources section of Part I of this project narrative for a response to the relevant Comprehensive Plan Policies and LDC criteria pertaining to natural resources and natural hazards. Findings and criteria from that discussion are incorporated here by reference.

NATURAL FEATURES

Applicable Comprehensive Plan Policies:

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

Applicable Land Development Code Sections:

Section 4.2.20 - GENERAL PROVISIONS

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.

Section 4.12.20 - APPLICABILITY

These provisions apply to areas of Significant Vegetation identified on the Significant Vegetation Map. Significant Vegetation includes:

a. Highly Protected Significant Vegetation (HPSV); and

b. Partially Protected Significant Vegetation (PPSV).

Standards for development and vegetation management on sites containing Significant Vegetation are included below.

Section 4.13.20 - APPLICABILITY

These provisions apply to Significant Riparian Corridor and Wetland areas, as mapped on the Corvallis Riparian Corridors and Wetlands Map. However, state and federal Wetland and riparian regulations will continue to apply to Wetland and Riparian Corridor areas within the City, regardless of whether or not they are mapped on the Corvallis Riparian Corridors and Wetlands Map. Nothing in these regulations should be interpreted as superceding or nullifying state or federal requirements.

The applicant has identified two categories of natural features that exist on the site; mature trees and jurisdictional wetlands.

As mentioned above and shown on Attachment 'I-A', the site contains trees that would normally be considered as "significant" and, therefore, be subject to protection through LDC Chapters 4.2 and 4.12. However, as a result of determinations made through the Natural Features Inventory project, these trees were not designated for protection and may be removed without compensatory mitigation. Nevertheless, the applicant points out that the primary species of tree currently found on the site is Black Cottonwood, which is a short-lived species that is prone to abnormal growth patterns and decay. The proposed landscaping plan, (Attachment I-1) will result in the planting of a variety of new tree species in greater numbers than what currently exists on the site.

Attachment 'J' shows the location and extent of jurisdictional wetlands that currently exist on the site. A comparison of this exhibit with the Corvallis Riparian Corridor and Wetland map confirms that the wetlands proposed to be removed through development of the site are not subject to protection standards contained in LDC Chapter 4.13. Regardless, the applicant has completed and received Department of State Lands (DSL) concurrence of a formal wetland delineation for the site. (While the delineation approved by DSL expires in April 2008, the Army Corps. of Engineers review of this same delineation expired in April 2007. As a result, WNHS has hired a wetland specialist to complete an updated delineation.) The previous approval allowed 1.67 acres of wetlands to be impacted, while the new delineation reduces the impacted area to 1.65 acres. Subsequent to re-authorization of the updated wetland delineation, the applicant will apply for a removal/fill permit that includes a proposal for mitigating the loss of these wetlands in a manner consistent with DSL requirements. The applicant has submitted a copy of the new delineation with this application.

Attachment III-300

CIRCULATION

Applicable Comprehensive Plan Policies:

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

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

The following discussion addresses Comprehensive Plan Policies and LDC criteria pertaining to vehicular, pedestrian, bicycle, and transit facilities.

Vehicular Facilities

Applicable Comprehensive Plan Policies:

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

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

11.3.9 **Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.**

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

Applicable Land Development Code Sections:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

a. Traffic evaluations shall be required of all development proposals in accordance with the following:

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

2. If the traffic evaluation identifies Level of Service (LOS) conditions less than the minimum standard established in the Corvallis Transportation Plan, improvements and funding strategies mitigating the problem shall be considered concurrently with a development proposal.

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.

2. **Half-width street improvements, as opposed to full-width 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-width 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-width street is developed.**

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 effected. The following standards shall apply:**

1. **Grading plans are required and shall demonstrate that the proposal does not contain any grade changes (cuts or fills) that are inconsistent with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Cut and fill is measured vertically from natural grade. The grading plan shall identify all proposed cuts and fills and the associated grade changes in ft. to demonstrate adherence to this provision. Streets shall be designed along natural contours.**

2. **Location of streets in a development shall not preclude development of adjacent properties. Streets shall conform to planned street extensions identified in the Corvallis Transportation Plan and/or provide for continuation of the existing street network in the surrounding area.**

3. **Grades shall not exceed six percent on Arterial Streets, 10 percent on Collector and Neighborhood Collector Streets, and 15 percent on Local, Local Connector, and Cul-de-sac Streets.**

5. **Local street intersections shall be located a minimum of 125 ft. from any other street intersection.**

l. **Where standards do not exist to address unusual situations, the Planning Commission or Director may require special design standards recommended by the City Engineer as Conditions of development Approval.**

The applicant has conducted a traffic impact study and a supplemental addendum for the proposed development, which has been submitted with the application, (Attachment P). The addendum found that the trips generated under the proposed development and under the alternative were less than the trips generated under the original study. Page 9 of the study presents trip generation data for each phase of the project, as well as a composite of both phases. Phase 1 results in a total of 23 AM peak hour trips and 39 peak hour trips, while Phase 2 generates a total of 19 AM peak hour trips and 17 PM peak hour trips. Due to more than 30 trips being generated during the PM peak hour by Phase 1, a trip generation analysis was conducted to determine if any of the intersections effected by the proposal suffered a decrease in Level of Service (LOS) below category "D." Table 5, which is

presented on page 10 of the study, notes that none of the effected intersections meet this criteria, and, therefore, no traffic control mitigation is necessary.

Access to the site will be gained from Conser Street, Jasper Street, and Sorrel Place. Each of these streets is currently substandard and will be improved through the subject proposal. As mentioned above in the Compatibility Section, the sidewalk along the south side of Conser Street that is west of Jasper Street will be reconstructed as a separated sidewalk with a 12-foot wide planter strip between the sidewalk and the street. Sidewalks along both sides of Jasper Street will also be reconstructed as setback sidewalks, consistent with standards for a Local Street. While Sorrel Place is also designated as a Local Street, the applicant has been advised by the City that only the sidewalk on the north side of the street must be reconstructed as a separated sidewalk. This approach is allowed through LDC Section 4.0.60.e(2). The City of Corvallis owns the property that is adjacent to the south side of the street and controls if and when development may occur. Additional public right-of-way will be dedicated to extend Sorrel Place west to the boundary of the project. The City has also advised the applicant that the curbside sidewalk along the south side of Conser Street and east of Jasper Street does not have to be reconstructed at this time due to the short distance of street frontage the site has in this location.

At the east end of Sorrel Place, the applicant will construct a fire turn-around to facilitate the movement of emergency service vehicles. In addition to this improvement, the applicant proposes to install "No Parking" signage along the south side of Sorrel Place. This will alert residents and guests of the triplex units, as well as those individuals using the community building that parking on Sorrel Place is only allowed on the north side of the street.

In addition to the improvements to these existing streets, the applicant will also be constructing two new private alleys to provide access and off-street parking to both portions of the development. Consistent with associated requirements, both alleys will be located in a separate tract in order to simplify long term maintenance and access control issues. As shown on Attachments 'F' and 'G', the alleys will include raised pedestrian walkways on both sides of the drive aisle. The walkways on the north side of each alley will be separated from the pavement by a 6-foot wide landscaped area and six-inch tall curb. On the south side of each drive, a row of perpendicular parking spaces will front the walkways. The width of these walkways has been increased to 7-1/2 feet to allow for vehicle bumper overhand and a clear pathway width of at least five feet, which is the typical width of a sidewalk along a local street. Pavement widths along the alleys will vary between 24 and 26 feet. Parallel parking will be prohibited along the north side of each alley to facilitate circulation of emergency response vehicles, leaving a clear width of at least 24 feet, (Attachment F). Based on the City of Corvallis Off-street Parking and Access Standards, this width will also be adequate to allow for maneuvering vehicles into and out of the perpendicular parking spaces without causing conflicts with the triplex units or the four existing attached dwellings.

The applicant notes that, along Jasper Street, the separation distance between Conser Street and the western alley is less than 125 feet, as required by Section 4.0.60.k(5). In addition, the separation distance between Sorrel Place and the eastern alley is also less than 125 feet. Unlike most typical local street intersections, the amount of traffic traveling through the site along these alleys will be comparatively minimal. As shown on Attachment 'I', adequate vision clearance areas will be maintained at both intersections, allowing motorists to see cars entering or leaving the opposite drive, as well as pedestrians and bicyclists that may be traveling along Jasper Street. Given these site conditions, the applicant requests that the City Engineer grant an exception to the intersection separation standard, as allowed be Section 4.0.60(l).

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

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. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) Maximum Block Perimeter - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) Variations Allowed Outright - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

The street layout constructed through the original Seavey Meadows Planned Development will be retained by the subject proposal. However, previously approved private accessways will be converted from a series of dead-end private drives flanked by clusters of townhomes to two looped alleys that will provide efficient vehicular access to the higher density portions of the site. None of the blocks formed by these new private alleys have a perimeter that is greater than 1,200 feet, and no single block face is longer than 300 feet. Due to the extensive amount of wetlands surrounding the site, and no plans for additional development, Sorrel Place will remain a dead-end street on the east.

Pedestrian Facilities

Applicable Comprehensive Plan Policies:

11.6.1 The City shall require safe, convenient, and direct pedestrian routes within

all areas of the community.

11.6.2 The community shall give special consideration to providing access for handicapped people.

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

11.6.6 Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

Applicable Land Development Code Sections:

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 4.5 - Natural Hazard and Hillside Development Provisions.

2. Sidewalks on Arterial, Collector, and Neighborhood Collector Streets - Sidewalks along Arterial, Collector, and Neighborhood Collector Streets shall be separated from curbs by a 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 five ft. wide. An exception to these provisions is 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 4.5 - Natural Hazard and Hillside Development Provisions.

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian 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:

Attachment III-305

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

3. **Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian ways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:**

   a) **To maximize direct pedestrian travel, the on-site pedestrian circulation system shall connect the sidewalk on each abutting street to the main entrance of the primary structure on the site.**

   b) **Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities that abut the site but are not adjacent to the streets abutting the site. When sidewalks or multi-use paths are provided, such as occurs through Cul-de-sacs or to provide pedestrian connections through areas where vehicles cannot travel, these facilities shall be bordered on both sides by a minimum of five ft. of landscaping. Additionally, solid fencing shall be limited to a maximum height of four ft. along these areas to increase visibility and public safety. Portions of fences above four ft. in height are allowed, provided they are designed and constructed of materials that are open a minimum of 50 percent.**

   c) **Walkways shall be as direct as possible and avoid unnecessary meandering.**

   d) **Walkway/driveway crossings shall be minimized, and internal parking lot circulation design shall maintain ease of access for pedestrians from abutting streets, pedestrian facilities, and transit stops.**

   e) **With the exception of walkway/driveway crossings, walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer. This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on-site unless an unusual parking lot hazard exists.**

As discussed above, pedestrian improvements will be made to existing public streets that are adjacent to the site. These improvements are consistent with standards for Collector Streets and Local Streets, unless otherwise directed by City Staff.

A new network of walkways within the site will facilitate pedestrian travel throughout the development and to the abutting public sidewalks. The walkways will be at least five feet wide and buffered from adjacent buildings by landscaped areas. Pathways will also connect to the proposed handicapped accessible dwelling units. In general, walkway/driveway crossings are limited to the intersection of each private alley with an adjacent street. Adequate visibility will be maintained in these areas to promote the safety

of pedestrians. In all other portions of the site where a walkway is adjacent to a vehicle parking or maneuvering area, the walkway will be vertically separated by at least six inches, and in some instances horizontally separated by landscaping. An exception to this design standard is for handicapped accessible parking spaces along the east private alley.

Bicycle Facilities

Applicable Comprehensive Plan Policies:

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

Applicable Land Development Code Sections:

Section 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.

No improvements are needed to the bicycle facilities associated with Conser Street, Jasper Street, or Sorrel Place. Conser Street is designated as a Collector Street and currently has a bike lane along the south side of the street. Jasper Street and Sorrel Place are Local Streets, on which bicycles share the travel lane with vehicles.

The applicant is proposing to install bicycle parking areas throughout the site as a means of providing the required number of spaces for each duplex and multifamily dwelling. Access to these areas will be afforded by the new private alleys and a network of pedestrian walkways. Lighting is proposed in all areas of the site where cyclists typically tend to ride or park a bicycle. In addition, the duplex and multifamily dwellings also have private storage rooms that can also accommodate bicycles.

Transit Facilities

Applicable Comprehensive Plan Policies:

11.7.5 New or redeveloped residential, retail, office, and other commercial, civic,

recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.

Applicable Land Development Code Sections:

Section 4.0.50 - TRANSIT REQUIREMENTS

a. Development sites located along existing or planned transit routes shall, where appropriate, incorporate transit stops and shelters into the site design. These improvements shall be installed in accordance with the guidelines and standards of the Corvallis Transit System.

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.

A route of the Corvallis Transit System currently travels along Conser Street. Internal walkways proposed through the project will connect with the sidewalk along Conser so that residents and guests may safely and efficiently access the transit system. No additional improvements to the transit system are necessary as a result of the proposal.

PUBLIC FACILITIES AND SERVICES

Applicable Comprehensive Plan Policies:

10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.

10.2.11 Developers shall be required to participate financially in providing the facilities to serve their projects as a condition of approval.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

Applicable Land Development Code Sections:

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.**

The applicant has submitted a utility plan that shows the locations and alignments of new and relocated public utilities, as well as the location of private service lines and meters, (Attachment L). The following discussion responds to Comprehensive Plan Policies and LDC criteria pertaining to the provision of public facilities and services.

Public Water Facilities

There is an existing 12-inch diameter water main that runs along the north side of Sorrel Place. A new 8-inch diameter public loop will be constructed to serve the private alley on the east side of the property and to service a new fire hydrant. The single family units will be served by individual meters tapped off of the main in Sorrel Place. The multifamily units will be served by group meters, which have the capacity to serve up to three buildings each. As a part of this project three new hydrants are being added. These hydrants have been laid out to meet fire code requirements that any point along a street must be within 250 feet of a hydrant, or within 200 feet on dead end streets.

Sanitary Sewer Facilities

There is an existing 12-inch diameter sanitary sewer main in Sorrel Place. The single family houses will be served by individual 4-inch diameter services tapped directly to the main in Sorrel Place. The multifamily units will be piped so that several buildings share a single tap that will also connect with the existing main in Sorrel Place.

Storm Sewer Facilities

There is an existing 24-inch diameter storm sewer main in Sorrel Place. The existing street has its own catch basins. The new private alleys will be furnished with standard curb inlet catch basins connected to the existing system, as shown on Attachment 'L'. Treatment of stormwater run-off from the private alleys will be provided by means of a set of two Baysaver pollution control devices installed in new concrete manholes. Stormwater detention will be provided in buried oversized piping. Other treatment and detention options were considered but due to the tight nature of the site there was not room for above ground facilities.

Existing Utilities

When the initial development activities for the original Seavey Meadows development took place, water, sewer, and storm laterals were constructed to the north of Sorrel in four locations. These utility clusters were to eventually extend underneath the proposed common

drives that would have provided access to the various dwellings. Based on the proposed layout none of these existing utilities are usable. These lines will be abandoned in place, except where they would be under new structures, in which case they will be removed.

Franchise Utilities

All necessary franchise utility lines either front the site or are within immediate proximity of the proposed development. The applicant will coordinate with the appropriate private utility companies to ensure that these services are available to each of the proposed structures. Franchise utilities will be installed in private easements or within the 7 foot PUE on the north side of Sorrel Place.

SOLAR ACCESS

Applicable Comprehensive Plan Policies:

12.2.3 The City shall require all future subdivisions, planned developments, and other major developments, plus commercial and industrial development, be designed to reduce demands for artificial heating, cooling, and lighting by considering topography, microclimates, vegetation, and site and structure orientation which maximizes southern exposure. The City shall develop incentive programs for those developments that demonstrate sound energy conservation design and/or construction, such as density incentives or similar programs.

Applicable Land Development Code Sections:

Section 4.6.30 - PERFORMANCE STANDARDS

Residential Subdivisions and Planned Developments on parcels of more than one acre shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with the following:

a. No reduction in Solar Access at ground level of the south face of existing residential buildings adjacent to the development;

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

1. 30 lineal ft. per unit for Single-family Detached dwelling units; and

2. 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached dwelling units.

c. In Planned Developments, a minimum of 80 percent of the buildings contain:

1. Sufficient east/west dimension to allow the following minimum ground floor lengths of the building to use solar energy:

a) **30 lineal ft. per unit for Single-family Detached dwelling units; and**

b) **15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached.**

2. **Additionally, for Single-family Detached dwelling units, a minimum of 100 sq. ft. of roof area, for the dwelling unit and/or the garage, which could allow the utilization of solar energy.**

The applicant has completed a solar access study for the proposed development, (Attachment N). Solar Access Protection is achieved for at least 80 percent of the single family dwellings by preserving solar exposure for 30 lineal feet of the ground floor of each structure. The additional requirement of retaining a minimum roof area of at least 100 square feet for solar access is also achieved for these structures.

Solar Access Protection is also accomplished for 80 percent of the duplex, triplex, and multiplex buildings at a rate of 15 lineal feet per ground floor unit.

PART II

MAJOR SUBDIVISION REPLAT

DETERMINATION OF A MAJOR REPLAT

Applicable Land Development Code Sections:

Section 1.6.20 - COMMON WORDS

Replat (Major) - Land use process that is used when parcels within a recorded Subdivision are reconfigured such that four or more parcels are created or deleted in a calendar year. Procedures for this type of land use application are outlined in Section 1.2.110.03 - Special Development, Chapter 2.4 - Subdivisions and Major Replats, and Section 2.4.50 - Major Replat.

Section 2.4.50 - MAJOR REPLAT

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

As described above, the subject Planned Development proposal would result in the reconfiguration of lots that were created through the original Seavey Meadows Detailed Development Plan. The Final Plat for Seavey Meadows, Phase 1, created 32 residential lots and two tracts. The proposed development modifies the existing lotting pattern and reduces the number of lots to 15, including three tracts, (Attachment H).

REVIEW CRITERIA

Section 2.4.30 - TENTATIVE PLAT REVIEW PROCEDURES

When an application is filed for a Subdivision, it shall be reviewed in accordance with the following procedures.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application

shall demonstrate adherence to them:

1. **Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;**

2. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland 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;**

3. **Land uses shall be those that are outright permitted by the existing underlying zoning designation.**

4. **Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Part I of this project narrative has responded to all of the LDC criteria identified above, except for the platting standards that are contained in Chapter 4.4 and portions of Chapter 4.0 regarding land for public purposes. The remainder of this narrative focuses on these standards as they apply to the subject proposal.

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

4.4.20.02 - Blocks

a. **General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.**

b. **Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.**

As discussed in the Circulation Section of Part I of this narrative, the public street pattern established by the original Seavey Meadows subdivision is not altered by the subject proposal. New blocks are formed as a result of the introduction of two new private alleys. The size and shape of these blocks is consistent with the standards contained in LDC Section 4.0.60(n).

4.4.20.03 - Lot Requirements

a. Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

Each of the proposed lots is consistent with the standards described above. No lot is smaller than the minimum allowed in the RS-12 zone, all of the lots are buildable, and the dimensions of each lot do not result in the depth of any lot being more than 2.5 times its width, (Attachment H).

b. Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:

1. The lot is created through a Land Partition or Minor Replat, in which case Section 4.4.30.01, below, shall apply; and/or

2. The lot meets the exemption in "a," or "b," below:

a) Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:

1) Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path; and

2) Vehicular access is provided via an alley.

With the exception of the lots created for buildings 19 and 20 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet, (Attachment H). Lots 1 and 2, which are occupied by Buildings 17 and 18, will front on a Tract 'C' for a distance of at least 25 feet.

The primary reasons for requiring a lot to have a certain amount of street frontage is to ensure the lot is accessible from a public right-of-way and that sufficient width is afforded to accommodate a driveway and utility connections. Tract 'C' will be commonly owned and maintained so that rights of access cannot be eliminated or compromised by a single property owner. Vehicular access to and from Sorrel Place will be possible across the tract due to the proposed construction of a fire-boot turn around and a drivable basketball court

within the tract. Necessary utility connections will be installed underneath this circulation area so that both of the detached homes may be served. To facilitate each of these functions, the applicant proposes to place a public access and maintenance easement over the tract. As a result of these design considerations, the benefits from having a lot front on a public street are achieved in an alternate manner with the same results. No additional measures are necessary to achieve consistency with the intent of the standards cited above.

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

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

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.

As shown on Attachment 'H', side lot lines of each of the proposed lots are at right angles to the streets they front on to the extent practicable.

The site's topography is essentially flat and none of the existing vegetation is subject to protection measures contained in LDC Chapter 4.12. The preliminary excavation and grading plan demonstrates that the development will retain the overall existing topography and be consistent with the City's grading standards, (Attachment K).

While the lots proposed to contain the triplex and multiplex units are large enough to be further subdivided, the applicant has no intent of doing so in the future. Any request to accomplish this would have to be approved through a subsequent Planned Development approval that would afford the opportunity to address street and utility extensions and lotting patterns.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

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.

e. Where street, trail, utility, or other rights-of-way and/or easements in 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.

f. **Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.**

The proposed tentative plat shows the locations of the site where additional right-of-way is to be dedicated and where public easements are granted to facilitate the construction and maintenance of public infrastructure. Easements and dedications will be finalized through necessary documentation and in conjunction with recording the Final Plat.

g. **Environmental assessments shall be provided by the developer (grantor) 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 this information, as well as any site investigation by the City, the Director will determine if the risks of potential contamination warrant further investigation. If further site investigation is warranted, a Level I Environmental Assessment shall be provided by the grantor, as described in "2," below.**

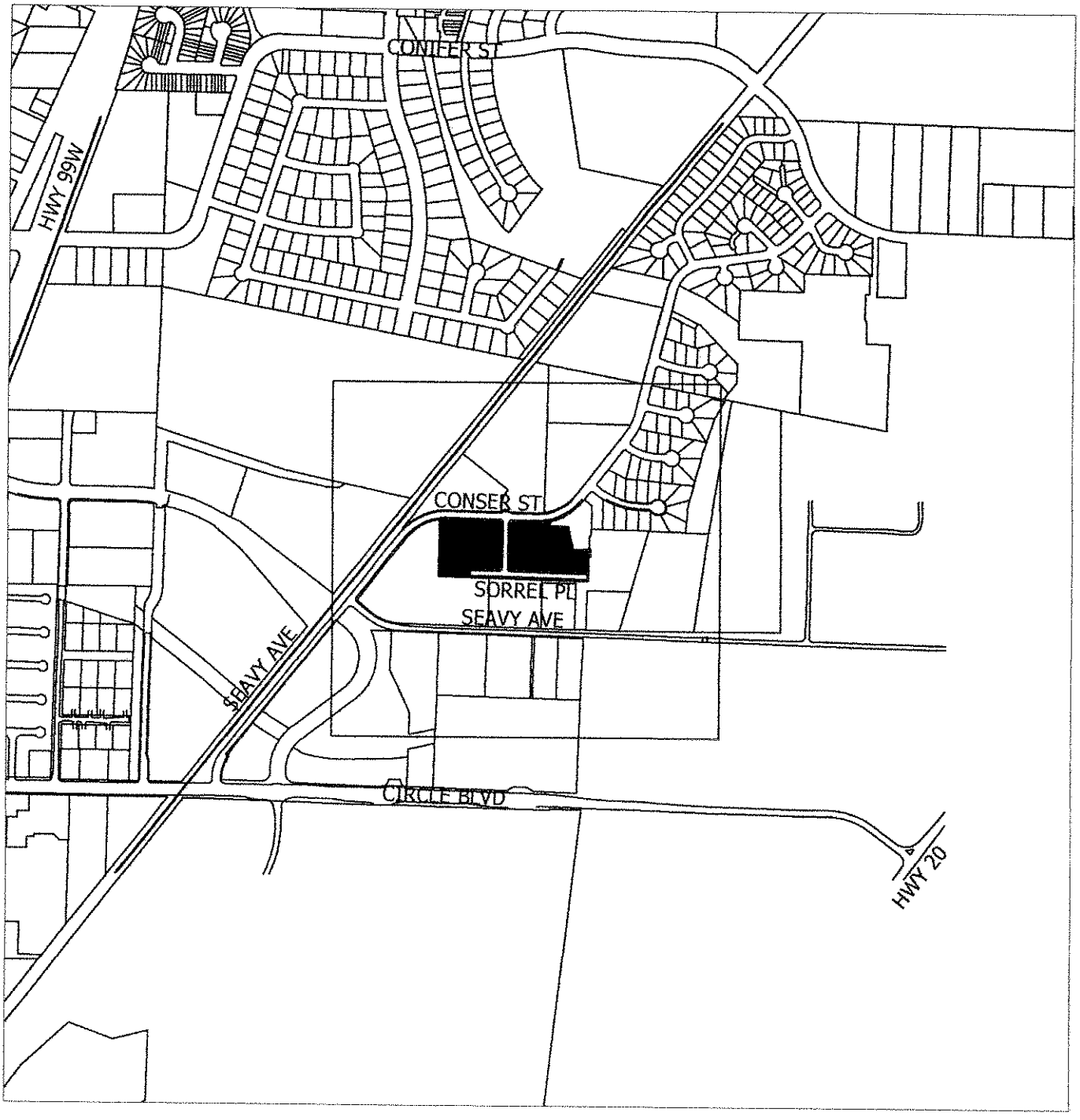
2. **Level I Environmental Assessments shall include data collection, site reconnaissance, and report preparation. Data collection shall include review of Oregon Department of Environmental Quality records, City and County fire department records, interviews with agency personnel regarding citations 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 to check 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.**

Prior to the Final Plat being recorded, an environmental assessment of all lands proposed for dedication to the City will be performed consistent with the requirements noted above.

VICINITY MAP



Subject Property

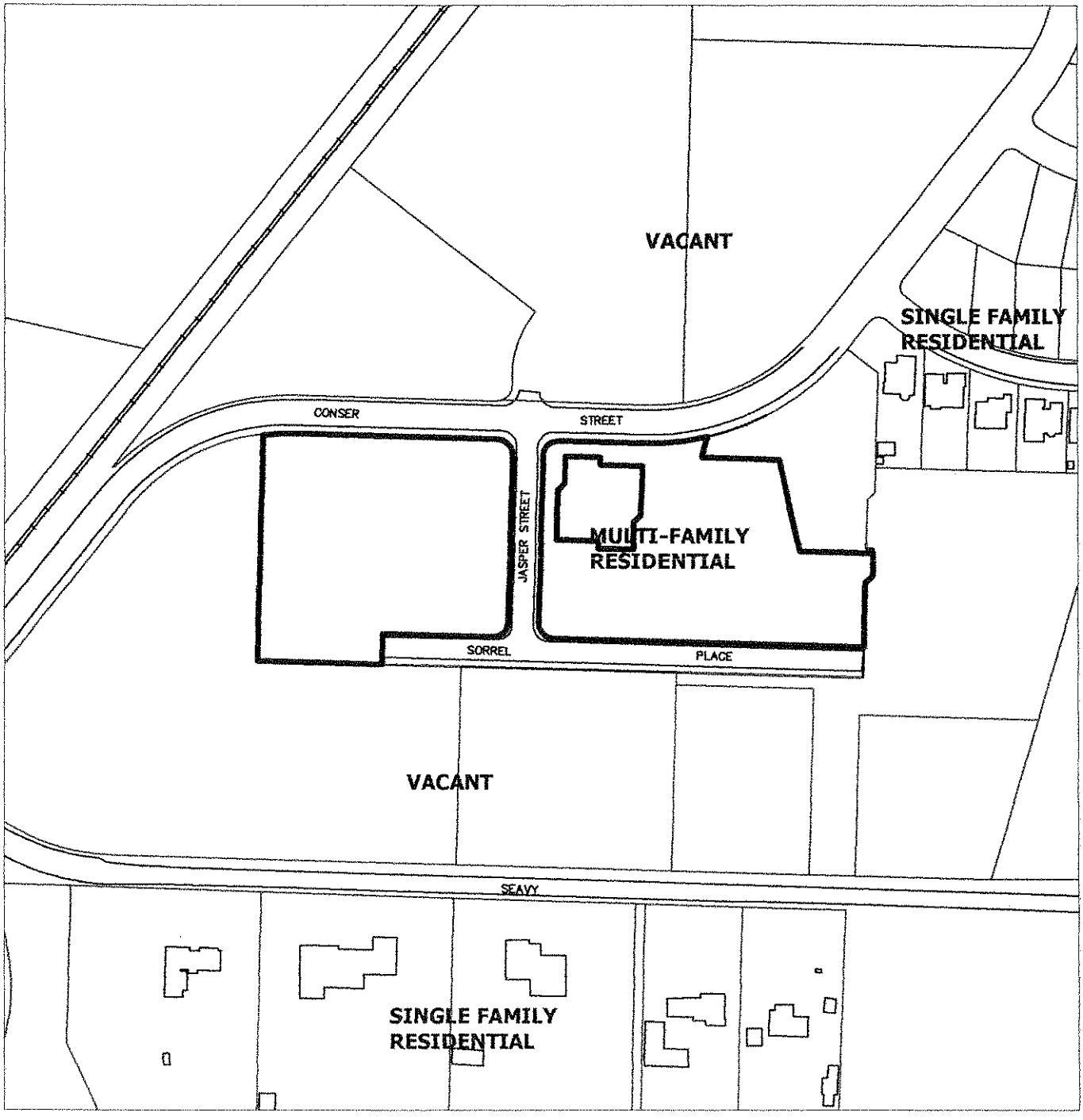
N

0 800 1600

Scale: 1" = 800'

ATTACHMENT A

SURROUNDING USES



Subject Property

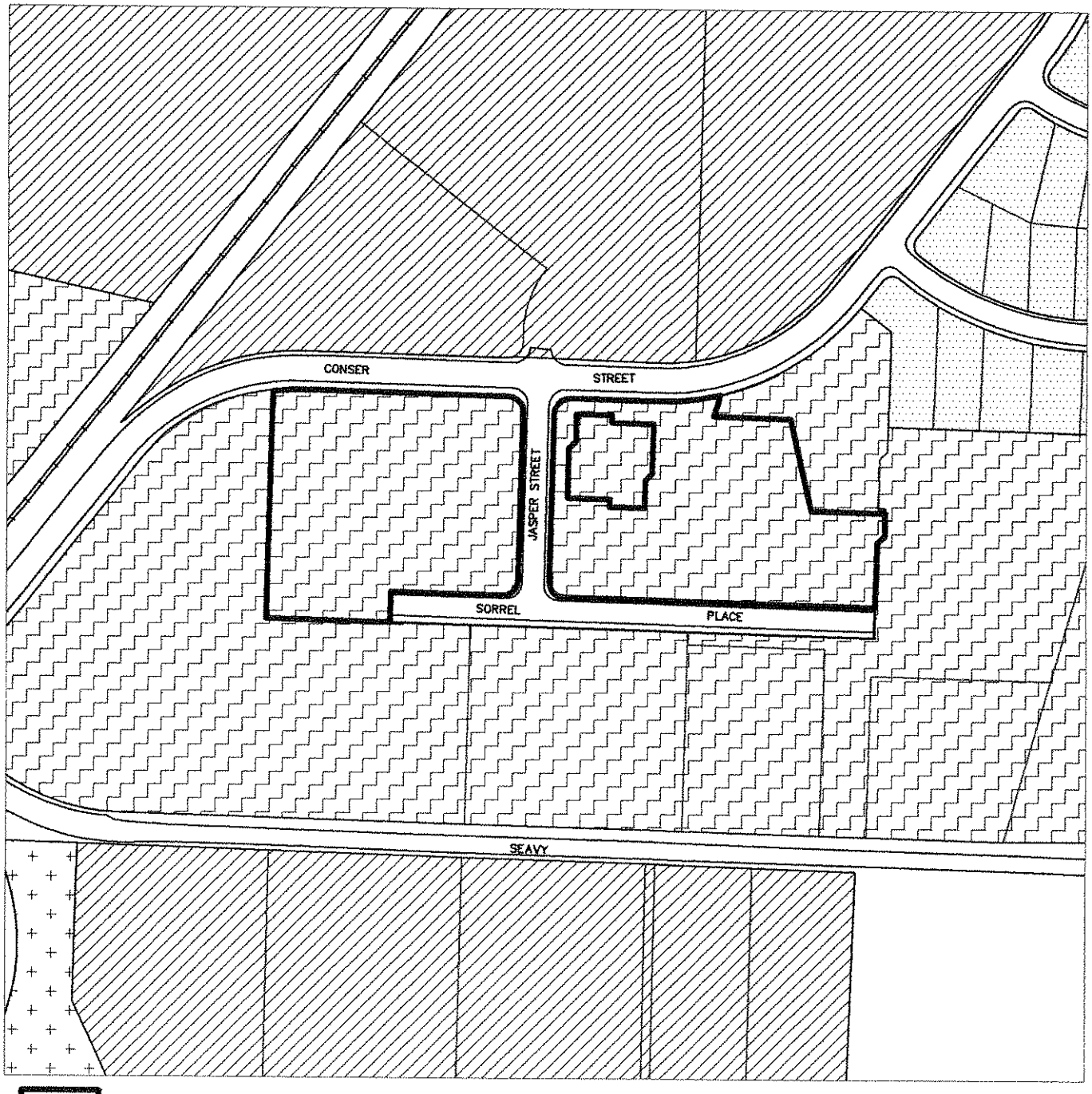
N

0 200 400

Scale: 1" = 200'

ATTACHMENT B

EXISTING COMPREHENSIVE PLAN DESIGNATIONS

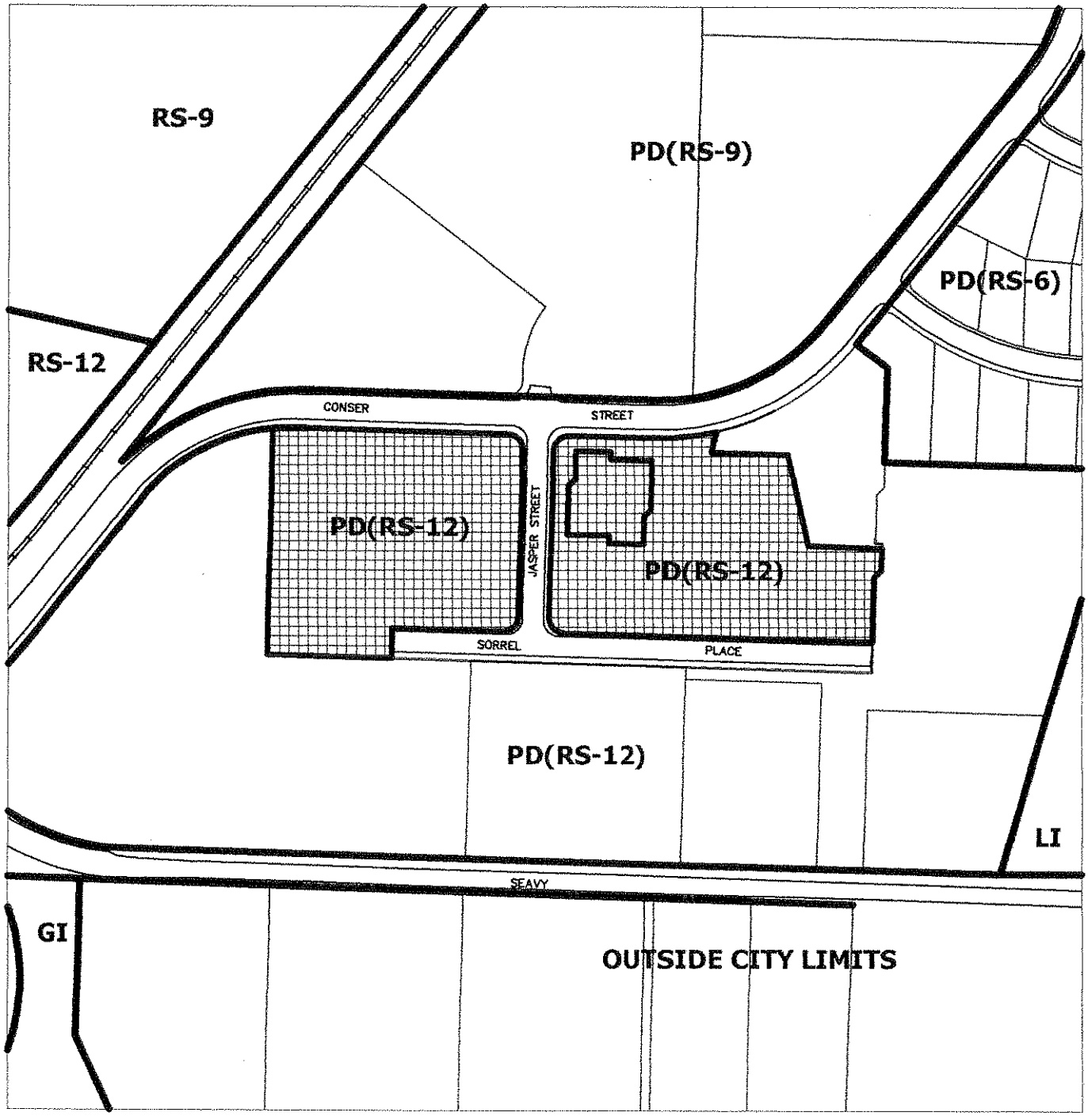


Subject Property
Residential Low Density
Residential Medium Density
Residential Medium-High Density
General Industrial

0 200 400
Scale: 1" = 200'

ATTACHMENT C

EXISTING ZONING DESIGNATIONS



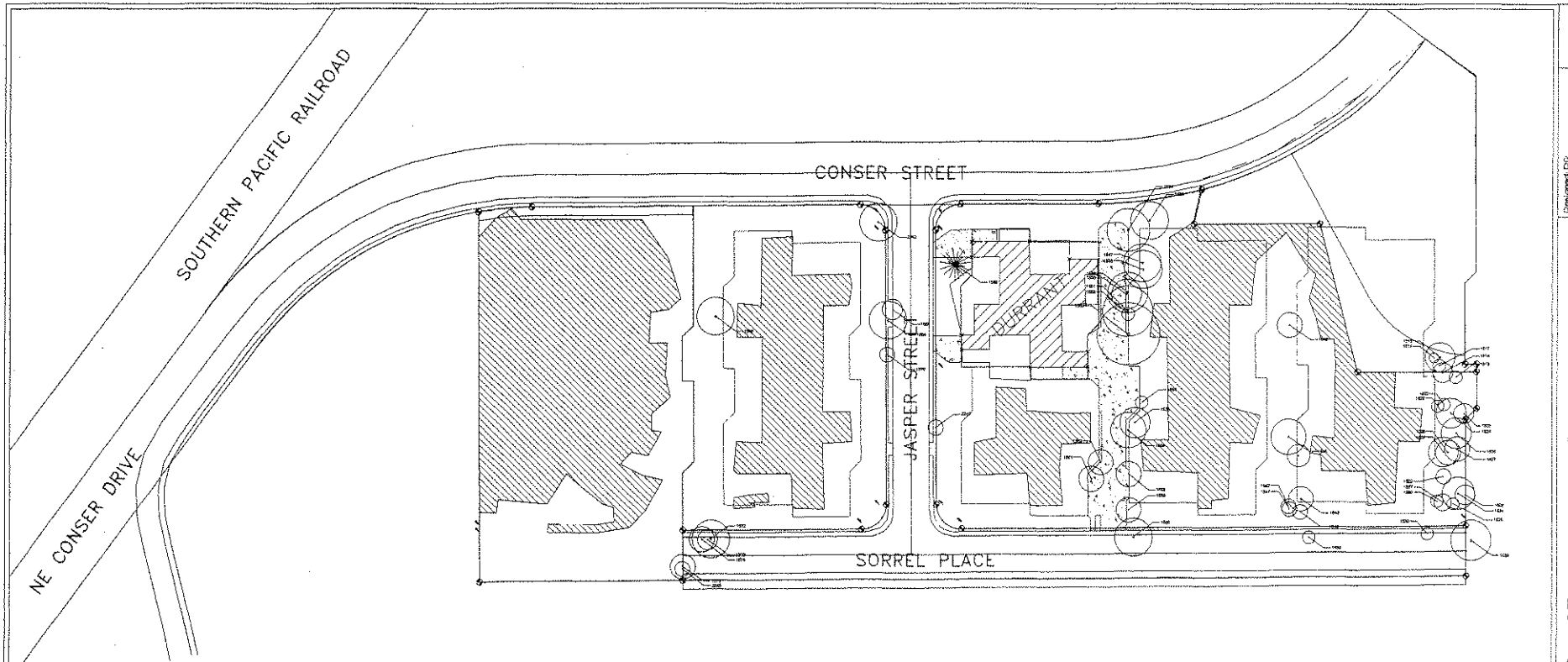
Subject Property

N

0 200 400

Scale: 1" = 200'

ATTACHMENT D



SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1522	POPULUS TRICHOCARPA / BLACK COTTONWOOD		8'	
1524	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	13'	
1525	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
1526	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	TWIN TRUNK
1527	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	7'	
1529	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	18'	TWIN TRUNK
1530	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1539	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	12'	
1540	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1541	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1542	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1543	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	10'	9 TRUNKS
1545	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14'	
1546	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10'	
1547	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	15'	
1548	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	15'	
1549	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	16'	TWIN TRUNK
1550	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	12'	
1551	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	20'	
1552	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1553	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	28'	7 TRUNKS
1554	POPULUS TRICHOCARPA / BLACK COTTONWOOD	2"	5'	TWIN TRUNK
1555	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12'	
1556	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14'	
1558	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10'	3 TRUNKS
1559	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10'	3 TRUNKS
1560	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	9'	
1561	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6'	

SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1562	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	
1564	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	17'	
1565	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	15'	
1566	POPULUS TRICHOCARPA / BLACK COTTONWOOD	22"	15'	
1568	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	15'	
1569	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1570	POPULUS TRICHOCARPA / BLACK COTTONWOOD	5"	9'	
1572	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	15'	
1573	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1574	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	10'	
1576	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	10'	
1586	PICEA SP. / SPRUCE	13"	12'	
1613	POPULUS TRICHOCARPA / BLACK COTTONWOOD	15"	12'	
1614	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	4'	
1617	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	5'	
1618	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	8'	
1619	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1621	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	10'	
1622	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5'	
1623	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	5'	
1624	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12'	
1625	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1626	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12'	
1627	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	10'	
1628	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	10'	
1629	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	12'	
2246	POPULUS TRICHOCARPA / BLACK COTTONWOOD	5"	5'	
2249	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	5'	
2252	POPULUS TRICHOCARPA / BLACK COTTONWOOD	24"	15'	

LEGEND

DELINEATED WETLANDS

SIGNIFICANT TREES

0 40 80

Designed: DC
Drafted: CR
Checked: DC
Date: January 21, 2008
Revision:

Significant Natural Features

Seavey Meadows

WILLAMETTE VALLEY PLANNING
350 N.W. POLK AVENUE
CORVALLIS, OR. 97330
541-753-1987

Attachment M-109

PHASE 1 AND 2

DEVELOPMENT SITE AREA = 3.46 ACRE
PROPOSED # OF UNITS = 43
ZONE = RS-12 (12 TO 20 UNITS PER ACRE REQUIRED)
PROPOSED 43 UNITS = 12.4 UNITS PER ACRE

WETLAND IMPACT ALLOWED = 1.67 ACRE
WETLAND IMPACT PROPOSED = 1.65 ACRE

PHASE ONE - LOT COVERAGE

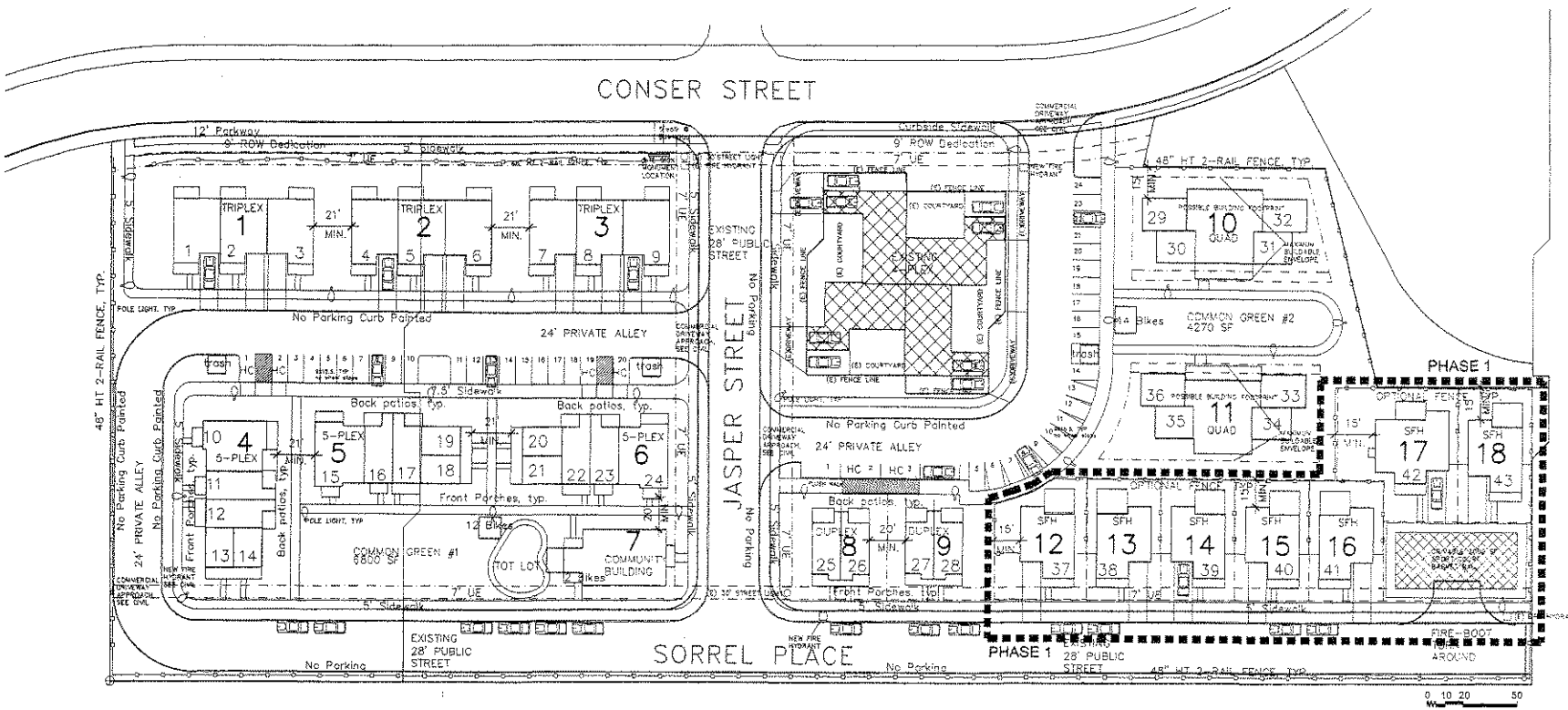
LOT 1 AREA = 3,341sf	Building 18 COVERAGE = 1,379 sf = 41%	
LOT 2 AREA = 4,437sf	Building 17 COVERAGE = 1,696sf = 38%	
LOT 3 AREA = 2,747sf	Building 16 COVERAGE = 1,397sf = 51%	
LOT 4 AREA = 2,747sf	Building 15 COVERAGE = 1,397sf = 51%	
LOT 5 AREA = 2,747sf	Building 14 COVERAGE = 1,397sf = 51%	
LOT 6 AREA = 2,747sf	Building 13 COVERAGE = 1,397sf = 51%	
LOT 7 AREA = 3,865sf	Building 12 COVERAGE = 1,662sf = 43%	

PHASE 1
SINGLE FAMILY HOMES 7

BUILDING # 15, 18	2+ BEDROOM, 1.5 BATH W/ 1 CAR GARAGE	1,312 SQ FT 263 SQ FT
BUILDING # 14, 17	3 BEDROOM 2.5 BATH W/ 1 CAR GARAGE	1,515 SQ FT 263 SQ FT
BUILDING # 16, 20	3+ BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,518 SQ FT 263 SQ FT
BUILDING # 19	3+ BEDROOM, 2.5 BATH W/1 CAR GARAGE	1,604 SQ FT 275 SQ FT

VEHICLE PARKING
REQUIRED:
2 CARS EACH HOME
PROVIDED:
2 CARS EACH HOME IN GARAGE AND DRIVEWAY

BIKE PARKING
REQUIRED:
NONE
PROVIDED:
GARAGE



PHASE 1 - DETAILED DEVELOPMENT PLAN

1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
3109 Olive Street Eugene OR 97401 Tel: 541.683.8461

REGISTERED ARCHITECT
MARK G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

PHASE 1 - DETAILED DEVELOPMENT PLAN

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

PHASE 2
MULTI-FAMILY UNITS 36

BUILDING TYPE: TRIPLEX BUILDING #: 1, 2, 3	# BUILDINGS: 3 # UNITS: 9 (# 1-9) (9) 3 BEDROOM TOWNHOUSE 1,237 SQ FT (9) W/ 1 CAR GARAGE 241 SQ FT	VEHICLE PARKING REQUIRED: 9 X 2.5 = 22.5 10% TRANSIT REDUCTION = 20 REQUIRED 18 ARE IN GARAGE OR DRIVEWAY, 2 ON STREET	BIKE PARKING REQUIRED: 2.5 EACH UNIT ALL IN GARAGES
BUILDING TYPE: 5-PLEX BUILDING #: 4, 5, 6	# BUILDINGS: 3 # UNITS: 15 (# 10-24) (6) 1 BEDROOM LOFT 375 SQ FT (3) 2 BEDROOM ADA FLAT 575 SQ FT (6) 2 BEDROOM TOWNHOUSE 863 SQ FT	VEHICLE PARKING 19.5 REQUIRED: 6 X 1 = 6 3 X 1.5 =4.5 6 X 1.5 = 9 PROVIDED: 20	BIKE PARKING 18.5 REQUIRED: 6 X 1 = 6 3 X 1.5 =4.5 6 X 1.5 = 9 PROVIDED: 9 IN UNIT STORAGE 12 IN BIKE SHED
BUILDING TYPE: DUPLEX BUILDING #: 8, 9	# BUILDINGS: 2 # UNITS: 4 (# 25-28) (4) 2 BEDROOM TOWNHOUSE 938 SQ FT	VEHICLE PARKING REQUIRED: 4 X 1.5 = 6 AND REQUIRED: 8 X 2.5 = 20 TOTAL REQUIRED = 26 TOTAL PROVIDED = 24 10% REDUCTION FOR TRANSIT STOP LOCATED W/IN 300 FT REQUIRED 1/200 = 8.5 = 9 ON STREET PARKING	BIKE PARKING 6 REQUIRED: 4 X 1.5 = 6 PROVIDED: 4 IN UNIT STORAGE 2 IN BIKE SHED
BUILDING QUAD OR FOURPLEX BUILDING #: 10, 11	# BUILDINGS: 2 # UNITS: 8 (# 29-36) (8) 1 BR ADA FLAT + COMMONS 450 SQ FT or (8) 3 BEDROOM TOWNHOUSE 1,203 SQ FT	BIKE PARKING 20 REQUIRED: 8 X 2.5 = 20 PROVIDED: 8 IN UNIT STORAGE 12 IN BIKE SHED	
COMMUNITY BUILDING	BUILDING #: 7 1,701 SQ FT	BIKE PARKING REQUIRED: 10%=2 PROVIDED: 2 ON PORCHES	

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 W/SENIOR QUADS)

1 BR & 2-BR UNITS:	27 X 200 = 5,400
3-BR UNITS:	16 X 300 = 4,800
	9,900 SF REQUIRED
COMMONS #1:	6,800 SF
COMMONS #2:	4,270 SF
	11,070 SF PROVIDED

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 - ALTERNATE FAMILY)

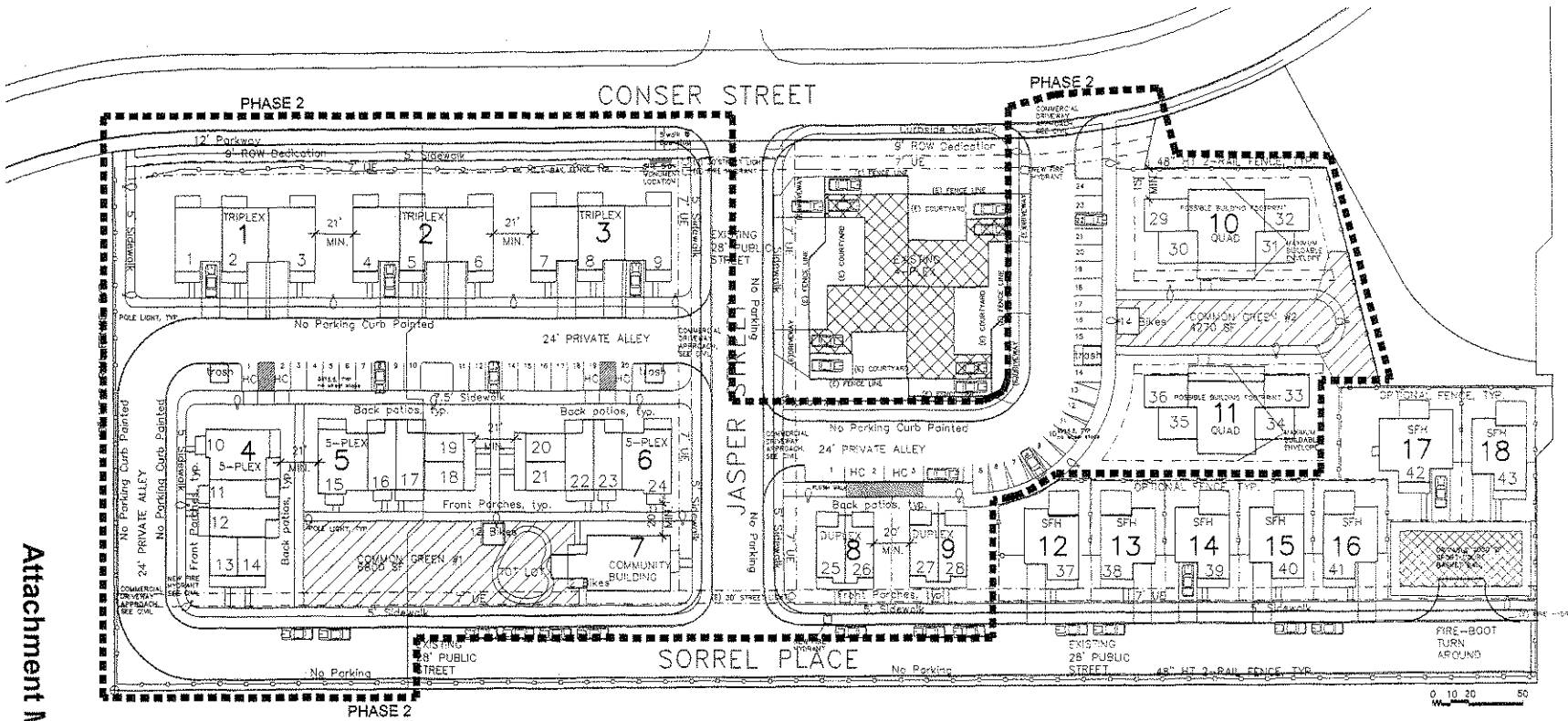
1 BR & 2-BR UNITS:	19 X 200 = 3,800
3-BR UNITS:	24 X 300 = 7,200
	11,000 SF REQUIRED
COMMONS #1:	6,800 SF
COMMONS #2:	4,270 SF
	11,070 SF PROVIDED

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

PHASE 2 - LOT COVERAGE

BLDG #	Lot #	AREA	COVERAGE	%
9	8	4,476	1,794	40%
8	9	4,467	1,423	32%
10,11	10	27,075	12,777	47%
4,5,6,7	11	39,141	12,886	32.9%
1,2,3	12	27,272	11,376	41.7%

NOTE: lot coverage for lot 10 is noted as if total available building envelope is used for either quad or fourplex



PHASE 2 - DETAILED DEVELOPMENT PLAN

1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1156 Olive Street Eugene OR 97401 Tel: 541.687.8661

REGISTERED ARCHITECT
BARBARA G. BERGSUND
EUGENE OREGON
STATE OF OREGON

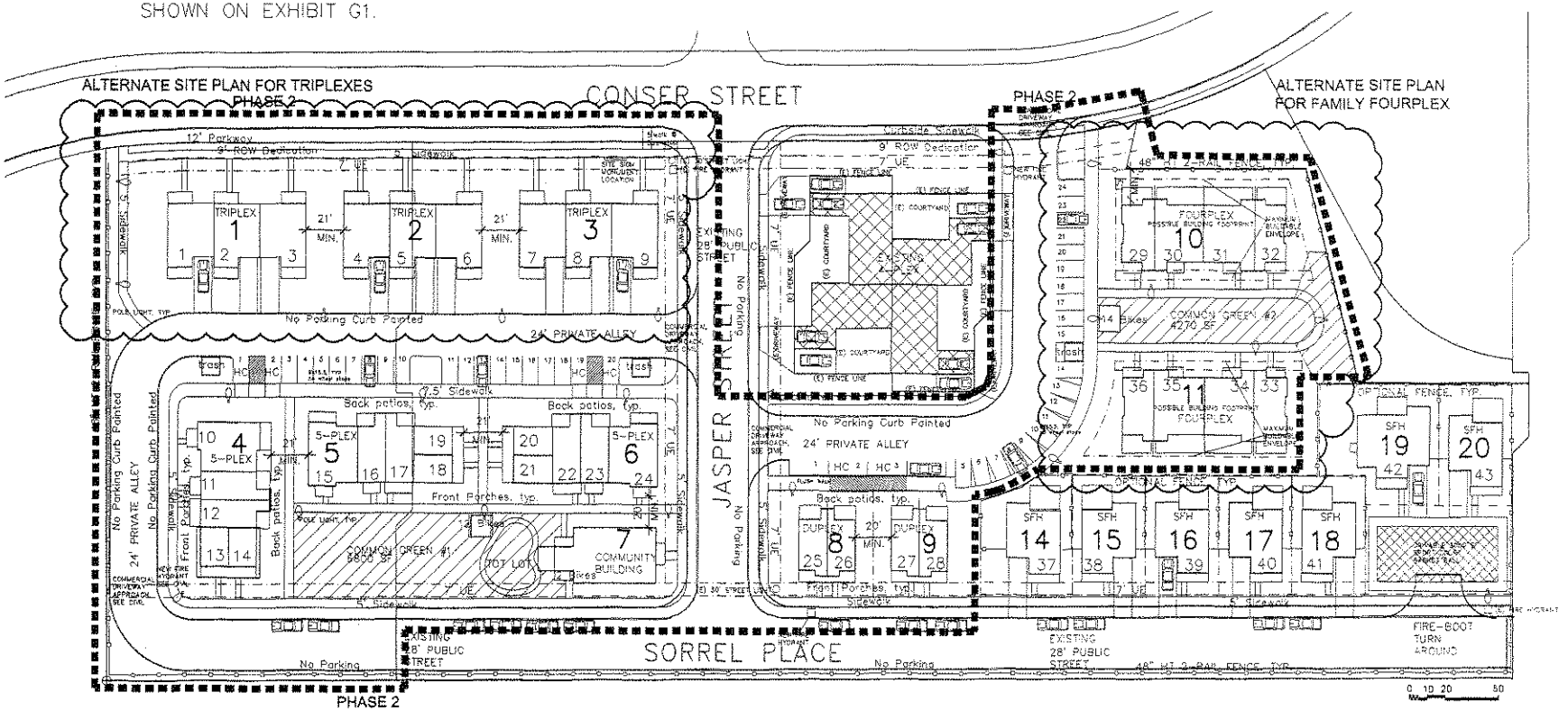
PHASE 2 - DETAILED DEVELOPMENT PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G1

Attachment M-111

TRIPLEX ALTERNATE:
NOT DESIRABLE TO CONNECT HOUSES DIRECTLY TO THE SIDEWALK AT CONSER. PREFERRED DESIGN IS THE TRIPLEX WITH CONNECTION OF HOUSE TO ALLEY AS SHOWN ON EXHIBIT G1.

QUAD OR FOURPLEX ALTERNATE:
BOTH SENIOR QUADS (EXHIBIT G1) AND FAMILY FOURPLEX (EXHIBIT G2) ARE SHOWN. PROPOSAL WOULD LIKE THE FLEXIBILITY TO DO EITHER SCHEME.



PHASE 2 - DETAILED DEVELOPMENT PLAN - ALTERNATES

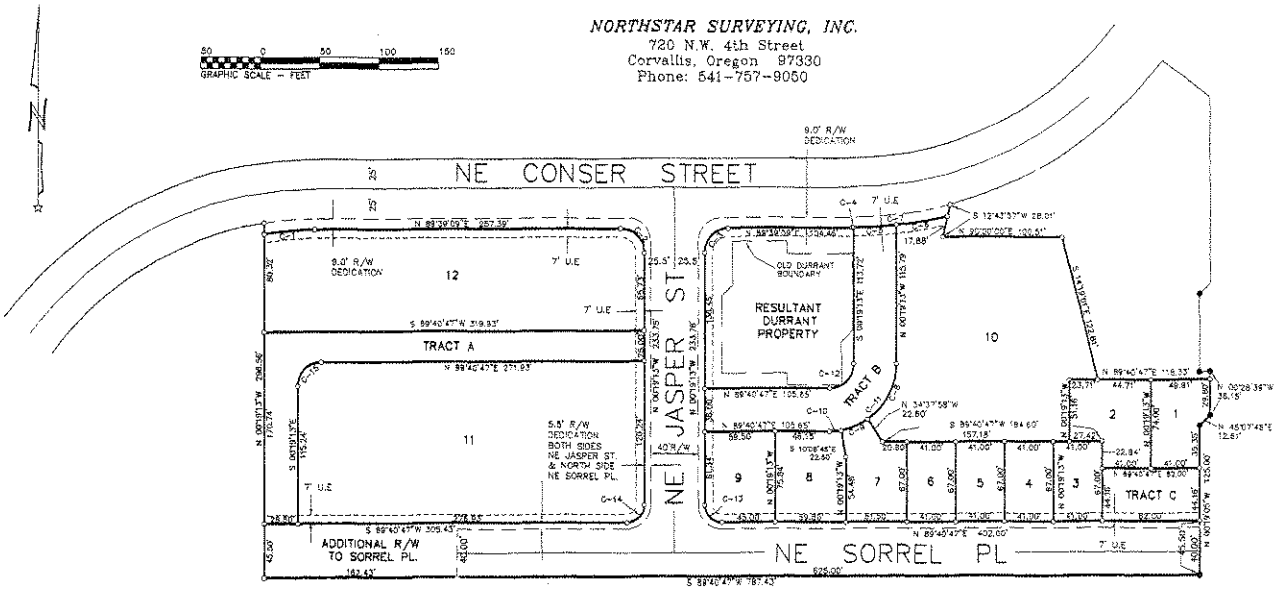
1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1596 Olive Street Eugene OR 97401 Tel: 541.683.8664

REGISTERED ARCHITECT
SARA S. BERGSUND
EUGENE OREGON
STATE OF OREGON

PHASE 2 - DETAILED DEVELOPMENT PLAN
ALTERNATES
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G2
ALTERNATE



PER THE PLAT OF SEAVY MEADOWS PHASE 1 UTILITY AND SERVICE EASEMENTS SHALL BE SEVEN (7) FEET IN WIDTH ON THE STREET FRONTAGES AS SHOWN ON SAID PLAT. IN ADDITION, UTILITY AND SERVICE EASEMENTS SHALL INCLUDE COMMON AREAS "A" AND "B" THAT SURROUND ALL ORIGINAL LOT CLUSTERS AS SHOWN ON PLAT.

LOT & TRACT AREAS

LOT 1 = 3,341 SQFT	LOT 10 = 27,075 SQFT
LOT 2 = 4,437 SQFT	LOT 11 = 39,141 SQFT
LOT 3 = 2,747 SQFT	LOT 12 = 27,272 SQFT
LOT 4 = 2,747 SQFT	TRACT A = 11,920 SQFT
LOT 5 = 2,747 SQFT	TRACT B = 10,072 SQFT
LOT 6 = 2,747 SQFT	TRACT C = 3,621 SQFT
LOT 7 = 3,865 SQFT	ADDITIONAL R/W DEDICATION = 18,066 SQFT
LOT 8 = 4,478 SQFT	RESULTANT DURRANT TRACT = 16,627 SQFT
LOT 9 = 4,467 SQFT	

CURVE DATA

Curve	Radius	Length	Delta	Chord	Chord Bear.
C-1	266.50'	42.71'	9°12'00.0"	42.67'	N 85°05'22" E
C-2	20.00'	31.43'	90°01'37.9"	28.29'	S 45°00'02" E
C-3	20.00'	31.41'	89°58'22.1"	28.28'	N 44°59'58" E
C-4	334.00'	1.21'	0°12'43.5"	1.21'	N 89°33'54" E
C-5	334.00'	35.09'	6°1'18.6"	35.08'	N 86°42'54" E
C-6	334.00'	43.68'	7°29'55.1"	43.65'	N 79°34'36" E
C-7	334.00'	80.98'	13°53'20.1"	80.77'	N 67°42'19" E
C-8	58.00'	84.43'	83°41'14.5"	77.11'	S 24°31'24" W
C-9	58.00'	49.37'	48°1'13.9"	47.90'	S 61°57'38" W
C-10	58.00'	9.87'	9°47'12.3"	9.86'	S 84°43'01" W
C-11	58.00'	87.96'	90°00'00.0"	79.20'	S 44°40'47" W
C-12	20.00'	31.42'	90°00'00.0"	28.28'	S 44°40'47" W
C-13	14.50'	22.78'	90°00'00.0"	20.51'	N 44°40'47" W
C-14	14.50'	22.78'	90°00'00.0"	20.51'	S 44°40'47" W
C-15	18.50'	30.63'	95°06'00.0"	27.22'	N 44°46'47" E

TENTATIVE PLAT

SEAVEY MEADOWS

WILLAMETTE NEIGHBORHOOD HOUSING SERVICES

SE 1/4 SECTION 24 & NE 1/4 SECTION 25,
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CORVALLIS, BENTON COUNTY, OREGON

FEBRUARY 21, 2008

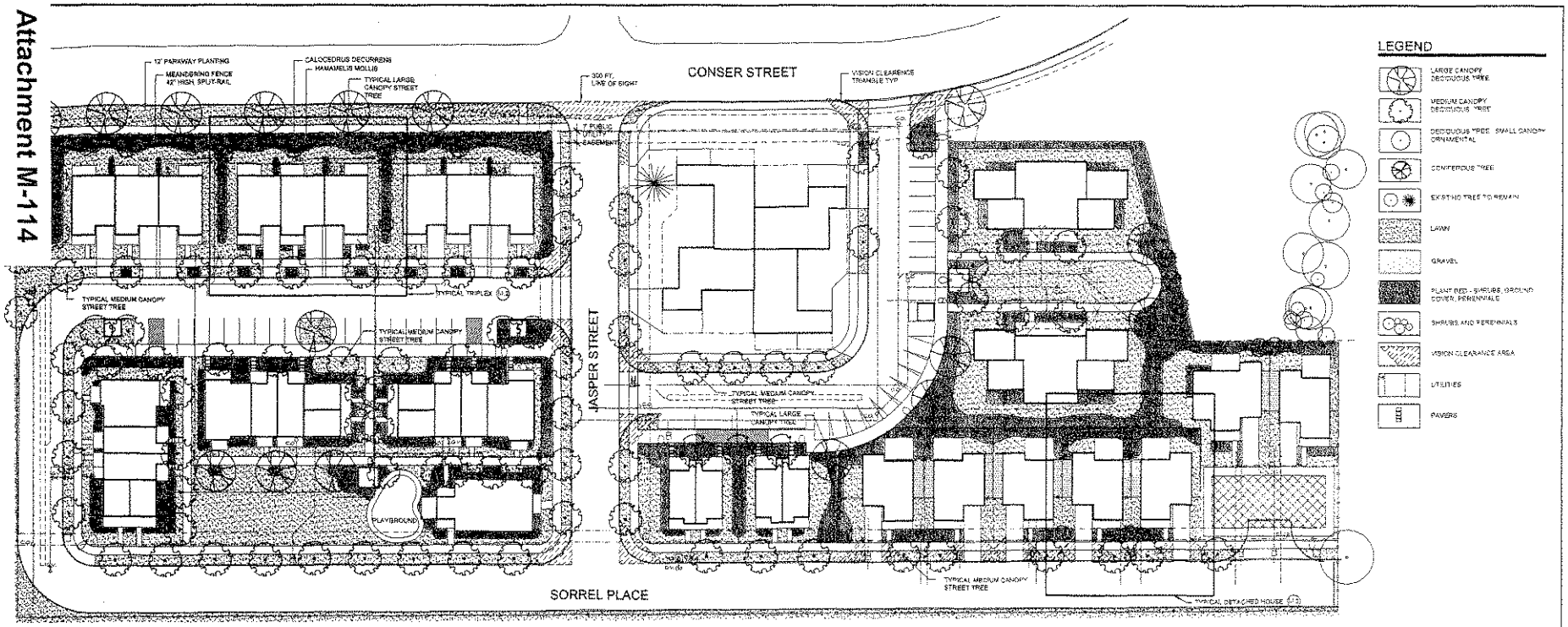
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
DECEMBER 9, 1986
JAMES L. LAWTON
2/21/08

TENTATIVE SUBDIVISION PLAT

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

1

Attachment M-113



I-1.1 - OVERALL LANDSCAPE PLAN SCALE: 1" = 30'-0" NORTH

PLANT LIST

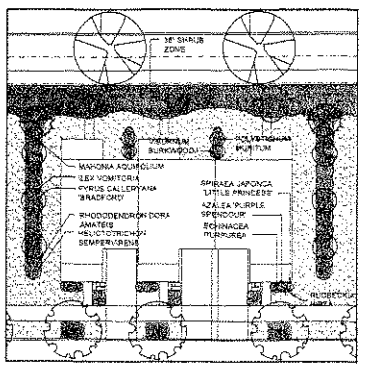
QTY.	BOTANICAL NAME / COMMON NAME	SIZE	TYPE
	TREES		
	BETULA NIGRA / RIVER BIRCH	2" CAL	MED. CANOPY STREET
	CALOCEDRUS DECURRENS / INCENSE CEDAR	6' B&B	LRG. CONIFER
	CARPINUS CARO.BONIA / AMERICAN HORNBEAM	2" CAL	MED. CANOPY STREET
	FRAXINUS PENNSYLVANICA 'PATMORE ABF'	2" CAL	MED. CANOPY STREET
	FICUS INSULICALA / EDIBLE FIG	2" CAL	SMALL ORNAMENTAL
	HAMAMELIS MOLLIS / CHINESE WITCH HAZEL	11'-14' CAL	SMALL ORNAMENTAL
	CORNUS KOUSA 'MILKYWAY' / KOUSA DOGWOOD	11'-14' CAL	SMALL ORNAMENTAL
	QUERCUS PHELLOS / WILLOW OAK	2" CAL	MED. CANOPY STREET
	QUERCUS COCCINEA / SCARLET OAK	2" CAL	LRG. CANOPY STREET
	STEWARTIA PseudocAMELLIA / JAPANESE STEWARTIA	11'-14' CAL	SMALL ORNAMENTAL
	PYRUS CALLERYANA 'BRADFORD'	2" CAL	MED. CANOPY STREET
	THUJA PLICATA / WESTERN RED CEDAR	6' B&B	LRG. CONIFER
	DIOSPYROS KAKI FUJI / JAPANESE PERSIMMON	2" CAL	MED. CANOPY STREET
	SHRUBS		20 GALLON
	AZALEA 'PURPLE SPLENDOR' / EVERGREEN AZALEA	5 GAL	3'
	FORSYTHIA INTERMEDIA 'KARL SAX' / KARL SAX FORSYTHIA	5 GAL	5'
	GAULTHERIA SHALLON / SALAL	1 GAL	6"
	HAMAMELIS MOLLIS / CHINESE WITCH HAZEL	15 GAL	8'
	ILEX VOMITORIA / JAPANESE HOLLY	5 GAL	4'
	MAHONIA AQUIFOLIUM / OREGON GRAPE	3 GAL	8"
	MAHONIA NERVOSA / LONG LEAF MAHONIA	2 GAL	3'
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE	5 GAL	20'
	NANDINA DOMESTICA 'NICODS DWARF' / HEAVENLY BAMBOO	3 GAL	8'
	PIERIS JAPONICA 'TEMPLE BELLS' / PIERIS	3 GAL	4'
	RHODODENDRON 'DORA AMATEIS' / DORA AMATEIS RHODODENDRON	3 GAL	3'
	SPIRAEA JAPONICA 'LITTLE PRINCESS' / DWARF SPIRAEA	3 GAL	3'
	RHODODENDRON 'PURPLE SPLENDOR' / EVERGREEN RHODODENDRON	3 GAL	5'
	RHODODENDRON 'VULCAN' / VULCAN RHODODENDRON	3 GAL	3'
	VIBURNUM BURKWOODII / BURKWOOD VIBURNUM	5 GAL	5'
	VIBURNUM DAVIDII / DAVID VIBURNUM	3 GAL	4'
	VIBURNUM TINUS 'SPRING BOUQUET' / LAURUSTINUS	3 GAL	4'
	GROUND COVERS		
	ARCTOSTAPHYLOS UVA URSI 'MASSACHUSETTS' / KINNIKINNICK	1 GAL	
	DISCIPIA / MONKEY GRASS	1 GAL	
	VINCA MINOR / DWARF PERIWINKLE	4" POT	
	LAWN		
	'FUSUR DE LAWN' ECOLOGY MIX		

FINAL SELECTION OF TREES SHALL BE MADE IN CONSULTATION WITH THE CITY FORESTER.

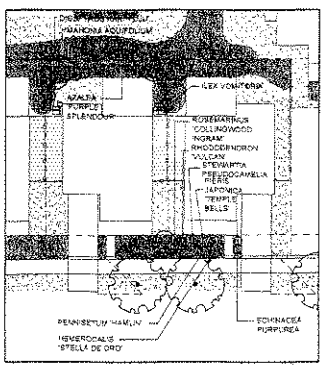
QTY.	BOTANICAL NAME / COMMON NAME	SIZE
	PERENNIALS	
	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	
	HEMEROCALIS 'STELLA DE ORO' / EVERGREEN DAY LILY	
	HELEBORUS CODEMARIUS / LENTEN ROSE	
	ROSEMARINUS / ROSEMARY	
	RUDBECKIA / BLACK EYED SUSAN	
	ECHINACEA / PURPLE CONEFLOWER	
	POLYSTICHUM MUNITUM / SWORD FERN	
	MEDIUM NUTUM / HYCHECKOP	
	LAVANDULA STOECHAS / SPANISH LAVENDER	
	PENNISETUM ALOPECUROIDES 'HAMLIN' / DWARF FOUNTAIN GRASS	

NOTES

1. A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED TO ALL REQUIRED LANDSCAPED AREAS. THE SYSTEM WILL BE DESIGNED BY A LANDSCAPE ARCHITECT AND SUBMITTED AT THE TIME OF BUILDING PERMIT APPLICATION.
2. PLANTING METHODS WILL BE SPECIFIED IN CONTRACT DOCUMENTS. MINIMUM 6" TOPSOIL WILL BE PROVIDED IN LAWN, 12" TOPSOIL IN PLANT BEDS. MINIMUM 3" ORGANIC MATERIAL AND ORGANIC FERTILIZER WILL BE APPLIED AND TILLED INTO SOIL. A 3" ORGANIC MULCH LAYER WILL BE APPLIED TO PLANT BEDS.
3. DETAILS FOR PLANT BED PROFILE, AND TREE AND SHRUB INSTALLATION WILL BE PROVIDED WITH CONTRACT DOCUMENTS.
4. TREES WILL NOT BE PLANTED WITHIN 10' OF FIRE HYDRANTS AND UTILITY POLES, 20' OF STREET LIGHTS, AND 10' OF SANITARY, STORM, OR WATER LINES.
5. WHERE CONFLICTS OCCUR BETWEEN UTILITIES AND TREE LOCATIONS, ADJUSTMENTS WILL BE MADE AND SHOWN ON PERMIT BID SET.
6. VISION CLEARANCE AREAS AT CONSER STREET WILL BE DETERMINED BY CITY ENGINEERS. CONIFERS AND VIEW BLOCKING SHRUBS WILL BE KEPT OUT OF THESE AREAS.
7. BUFFER AND PARKING AREA PLANTINGS WILL CONSIST OF APPROVED TREES, LOW-LYING GROUND COVERS AND SHRUBS, AND ACCENT VERTICAL SHRUBS TO BUFFER VIEWS.
8. SEE EXHIBIT 1-3 FOR SIZE & SPECIES OF EXISTING TREES.



I-1.2 - TYPICAL TRIPLEX SCALE: 1" = 20'-0"



I-1.3 - TYPICAL DETACHED HOUSE SCALE: 1" = 20'-0"

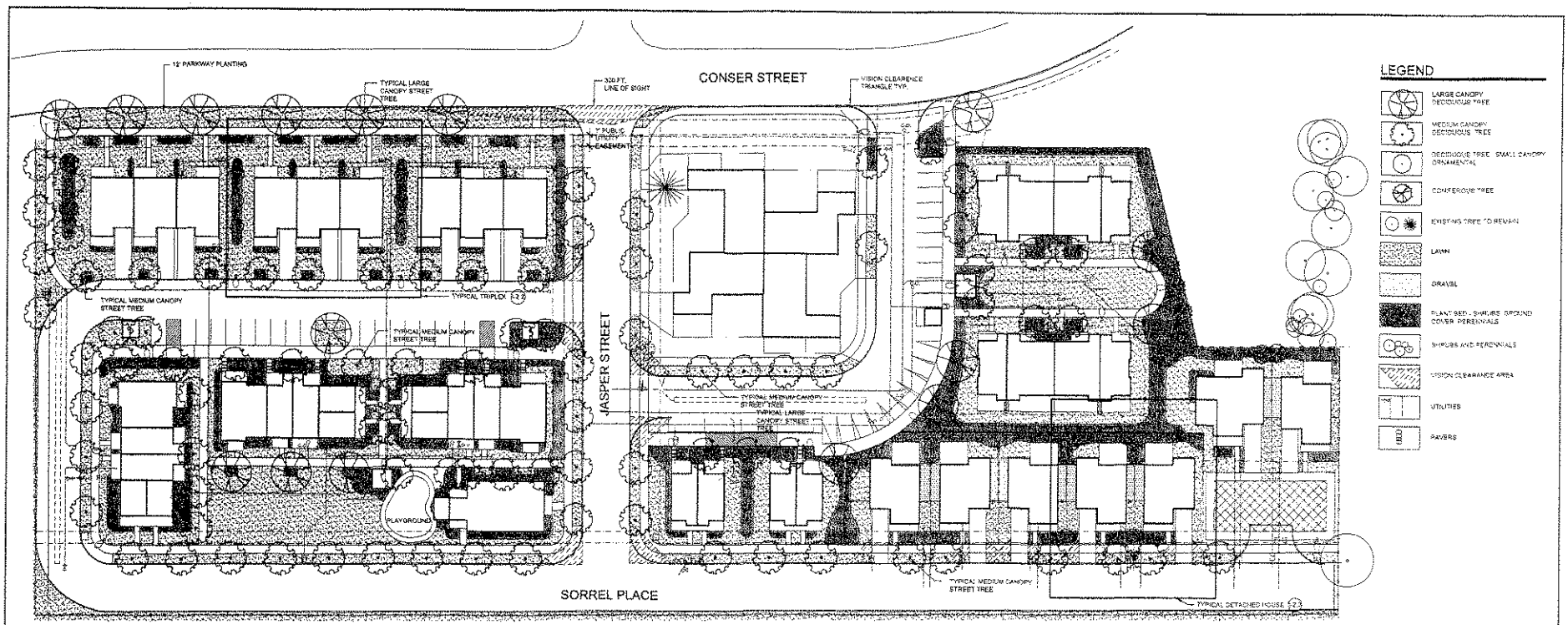
SATRE ASSOCIATES
Planning Landscape Architecture Land Development Services
135 East Broadway, Suite 100, Eugene, Oregon 97401

REGISTERED SARA GEDDES OREGON LANDSCAPE ARCHITECT

DRAWN	LKS
CHECKED	SLG
DATE	09/26/00
REVISED	

LANDSCAPE PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

I-1



I-2.1 - OVERALL LANDSCAPE PLAN SCALE: 1" = 30'-0" NORTH

PLANT LIST

QTY.	BOTANICAL NAME / COMMON NAME	SIZE	TYPE
	TREES		
	BETULA NIGRA / RIVER BIRCH	2" CAL	MED. CANOPY STREET
	CALOCEDRUS DECURRENS / INCENSE CEDAR	6' B&B	LRG. CONIFER
	CARPINUS CAROLINIANA / AMERICAN HORNBEAM	2" CAL	MED. CANOPY STREET
	FRAXINUS PENNSYLVANICA 'PATMORE' / PATMORE ASH	2" CAL	MED. CANOPY STREET
	FICUS MICROCARPA / BENJIE FIG	2" CAL	SMALL ORNAMENTAL
	MAGNOLIA SOULICE / NOBLE MAGNOLIA	1"/4" CAL	SMALL ORNAMENTAL
	OSTRYA VIRGINIANA / IRONWOOD	1"/4" CAL	SMALL ORNAMENTAL
	QUERCUS PHELLOS / WILLOW OAK	2" CAL	MED. CANOPY STREET
	QUERCUS COCCINEA / SCARLET OAK	2" CAL	LRG. CANOPY STREET
	STEWARTIA PSEUDOCAMELLIA / JAPANESE STEWARTIA	1"/4" CAL	SMALL ORNAMENTAL
	PYRUS CALLERYANA 'BRADFORD'	2" CAL	MED. CANOPY STREET
	THUJA PLICATA / WESTERN RED CEDAR	6' B&B	LRG. CONIFER
	DIOSPYROS KAKI TRUJI / JAPANESE PERSIMMON	2" CAL	MED. CANOPY STREET
	SHRUBS		
	AZALEA 'PURPLE SPLENDOUR' / EVERGREEN AZALEA	3 GAL	
	FORSYTHIA INTERMEDIA 'KARL SAX' / KARL SAX FORSYTHIA	5 GAL	
	GAULTHERIA SHALLON / SALAL	1 GAL	
	HAMAMELIS MOLLIS / CHINESE WITCH HAZEL	15 GAL	
	ILEX VOMITORIA / JAPANESE HOLLY	3 GAL	
	MAHONIA AQUIFOLIUM / OREGON GRAPE	3 GAL	
	MAHONIA NERVOSA / LONGLEAF MAHONIA	3 GAL	
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE	3 GAL	
	NANDINA DOMESTICA 'WOODS DWARF' / HEAVENLY BAMBOO	3 GAL	
	PIERIS JAPONICA 'TEMPLE BELLS' / PIERIS	3 GAL	
	RHODODENDRON 'DORA AMATEIS' / DORA AMATEIS RHODODENDRON	3 GAL	
	SPIRAEA JAPONICA 'LITTLE PRINCESS' / DWARF SPIRAEA	3 GAL	
	RHODODENDRON 'PURPLE SPLENDOR' / EVERGREEN RHODODENDRON	3 GAL	
	RHODODENDRON 'VULCAN' / VULCAN RHODODENDRON	3 GAL	
	VIBURNUM BURKWOODII / BURKWOOD VIBURNUM	3 GAL	
	VIBURNUM DAVIDII / DAVID VIBURNUM	3 GAL	
	VIBURNUM TINUS 'SPRING BOUQUET' / LAURUSTINUS	3 GAL	
	GROUND COVER		
	ARCTOSTAPHYLOS UVA URSI 'MASSACHUSETTS' / KINNIKINNICK	1 GAL	
	LIRIOPE / MONDEY GRASS	1 GAL	
	VINCA MINOR / DWARF PERIWINKLE	4" POT	
	LAWN		
	'FLEUR DE LAWN' ECOLOGY MIX		

FINAL SELECTION OF STREET TREES SHALL BE MADE IN CONSULTATION WITH THE CITY FORESTER

QTY.	BOTANICAL NAME / COMMON NAME	SIZE
	PERENNIALS	
	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	
	HEMEROCALIS 'STELLA DE ORO' / EVERGREEN DAY LILY	
	HELLEBORUS OCCIDENTALIS / LENTEN ROSE	
	ROSEMARINUS / ROSEMARY	
	RUDBECKIA / BLACK EYED SUSAN	
	ECHINACEA / PURPLE CONEFLOWER	
	POLYSTICHUM MUNITUM / SWORD FERN	
	SEDUM ALTUNI / STONECROP	
	LAVANDULA STECHAS / SPANISH LAVENDER	
	PENNISETUM ALOPECUROIDES 'HAMELN' / DWARF FOUNTAIN GRASS	

NOTES

1. A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED TO ALL REQUIRED LANDSCAPED AREAS. THE SYSTEM WILL BE DESIGNED BY A LANDSCAPE ARCHITECT AND SUBMITTED AT THE TIME OF BUILDING PERMIT APPLICATION
2. PLANTING METHODS WILL BE SPECIFIED IN CONTRACT DOCUMENTS. MINIMUM 8" TOPSOIL WILL BE PROVIDED IN LAWN, 12" TOPSOIL IN PLANT BEDS. MINIMUM 3" ORGANIC MATERIAL AND ORGANIC FERTILIZER WILL BE APPLIED AND TILLED INTO SOIL. A 3" ORGANIC MULCH LAYER WILL BE APPLIED TO PLANT BEDS
3. DETAILS FOR PLANT BED PROFILE, AND TREE AND SHRUB INSTALLATION WILL BE PROVIDED WITH CONTRACT DOCUMENTS
4. TREES WILL NOT BE PLANTED WITHIN 10' OF FIRE HYDRANTS AND UTILITY POLES, 20' OF STREET LIGHTS, AND 10' OF SANITARY, STORM, OR WATER LINES
5. WHERE CONFLICTS OCCUR BETWEEN UTILITIES AND TREE LOCATIONS, ADJUSTMENTS WILL BE MADE AND SHOWN ON PERMIT BID SET.
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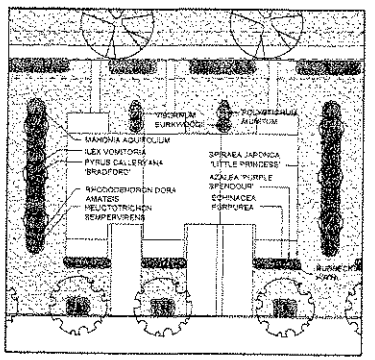
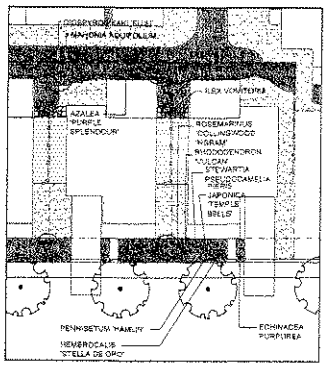
8. SEE EXHIBIT 1-3 FOR SIZE & SPECIES OF EXISTING TREES



I-2.2 - TYPICAL TRIPLEX SCALE: 1" = 20'-0"



I-2.3 - TYPICAL DETACHED HOUSE SCALE: 1" = 20'-0"

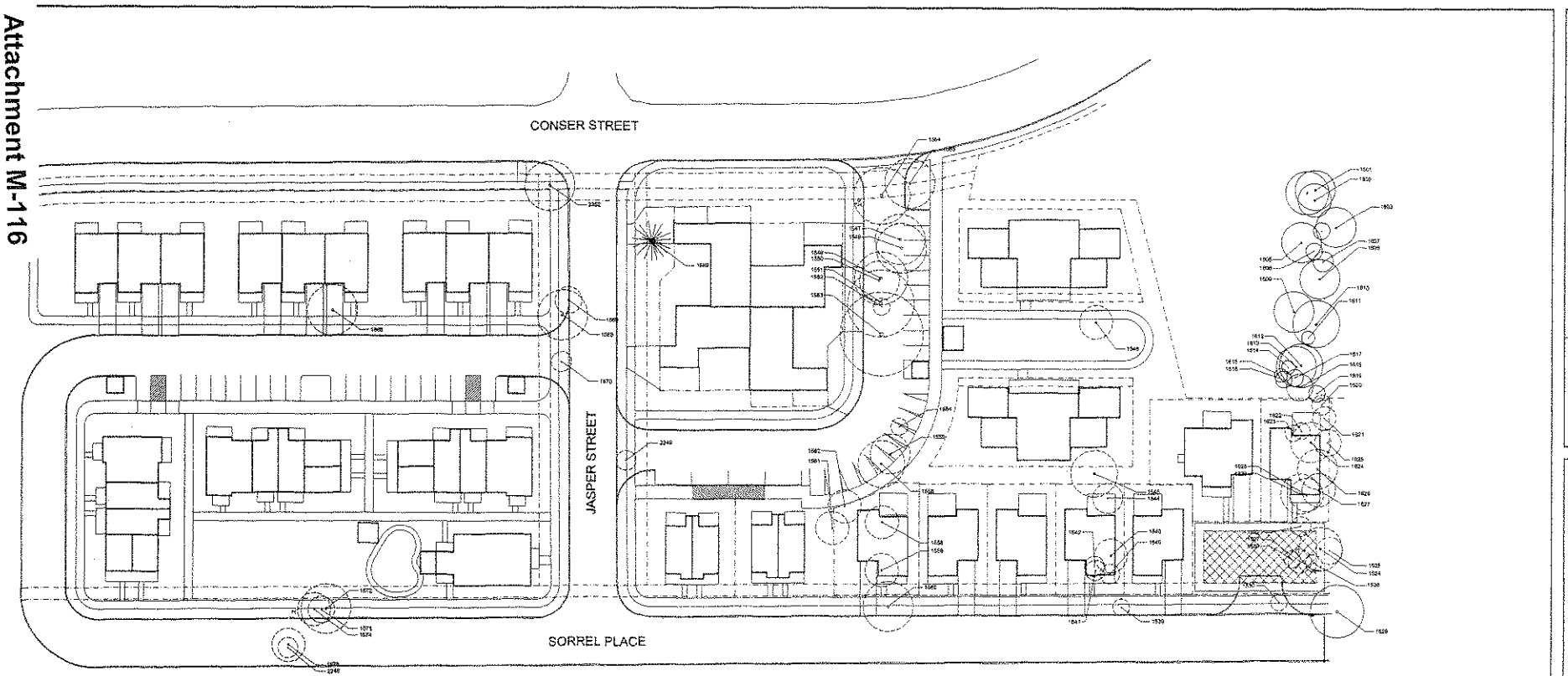
SATRE ASSOCIATES

REGISTERED LANDSCAPE ARCHITECT SARA GEDDES OREGON

DRAWN: LAS
CHECKED: SLG
DATE: 9/24/08
REVISED:

LANDSCAPE PLAN - ALTERNATE
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

I-2



1-3.1 - EXISTING TREES ON SITE PLAN SCALE: 1" = 30'-0"

NORTH

PLANT LIST

SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1500	POPULUS TRICHOCARPA / BLACK COTTONWOOD	22"	13	
1501	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1502	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	10	
1503	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12	12	TWIN TRUNK
1504	POPULUS TRICHOCARPA / BLACK COTTONWOOD	4"	3	
1505	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	12	
1506	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1507	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1508	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	12	
1509	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12	
1510	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	14	
1511	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1512	POPULUS TRICHOCARPA / BLACK COTTONWOOD	15"	13	
1513	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1514	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1515	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	4	
1516	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1517	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8	
1518	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	8	
1519	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1520	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1521	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	7	
1522	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1523	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1524	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12	
1525	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8	
1526	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	12	
1527	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1528	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1529	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	7	
1530	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8	
1531	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1532	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1533	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8	
1534	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1535	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1536	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1537	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1538	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1539	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1540	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1541	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1542	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6	
1543	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	10'	2 TRUNKS
1544	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	12	
1545	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14	
1546	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10	
1547	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	12	
1548	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	15	
1549	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	10	TWIN TRUNK
1550	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	12	
1551	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1552	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	8	
1553	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	12'	2 TRUNKS
1554	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	TWIN TRUNK
1555	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12	
1556	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14	
1557	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	10	2 TRUNKS
1558	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10	3 TRUNKS
1559	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	10	3 TRUNKS
1560	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	6	
1561	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1562	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10	
1563	POPULUS TRICHOCARPA / BLACK COTTONWOOD	7"	7	
1564	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	17	
1565	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	12	
1566	POPULUS TRICHOCARPA / BLACK COTTONWOOD	22"	15	
1567	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	15	
1568	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	9	
1569	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1570	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	15	
1571	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8	
1572	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	12	
1573	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	7	
1574	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	12	
1575	POPULUS TRICHOCARPA / BLACK COTTONWOOD	28"	20	
1576	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1579	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	5	
1580	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1581	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6	
1582	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5	
1583	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1584	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1585	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	4	
1586	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1587	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5	
1588	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6	
1589	PICEA SP. / SPRUCE	10"	12	
1248	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6	
2249	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8	
2251	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	0	
2172	POPULUS TRICHOCARPA / BLACK COTTONWOOD	34"	18	

NOTES

1. THIS PLAN SHOWS ALL EXISTING TREES IDENTIFIED ON THE SITE SUPERIMPOSED OVER THE PROPOSED DEVELOPMENT FOOTPRINT.
2. THE BASIS OF THE TREE SURVEY (TREE SIZE AND LOCATION) IS A TOPOGRAPHIC SURVEY BY NORTHSTAR SURVEYING INC DATED DECEMBER 17, 2007.
3. SEE EXHIBIT I LANDSCAPE PLAN FOR PROPOSED TREE REPLACEMENT.
4. DRIPLINE RADIUS IS SHOWN TO SCALE BY CIRCLE ON EACH TREE.

LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING CONIFEROUS TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO REMOVE
- 2249 SURVEY NUMBER FOR TREES 6" DBH & OVER
- SURVEY NUMBER FOR TREES UNDER 6" DBH

SATRE ASSOCIATES

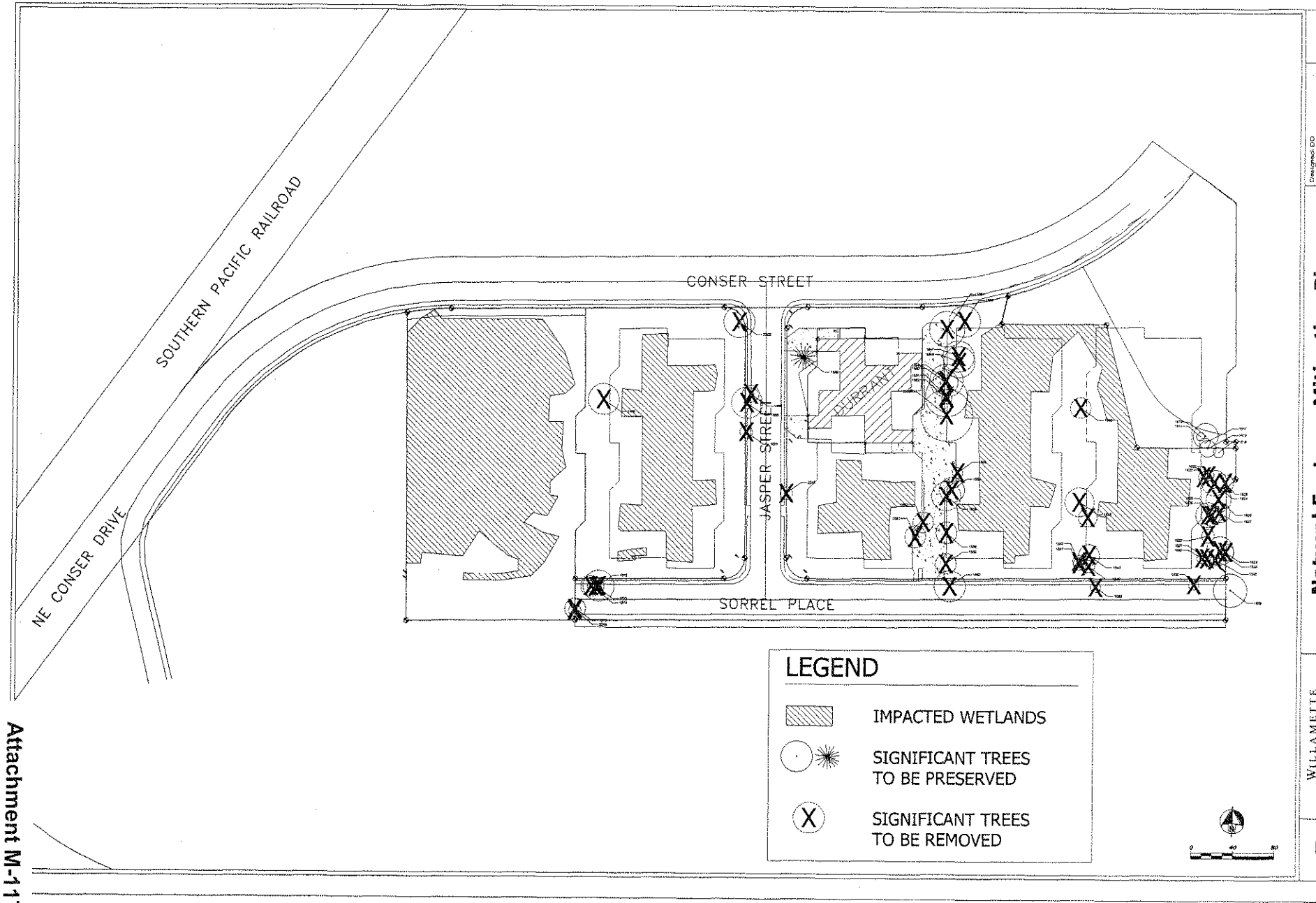
REGISTERED LANDSCAPE ARCHITECT 316 SARA GEDDES OREGON

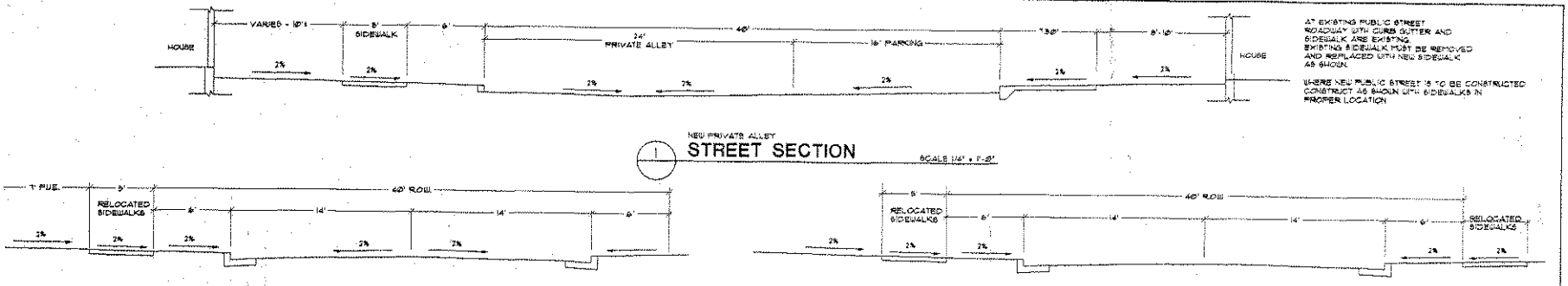
DRAWN: LKB
CHECKED: SLG
DATE: 07/23/08
REVISED:

EXISTING TREES

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

I-3


SOUTHERN PACIFIC RAILROAD
NE CONSER DRIVE
CONSER STREET
JASPER STREET
SORREL PLACE
LEGEND
IMPACTED WETLANDS
SIGNIFICANT TREES TO BE PRESERVED
SIGNIFICANT TREES TO BE REMOVED
0
40
80
Natural Features Mitigation Plan
Seavey Meadows
Designed: DD
Drafted: CR
Checked: DD
Date: January 28, 2008
Revision:
WILLAMETTE VALLEY PLANNING
330 N.W. POLK AVENUE
CORVALLIS, OR. 97330
541-753-1987
J



AT EXISTING PUBLIC STREET ROADWAY WITH CURB GUTTER AND SIDEWALK ARE EXISTING. EXISTING SIDEWALK MUST BE REMOVED AND REPLACED WITH NEW SIDEWALK AS SHOWN.

WHERE NEW PUBLIC STREET IS TO BE CONSTRUCTED CONSTRUCT AS SHOWN WITH SIDEWALKS IN PROPER LOCATION

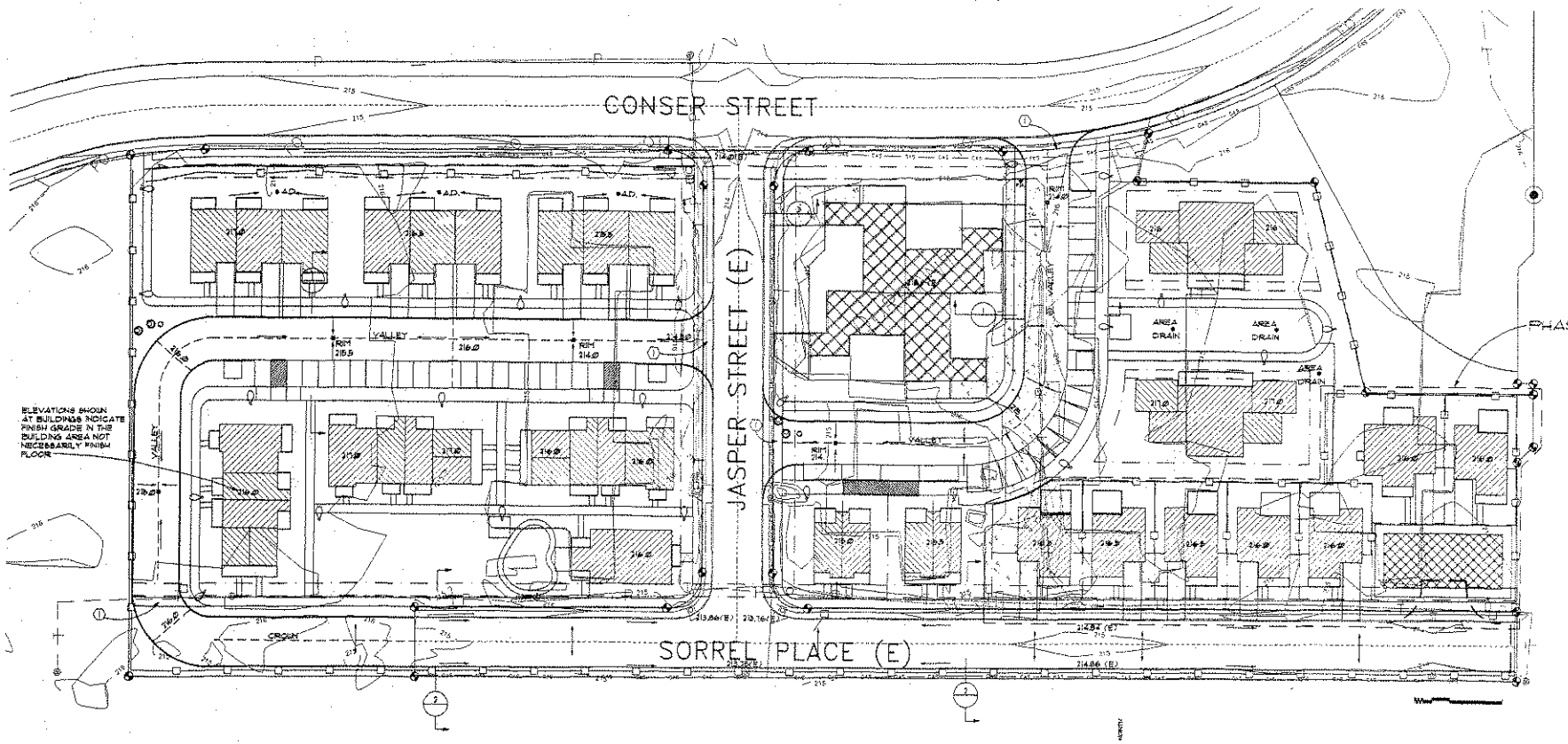
1 NEW PRIVATE ALLEY
STREET SECTION
SCALE 1/4" = 1'-0"

2 NEW AND EXISTING SORREL PLACE
STREET SECTION
SCALE 1/4" = 1'-0"

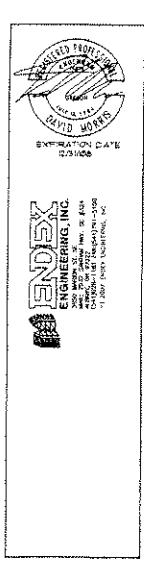
3 EXISTING JASPER STREET
STREET SECTION
SCALE 1/4" = 1'-0"

SITE GRADING NOTES

1. PROVIDE CITY STANDARD COMMERCIAL APPROACH



K SITE GRADING AND PAVING PLAN
SCALE 1" = 30'



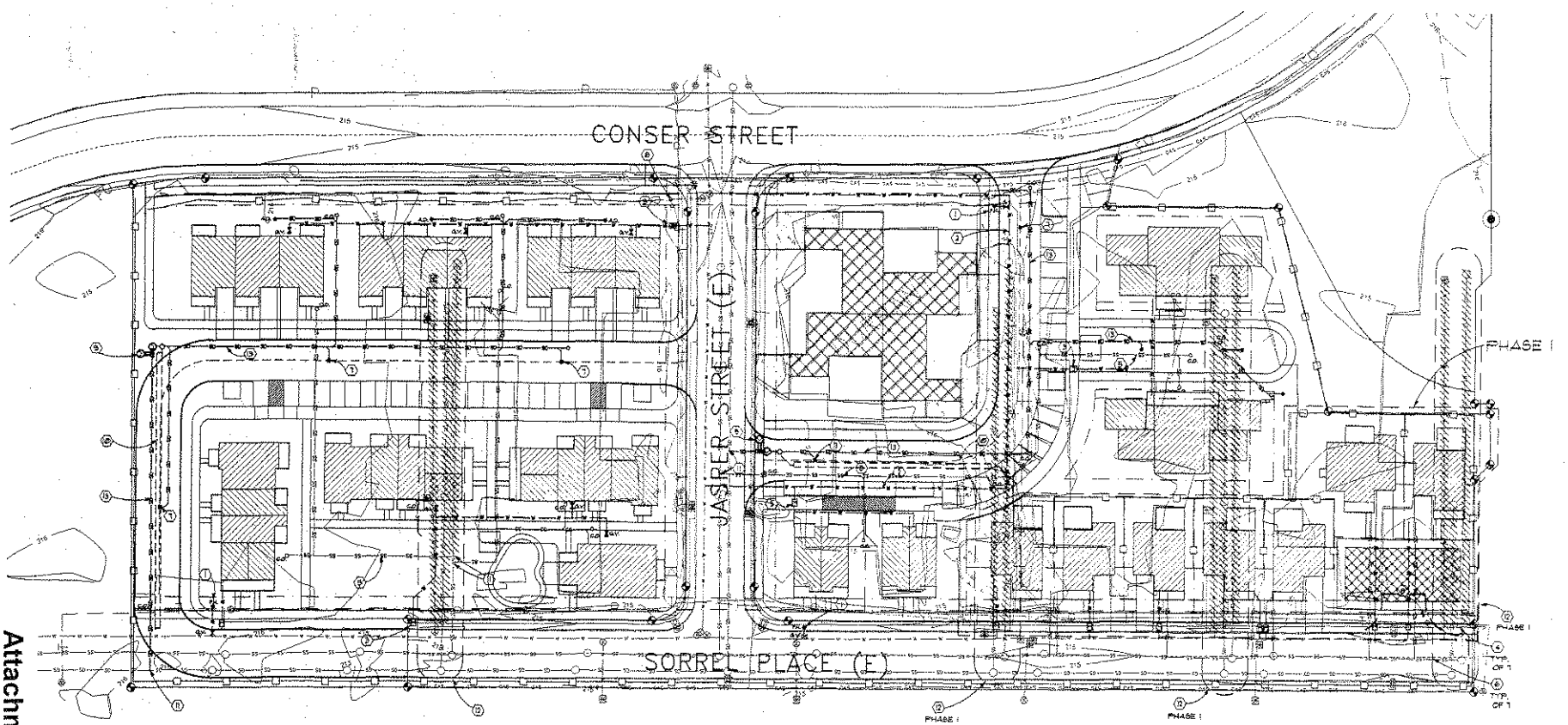
GRADING AND PAVING PLAN

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

K

SITE UTILITY NOTES

1. NEW FIRE HYDRANT
2. NEW PUBLIC WATER LINE. PROVIDE 8' PUBLIC UTILITY EASEMENT.
3. GROUP METER FOR MULTIPLE BUILDINGS
4. INDIVIDUAL METERS FOR SINGLE DWELLINGS ON SEPARATE LOTS
5. NEW PRIVATE SEWER LINE TO SERVICE MULTIPLE BUILDINGS. PROVIDE SINGLE CONNECTION TO MAIN AND BRANCH TO INDIVIDUAL UNITS.
6. PROVIDE INDIVIDUAL SEWER SERVICES FOR SINGLE DWELLINGS ON SEPARATE LOTS.
7. NEW CATCH BASIN
8. EXISTING HYDRANT
9. DETENTION CONTROL MANHOLE AND BAYSAVER POLLUTION CONTROL DEVICE WITH TWO MANHOLES PER MANUFACTURER'S INSTALLATION INSTRUCTIONS.
10. UNDERGROUND DETENTION PIPING SIZES TO BE DETERMINED.
11. CONNECT TO EXISTING PUBLIC MAIN PER CITY STANDARDS.
12. ABANDON EXISTING UTILITIES IN PLACE. REMOVE MANHOLES TO 48" BELOW FINISH GRADE AND FILL WITH CONTROLLED DENSITY FILL. WHERE ABANDONED LINES TIE TO MANHOLES WHICH WILL REMAIN INSTALL PERMANENT PLUGS AT MANHOLE CONNECTIONS. WHERE ABANDONED PIPES ARE UNDER FUTURE BUILDINGS REMOVE PIPES COMPLETELY TO FIVE FEET OUTSIDE THE BUILDING PERIMETER AND BACKFILL WITH COMPACTED STRUCTURAL FILL. REGISTER WITH OREGON UTILITY NOTIFICATION CENTER.
13. NEW PRIVATE STORM DRAIN SYSTEM.



L SITE UTILITY PLAN SCALE 1" = 50'

NORTH

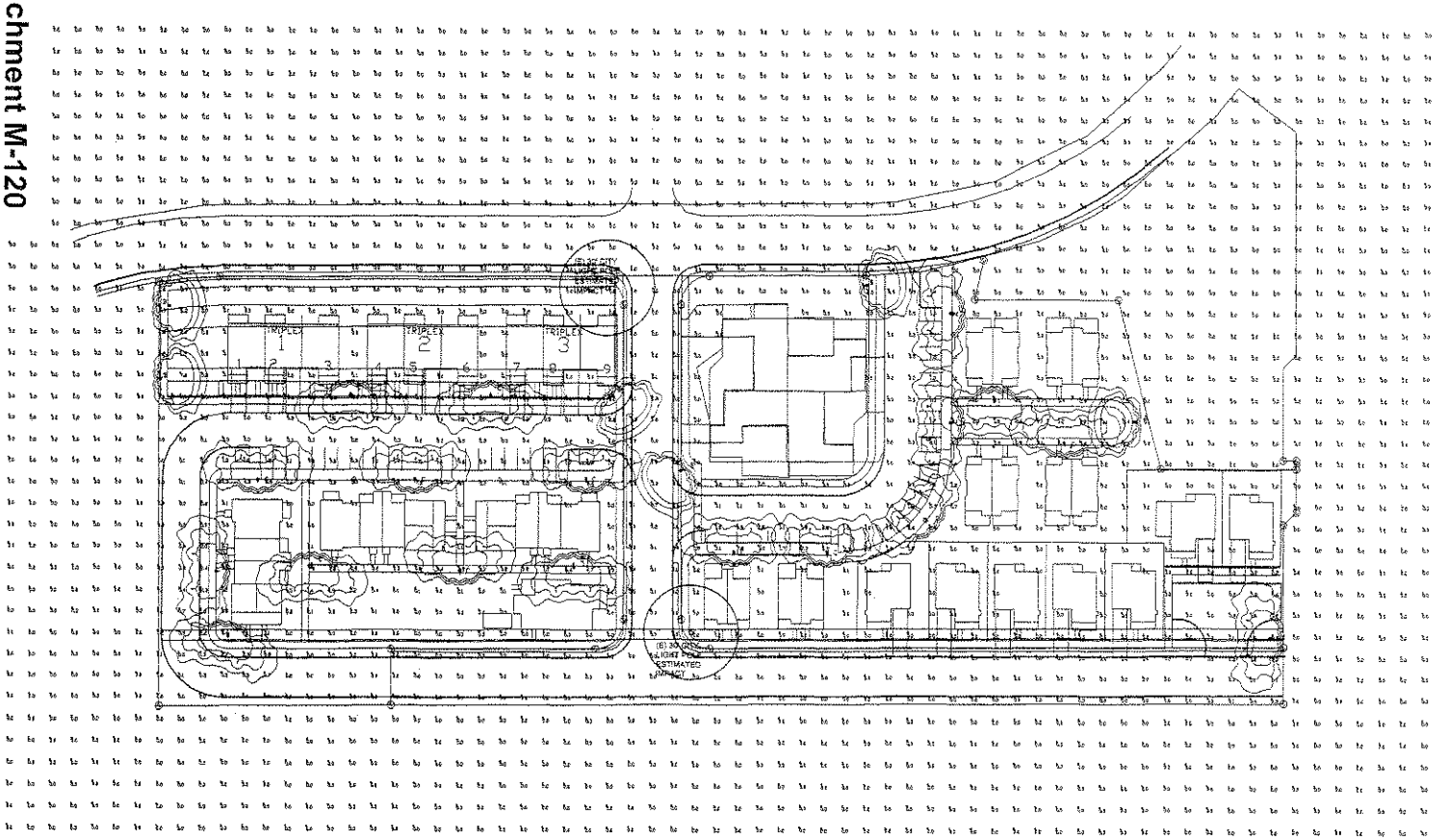
DAVID MORRIS
EXPIRATION DATE 12/31/26

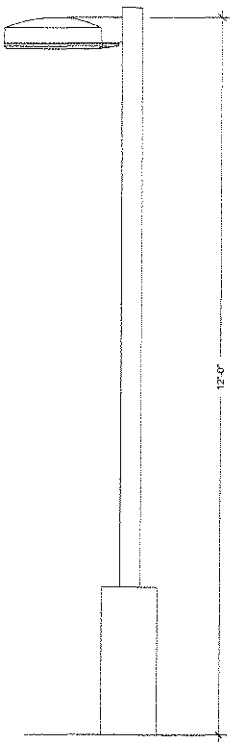
ENDEX ENGINEERING, INC.
420 WEST 10TH
PO BOX 1214
MEDFORD, OR 97501
(541) 773-7591 FAX (541) 773-7592
(541) 772-7591 CONSULTING, LLC

SITE UTILITY PLAN

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

L





Maintained Footcandle levels.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Total Watts
	6	B	SINGLE	19800	0.720	PTHS-T5-175-MH-F-HSS-12' POLE	210
	18	C	SINGLE	12800	0.720	PTHS-D-175-MH-F-HSS-12' POLE	216

Statistical Area Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
PLAY AREA/ VALK'S	1.41	3.9	0.0	N.A.	N.A.
PRIVATE DRIVE 1	3.59	7.8	0.0	N.A.	N.A.
PRIVATE DRIVE 2	3.82	5.9	3.0	N.A.	N.A.
PLAY AREA/VALK 2	2.75	8.1	0.3	9.17	27.00

Numeric Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC PTS	3.21	9.0	0.0	N.A.	N.A.

Total Watts = 5040

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine applicability of the layout to existing or future field conditions.

This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions utilizing current industry standard lamp ratings in accordance with Illuminating Engineering Society approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable field conditions.

0 10 20 50

Rev.	Date	By
1	1/18/2008	MA

Revisions

LIGHTING PROPOSAL FOR
2645 SEAVEY MEADOWS

LD-68770-1

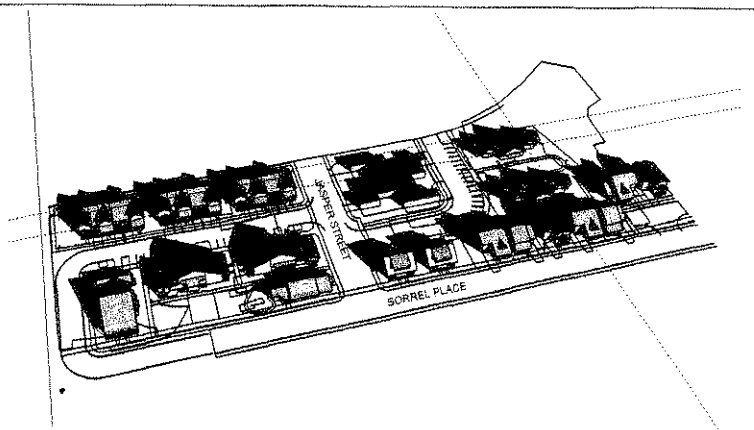
SHEET 1 OF 1

BERGSUND DELANEY
Architecture & Planning, P.C.
1396 Olive Street Eugene OR 97401 Tel: 541.485.8665

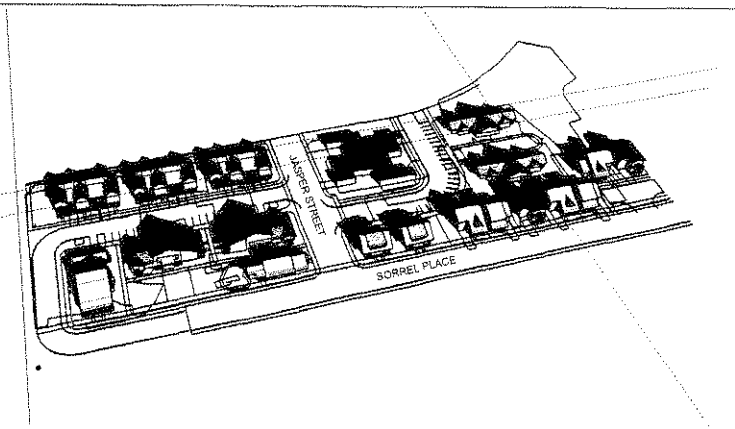
REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

LIGHTING PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

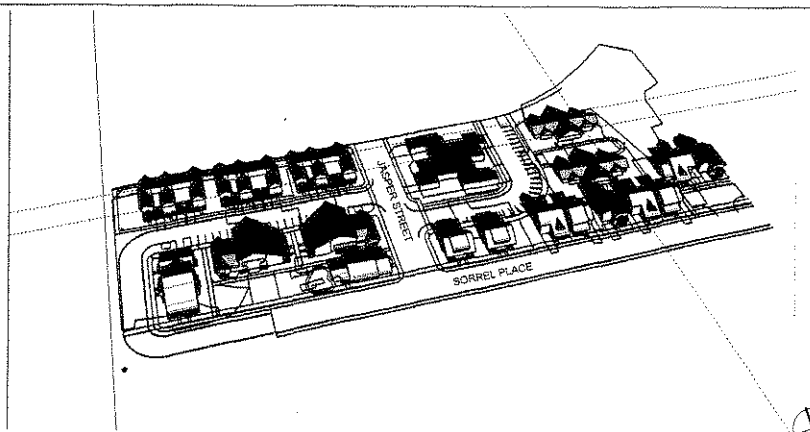
M



SOLAR DIAGRAM - NOVEMBER 21 10:00 AM



SOLAR DIAGRAM - NOVEMBER 21 11:00 AM



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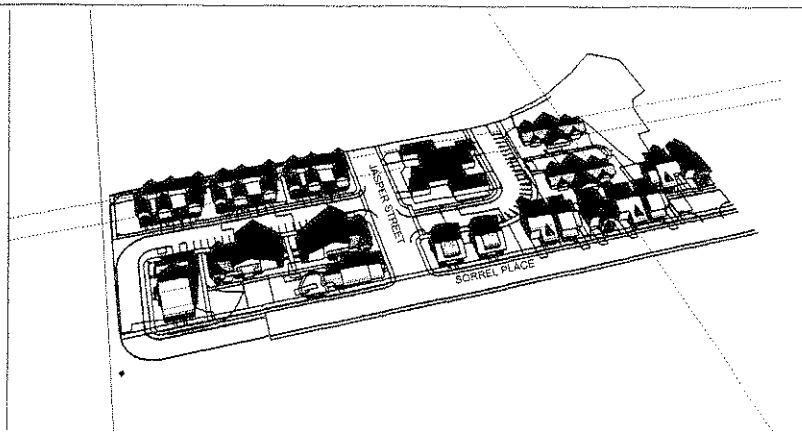
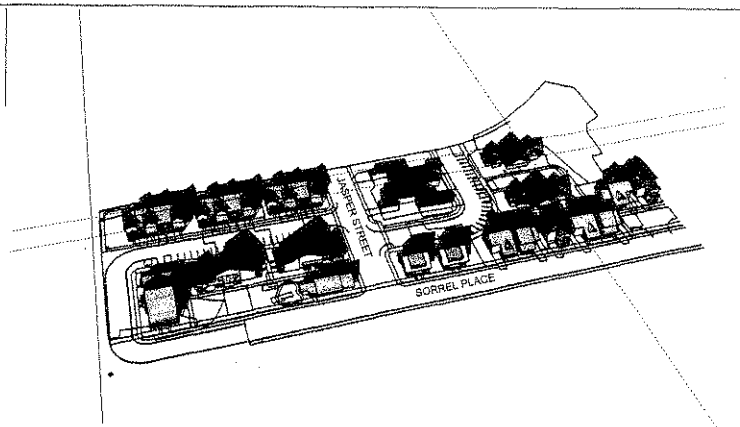


SOLAR DIAGRAM - NOVEMBER 21 1:00 PM



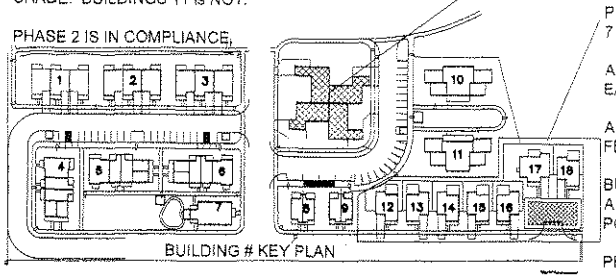
SOLAR DIAGRAM - NOVEMBER 21 2:00 PM

PHASE 2 - (10) MULTI-FAMILY BUILDINGS 10 X 80% = 8

BUILDINGS WITH 15 LINEAR FEET PER GROUND FLOOR UNIT: 1, 2, 3, 8, 9, and 80% of 5 and 6 and 50% of buildings 10 & 11. building 4 does not comply.

BUILDINGS 1, 2, 3, 4, 5, 6, 8, 9, and 10 ARE PROTECTED FROM SHADE. BUILDINGS 11 is NOT.

PHASE 2 IS IN COMPLIANCE.



BUILDING # KEY PLAN

SOLAR PROTECTION IS PROVIDED FOR THE EXISTING 4-PLEX.

PHASE 1 - (7) SINGLE FAMILY LOTS. 7 X 80% = 5.6 = 6

ALL LOTS ARE MINIMUM 41 FEET IN EAST-WEST DIRECTION.

ALL BUILDINGS ARE MINIMUM 30 FEET IN EAST-WEST DIRECTION.

BUILDINGS 14, 15, 16, 17, 18 and 20 ARE PROTECTED FROM SHADE. PORTIONS OF BUILDING 19 ARE NOT.

PHASE 1 IS IN COMPLIANCE.

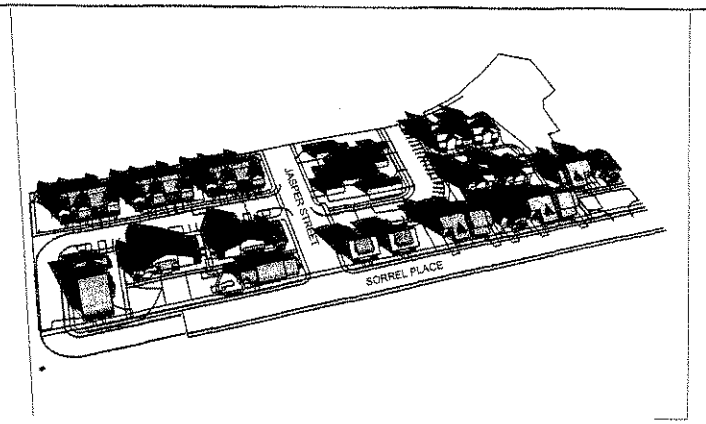
BERGSUND DELANEY
Architecture & Planning, P.C.
1169 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

SOLAR STUDY
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

N1

Attachment M-121



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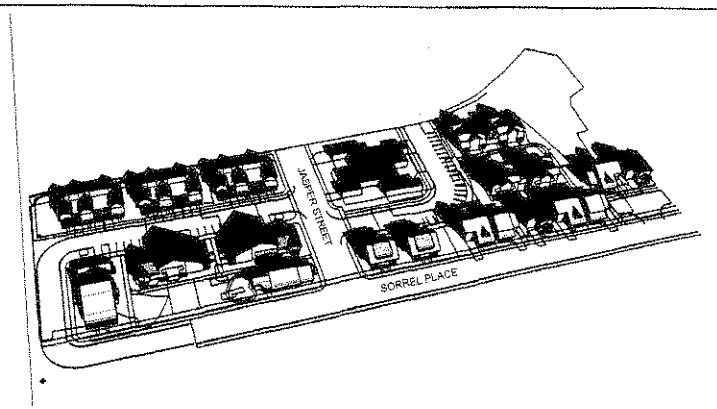

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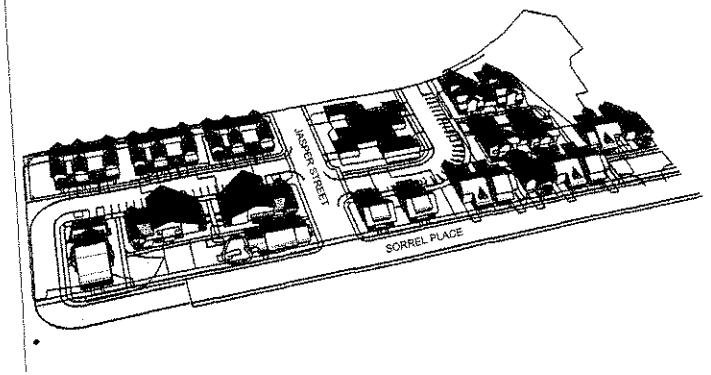
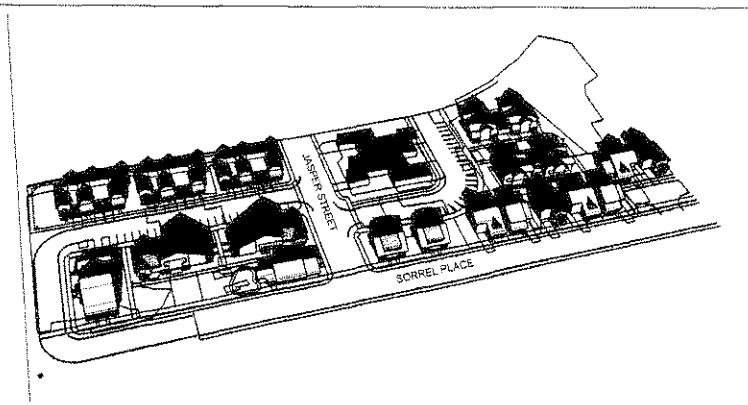
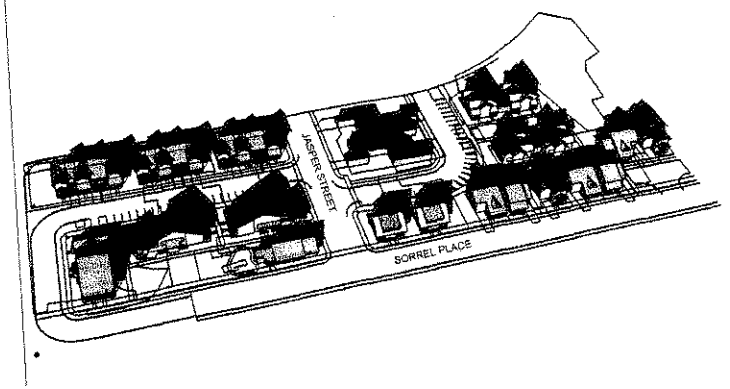


SOLAR DIAGRAM - NOVEMBER 21 12:00 PM



SOLAR DIAGRAM - NOVEMBER 21 1:00 PM



SOLAR DIAGRAM - NOVEMBER 21 2:00 PM

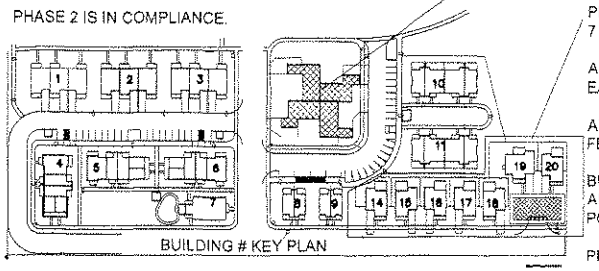
PHASE 2 - (10) MULTI-FAMILY BUILDINGS 10 X 80% = 8

BUILDINGS WITH 15 LINEAR FEET PER GROUND FLOOR UNIT: 1, 2, 3, 8, 9,10,11 and 80% of 5 and 6. Building 4 does not comply.

BUILDINGS 1, 2, 3, 4, 5, 6, 8, 9, and 10 ARE PROTECTED FROM SHADE. BUILDINGS 11 is NOT.

PHASE 2 IS IN COMPLIANCE.

SOLAR PROTECTION IS PROVIDED FOR THE EXISTING 4-PLEX.



BUILDING # KEY PLAN

PHASE 1 - (7) SINGLE FAMILY LOTS. 7 X 80% = 5.6 = 6

ALL LOTS ARE MINIMUM 41 FEET IN EAST-WEST DIRECTION.

ALL BUILDINGS ARE MINIMUM 30 FEET IN EAST-WEST DIRECTION.

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PHASE 1 IS IN COMPLIANCE.

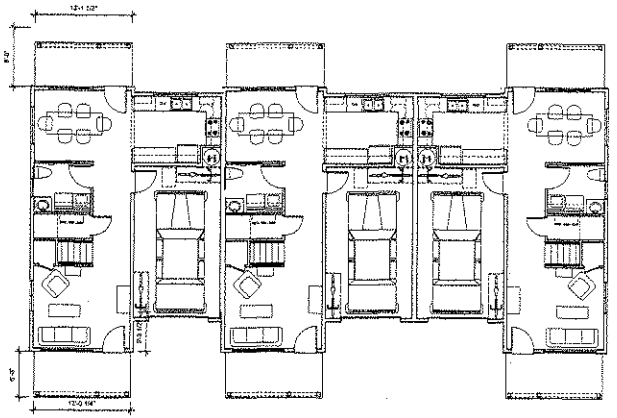
BERGSUND DELANEY
Architecture & Planning, P.C.
1299 Olive Street Eugene OR 97401 Tel: 541.683.5661

REGISTERED ARCHITECT
BARBARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

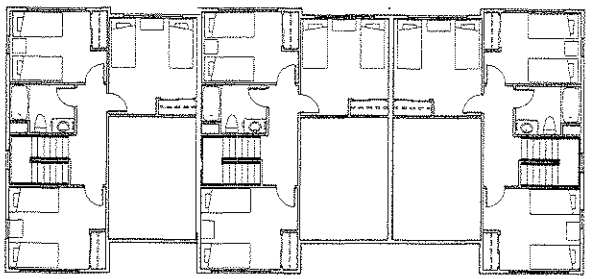
SOLAR STUDY

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

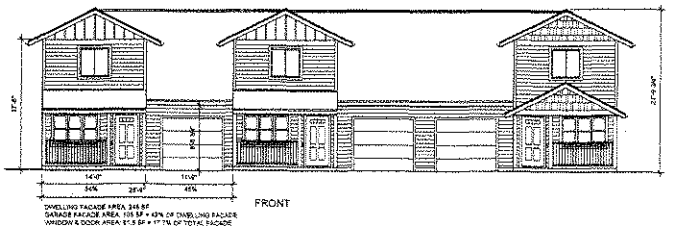
N2



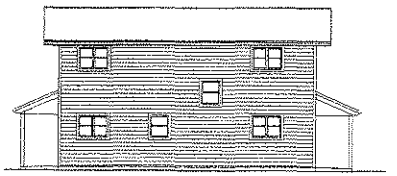
1ST FLOOR PLAN



2ND FLOOR PLAN

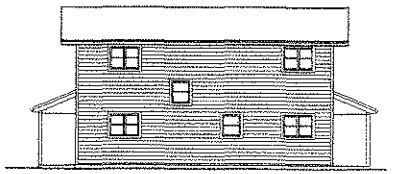


FRONT

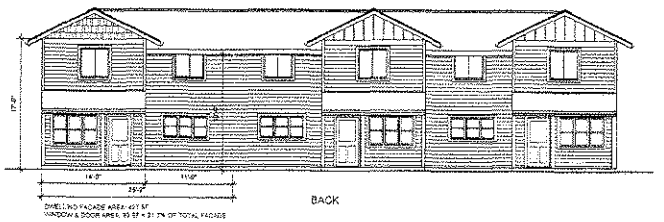


SIDE

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS.



SIDE



BACK

3-BEDROOM TRIPLEX, TOWNHOUSE

1/8"=1'-0"

10 FT 20 FT

TYPICAL EXTERIOR MATERIALS

CONTINUOUS RIDGE VENT

LAMINATED FIBERGLASS SHINGLES

1X8 FASCIA BARGE

2X10 BELLY BAND

CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS

VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE

2x4 CORNER BOARDS
5x4 WINDOW & DOOR TRIM

FIBER CEMENT BOARD PANEL
W/ 1"X2" CEDAR BATTENS @ 16" O.C.

FIBER CEMENT LAP SIDING WITH TYVEK HOUSE WRAP

FIBER CEMENT BOARD "SHINGLE" SIDING

4X4 BRACKETS AND LOOK OUTS

BERGSUND DELANEY
Architecture & Planning, P.C.
1196 Olive Street Eugene OR 97401 Tel: 541.683.8661

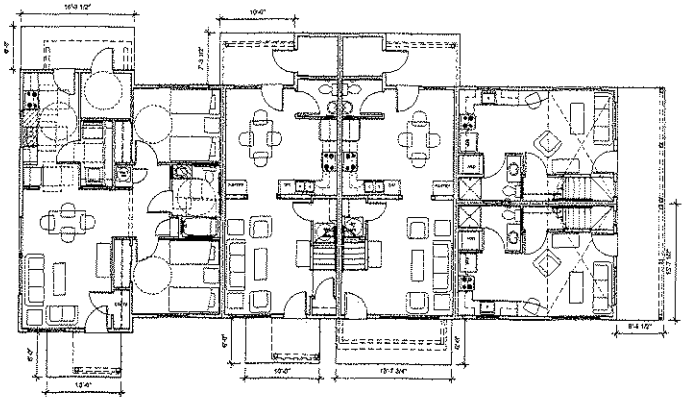
REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

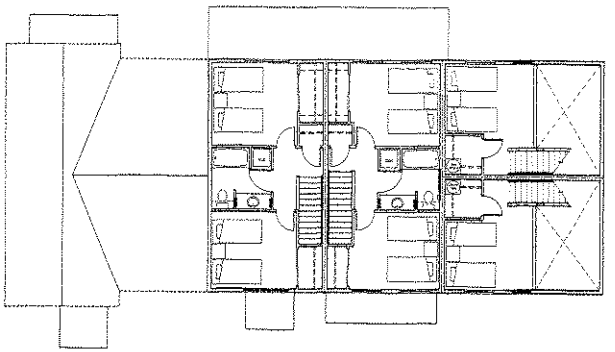
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

01

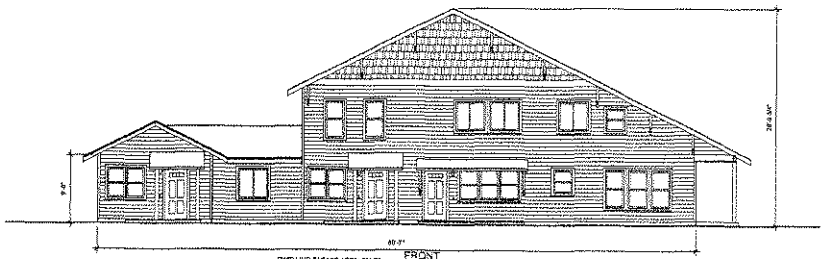
Attachment M-123



1ST FLOOR PLAN

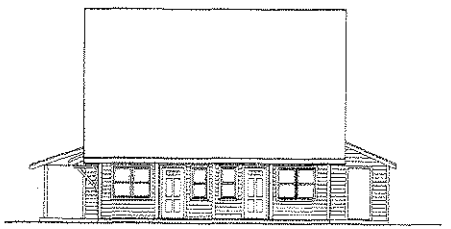


2ND FLOOR PLAN

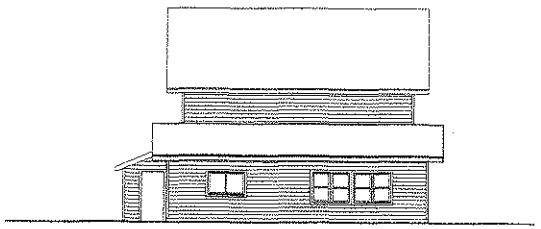


FRONT

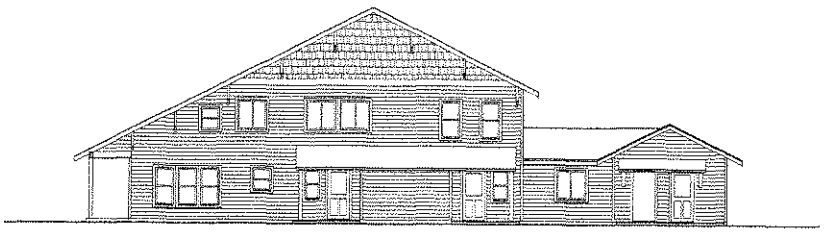
SIDING FACADE AREA: 726 ft²
WINDOW & DOOR AREA: 216 ft² = 30% OF TOTAL FACADE



SIDE



SIDE



BACK

FIVE-PLEX

1/8"=1'-0"

10 FT 20 FT

FLOOR PLANS AND ELEVATIONS ARE TYPICAL, FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS

TYPICAL EXTERIOR MATERIALS

CONTINUOUS RIDGE VENT

LAMINATED FIBERGLASS SHINGLES

2X8 FASCIA BARGE

2X10 BELLY BAND

CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS

VINYL WINDOWS SINGLE HUNG SIDE SLIDE

5"X4" CORNER BOARDS
5"X4" WINDOW & DOOR TRIM

FIBER CEMENT BOARD PANEL
WITH 1X2 CEDAR BATTENS @ 16" O.C.

FIBER CEMENT LAP SIDING WITH 7" EXPOSURE

FIBERCEMENT BOARD "SHINGLE" SIDING

4X4 BRACKETS AND LOOK-OUTS

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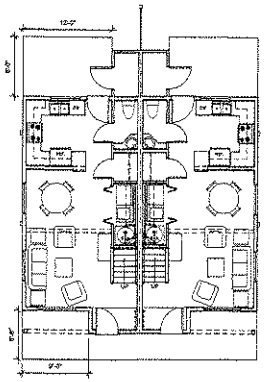
REGISTERED ARCHITECT
ARAG BERGLUND
EUGENE OREGON
3850
STATE OF OREGON

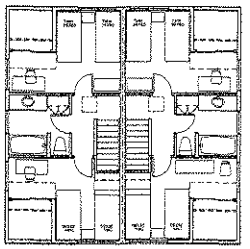
TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

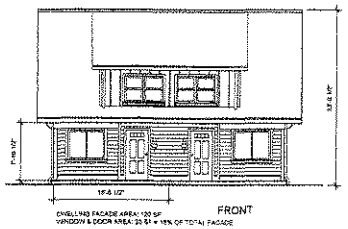
02



1ST FLOOR PLAN

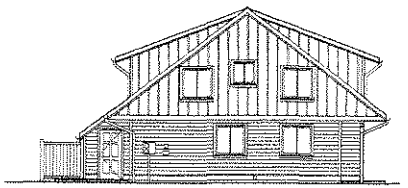


2ND FLOOR PLAN



FRONT

DWELLING FACADE AREA: 120 SF
WINDOW & DOOR AREA: 20 SF = 16% OF TOTAL FACADE



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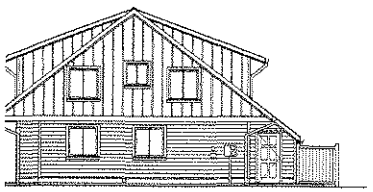

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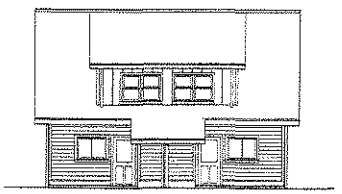


BACK

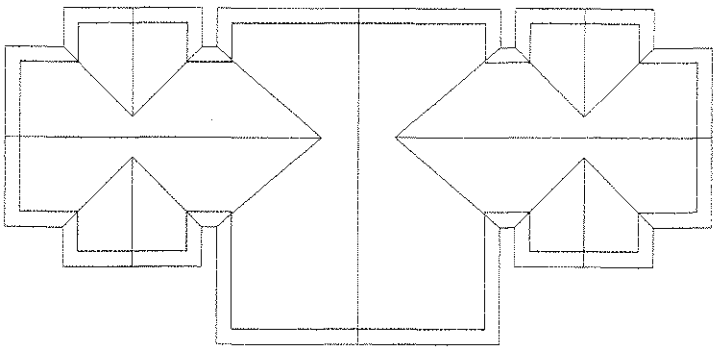
2-BEDROOM DUPLEX, TOWNHOUSE

1/8"=1'-0"

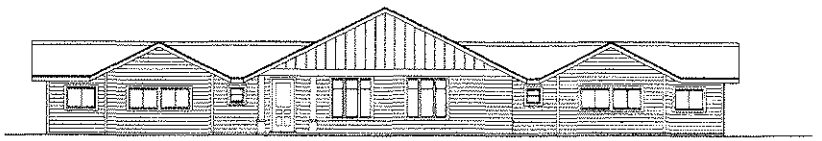
TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X8 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
- VINYL WINDOWS – SINGLE HUNG, SIDE SLIDE
- 5/4x4 CORNER BOARDS
  5/4x4 WINDOW & DOOR TRIM
- FIBER CEMENT BOARD PANEL WITH 1X2 CEDAR BATTENS @ 16" O.C.
- FIBER CEMENT LAP SIDING WITH 7" EXPOSURE
- FIBERCEMENT BOARD "SHINGLE" SIDING
- 4X4 BRACKETS AND LOOK-OUTS

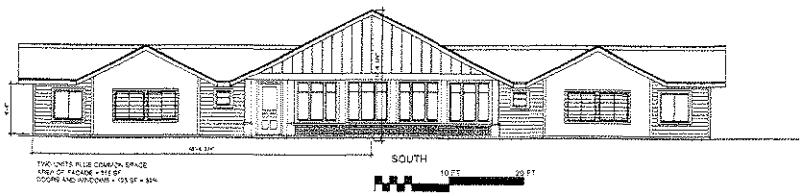
FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS



ROOF PLAN - SINGLE STORY



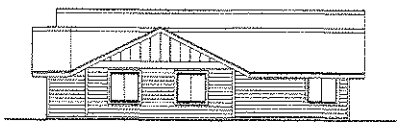
NORTH



SOUTH

TWO UNITS PLUS COMMON SPACE
AREA OF FACADE = 515 SF
DOORS AND WINDOWS = 103 SF = 31%

10 FT 20 FT



SIDE

QUAD - FOUR 1 BR UNITS FOR SENIORS

1/8"=1'-0"

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EUGENE, OREGON
STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

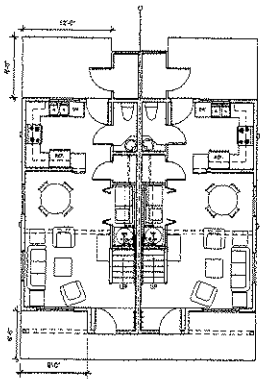
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

03.1

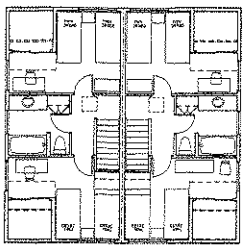
TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X6 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
- VINYL WINDOWS – SINGLE HUNG, SIDE SLIDE
- 5/4x4 CORNER BOARDS
  5/4x4 WINDOW & DOOR TRIM
- FIBER CEMENT BOARD PANEL WITH 1X2 CEDAR BATTENS @ 16" O.C.
- FIBER CEMENT LAP SIDING WITH 7" EXPOSURE
- FIBER CEMENT BOARD "SHINGLE" SIDING
- 4X4 BRACKETS AND LOOK-OUTS

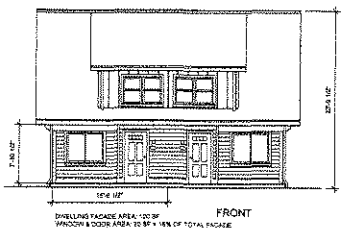
FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS.



1ST FLOOR PLAN

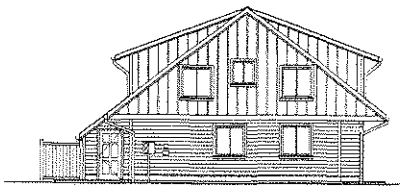


2ND FLOOR PLAN



FRONT

DWELLING FACADE AREA: 420 SF
WINDOW & DOOR AREA: 80 SF = 19% OF TOTAL FACADE



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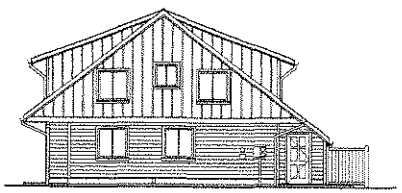

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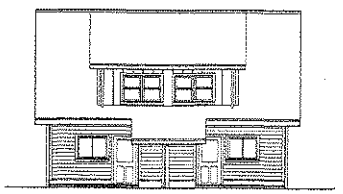
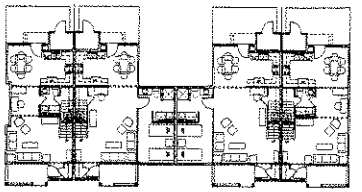


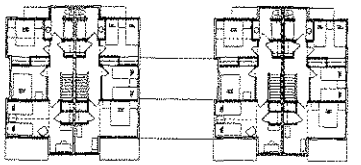
BACK

2-BEDROOM DUPLEX, TOWNHOUSE

1/8"=1'-0"

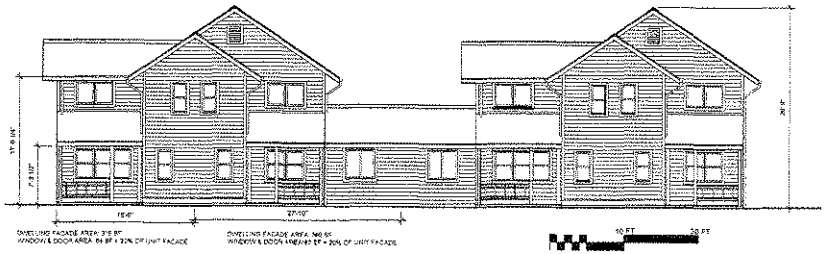


1ST FLOOR PLAN



2ND FLOOR PLAN

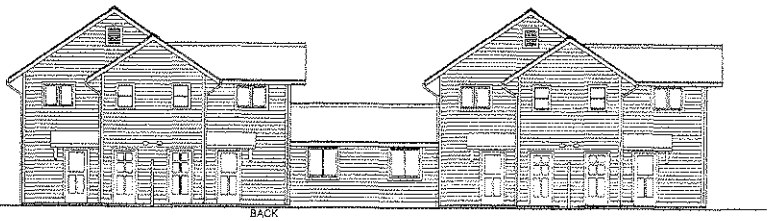
PLANS AT 1/16"=1'-0"



DWELLING FACADE AREA: 315 SF
WINDOW & DOOR AREA: 64 SF = 20% OF UNIT FACADE

DWELLING FACADE AREA: 440 SF
WINDOW & DOOR AREA: 87 SF = 20% OF UNIT FACADE

FRONT



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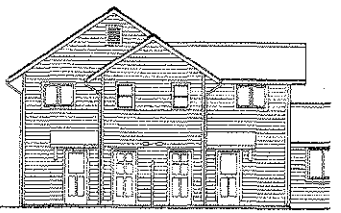

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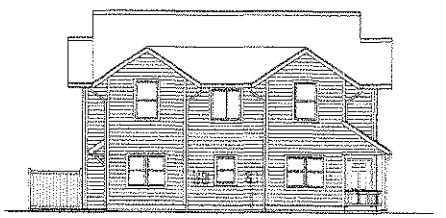

SIDE

FOURPLEX - (4) 3 - BEDROOM TOWNHOUSES

1/8"=1'-0"

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EUGENE, OREGON
STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

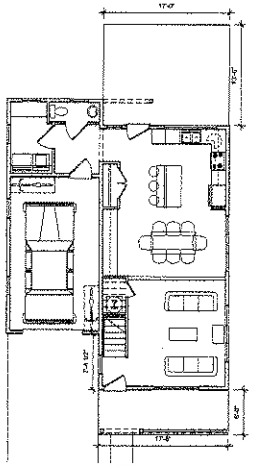
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

03.2

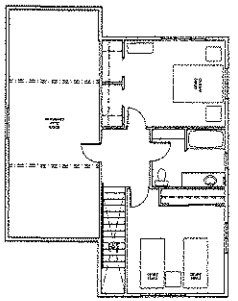
FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO POD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS

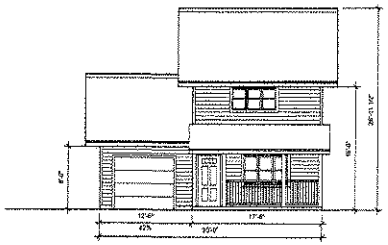
- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X8 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
- VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE
- 5"x4" CORNER BOARDS
  5"x4" WINDOW & DOOR TRIM
- FIBER CEMENT BOARD PANEL WITH 1"X2" CEDAR BATTENS @ 16" O.C.
- FIBER CEMENT LAP SIDING WITH 7" EXPOSURE
- FIBERCEMENT BOARD "SHINGLE" SIDING
- 4X4 BRACKETS AND LOOK-OUTS



1ST FLOOR PLAN



2ND FLOOR PLAN



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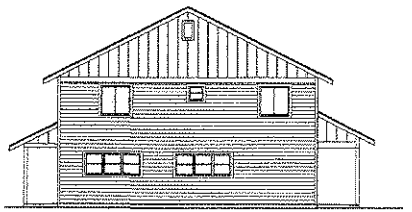

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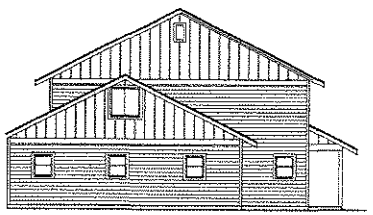

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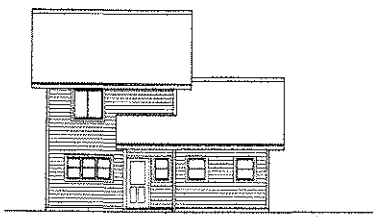


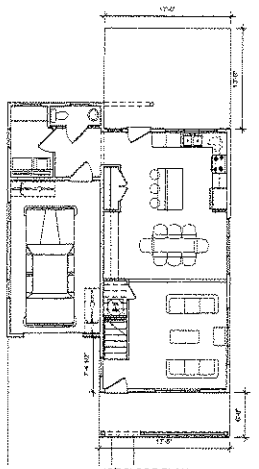
BACK

2+ BEDROOM SINGLE FAMILY HOME

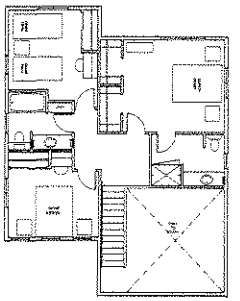
1.5 BATH

1/8"=1'-0"

10 FT 20 FT



1ST FLOOR PLAN



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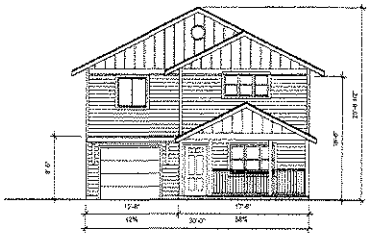

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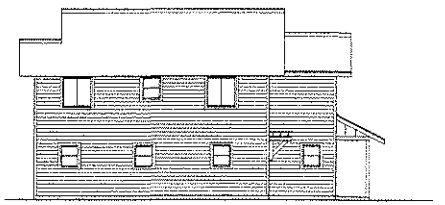

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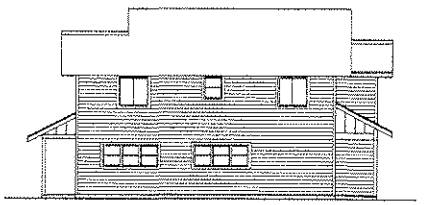

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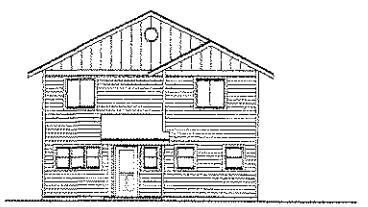

BACK

3 - BEDROOM SINGLE FAMILY HOME

2.5 BATH

1/8"=1'-0"

10 FT 20 FT

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EUGENE, OREGON
3860
STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

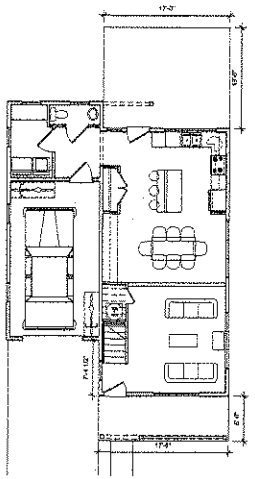
04

Attachment M-127

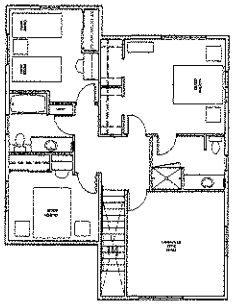
FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS:

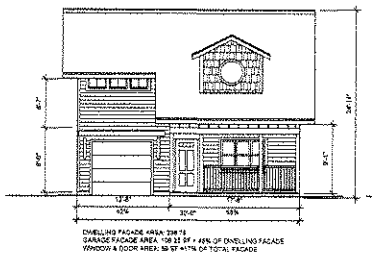
- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X8 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
- VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE
- 5/4x4 CORNER BOARDS
  5/4x4 WINDOW & DOOR TRIM
- FIBER CEMENT BOARD PANEL
  (1)1"X 1"X2 CEDAR BATTENS @ 16" O.C.
- FIBER CEMENT LAP SIDING WITH 7" EXPOSURE
- FIBERCEMENT BOARD "SHINGLE" SIDING
- 4X4 BRACKETS AND LOOKOUTS



1ST FLOOR PLAN



2ND FLOOR PLAN



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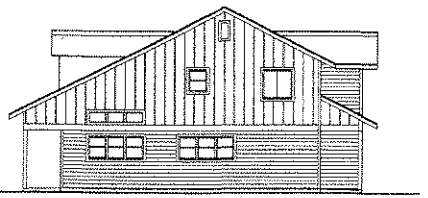

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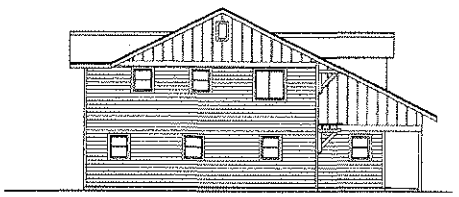

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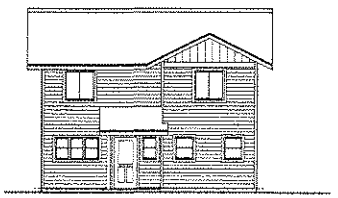


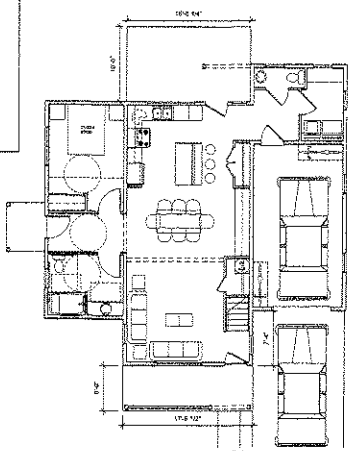
BACK

3+ BEDROOM SINGLE FAMILY HOME

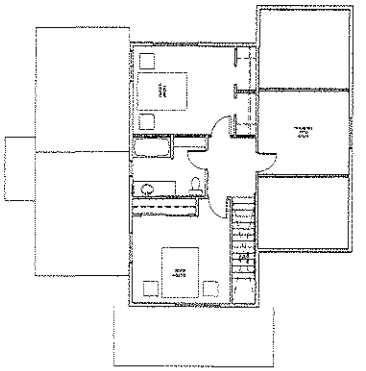
2.5 BATH

1/8"=1'-0"

10 FT 20 FT



1ST FLOOR PLAN



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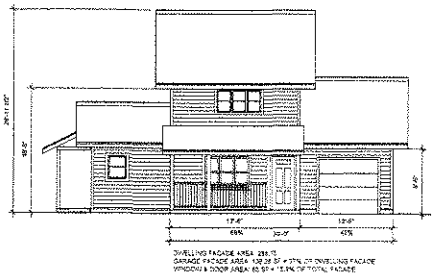

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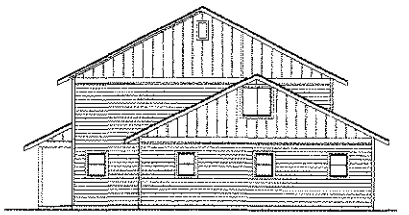

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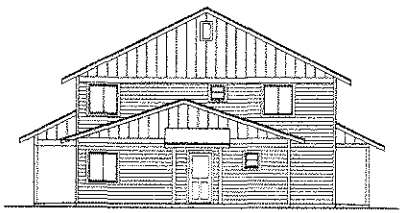

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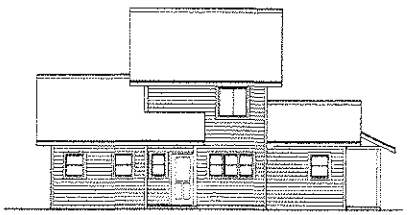


BACK

3+ - BEDROOM SINGLE FAMILY HOME

GROUND FLOOR BEDROOM, 2.5 BATH

1/8"=1'-0"

10 FT 20 FT

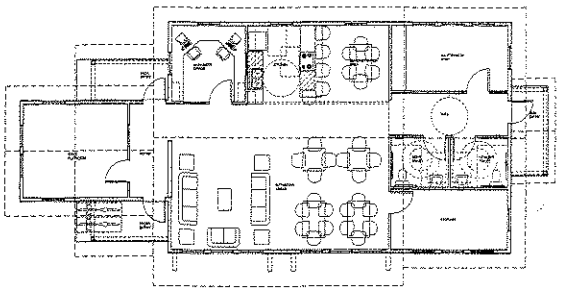
BERGSUND DELANEY
Architecture & Planning, P.C.
1190 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

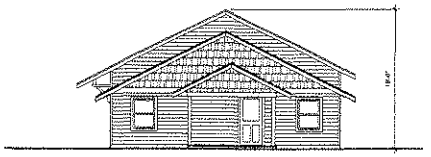
TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

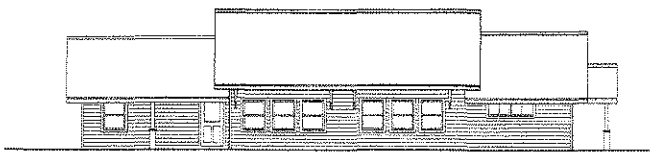
05



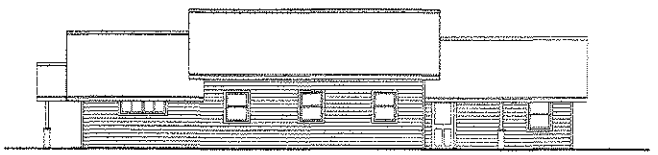
1ST FLOOR PLAN



EAST



SOUTH



NORTH

WEST

COMMUNITY BUILDING

1/8"=1'-0"

10 FT 20 FT

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO POD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS:

CONTINUOUS RIDGE VENT

LAMINATED FIBERGLASS SHINGLES

2X8 FASCIA BARGE

2X10 BELLY BAND

CONTINUOUS GUTTER & 3"X5" DOWNSPOUTS

VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE

5x4 CORNER BOARDS
5x4x4 WINDOW & DOOR TRIM

FIBER CEMENT BOARD PANEL
WITH 1x2 CEDAR BATTENS @ 16" O.C.

FIBER CEMENT LAP SIDING WITH 7" EXPOSURE

FIBERCEMENT BOARD "SHINGLE" SIDING

4X4 BRACKETS AND LOOK-OUTS

BERGSUND DELANEY
Architecture & Planning, P.C.
1950 Oliver Street Eugene OR 97401 Tel: 541.683.5661

REGISTERED ARCHITECT
CRAIG BERGSUND
EUGENE, OREGON
STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

06

Memo

REGISTERED PROFESSIONAL ENGINEER 17636 OREGON JAN. 17, 1995 THOMAS BAUER EXPIRES: 12/31/09

traffic mobility logistics.

To:

David Dodson, Willamette Valley Planning

Randy Johnson, PTV America, Inc.
Thomas Bauer, P.E., PTOE

Date:

02/25/2008

Subject: Seavy Meadows Traffic Impact Study Addendum

Memo Summary

This memo serves as an addendum to the May 2007 Seavy Meadows Traffic Impact Analysis performed by PTV America. A trip generation analysis was conducted for the revised and alternative Seavy Meadows development plans. The traffic analysis of this revision results in no significant changes in traffic operations for the study area intersections.

Revised Development Plan

The revised development is anticipated to include 6 one-bedroom units, 2 senior living quads (8 units), 13 two-bedroom units, 9 three-bedroom units, and 7 single family homes. The development will occur over two phases with a total of 43 dwelling units. An alternative plan has also been evaluated with 8 additional three-bedroom units in place of the 8 senior living units, remaining with a total of 43 dwelling units. Opening year for the revised development plans is assumed to be 2009 with full build complete in 2010.

Trip Generation

A trip generation analysis was conducted for the proposed residential housing. The traffic generated by the site was calculated using a per-unit trip generation rate from ITE Trip Generation Manual, 7th Edition.

The ITE trip generation land use, Single-Family Detached Housing (#210) and Residential Condominium/Townhouse (#230) were used for the single family and attached three-bedroom units of the development. ITE trip generation land use, Apartment (#220) was used for the one and two-bedroom multi-family units and Senior Adult Housing (#252) was used for the senior quads.

Under the revised build-out development plan, a total of 37 trips are generated during the AM peak hour, 8 trips entering and 29 trips exiting the development. During the PM peak hour, a total of 49 trips are generated, 32 trips entering and 17 trips exiting the development. Table 1 shows the result of the trip generation analysis for the revised development conditions.

Under the alternative development plan, a total of 41 trips are generated during the AM peak hour, 9 trips entering and 32 trips exiting the development. During the PM peak hour, a total of 54 trips are generated, 35 trips entering and 19 trips exiting the development. Table 2 shows the result of the trip generation analysis for the alternative development conditions.

Under the original (May 2007) proposed build-out conditions, a total of 42 trips were generated during the AM peak period, with 10 trips entering and 31 trips exiting the development. During the PM peak, a total of 56 trips were estimated to be generated with 35 trips entering and 21 trips exiting the development.

Memo

traffic mobility logistics.

Table 1. Revised Development Trip Generation Analysis

ITE Code #	ITE Land Use	Units	AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit
210	Single Family Detached	7	15	4	11	10	6	4
220	Apartment	19	14	3	11	29	19	10
230	Residential Condominium/Townhouse	9	7	1	6	9	6	3
252	Senior Adult Housing	8	1	0	1	1	1	0
	TOTAL	43	37	8	29	49	32	17

Table 2. Alternate Development Trip Generation Analysis

ITE Code #	ITE Land Use	Units	AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit
210	Single Family Detached	7	15	4	11	10	6	4
220	Apartment	19	14	3	11	29	19	10
230	Residential Condominium/Townhouse	17	12	2	10	15	10	5
	TOTAL	43	41	9	32	54	35	19

Trip Distribution

The trip distribution remains unchanged from the May 2007 Analysis.

Traffic Analysis Summary

Based on the trip generation analysis results, the revised and alternative development plans for Seavy Meadows generate less trips than estimated under the original proposed development plan from the May 2007 analysis. The May 2007 analysis is more conservative and identified no operational deficiencies, nor recommended any mitigation measures for the study intersections. Therefore, the Seavy Meadows Development, under revised or alternative development plans, generates no significant traffic impact and subsequently requires no mitigation to the study intersections.

Seavy Meadows Traffic Impact Analysis

May 2007

SCANNED
Date: 3/4 By: LAY

Final Report

Prepared For:
W-NHS

RECEIVED
JAN 28 2008
Community Development
Planning Division

PTV America, Inc.
1128 NE Second Street
Suite 204
Corvallis, OR 97330
(541) 754-6836
www.ptvamerica.com

traffic mobility logistics

Seavy Meadows Development
Traffic Impact Analysis
Corvallis, Oregon

REGISTERED PROFESSIONAL ENGINEER 17636 OREGON JAN. 17, 1995 THOMAS BAUER

EXPIRES: 12/31/09

Final Report

May 2007

Prepared for:
Willamette Neighborhood Housing Services
257 SW Madison Avenue, Suite 113
Corvallis, OR 97333

Prepared by:
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traffic mobility logistics.

Attachment III-345

Attachment M-133

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Conclusions and Recommendations 11

APPENDIX A - Figures

APPENDIX B – 2007 Existing Conditions Level of Service Worksheets

APPENDIX C – 2010 Background Traffic Level of Service Worksheets

APPENDIX D – 2010 Total Traffic Level of Service Worksheets

EXECUTIVE SUMMARY

Willamette Neighborhood Housing Services proposes to construct a residential development south of Conser Drive at the intersection of Jasper Street in Corvallis, Oregon. The proposed development is anticipated to include 20 multifamily units, 10 townhouses, and 13 single family homes. Direct access to the site will be provided via Jasper Street. The development will be constructed over a two-phase period with full build-out anticipated in 2010.

The findings of the intersection operational analysis documented in this study are summarized below.

Summary of Intersection Operational Analysis Findings

Intersection	Peak Hour	2007 Existing		2010 No Build		2010 Build		Mitigation Required?
		LOS	v/c[1]	LOS	v/c[1]	LOS	v/c[1]	
Conser Dr / Jasper St	AM	A	0.00	A	0.00	A	0.04	No
	PM	A	0.00	A	0.00	A	0.03	No
Conser Dr / Seavy Ave	AM	A	0.08	A	0.09	A	0.09	No
	PM	A	0.05	A	0.05	A	0.06	No
Conser Dr / Walnut Blvd	AM	B	0.10	B	0.10	B	0.13	No
	PM	B	0.10	B	0.10	B	0.11	No
Walnut Blvd / Circle Blvd	AM	A	0.31	A	0.33	A	0.34	No
	PM	A	0.38	A	0.40	A	0.41	No

1. Unsignalized LOS and V/C ratio represents operations of critical movement only

RECOMMENDATIONS

As shown in the table above, no operational deficiencies are identified under background (no build) or future (build) traffic conditions; therefore, no mitigation measures are recommended as a result of the traffic generated from the proposed Seavy Meadows development.

INTRODUCTION

PROJECT DESCRIPTION

Willamette Neighborhood Housing Services is proposing to construct a residential development south of Conser Drive near the intersection of Jasper Street in Corvallis, Oregon. The proposed development is anticipated to include 20 multifamily units, 10 townhouses, and 13 single family homes. The project site, as shown in Figure 1, is predominantly vacant land, with an existing 4-plex on site. Jasper Street will provide direct access to the development site. The development will be constructed over a two-phase plan, with Phase 1 completion in 2009 and full build-out with Phase 2 in 2010. The site layout is shown in Figure 2.

SCOPE OF THE REPORT

This report identifies the traffic impacts associated with the Seavy Meadows residential development, and was prepared in accordance with the City of Corvallis Transportation System Plan and Development Code requirements for Traffic Impact Analyses. An intersection is considered "impacted" when the development generates 30 or more trips through the intersection during the peak. Based on this guideline and direction from City of Corvallis staff, the following study intersections were selected for operational analyses:

- Conser Drive / Jasper Street
- Conser Drive / Seavy Avenue
- Conser Drive / Walnut Boulevard
- Walnut Boulevard / Circle Boulevard

This report addresses the following transportation issues for the study area:

- 2007 existing transportation system conditions during AM and PM peak periods;
- Forecast 2010 background traffic conditions (No Build) during AM and PM peak periods;
- Trip generation and distribution estimates for the proposed development;
- Forecast 2010 total traffic conditions with site generated trips during AM and PM peak periods.

EXISTING CONDITIONS

The existing conditions analysis provides an inventory and the current operational characteristics of the transportation facilities in the study area. The purpose of this analysis is to provide a baseline comparison to future conditions.

The site of the proposed development was visited and inventoried in May 2007 to collect information regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

SITE CONDITIONS AND ADJACENT LAND USES

Willamette Neighborhood Housing Services is proposing to construct a 43-unit residential development south of Conser Drive near the intersection of Jasper Street in Corvallis, Oregon. The existing development site is mostly vacant land, with an existing residential 4-plex on site. The development site is currently surrounded by wetlands, open field land, and residential land use.

TRANSPORTATION FACILITIES

Roadway Facilities

As shown in Figure 1, access to the site will be provided via Jasper Street. Other key transportation facilities in the area will also be affected, such as Conser Drive, Walnut Boulevard, and Circle Boulevard. Table 1 displays the functional classification and characteristics of the study area roadways. Existing lane configurations and current traffic controls are shown in Figure 3.

Table 1

Classification and Characteristics of Study Area Roadways

Roadway	Classification	Speed	# Lanes	Side-walks	Bike Lanes	On-Street Parking
Jasper Street	Local	25	2	Yes	Yes	No
Conser Drive	Collector	25	2	Yes	Yes	No
Seavy Avenue	Collector	25	2	Partial	No	No
Walnut Boulevard	Principal Arterial	35	2 / 3	Yes	Yes	No
Circle Boulevard	Principal Arterial	35	5	Partial	Yes	No

Signalized Intersections

The intersection of Walnut Blvd / Circle Blvd is currently operating as a signalized intersection. Left turn lanes accommodate protected-permissive left turn phasing for all approaches. A right turn pocket accommodates right turns from Circle Blvd to the entrance of the Hewlett-Packard campus on the south approach.

Two-Way Stop-Controlled Intersections

The T-intersection of Conser Drive / Jasper Street has a stop sign on the south approach. The T-intersection of Conser Drive / Seavy Avenue has a stop sign on the east approach. A small, raised island prevents heavy truck access to Seavy Avenue while maintaining all possible movements for smaller vehicles. Both intersections provide shared single lanes on all approaches. The T-intersection of Conser Drive / Walnut Blvd has a stop sign on the north approach, and a left turn lane accommodates left turns from Walnut Boulevard.

All-Way Stop-Controlled Intersections

There are no all-way stop-controlled intersections in the study area.

Pedestrian and Bike Facilities

Low to moderate amounts of pedestrian and bicycle activity were observed in the study area adjacent to the site. Hewlett-Packard as well as other area employers attract commuter bicycle trips. Pedestrian facilities are well connected through sidewalks. Bike lanes are provided along all collector and arterial roadways in the study area.

Transit Service

Bus service in Corvallis is provided through the *Corvallis Transit System* (CTS). Of the eight routes serving the city, the Seavy Meadows area residents may potentially utilize two routes. Route 1 serves the downtown Corvallis transit center, OSU, northwest Corvallis, Timberhill Shopping Center, and Hewlett-Packard. The closest service point along route 1 to the proposed development is at the intersection of Walnut Blvd and Conser Drive. Route 7 serves the downtown Corvallis transit center, OSU, Hewlet Packard, northeast Corvallis, and Good Samaritan Hospital. The closest service point along route 7 to the proposed development is at the intersection of Conser Drive and Jasper Street. Service is provided on weekdays from approximately 6:00 am to 7:30 pm, and on Saturdays from approximately 9:00 am to 5:00 pm with one hour headways.

TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Manual turning movement counts were obtained at the study intersections on May 9, 2007 during the morning (7:00 - 9:00 am) and evening (4:00 - 6:00 pm) hours. Based on these counts, the peak hour periods were determined to be between 7:30 - 8:30 am and 5:00 - 6:00 pm. The 2007 weekday peak hour turning movement counts are shown in Figure 4.

Existing Levels of Service

A level of service (LOS) analysis was conducted for each intersection to determine current operating conditions. Level of service describes the quality of traffic flow at an intersection. An LOS "A" is the best and an LOS "F" indicates a failing intersection. This analysis reports the signalized intersection level of service based on the volume-to-capacity ratio, as defined by the City of Corvallis Transportation System Plan (TSP). Unsignalized intersection level of service is based on the intersection's capacity to accommodate the worst or critical movement.

The volume-to-capacity ratio (v/c) is the ratio of the current or projected demand to the capacity of the facility. While the maximum v/c ratio measured at full saturation can be no greater than 1.0, it is possible to produce a v/c ratio greater than 1.0 when the volume is compared to an estimated capacity, such as that from the 2000 Highway Capacity Manual (HCM 2000). A v/c ratio greater than 0.90 is an indication that the estimated capacity is insufficient for the project demand and queuing is likely to occur.

TRAFFIX™, a computational analysis program developed by Dowling Associates, inc. was used to calculate the intersection delay, v/c ratio, and LOS for unsignalized intersections. The v/c ratio calculated by TRAFFIX was used to calculate the LOS for signalized intersections as per the City of Corvallis TSP. This analysis conducted using TRAFFIX was based on the 2000 Highway Capacity manual methodology. Output sheets from TRAFFIX are available in Appendices. The results of the existing conditions (2008 No-Build) analysis are shown in Table 2.

Recommendations for improvements are made when intersections are projected to operate below level-of-service (LOS) 'D'. An intersection must be operating at a LOS 'D' or better to meet the minimum LOS requirements set by the City of Corvallis.

Table 2

Level-of-Service: Existing Traffic Conditions

Intersection	Type of Control	Peak Hour	LOS	Delay (sec)	v/c[1]
Conser Dr / Jasper St	2-Way Stop	AM	A	8.9	0.00
		PM	A	9.6	0.00
Conser Dr / Seavy Ave	2-Way Stop	AM	A	9.7	0.08(WBL)
		PM	A	9.8	0.05(WBL)
Conser Dr / Walnut Blvd	2-Way Stop	AM	B	10.3	0.10(WBR)
		PM	B	11.2	0.10(WBR)
Walnut Blvd / Circle Blvd	Signal	AM	A	28.0	0.31
		PM	A	25.6	0.38

1. Critical movement (unsignalized)

TRAFFIC IMPACT ANALYSIS

The traffic impact analysis estimates how the study area's transportation system will operate in the year each development phase will be fully developed. The impact of traffic generated by the Seavy Meadows development during the weekday AM and PM peak hours was analyzed as follows:

- The planned developments were identified and reviewed
- The background weekday AM and PM peak hour traffic conditions for the year 2010 (no build) was analyzed. A two percent growth rate was applied to the existing traffic volumes to account for regional growth.
- The future weekday AM and PM peak hour site generated trips were estimated for each development phase year.
- A trip distribution pattern was derived through a review existing traffic volumes and possible commuter routes to regional destinations.

BACKGROUND TRAFFIC CONDITIONS

The background traffic analysis identifies how the study area's transportation system will operate in the year the full development will be complete, but does not include trips generated from the development. Only regional growth factors are applied to the existing traffic volumes to account for future growth in the region. This analysis provides a baseline comparison for estimated conditions with the proposed development.

Future Traffic Volumes

Background peak hour traffic volumes were forecast for the year 2010 to account for anticipated growth in the study area. A growth rate of 2 percent per year was applied to the 2007 traffic volumes for this forecast, as recommended by the Corvallis Transportation System Plan for planning level studies. The background traffic volumes forecast for 2010 are shown in Figure 5.

Level of Service Analysis

Using the forecast (no build) turning movement volumes, an operational analysis was conducted at the study intersections to determine the 2010 background traffic levels of service. Existing lane configurations were used for all scenarios in this analysis. As shown in table 3, all study intersections are forecast to operate at acceptable levels of service for the year 2010 without the presence of the development.

Table 3

Level-of-Service: 2010 Background Traffic Conditions

Intersection	Type of Control	Peak Hour	LOS	Delay (sec)	v/c[1]
Conser Dr / Jasper St	2-Way Stop	AM	A	9.0	0.00
		PM	A	9.7	0.00
Conser Dr / Seavy Ave	2-Way Stop	AM	A	9.7	0.09(WBL)
		PM	A	10.0	0.05(WBL)
Conser Dr / Walnut Blvd	2-Way Stop	AM	B	10.5	0.10(WBR)
		PM	B	11.5	0.10(WBR)
Walnut Blvd / Circle Blvd	Signal	AM	A	27.0	0.33
		PM	A	25.8	0.40

1. *Critical movement (unsignalized)*

PROPOSED DEVELOPMENT PLAN

Willamette Neighborhood Housing Services is proposing to construct a residential development south of Conser Drive near the intersection of Jasper Street in Corvallis, Oregon. The proposed development is anticipated to include 20 multifamily units, 10 townhouses, and 13 single family homes. Jasper Street will provide direct access to the development site. The development will be constructed over a two-phase period, with Phase 1 completion in 2009 and full build-out with Phase 2 in 2010.

TRIP GENERATION

A trip generation analysis was conducted based on the proposed housing land use types. The traffic generated by the site was calculated using a per-unit trip generation rate from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th edition.* One "trip" is defined as a person leaving from or arriving at the development. The ITE trip generation land use, Single-Family Detached Housing (#210) and Residential Condominium/Townhouse (#230) were used for the single family and townhouse units of the development. ITE trip generation land use, Apartment (#220) was used for 20 multi-family units. Under the proposed build-out conditions, a total of 42 trips will be generated during the AM peak period, with 10 trips entering and 31 trips exiting the development. During the PM peak, a total of 56 trips are estimated to be generated with 35 trips entering and 21 trips exiting the development. Table 4 shows the results of the trip generation analysis for the proposed build-out conditions.

Table 4

Trip Generation

ITE Code	ITE Land Use	Units	AM Peak Total	AM Peak Enter	AM Peak Exit	PM Peak Total	PM Peak Enter	PM Peak Exit
PHASE 1								
210	Residential Condominium/Townhouse	10	8	1	7	9	6	3
220	Apartment	20	15	4	11	30	18	12
	Total	30	23	6	17	39	24	15
PHASE 2								
230	Single-Family Detached Housing	13	19	5	14	17	11	6
FULL BUILD (Phase 1 and 2)								
210	Residential Condominium/Townhouse	10	8	1	7	9	6	3
220	Apartment	20	15	4	11	30	18	12
230	Single-Family Detached Housing	13	19	5	14	17	11	6
	Total	43	42	10	31	56	35	21

TRIP DISTRIBUTION

The trip distribution percentages reflect traffic entering and leaving the proposed Seavy Meadows site. These trip distribution percentages are based on a review of existing traffic movements and possible commuter routes to regional destinations. Access from the site to the existing transportation network will be from Jasper Street onto Conser Drive. Of the total trips generated, 85% are estimated to head southwest along Conser Drive, with the remaining 15% heading northeast on Conser Drive towards Conifer Boulevard and Hwy 20. Of the 85% of the trips, 20% are estimated to head west along Walnut Blvd, 5% heading east Seavy Ave, and the remaining 60% heading towards Circle Blvd with an even distribution turning east and west. This trip distribution is detailed on Figure 7

Based on the estimated trip distribution percentages, Figure 6 shows the assignment of the trips generated during the peak hours from the complete Seavy Meadows development.

TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the addition of the trips generated from the Seavy Meadows development.

Future Build Traffic Volumes

The site generated trips shown in Figure 6 were added to the forecast background traffic volumes shown in Figure 5 to calculate the total traffic volumes. So the total traffic volumes include the existing volumes, plus the regional growth rate and the estimated trips from the development. Total traffic volumes for the build-out condition are shown in Figure 8.

Level of Service Analysis

Using the total traffic turning movement volumes, an operational analysis was conducted at the study intersections to determine the 2010 total traffic levels of service. As shown in table 5, all study intersections are forecast to operate at acceptable levels of service for both years.

Table 5
Level-of-Service: 2010 Total Traffic Conditions

Intersection	Type of Control	Peak Hour	LOS	Delay (sec)	v/c[1]
Conser Dr / Jasper St	2-Way Stop	AM	A	9.5	0.04(NBL)
		PM	A	9.9	0.03(NBL)
Conser Dr / Seavy Ave	2-Way Stop	AM	B	10.1	0.09(WBL)
		PM	B	10.3	0.06(WBL)
Conser Dr / Walnut Blvd	2-Way Stop	AM	B	11.2	0.13(WBL)
		PM	B	12.2	0.11(WB)
Walnut Blvd / Circle Blvd	Signal	AM	A	28.3	0.34
		PM	A*	25.8	0.41

1. Critical movement (unsignalized)

CONCLUSIONS AND RECOMMENDATIONS

Using Based on the results of the traffic impact analysis, the Seavy Meadows development can be developed while maintaining acceptable levels of service for the surrounding transportation system. No operational deficiencies are identified in the build out year, with or without site generated trips. Therefore, no analysis was required for the 20-year planning horizon or individual development phases, as according to City of Corvallis guidelines. The significant findings and recommendations of this analysis are summarized below.

FINDINGS

Existing Conditions

- During the weekday AM and PM peak hours, all study intersections currently operate at an acceptable level of service as according to City of Corvallis standards.

Background Traffic Conditions

- Under forecast year 2010 (No Build), all study intersections are expected to operate at acceptable levels of service during the weekday AM and PM peak hours.

Proposed Development Activities

- The proposed development is estimated to generate approximately 42 trips (10 in / 31 out) during the weekday AM peak hour and approximately 56 trips (35in / 21 out) during the weekday PM peak hour.
- Access to the development site will occur via Jasper Street to Conser Drive.

Total Traffic Conditions

- Under forecast year 2010 (Build), all study intersections are expected to operate at acceptable levels of service during the weekday AM and PM peak hours.

RECOMMENDATIONS

- Based on this analysis, no operational deficiencies were identified under background or total traffic conditions; therefore, no mitigation measures are recommended as a result of the traffic generated from the proposed Seavy Meadows development.

April 2, 2008, and April 16, 2008, Planning Commission Minutes Regarding the Seavey Meadows Application (PLD08-00001, SUB08-00001)

Attachment IV-1

Attachment IV-2

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

Approved as submitted, April 16, 2008

SCANNED

Date: 051908 By: JKE

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
April 2, 2008

Present
David Graetz, *Chair*
Karyn Bird, *Vice Chair*
Jennifer Gervais
Frank Hann
Tony Howell *(arrived 7:00 p.m.)*
Denise Saunders
Brandon Trelstad
Patricia Weber
(Recused from Corvallis Crossing Deliberations; arrived at 7:00 p.m.)

Staff
David Coulombe, Deputy City Attorney
Ken Gibb, Community Development Director
Matt Grassel, Development Review Engineer
Ted Reese, Development Review Engineer
Jackie Rochefort, Parks Planner
Kelly Schlesener, Senior Planner
Kevin Young, Senior Planner
Sarah Johnson, Assistant Planner
Terry Nix, Recorder

Excused
Steve Reese
Stewart Wershow, *Council Liaison*

Attachment IV-3

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Deliberations **Corvallis Crossing** **(CDP07-00007, MRP08-00007)**			Approve as conditioned.
II.	Visitors' Propositions			
III.	Public Hearing **McGarry Zone Change** **(ZDC08-00002)**			Approve the request.
IV.	Public Hearing **Seavey Meadows** **(PLD08-00001, SUB08-00001)**			The record was held open until April 9, 2008, 5:00 p.m. Deliberations will be held April 16, 2008.
V.	Old Business	X		
VI.	New Business A. Planning Manager's Update	X		
VII.	Adjournment - 11:35 p.m.			

IV. PUBLIC HEARING - Seavey Meadows (PLD08-00001, SUB08-00001):

A. Opening and Procedures:

The Chair welcomed citizens and reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest:

Commissioner Weber said she has worked on projects with David Dodson in the past. She was once employed by the Civil Engineering firm for this project, but she no longer works for them. She has worked with Jim Moorefield of Willamette Neighborhood Housing Services (WNHS) on other affordable housing projects. She said none of these factors will interfere with her ability to be impartial.

2. Ex Parte Contacts:

Commissioner Weber stated that, as Planning Commission Liaison to the Housing and Community Development Commission, she participated in funding hearings in which the City made decisions to grant federal dollars to WNHS for the purposes of developing Seavey Meadows. She does not believe this will interfere with her ability to be impartial.

Commissioner Howell stated that he was on the City Council between 1993 and 2002, during which time the Council considered a number of issues related to Seavey Meadows, including the decision to separate five acres of the site for the purpose of proceeding with applications to allow development. At that time, he voted to preserve the entire parcel, but the majority voted to proceed with development of the five acres.

He does not believe these previous decisions will affect his ability to implement the current Land Development Code in a fair and impartial manner.

3. Site Visits: Commissioners Bird, Gervais, Howell, Saunders, and Trelstad declared site visits.

4. Objections on Jurisdictional Grounds: None.

C. Staff Overview:

Senior Planner Kevin Young drew attention to items distributed this evening:

1. A letter from City Manager Jon Nelson to Jim Moorefield, WNHS, dated January 17, 2008, clarifying the City's intentions regarding the remaining wetland areas in Seavey Meadows **(Attachment B)**;
2. Testimony submitted after release of the March 19, 2008, Planning Commission Staff Report, but prior to the April 2, 2008, Planning Commission Hearing **(Attachment C)**; and,
3. Staff-proposed revised Conditions of Approval 24 and 27 **(Attachment D)**.

Planner Young said the request is for approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three dwelling units are proposed on the 3.46-acre site. The development would also include a 1,700-square-foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design. Mr. Young reviewed Existing Conditions, Comprehensive Plan Map designations, Zoning District Map designations, Natural Resources Map designations, and Natural Hazards Map designations of the subject site and surrounding areas. He noted that the wetlands in the area were determined to be locally significant; however, in the balancing that occurred with consideration and adoption of the Natural Features Project, it was determined that wetlands on the proposed development site would not be locally protected.

D. Legal Declaration:

Deputy City Attorney Coulombe said the Commission will consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff report or other criteria that they believe are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

E. Applicant's Presentation:

Jim Moorefield, WNHS Executive Director, introduced himself, David Dodson of Willamette Valley Planning, Sara Bergsund of Bergsund Delany Architecture, David Morris of Endex Engineering, Jeff Reams of Turnstone Environmental, and Douglas McRae of WNHS.

Mr. Moorefield said WNHS is a community-based, nonprofit community development organization. Its mission is to improve lives and strengthen communities through affordable housing, home-ownership opportunities, and economic opportunity. A number of years ago, the City Council set aside up to five acres of a 32-acre site for an affordable housing project, with the remaining 27 acres to remain in open space. Subsequent City Councils have renewed that decision as steps have been taken toward the project, including the decision to have WNHS be the developer. Over the past two years, WNHS has been working on site evaluation, site design, neighborhood meetings, and a financial plan. It was discovered that the original wetland delineation had mistakes, so the five-acre site with up to 60 units has been redelineated to a 3.46-acre site with 43 units. The State of Oregon was recently awarded federal funds to address a statewide need related to senior citizens and people with disabilities who are in nursing homes due to the lack of alternatives. To address this issue, a corner of the project has been designed to address two possible needs - up to eight units for low income housing or, if federal dollars can be obtained, two senior citizen quads. City data indicates that there are more than 5,700 low-income households in Corvallis, more than 82% of which are spending more for housing than the federal standards for affordability. It is recognized that having a decent place to live makes it more likely that a child will be successful in school and in life, and no family should have to choose between paying the rent and putting food on the table. City planning documents recognize the need to provide for affordable housing.

David Dodson, Willamette Valley Planning, said the site contains trees and locally significant wetlands that are defined as not locally protected. The 1.67 acres of impacted wetlands are proposed to be mitigated offsite and the majority of the cottonwood seedlings are slated for removal. He reviewed elements of the proposed plan, including the buildings, landscape plan, connectivity, and parking. He noted that there is an alternate plan that would allow for the senior quads and requested approval of either option, depending on the available funding. The plan complies with all but eight of the applicable development standards. Deviations are minimal and are offset by compensating benefits. The applicant concurs with the staff report with the exception of Condition of Approval 7 - Triplex Orientation. Compliance with this condition would create front doors and porches on the north side of the house, which will rarely be used due to lack of on-street parking along NE Conser Street. Mr. Dodson reviewed a proposed alternative orienting the front of the triplexes to the interior alley, which functions more like a street. This option would provide for better pedestrian connectivity, allow for porches to face south for more year-round use, and allow for more yard area. Mr. Dodson said the intent of the Pedestrian-Oriented Design (POD) standards was to keep eyes on the street, that when considering how this project will function, it makes more sense to put eyes internal to the project where the majority of activity will occur.

Commissioner Howell said the applicant's preferred plan treats the alley as private street, requiring through-lot requirements in the back which would remove much of the usable yard. Mr. Dodson said the applicant is proposing landscaping, a small berm and a rail-type fence adjacent to the sidewalk in the rear yards. He noted that the intent is to still have eyes on the street and not to separate the project from the street. Architect Sara Bergsund added that there would be a 12-foot parkway adjacent to Conser Street, then the sidewalk, 18-feet of landscaping, and attractive housing backsides with porches. The intent is to create an attractive visual experience.

Commissioner Howell asked for the applicant's thoughts on Condition 22 - Eliminate Sidewalk on North Side of Easterly Alley. Ms. Bergsund said the applicant's team believes their proposal for a setback sidewalk on both sides of the alley would be a little more safe,

but has no real objection to the proposed condition. Mr. Dodson added that, in his experience, vision clearance triangles are often based more on property lines than on curb or street lines. He said he would defer to the Planning Commission to make that decision based on what is in the best interest of the project.

Commissioner Howell referred to issues related to building in a wetland area, noting that other developments have had a bad reputation for soggy carpets, etc. He asked if there is anything in the design to manage water issues. Dave Morris, Endex Engineering, said this project is not yet designed to that degree. Other projects with high water tables have been successfully designed using more excavation, deeper drainage systems, etc.

Commissioner Bird stated that, if the Commission considers the applicant's preferred layout, the alley essentially becomes a private street. She asked if units 5 and 6 would not also need to be reoriented for consistency. Mr. Dodson said the applicant had originally proposed the alleyway as a private street but, due to issues with the Land Development Code, it is now identified as an alley. He said units 5 and 6 are not proposed to be oriented to the alley. The applicant is asking for a deviation for units 1, 2, and 3, which they believe is reasonable due to the proposed benefits and how the units will function. Commissioner Bird stated that, if she lived in units 1, 2, or 3, she would not want to be looking at the back of units 5 and 6. Ms. Bergsund reviewed attempts to address this concern, including the use of architectural detail to make an attractive facade on the back of units 5 and 6.

Mr. Moorefield addressed Commissioner Howell's previous question about challenges associated with building in wetlands. Mr. Moorefield said it is unfortunate that assumptions are made based on some other developer who did a poor job with fill, foundations, etc. He said the detailed design has not yet been done, but WNHS will own most of these homes for decades to come, and he assured that the organization is committed to doing it in the right way. He referred to Camas Commons, a successful WNHS development in a wetland area.

Commissioner Bird asked if there is any way to eliminate the three parking spaces on NE Sorrel Place. Ms. Bergsund said the spaces are proposed due to the requirement for 2.5 parking spaces for the attached dwellings. Mr. Dodson said the only option would be to put additional parking in part of the open space area, but the applicant believes it is more suitable to have usable open space as an asset. Commissioner Weber said the parking requirement is based on the concept that attached dwellings are often rentals occupied by several college students, each with their own car. She said she assumes that the families who will live in these homes are not likely to have 2 to 3 cars each, and Mr. Moorefield concurred.

In response to an inquiry from Commissioner Weber, Mr. Dodson said the landscaping in units 1,2, and 3 will include a berm, shrubs, and turf. Commissioner Weber said she understands the constraints of the site, but she is struggling with the fact that the applicant is proposing to use this area for both a buffer and a usable back yard. She will want to discuss this further under deliberations.

In response to an inquiry from Commissioner Weber, Mr. Dodson said the viability of using pervious pavement in some areas will be evaluated when the applicant gets into more detailed engineering.

Commissioner Weber said she does not believe the usable yard requirements for the attached units are met as written; however, she understands that common outdoor space

can be used for mitigation. She asked if the applicant has done the calculations to show that the combination of usable yard and common outdoor space meets the requirements. Mr. Dodson said he will look into the issue.

Commissioner Weber said she is uncomfortable with the design in which cars coming out of the driveways of units 17 and 18 would back out across the proposed sport court. She referred to 4.10.60.06.f. and asked if a more appropriate area could be found for the sport court. Mr. Dodson said there are areas around town where temporary basketball hoops are placed at the end of cul-de-sacs onto which several driveways have access. He said there would be two driveways in this situation and there would be good visibility. Mr. Dodson said this is an effort to provide an additional site amenity and the developer believes it would be reasonable and safe. Commissioner Weber said she believes it is a different situation when parents set up a temporary basketball hoop versus a developer setting up a play area with the City's approval.

Commissioner Weber said she is struggling with the request to deviate from the 350-foot alley standard. She asked what the connectivity on the west side accomplishes. Mr. Dodson said it provides for through connectivity for emergency access. Ms. Bergsund added that the proposed alley was originally intended to be a private street and evolved into a very expensive alley with curb and gutter, setbacks, and sidewalks. She said the developers went through a long process with the Public Works Department before determining that this would be an alley rather than a private street.

Commissioner Gervais referred to Condition 32. She said asked if any conversations had been initiated with the Seavey Meadows Homeowners Association (HOA) about the proposed improvements that fall within its boundaries. Mr. Moorefield said the majority of the property is owned by the City of Corvallis. WNHS has not had any conversations with the HOA.

In response to an inquiry from Commissioner Saunders, Mr. Dodson pointed out the location of the existing and proposed water, sewer and drainage lines. He said the existing lines will need to be abandoned and the new lines are all internal to the site.

Commissioner Trelstad asked who determines the impacts to the surrounding protected wetlands from this development. Mr. Dodson said many of the wetlands on the site are isolated and occurred due to excavation. Based on the configuration, he said, he does not believe there will be much of an impact on flow and connectivity of surface waters.

Commissioner Bird said the staff report makes mention of a HOA. Since this is an affordable housing development, she wonders if HOA fees might be an issue for the potential residents. Mr. Moorefield said ownership of 36 units will transfer to the WNHS, which will rent them out. The primary expense of an HOA is typically for maintenance of common areas and that responsibility will fall to WNHS.

Commissioner Gervais asked for additional information on the wetlands redelineation. Jeff Reams of Turnstone Environmental said the delineation done five years ago recently expired. Another delineation was done in March, during which it was found that the northeast corner had greater saturation than previously indicated. The size of the wetland was increased accordingly. Commissioner Gervais asked if wetlands on the development site were created due to disturbance and Mr. Reams said he cannot be sure.

F. Staff Report:

Senior Planner Young reviewed portions of the staff report related to the request for a Major Modification to a Conceptual and Detailed Development Plan, including Land Use and Purposes, Natural Resources, Compatibility, Circulation, and Public Facilities and Services. He stated that, based on the criteria, findings, and conclusions discussed in the staff report, staff recommends that the Planning Commission approve the request. Planner Young then reviewed portions of the staff report related to the request for a Major Subdivision Replat and stated that, as conditioned and modified by variations requested through the Planned Development process, the proposed subdivision complies with the applicable subdivision requirements. Staff recommends that the Planning Commission approve the request as conditioned.

Commissioner Saunders asked on what basis the subject wetlands were designated as locally significant, but not locally protected. Planner Young reviewed the balancing process that was done during the Nature Features process. It was recognized that these were locally significant wetlands and it was also recognized that there was an opportunity, given the existing infrastructure and development pattern, for an affordable housing project. The decision was made that the majority of the wetlands would be preserved, but that a portion of the site would be a good candidate for affordable housing. Community Development Director Ken Gibb added that the City Council made a decision to allow development of up to five acres around the disturbed area in 1998. This decision, which has been reaffirmed on a couple of occasions, was factored into the balancing.

G. Public Testimony in favor of the application: None.

H. Public Testimony in opposition to the applicant's request:

Bruce McCune, 1840 NE Seavy Avenue, presented a power point presentation showing several photographs of Seavey Meadows with areas of standing water, native vegetation and soils, and wildlife. He submitted written testimony **(Attachment E)**, and outlined the four major points contained therein as follows:

1. He agrees with and supports Patricia Muir's previously submitted testimony;
2. The citizens of Corvallis have never supported development of the subject property;
3. Building taxpayer-subsidized housing for low-income people in wetlands is unethical and probably illegal;
4. The City's charter states that it should exercise its powers to ensure equal protection, treatment and representation of all persons without discrimination, including level of income. This project violates the City charter and should be denied.

Pat Muir, 1840 NE Seavy Avenue, referred to her previously submitted testimony. She said it is implicit in this proposal that the City will put an open space conservation easement on the remaining portion of Seavey Meadows, but that is not part of the application. She questioned the compatibility of the proposed development with surrounding land use, when most of the development will be right in the middle of the adjacent wetland. It is disingenuous to claim there will be no impact on the remaining locally protected wetland. Ms. Muir said this whole area was considered the same kind of wetland, but part of it was removed from local protection to allow for future development. She stressed that this property is owned by the City and she asked what business the City has in soliciting development on a wetland. She expressed support for the work of WNHS, but said this is a crummy place to put housing.

Susan Wechsler, 1820 NE Vine Avenue, submitted written testimony **(Attachment F)**. She owns property northeast of Seavey Meadows and Stewart Slough runs through her backyard. With the development that has already occurred in the area, she has witnessed significant degradation to the wetland, wildlife populations, and water quality. Ms. Wechsler was part of the citizens advisory committee on this issue 15 years ago, at which time citizens argued against development, citing preservation of the wetland, the active wildlife corridor, and the natural area. It now seems that this participation was a checkoff item so the City could proceed with the development as planned. She hopes that citizen arguments will be heard in a different context with the change of officials and increasing information about the fragile relationship we have with our environment. Ms. Wechsler asked the Commission to vote to preserve the remainder of this wetland.

Shayna Rogers, 1820 NE Vine Avenue, said she was here 13 years ago speaking on behalf of preserving Seavey Meadows as part of group called Kids Against Destruction. She said she supports affordable housing, but believes the plan to develop Seavey Meadows is unethical and does not fit into the sustainable vision that the City often invokes. One of the four guiding objectives discussed at the recent town hall meeting on community sustainability is to reduce and ultimately eliminate the community's contribution to encroachment upon nature and to protect our natural ecosystems. Ms. Rogers cited portions of the 2020 Vision Statement and Comprehensive Plan Policy 3.2.1. and said the proposal does not comply with these policies. She is here to continue the fight for Seavey Meadows and to hold the City accountable to its stated commitment to sustainability.

David Lane, 2510 NE Seavy Circle, pointed out his property on the site map and said the adjacent field contains a lot of water. Any time impervious surface is added to the area, he is concerned about adding water to his yard. He cited Comprehensive Plan Policy 4.11.1, and said he believes the function of this place is going to be hard to replace. Mr. Lane expressed concern about water absorption, water quality, and wildlife. He said the applicant referred to the cottonwoods as seedlings and the City has indicated the trees are dispensable because of their nature. He appreciates these large cottonwoods, as well as the birds that inhabit them. Mr. Lane said this area is also a prime habitat for a mushroom that has been depicted in images back to 3500 B.C. and he questioned how this habitat could be replaced with a mitigation site. He suggested that consideration be given to turning the area into a park.

Matthew Parks, 328 NW 13th Street, #1, said he does not believe the cottonwoods in this area can be called seedlings or short-lived. He said some of the maps show wetland areas separated by short distances, but this area was likely one large wetland at one time and he does not believe it can be said that the wetland is constrained within the given areas. Mr. Parks said he believes what WNHS is doing is very noble, but the project is in the wrong area. Commissioner Gervais commented that wetlands are delineated using very specific technical characteristics. Brief discussion followed.

Rana Foster, 1415 SW Brooklane Drive, submitted written testimony **(Attachment G)**. She said a mitigation plan was not made available at the neighborhood meeting in January. She expressed concern about removal of the berms, and cited several threatened and endangered species that need upland habitat, as noted in her written testimony. Ms. Foster said the site utility plan shows the utility on NE Sorrel Place running due west and she questioned if this would constitute new wetland that should be included in the delineation. She said the City should be sure that cultural resource surveys are done as part of the trenching and ditching of the rights-of-way, and that maintenance of the rights-of-way is important due to potential compaction and weeds.

Doug Pederson, 1475 NE Seavy Avenue, said he grew up on this property and recalls getting in trouble for getting his pants wet up to the knees when walking through the subject site. He said he personally recalls that the cottonwood trees and wetlands existed at this location since at least the early 1970s.

Irene Rolston, 2825 NE Conser Street, said she purchased her home about a year ago after renting for 11 years. She expressed concern about traffic and parking. Ms. Rolston said she does not find 80 additional vehicles passing her house each day to be acceptable. She expressed concern about the impact of the development on her property value. Ms. Rolston said she and her son both find a lot of enjoyment in the wetland area and she would hate to see that destroyed or built upon.

Jennifer Ayotte, 3098 NW Greenbriar Place, submitted written testimony **(Attachment H)**. She said she has been testifying on behalf of Seavey Meadows for 20 years. The proposal should be denied for several reasons. In the discussion on the Detailed Development Plan, she heard no consideration about avoiding impacts to the surrounding wetlands. Ms. Ayotte reviewed her career history and said she is currently the manager of the Benton Soil and Water Conservation District. Over her career, hundreds of thousands of dollars have been spent restoring wetlands because they are a valuable asset. This land, which is owned by the citizens, should be protected for its wetland value. Using public funds to destroy this wetland while using other public funds to create wetland is at cross purposes. Ms. Ayotte asked the Commission to deny the proposal, to not lose this valuable wetland through poor planning, and to not be sold a package that purports wetland protection when it is actually wetland destruction.

Adam Nilsson, 3410 NW Grant Avenue, said he grew up next to a wild area and watched it get fragmented and eventually disappear. He said the Seavey Meadows area is adjacent to a high protection riparian area, making it significant. The fact that the property had an aborted development on it is no reason to fragment a wetland. Mr. Nilsson loves Corvallis, but he has seen quite a few poor planning decisions. As long as the community lets money talk louder than reason, it will be losing habitat to short-sighted ideas. He said let us just slow down and live in a nice place; there is no reason to develop everything.

Mark Knapp, 131 NW 4th St #407, said that when citizens desire preservation of land for wildlife habitat, the biggest obstacle is usually the inability to put the land into public ownership. Here, we have land, Seavey Meadows, that is already publically owned, and the City government is choosing to develop this scarce and valuable habitat. Mr. Knapp asked several questions of City Staff, including:

- What makes Staff believe that continued growth is sustainable?
- When did the City and WNHS first discuss the idea of building houses on the wetland of Seavey Meadows?
- When did the Planning Division provide its first assistance in creating the current land use application?
- When was the public first able to see the land use application?
- How much free time does the typical resident have to review land use applications?
- What was the purpose of the Natural Features Inventory, given the insidious Minimun Assured Development Area (MADA) provisions that allow for destruction of natural areas? and,
- Which land survey was used to determine the acreage maintained throughout the application and staff report?

Mr. Knapp said he concurs with the testimony of Pat Muir. He requested a one-month extension of the hearing so people have more time to read the lengthy proposal.

The Chair reminded that testimony should be directed to the subject application.

Pat Conaway, 1825 NE Seavy Avenue, said she supports the testimony submitted by Pat Muir and she believes it is ridiculous to build low-income housing on wetlands.

I. Neutral testimony:

The Chair reminded people that speaking neutrally removes rebuttal rights.

Gary Rodgers, 950 NE Angelee, said he owns and lives in the home that will have the most impact from this development. He said during the 1996 storms, many of the cottonwoods broke and he is afraid that some of the remaining cottonwoods will break and land on his shop. Mr. Rodgers said the proposed landscape plan leaves the largest cottonwoods and he would like to see them removed. He said he would love to see the sidewalk on the west side of Conser completed for safety reasons. Mr. Rodgers also asked about any plans for a bus shelter and covered bicycle parking, and said it would be good to have access to the sidewalk from the northwest corner of the development.

Emely A. Day, P. O. Box 268, said she has lived about one-quarter mile north of the proposed development for 11 years. She is speaking from the standpoint of a pedestrian who walks through the area pushing her husband in a wheelchair, as well as a driver who travels the area several times a day. She said that:

- The ground is soggy and storm water sheet flows across the sidewalk from the field across from the proposed development through the month of May.
- NE Conser Street is crumbling. The street has been reconstructed from the creek down through to the extension of Walnut, and three large sections north of the creek were patched last October.
- NE Conser Street is used as a bypass around traffic control systems, often in excess of the posted speed limit.
- Two areas, which she pointed out, contain what she considers to be blind curves.
- There is a lot of wildlife in the area.
- She is concerned about the proposal for units 1, 2, and 3, that having a low fence along NE Conser Street will expose kids and dogs to an area with a lot of traffic that people tend to take at a very fast speed.
- She requested there be a condition of development requiring construction traffic to use Walnut and Circle, that there be some speed mitigation, and that the sidewalk on the west side of Conser be completed.

Questions from the Commission:

Commissioner Howell referred to the testimony that there is no certainty that the City will put a conservation easement on the remaining 27 acres. Community Development Director Gibb pointed out the letter from the City Manager to Mr. Moorefield **(Attachment I)** that lays out the past decisions and direction of the City Council regarding the creation of a conservation easement. Mr. Gibb said staff would anticipate placing a conservation easement on the undeveloped site in conjunction with the filing of a final plat. Commissioner Howell said it is awkward to assume a change that has not yet been approved. Brief discussion followed. Mr. Gibb said staff could come back with ideas on how to better formalize the fact that a conservation easement will be placed on the property, while still being consistent with the original Council direction on how this is to move ahead.

Commissioner Hann said the testimony seems to indicate there has been some advancement of the wetland area since the first survey. He asked whether this indicates that, with the road acting as a barrier, there is some reclamation of wetlands. Planner Young said he is not a wetlands expert and cannot say for sure.

Commissioner Hann expressed concern that, if the Planning Commission denies the application, an appeal would go to the City Council. Planner Young said staff has discussed this with the City Attorney. The City Council is the appropriate body to hear an appeal and is also the appropriate body to make decisions regarding land under City ownership. Decision makers are expected to be fair and impartial. Director Gibb added that the City went through a public process many years ago to develop the chosen alternative, which is limited development and conservation of a majority of the site.

Commissioner Hann expressed concern that the original approval in 1982 was made during a very depressed time for Oregon. He also expressed concern that there has been no public support for this project and that this may not necessarily be something that the community still supports. Director Gibb noted that the Planning Commission will need to base its decision on the review criteria.

Commissioner Howell referred to testimony about the lack of evaluation regarding impacts of this development on the surrounding wetlands. Planner Young said staff has to work from the applicable criteria. The development site contains locally significant but not locally protected wetlands, surrounded by locally significant and locally protected wetlands. He said it is staff's view that the impacts on this site would be more contained than in other scenarios due to the fact that it is relatively flat.

Commissioner Gervais said she is concerned because there is no data to indicate where the water on this site will go. She believes she is being asked to choose between the goals of affordable housing and wetland preservation.

Commissioner Weber said the Division of State Lands (DSL) permit will require the applicant to submit a surface water management plan which shows that all historic flows, patterns, and rates are maintained.

J. Rebuttal by Applicant:

David Dodson said the Natural Features Inventory was undertaken to balance the need for urbanizing lands within the City limits and preservation of natural features. He asked the applicant's wetlands expert to comment. Jeff Reams said he was chosen to go through the permitting process following the regulations of the DSL and Army Corps of Engineers. The delineation found that 1.65 acres of very degraded wetlands would be impacted. Following DSL guidelines, the applicant will do onsite mitigation, restoring 1.75 acres of uplands north of Conser Street. There are strict guidelines regarding the planting of native vegetation, as well as a five-year monitoring plan. Removal of the berms will result in a more contiguous wet prairie.

Mr. Dodson clarified that when he referred to the cottonwoods as seedlings, he meant that the trees were likely grown from seed that blew into the area and were not planted trees. He acknowledged that many of the trees are quite large.

Mr. Dodson referred to concerns about the lack of separation between the project and the adjacent wetlands. He reviewed the proposed 48-inch tall fence along the perimeter of the

project, which is intended as a defining edge, acknowledging that this will not keep people or dogs from entering the wetland area.

Mr. Dodson said a solar study was submitted and is available through City staff. He said the bus stop will remain in place and bicycle parking will be provided based on Land Development Code standards. Regarding the requests for completion of the sidewalk on the west side of Conser, he said the applicant is meeting connectivity requirements and the sidewalk should probably be addressed as a CIP project. Mr. Dodson referred to concerns about the lack of assurances for protection of the adjacent wetlands, and said the applicant will work with the City to develop a condition to provide additional assurances, if that is possible.

Mr. Moorefield referred to a statement from Commissioner Hann about a possible advancement of the wetland area. Mr. Moorefield said he understands that there was no advancement, but that the change was due to the first delineation being incorrect. Jeff Reams affirmed that to be correct.

Mr. Moorefield referred to statements about the need to balance competing interests. He said the development site has been changed, the ground has been compacted, and it primarily contains invasive species. In this case, 1.65 acres of degraded wetlands are being destroyed, but there is an opportunity to get 1.75 acres of higher quality wetlands across the street, as well as a place for affordable housing. Mr. Moorefield believes this results in a plus.

K. Sur-rebuttal:

Bruce McCune referred to the statement that a public process led to the decision that this area should be developed. He said he was on that committee and the first thing the chairperson said was that the committee would not consider any proposal that did not include development. The neighborhood was told from the very start that the proposal for an open space park could not be on table. Mr. McCune referred to comments that the proposed site is degraded. He asked what Commissioners would do if they owned the largest wetland in the City and a small area in the middle of it was degraded. Would they restore the degraded area or build houses on it? Mr. McCune said this is a truly significant area and he would challenge officials to show him another one that is as large or as intact.

David Lane said he supports affordable housing, but he does not believe this is the right site. In response to his inquiry, the applicant clarified which trees are proposed for removal.

The record will be held open until April 9, 2008, 5:00 p.m. for additional written testimony. The applicant will have until April 16, 2008, 5:00 p.m., to submit final written argument. Deliberations will be held on Wednesday, April 16, 2008, at 7:00 p.m.

L. Additional time for applicant to submit final argument::

The applicant waived the additional time to submit written argument.

M. Close the public hearing:

MOTION: Commissioner Bird moved to close the public hearing. Commissioner Trelstad seconded the motion and it **passed** unanimously.

V. **OLD BUSINESS:** None.

VI. **NEW BUSINESS:**

A. Senior Planner Kevin Young advised that the April 23, 2008, special Planning Commission meeting has been canceled.

A. Community Development Director Gibb advised that the planning group that is working on the downtown urban renewal district has decided not to pursue placing the issue on the ballot this November. The group will continue its work with the intent of being ready for a vote in May, 2009.

VII. **ADJOURNMENT:** The meeting was adjourned at 11:35 p.m.

Attachment IV-15

Attachment A of these minutes
refers to a different hearing that was also held
on April 2, 2008, and so is not included
with these attachments related to
the Seavey Meadows hearing

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

PLANNING COMMISSION
TESTIMONY RECEIVED
APR - 2 2008
Staff
NAME

City Manager's Office
501 SW Madison Avenue
P.O. Box 1083
Corvallis, OR 97339-1083
(541) 766-6901
FAX: (541) 766-6780
e-mail: city.manager@ci.corvallis.or.us

January 17, 2008

Jim Moorefield, Executive Director
Willamette Neighborhood Housing Services
257 SW Madison Avenue, Suite 113
Corvallis, OR 97333

Dear Jim:

This letter clarifies the City's intent with regard to implementing protections for the portion of City-owned Seavey Meadows land that will not be developed as your organization builds affordable housing in the Seavey area in the near future. In 2004, WNHS was selected by the City Council to build affordable housing on a site containing up to five acres in the Seavey Meadows area. Seavey Meadows consists of a total of approximately 32 acres. A joint Division of State Lands/Corps of Engineers removal-fill permit has been issued to allow the wetland disturbance and mitigation that will result from your housing development activities.

As the City Council contemplated options for the development of affordable housing at Seavey Meadows during November of 2004, it also discussed the longer-term future of the surrounding land that the City will continue to own. Consistent with its approval of the original Seavey Meadows housing development/wetland protection plan in 1998, the Council concluded that a conservation easement should be put in place on undeveloped land to assure the desired level of local protection. Staff will forward conservation easement paperwork to City Council once your land use application has received final approval and the areas of development and conservation are certain.

Staff is also recommending, in conjunction with placement of a conservation easement, that City Council consider changing the land use designation for the Seavey area surrounding the WNHS housing development site from Residential to Conservation-Open Space, and then shifting management of the City-owned portions of Seavey Meadows from the Community Development Department to the Parks and Recreation Department. The latter would then determine, in conjunction with the placement of the conservation easement, how best to manage the health and use of the property consistent with other City-owned natural areas.

Please contact me if you have questions about this letter or the City's intent with regard to the future uses and designations of its Seavey Meadows-area property.

Sincerely,

Jon S. Nelson
City Manager

3007

CORVALLIS 150
Celebrating Past ✦ Present ✦ Future

A Community That Honors Diversity

Attachment IV-17

Attachment B

Seavey Meadows (PLD08-00001, SUB08-00001)

Testimony Submitted after release of the March 19, 2008, Planning Commission Staff Report, but prior to the April 2, 2008, Planning Commission Hearing

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MAR 24 2008

Community Development
Planning Division

March 23, 2008

To: City of Corvallis Planning Division

From: Cliff and Barb Berg

We are somewhat reluctant to submit testimony concerning the Seavy Meadows development plan under review, since the consensus in our neighborhood seems to be that the city will do whatever it wants to do with the property despite its classification as a wetland. Additionally we realize this testimony is only anecdotal and certainly not scientifically or legally researched. When we moved here from Albany in 1993 we inquired of our realtor about the status of the open area and when and if it would be built on. They stated it was a wetland and by law could never be built on. We are not so naive that we believe everything said while looking at property. However, when finding out that the city owned a portion of the property we felt assured that Corvallis with its environmental conscience would never allow building on such property especially its portion.

Since then, it seems time and time again that building on the wetlands especially by private entities was not permitted by different authorities. We recall attending several public hearings concerning this property and the different proposals seemed to be denied at least from our perspective. However, just as often a new proposal emerged thus denying previous actions. Now another proposal, this time by the city, has come forth. Has the status of the wetlands changed to justify such a proposal?

When walking in the area we have noted the city erected signs that state something to the effect "Seavy Meadows ...sensitive wetlands... no vehicles permitted". Now we not only are being asked to allow vehicles but also construction in the area. This construction will not only destroy a sensitive and valuable resource, but require a large amount of fill to bring it up to required grade. This fill will only worsen "sheet flooding" that came within inches of our neighbor's backdoors during the floods of 1996.

An interpretive sign in the Jackson -Fraiser wetlands states that 57 per cent of the Valley wetlands have been destroyed. Is the city of Corvallis being a good land steward by adding to that amount? We respectively oppose any activity on this resource.

Thank You

Cliff and Barb Berg

995 NE Angelee Place

Corvallis, Or 97330

To: Members of the Corvallis Planning Commission
From: Dr. Patricia Muir, Plant Ecologist, 1840 NE Seavy Ave., Corvallis, OR 97330 PSM
Re: Land Use Public Hearing on Seavy Meadows (PLD08-00001, SUB08-00001)

Date: March 27, 2008

It is hard to believe that I am testifying yet again against development in the Seavy Meadows wetland area in NE Corvallis, but here I am. I have been involved in land use issues in this area for nearly 20 years now, and over that time, I have seen the wetland open space acreage shrink by approximately half to its current approximately 30 acres. By now, we are talking only about land that is owned free and clear by the City of Corvallis – this isn't a private land use issue by any stretch of the imagination. Further, the land under discussion is part of the wetland complex that comprises **planning units N-SEQ-M70-1** and **N-VIL-W-3,** which were granted "locally significant" status under the Natural Features Provisions of the Land Development Code, implemented in Dec. 2006; most of the area was also granted "locally protected" status at that time.

I want to make it clear that:

- I did not receive the notice and invitation to comment on this proposal that the Staff Report indicates was mailed on March 11, 2008 (see page 3). I would have commented at that time had I received the notice.
- I live over ½ mile from the subject property, on Seavy Ave. near its intersection with HWY 20. This area will not itself be directly affected by the development – that is, this isn't a "not in my back yard" issue for me.
- My opposition to development in the area would be just as fierce as it is today if high end housing were being proposed – I have nothing against moderate or low income housing.
- My opposition has nothing to do with the details of this particular development plan. I attended all of the public information meetings that Willamette Neighborhood Housing Services sponsored at Cheldelin Middle School over the past year or so, and I believe that the architects and planners associated with the project have worked hard to develop a good plan for the project – or as good a plan as is possible given that the proposed development site contains lands that have been deemed "locally significant wetlands."

What am I concerned about?

(1) I am concerned about the <u>lack of comprehensive planning</u> evidenced in this case. You, the Planning Commission, are being asked to make a decision about <u>one portion</u> of a city-owned piece of land that has an old planned development overlay on it (dating back to 1982, Seavy Meadows Planned Development; see Attachments B & C in the Staff Report) without simultaneously making binding decisions concerning the disposition of the rest of the area. I believe that a Major Modification to a Conceptual and Detailed Development Plan should not be made piecemeal

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Community Development
Planning Division

(2) A hearing on this proposed development should simultaneously address a plan for the remaining acreage. City staff indicate that they "plan" to (or "agree to") establish a conservation easement (or open space park designation, depending on what you read) on the approximately 27 acres of the Seavy Meadows wetland that would remain after the proposed development is completed. (This is alluded to more than once in the Staff Report prepared for this hearing – e.g., see pages 5, 15, 64 [which claims that "Because of surrounding wetland areas *that will be preserved...*" [italics mine – there's no guarantee on that preservation!], 162 and page 164, Item D2.) Page 7 and Attachment L-1 in the Staff Report (p 168, "Staff identified applicable decision criteria;" **Land Development Code section 2.0.50.16)** notes *that if more than one application is filed at a time for a specific property or development, all shall be heard by the Planning Commission at the same meeting.* The Staff Report indicates that a decision to preserve the remaining acreage at Seavy Meadows is tied to completion of the proposed development – that is, "more than one application..." is implicit in this plan. You should refuse to hear this case until the City formalizes and brings up for public comment its plan to conserve the rest of Seavy Meadows under a conservation easement or as an open space park.

(3) The wetland delineation for the subject property is still under review by the Division of State Lands (DSL) and the Army Corps of Engineers (COE) (e.g., see page 14 of the Staff Report, referring readers to Attachment 1, which contains review materials submitted to DSL and COE). We know that most of the affected property has been delineated as jurisdictional wetland in the past, and that designation is likely to continue, but a decision should not be made until the most recent wetland delineation is either upheld or contested by those agencies. In fact, my reading of materials in the Staff Report indicates that it may be illegal to make a decision in advance of such a determination, given that, according to Page 207 in the Staff Report, **Land Development Code, Section 4.13.40, Procedures** "*...application must accurately indicate locations of significant wetland area and location of proposed development.*" And **b.1.** *"Site Plan must include graphic depiction of all wetland boundaries as indicated on Corvallis Local Wetland Inventory Map...*" How can these criteria be met if DSL and COE are still in decision-making mode about the most recent delineation??

(4) Residents in the area and local environmental groups, including Marys Peak Chapter of the Sierra Club, Audubon Society, the Corvallis Environmental Center, and Benton County Soil and Water Conservation District have provided, in the past, statements of support for preservation of Seavy Meadows as an open space park -- see http://comcast.net/~seavyave/seavy.html) for the open space park concept that has been developed over the years. Further, residents of the area were vocal about supporting designation of Seavy Meadows as a locally significant and protected wetland under the Natural Features Inventory project. For example, if you look at the Draft Natural Features Project Implentation Public Comments and Submitted Information from September 9, 2004, you will see that only nine (9) written comments were submitted and over half (five) of these focused on Seavy Meadows in particular, all calling for it to be given "locally protected" status. To my knowledge,

no resident of the area has ever testified in favor of development in the Seavy Meadows area before the City Council or the Planning Commission in all of the years that proposals have been brought forth (and sometimes approved, for nearby areas of the Meadows). These concerns raise issues regarding criteria related to compatibility – e.g., **Land Development Code 2.5.40.04, section a.2** (From Staff Report Attachment L-2, Review Criteria; Page 171). You Commissioners are charged with considering the compatibility of the proposed development with *"uses on a site and uses relationship to neighboring properties."* The "neighboring properties" are almost exclusively "locally significant (or protected) wetlands," and "uses" include those of the plants and animals who rely on the habitat that the wetlands provide and of the people who exercise, walk dogs, bird watch, and so forth in the area. Protection of the entire area as an open space park would be compatible with these uses and neighboring properties; building 43 dwelling units in the middle of the area is not. While the staff report claims that compatibility requirements are met because of the existing zoning (PD(RS-112)), most of the area that immediately surrounds the subject property has not been developed, hence the proposal is not compatible with the existing conditions on the site.

(5) I do not see how the proposed development complies with **Land Development Code Section 2.4.30 "Tentative Plat Review Procedures", .04, Review Criterion, 2** – Preservation and/or protection of significant natural features, including 4.13, riparian corridor and wetland provisions and **Criterion 4** – Excavation and grading shall not change hydrology....water quality and quantity that supports locally significant wetlands – subject to Chapter 4.13 relating to riparian corridor and wetland provisions. (See Staff Report Attachment L-2, page 168 for these criteria.) How does building housing in a significant natural feature foster its preservation and or/protection? (The claim of compliance on page 11 of the Staff Report, "*...proposed Planned Development will eliminate the need to encroach into protected wetland areas...*" is bogus. Even if we take "protected wetland" to mean designated as such under the Natural Features provisions in the Land Development Code as implemented in Dec. 2006 (which applies to all of Seavy Meadows except the subject property, which is designated "significant" but not "protected") the development will encroach – many more people, dogs and cats in the area; added traffic; noise; light; and altered hydrology all will encroach! For the same reasons, the Staff Report's claim (page 16) that *"Locally significant and locally protected wetlands on adjacent properties will not be affected."* is basically nonsensical. You cannot put 43 dwelling units in the middle of a piece of wetland without affecting much of it.) How do the elaborate plans for storing rain water runoff in open detention facilities (and so forth – see pages 82 and 96 in the Staff Report) for gradual release into the City sewer systems protect the water *quantity* that feeds the adjacent wetlands? From the same section of the Staff Report, **Land Development Code Section 2.5.20, Purposes, section c** – *"Preserve, to the greatest extent possible, existing Significant Natural Features...and use such features in a harmonious fashion."* Again, how does the proposed development comply with this criterion? I'm sorry, but it simply does not – housing in the middle of a wetland is not "harmonious" no matter how carefully the housing is designed and constructed!

(6) The plan to develop this area, approved in 1982 and modified in 1991, is old. It predates the full understanding of wetland values that we now have, predates most of Seavy Meadows having been delineated as jurisdictional wetland, and predates it subsequently being designated as a "locally significant wetland" or "locally significant and protected" (depending on which piece you are talking about) by the Natural Features Inventory. These changes over the decades that have elapsed since that PD was approved should put the entire plan back on the table for review and revision, not just a piece of it.

(7) I am struck by a real hypocrisy on the part of the City, which prides itself on being a "green community." The City of Corvallis website's front page trumpets, "Country Home magazine named Corvallis as the 2008 Best Green Place to live in America." Signs on entry to Corvallis proclaim its bicycle and tree friendliness; "sustainability" is the buzz word in public meetings. The City undertook a widely publicized Natural Features Inventory, paying lip service to the importance of protecting natural features that were recognized as being "locally significant" or "locally protected." Yet here we have that same city seeking out development on a portion of a wetland that the Inventory deemed as "locally significant" (and would have deemed as "locally protected" if development wasn't pending on it!) Note page 220 in the Staff Report (Attachment M-6), which states, *"In 2004, the City of Corvallis proposed that Willamette Neighborhood Housing Services take the lead role in development of a portion of vacant land alone Conser Street in NE Corvallis."* Why should the city be in the business of soliciting development on city-owned locally significant wetlands? I recognize the existence of Minimum Assured Development Area (MADA) language in the City's Building Code. This language was approved in large part so that land owners would not be unduly burdened if some or all of their land was deemed to be a locally significant natural feature. MADA code does not mean that that amount of area must be developed; underutilizing the MADA is legitimate and appropriate, particularly for this case where the City is the land owner!! I also recognize that the City can argue that it could develop on even *more* acreage in this vicinity under MADA provisions, but I contend that it should not be in the business of selling valuable wetlands to developers, no matter how virtuous the plans of those developers are.

(8) I am concerned about the City's planned mitigation for the fill that would occur on a portion of the area to be developed. First, the City does not have a good track record when it comes to mitigation for wetland losses. Witness the fiasco in the triangle of land provided by the intersection of Walnut Blvd, "new" Conser Ave and "old" Conser Ave, where the city claimed it would accomplish some of the required mitigation for wetland losses that occurred when Walnut Blvd was extended to meet Circle Blvd. Last I knew, Division of State Lands had found this attempt unsatisfactory, and the City was undertaking "mitigation" elsewhere instead. Second, the proposed mitigation would involve removal of raised earth berms that run around the perimeter of portions of Seavy Meadows and run through it in some spots. Removal of these is likely to cause far more disruption than assistance, and they

actually provide valuable cover and habitat heterogeneity for wildlife in the area. Further, they would provide places for people to walk while keeping their feet dry during the many months of the year that Seavy Meadows supports standing water, which would be useful if it were an open space park.

My bottom line concern is, of course, for the wetlands and the values they provide, but you are all aware of those and I won't go into them here. A permit to place fill on a portion of this site has been approved by Division of State Lands, so you probably can't vote against this proposal on the basis of wetlands alone. However, please recall that Seavy Meadows is, as far as I know, the largest intact piece of wetland within the Corvallis city limits. Intact, functioning wetlands have become very rare over the past century. The City should set an example of natural resource valuation by putting a conservation easement – or open space park designation – on all of the remaining acreage of Seavy Meadows as part of a comprehensive approach to land use. Its doing so would lend support to the perception of it as a truly "green" town, concerned about sustainability and valuing open space and natural features. Its not doing so undercuts this perception and, if development occurs, news of the action should be spread far and wide.

Thank you for your time in deliberating on this important matter. Please consider whether future generations will benefit more from protection of Seavy Meadows as open space that provides recreational opportunities for the public as well as habitat and ecosystem functions or from housing plunked in the middle of the wetland.

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MAR 31 2008

Community Development
Planning Division

March 26, 2008
RE: Corvallis Planning Commission hearing, April 2, 2008, Seavy Meadows

To the Members of the City of Corvallis Planning Commission:

As you review the latest development application for the 3.5-acre plot situated within the valuable Seavy Meadows Wetland (PLD08-00001, SUB08-00001), I ask that you consider not only the ecological importance of the space but remember the history and community value of the area as well. I spent the first 18 years of my life playing with my neighborhood friends in the wetland, in doing so learning about the value of wetlands within the Willamette Valley. My friends and I considered Seavy Meadows to be such an asset to our neighborhood and the surrounding area that we independently formed a group we called Kids Against Destruction (KAD). Together we wrote and, shyly, delivered several testimonies in front of the City Council when we were only eight or nine years old. It is incredible to me that eight year olds were able to grasp the obvious importance of the wetland but that ten years down the road, the battle with Seavy Meadows has yet to be settled. To me, it seems clear that the negative environmental impacts associated with developing the land far outweigh the benefits of a small patch of low-income housing.

As I am sure you are well aware, only one quarter of one percent (less than 1000 acres) of the original wetlands within the Willamette Valley exist today. Although this 3.5-acre piece may seem like an insignificant drop in the bucket, wetlands are rare enough that each drop counts. Wetlands perform valuable services that are not easily replaceable. Because wetland soil is slow to percolate, wetlands regulate flooding during peak stormflows by serving as storage facilities for large quantities of water that would otherwise have nowhere to go. Additionally, wetlands reduce non-point source pollution by filtering out contaminants before the water returns to the main bodies of water in the area. Wetlands provide habitat for a variety of plant and animal species, including the Western Meadowlark, a bird that is included on the Oregon Sensitive Species List as "Critical." Seavy Meadows provides an ideal habitat for the Meadowlark, with large, open, grass-dominated areas for nesting. Developing the 3.5-acre plot situated within the wetland would disturb the entire area, making it less suitable for the Meadowlark's specific nesting criteria. Tufted hairgrass, Pacific treefrogs, Camas, and the Common Snipe are among the multitudes of other native species that call Seavy Meadows their home.

Attachment IV-25

In addition to Seavy Meadows filling a necessary ecological role within the Corvallis and Benton County communities, one must remember that wetlands are *not* viable options for housing developments. Seavy Meadows is underlain by Dayton Soil, a soil composed of silt-loam clay. Dayton Soil was designated by the Benton County Soil Surveys as unfit for construction. Because the soil of the seasonal wetland swells when wet in winter and shrinks dramatically as it dries in summer, it is inclined to suddenly slump or shift which can result in cracked or unstable foundations. While driving along Conser Boulevard (a road that was constructed on top of wetlands that are adjacent to Seavy Meadows), one can observe frequent large cracks and buckles in the road that are a result of the shrink and swell of the unstable ground. For a large part of each winter, Seavy Meadows appears to be a shallow lake rather than a grass prairie. Putting houses on top of this land will do nothing to change its natural tendencies to become saturated during the winter months. I believe we should build low-income housing in an area that

is suitable for construction and will not require frequent, possibly expensive, repairs after a short amount of time.

Several years ago, I was thrilled to learn that the local Natural Features Inventory recognized Seavy Meadows as a Locally Significant Wetland. I ask that we take this one step further and preserve Seavy Meadows as a Locally Protected Wetland. Although the need for low-income housing may be pressing in the Corvallis area, I hope that you are able to see that construction on the meadows is a poor decision when thinking about the long-term success and ease of a housing development. Construction will also have a profound negative impact on the health of the wetland itself, on the animals and plants that make Seavy Meadows their home, and on the general ecology of the surrounding area.

Beyond the environmental importance, the preservation of Seavy Meadows would be a vindication for a neighborhood that has invested an incredible amount of time and energy in repeatedly battling off eager development proposals. It would reinforce the importance of community involvement and the power of the people, letting others know that in fact, Margaret Mead was right when she so wisely said, "A small group of thoughtful people could change the world. Indeed, it's the only thing that ever has." I would be able to tell my future children the story of KAD with a happy conclusion, perhaps inspiring them to take on challenges that at times will seem insurmountable in order to create change that they know is for the best.

Thank you for your time.

Sincerely,

Sara McCune

Sara Muir McCune
345 Boyer Ave.
Walla Walla, WA 99362

Formerly: 1840 NE Seavy Ave, Corvallis, OR 97330

References:

http://home.comcast.net/~seavyave/seavy.html

http://www.epa.gov/OWOW/NPS/MMGI/wetland.html

Young, Kevin

From: Davisson, Larry [larry.davisson@hp.com]
Sent: Monday, March 31, 2008 2:26 PM
To: Young, Kevin
Cc: Edith Agoff; ld.raftboy@comcast.net
Subject: Statement Regarding Land Use Public Hearing on Seavy Meadows (PLD08-00001, SUB08-00001)

To: Members of the Corvallis Planning Commission
From: Larry Davisson, Resident at 2560 NE Seavy Circle, Corvallis, Oregon
Re: Land Use Public Hearing on Seavy Meadows (PLD08-00001, SUB08-00001)

I completely agree with and support the Muir Imperative (Patricia Muir's statement) and urge you to vote against the proposal.

At an earlier planning meeting with the development company, the company representative painted our objections as NIMBY. In my case and in the case of many others, the man could not have been more wrong. I object to this project but I also think the developer is addressing a need for additional quality lower cost housing in our area and will welcome my new neighbors to the area if this project goes through.

I object to this project because, as a resident in the area, I am aware Seavy Meadows has valuable and "significant natural features" that will be degraded or entirely lost if this development goes through. At the earlier planning meeting, where the neighborhood attendees were in effect called NIMBYs, I put a question of the value that will be lost if these homes are put into the middle of the meadows. Not surprisingly, the developer had no answer to my question. After all, his job is to develop properties -- any discussion of lost value due to degraded natural features does not further his agenda. No attempt to quantivy the value of the natural features has been made in this plan. Seavy Meadows is living ecosystem that has high value to its current residents and neighbors. As more wetlands private hands disappear to other development projects this resource will become rare and its value will increase over time. I urge the Planning Comission to place an appropriately high value on the natural features of this area and to protect them for the benefit of the city, the areas current users and for future generations.

The potential piecemeal destruction of this wetland area is especially objectionable. Only details for developing 3.5 acres are contained in this proposal with vague references to protecting the other areas in the wetland. What about the remaining 27 acres? What are the details behind the city's plan for these areas? How can the commission vote on this proposal without without these details? This proposal is an incomplete offering and I feel that a whole other set of issues lie behind the undisclosed details.

As Patricia Muir sums up in her letter, I urge the planning commission to:

"Please consider whether future generations will benefit more from protection of Seavy Meadows as open space that provides recreational opportunities for the public as well as habitat and ecosystem functions or from housing plunked in the middle of the wetland."

Sincerely,

Larry Davisson

Attachment IV-27

March 30, 2008

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APR - 1 2008

Community Development
Planning Division

City of Corvallis
Planning Division
PO Box 1083
Corvallis, OR 97339

I own 5-1/2 acres just northeast of Seavy Meadows, and have been there since 1986. In fact, Stewart Slough, which drains much of NE Corvallis, runs through my 'backyard'. With the development that has already occurred in Seavy Meadows, I have witnessed significant degradation both to this wetland and to the wildlife populations on my property. Animals that were once plentiful are now a rarity. Due to the decreased wetland area, the quality of the water in Stewart Slough is much poorer than 20 years ago, which means that we are dumping increased quantities of pollutants into the Willamette, that used to be absorbed by these wetlands.

I was part of a "citizens advisory committee" on Seavy Meadows at least 15 years ago. At that time, I was more naïve and idealistic than I am today, but I remain no less passionate about this wetland.

First, a few words about that advisory committee: The citizens argued against development, citing the usual factors which included preservation of a significant wetland, as well as preservation of an active wildlife corridor, and an urban natural area. In hindsight, our participation seemed a necessary check-off item so that the city could proceed with development as already planned. Our more passionate arguments were often looked at askance, as though we were nutcases, intent on blocking progress in the name of some sort of eccentric ideals dating back to the '60s.

I'm hoping that in the past fifteen years, with a change of city and county officials, in light of increasing evidence about our fragile relationship with our environment, these arguments will be heard in a different context. There has *already* been significant building in this wetland over the last 20 years; what has been built over is already gone. That's the nature of development – unless people with vision take a stand, development moves relentlessly forward until there is nothing left to save. We have an opportunity to preserve what is left, to take the stand that our natural areas are important and valuable in their own right, and to quit acting like 'wetland mitigation' is just as good as wetland preservation. I've seen some of the mitigation that has already taken place in the Seavy Meadows wetland: removing hedgerows because they were not deemed a 'natural feature', when in fact removal of these hedgerows actually *degraded* the value of the wetland for wildlife. The hedgerows were there as a result of birds eating their diet of seeds & berries, sitting on power lines, and…well… defecating. I know I digress here, but it is simply to make the point that we will always be tempted to take the 'easy way' out: To build, instead of to preserve. To destroy, instead of to preserve.

Have we learned anything in the past 20 years? I hope so. Please vote to preserve the remainder of this wetland.

Respectfully submitted by,

Susan Wechsler

Susan Wechsler
1820 N.E. Vine Ave.
Corvallis, OR 97330
541 760-3402
susanwechsler@comcast.net

Young, Kevin

From: Marilyn Koenitzer [marwilko@comcast.net]
Sent: Wednesday, April 02, 2008 4:42 PM
To: Young, Kevin
Subject: Seavy Meadows Development

2 April 2008

Corvallis Planning Commissioners:

I heartily agree with and support the Patricia Muir's testimony on the Seavy Meadows development and urge you to vote against it.

The City should not be in the business of placing housing (even "affordable" housing) on its own property which contains wetlands. The wetlands are more important than the housing.

MADA should not be used at all on this property.

Marilyn Koenitzer
4240 SW Fairhaven Drive
Corvallis, Oregon 97333

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APR - 2 2008

Community Development
Planning Division

4-2-08 LAND USE PUBLIC HEARING
CASE: SEAVY MEADOWS (PDL08-0001, SBU08-00001)

WRITTEN TESTIMONY AGAINST ANY DEVELOPMENT PLANS FOR THE SEAVY MEADOWS WETLANDS (referencing Comprehensive Plan policies: 3.2.1, 3.2.3, 4.2.1, 4.2.2, 4.11.1, 4.11.4, 4.11.5, 4.11.9, 4.11.14, 5.3.1, 5.3.3, 7.5.5, 9.2.1, 9.2.l2, 9.2.4, 9.2.5, 9.3.2, 9.4.7, 9.5.1, 9.5.2, 10.2.6, 10.2.12, 10.7.5, 11.2.1, 11.2.2, 11.3.8, 11.3.9, 11.4.1, 11.4.3, 11.4.7, 11.6.4, 11.6.7, 11.7.4, 11.7.5, 12.2.5 and Land Development Code Chapters: 1.2, 1.6, 2.0, 2.4, 2.5, 3.0, 3.6, 3.33, 4.0, 4.1, 4.2, 4.4, 4.6, 4.10, 4.13)

The Seavy Meadows Wetlands is part of a much larger natural system (see City of Corvallis' Natural Feature inventory link above) and constructing buildings on this wetlands will destroy the site with repercussions substantially more than missing out on building more housing in Corvallis. We'll make just one, but significant example/point here ... The State of Oregon has less than 0.25% of Tufted Hairgrass wetland prairie. Seavy Meadows has 25 acres of Tufted Hairgrass wetland prairie. Well, one more example ... the destruction of wetlands has been proven to be linked to the (State of Oregon list) of species extinction of the Western Meadowlarks, which have been seen and heard on the Seavy Meadows wetlands.

From Gazette-Times, Sunday, March 30, 2008, "Wetlands," page A6

> "We're going to reach a point where there's no land to mitigate on," Pascone predicted. "I envision it maybe stopping development in the valley unless the government steps in and creates some more wetlands banks." Further in the article, Cynthia Solie of the Oregon Cascades West Council of Governments states that "we're going to try to avoid wetland impacts ..."

We completely agree with the following statements from the Seavy Meadows website, http://home.comcast.net/~seavyave/seavy.html confirm that building construction sites on the Seavy Meadows wetlands is unthinkable. How can we advertise our city to others as a 'green city' and 'a positive impact on the environment' by considering the destruction of wetlands for supposed cheap housing??? We cannot. We can't voice our concerns any clearer than below!

> - Seavy Meadows, including the area proposed for development, has been declared a significant feature in the City's Natural Feature Inventory. This does not preclude development, but it should be a factor to be considered.

Attachment IV-31

- WNHS proposes to use State and Federal tax dollars to subsidize the housing at Seavy Meadows. The people of Corvallis already bought the land once, after it acquired the property and associated debt by foreclosure. The debt has been paid off -- you now own it free and clear. Now WNHS wants you to pay for it again, using your money to build low-income housing.

- People who buy the units will own the dwelling but won't own the land, and they will have caps set on the profit they can make by selling the house in the future. It's hard to think of a stronger DISincentive for maintaining the properties and for encouraging long-term, stable residents.

- The planned development is more or less in the center of Seavy Meadows, fragmenting the wetland and reducing its value as open space and wildlife habitat.

- Building housing for low-income people in wetlands is unethical or worse. This seems to discriminate against financially disadvantaged people and racial minorities. It seems likely that this violates City, State, and Federal laws against discrimination in the use of public funds.

From February 12, 2002 letter from Steve Lindsey, Associate Planner, City of Corvallis, Community Development Planning Division:

> "The wetlands in the south area <Seavy Meadows, South of Conser> are smaller and less contiguous than in the north area ..." "The City Council, however, noted that the wetlands south of Sorrel Place were fairly contiguous good quality wetlands and it was determined that preservation of these wetlands outweighted the social and economic values related to developing the whole area."

There is so much new housing currently being built in the city of Corvallis that we don't see the necessity to destroy more wetlands to create additional, crowded housing, specifically, 43 dwelling units (single family detached homes, duplexes, triplexes, 1,700sqft community building, 14,000sq ft of landscaped play areas and common areas AND four- and five-unit multi-family dwelling units) on the proposed 3.46-acre site of Seavy Meadows – PLD08-00001, SUB08-00001, Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500-3,700.

Conser Street is fast becoming reminiscence of Ninth Street with its high volume of traffic, and a considerable percentage of those vehicles are not complying with the 25 mph SPEED LIMIT. We can't imagine what it would be like with 43 dwelling units and the multiple cars per unit which would create off-site parking

issues. And this is not considering just the tenants as there will be visitors, guests, family, etc., increasing the traffic volume. The noise pollution and lower quality of air pollution would be significantly increased, as would the sanitary sewer needs, the storm drainage needs – we don't believe the current facilities would easily accommodate this development proposal. We have read where water testing has proven that Sequoia Creek is one of the top two most polluted streams in the City of Corvallis. Draining the wetlands and the run-off from the driveways and roadways on the wetlands will increase the pollution (higher peak flows of water and additional sedimentation levels) of this stream.

From the Corvallis Planning Division Report to Planning Commission, PC Hearing, May 20, 1998, Case: PDM-97-20—Seavy Meadows Planned Development (PD-82-5):

> "Flooding – The majority of the site is flat, poorly drained, and at approximately the same elevation as the 100-year flood lev el (i.e. the site elevation is just above the 216' flood elevation."

We feel that if any construction is permitted on this 3.46 acre wetlands of Seavy Meadows, what is there to stop the momentum/progression to building homes and multi-units on the rest of Seavy Meadows (north of Conser)?

4-2-08 LAND USE PUBLIC HEARING
CASE: SEAVY MEADOWS (PDL08-0001, SBU08-00001)

Once again, we are are against any development plans for all of the Seavy Meadows wetlands.

Henry Fields

Eleanor Fields

Heather Fields

962 NE Angelee Place, Corvallis, Oregon, 97330

Attachment IV-33

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intentionally

Resolution Concerning the Fate of Seavy Meadows

April 1998

- The long-term benefits of preserving the wetland prairie in Seavy Meadows as open space far exceed the long-term benefits of a small amount of additional housing.
- The $1.2 million Bancroft debt was incurred in building Conser Avenue and associated sewers, which have been serving the community since 1983 (including hundreds of homes on cul-de-sacs off Conser Avenue). It is inappropriate to attempt to pay for Conser Avenue by developing a portion of the wetland. The debt should be paid out of the general fund.
- A new area of moderate to high density housing inserted into the middle of the wetland, as proposed by the City, will greatly diminish the wetland functions of the surrounding area.
- The highest and best use of Seavy Meadows for the benefit of the most people is as an open-space park containing a priceless piece of Oregon's natural heritage.

We endorse the proposal of the NE Corvallis Neighborhood Association to set aside the entire 29-acre city-owned property in Seavy Meadows as an open-space park.

_____ (name)

_____ (representing)

_____ (date)

Attachment IV-35

Resolution Concerning the Fate of Seavy Meadows

April 1998

- The long-term benefits of preserving the wetland prairie in Seavy Meadows as open space far exceed the long-term benefits of a small amount of additional housing.
- The $1.2 million Bancroft debt was incurred in building Conser Avenue and associated sewers, which have been serving the community since 1983 (including hundreds of homes on cul-de-sacs off Conser Avenue). It is inappropriate to attempt to pay for Conser Avenue by developing a portion of the wetland. The debt should be paid out of the general fund.
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We endorse the proposal of the NE Corvallis Neighborhood Association to set aside the entire 29-acre city-owned property in Seavy Meadows as an open-space park.

_____ (name)

_____ (representing)

_____ (date)

Attachment IV-36

Resolution Concerning the Fate of Seavy Meadows

April 1 998

- The long-term benefits of preserving the wetland prairie in Seavy Meadows as open space far exceed the long-term benefits of a small amount of additional housing.
- The $1.2 million Bancroft debt was incurred in building Conser Avenue and associated sewers, which have been serving the community since 1983 (including hundreds of homes on cul-de-sacs off Conser Avenue). It is inappropriate to attempt to pay for Conser Avenue by developing a portion of the wetland. The debt should be paid out of the general fund.
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We endorse the proposal of the NE Corvallis Neighborhood Association to set aside the entire 29-acre city-owned property in Seavy Meadows as an open-space park.

_____ (name)

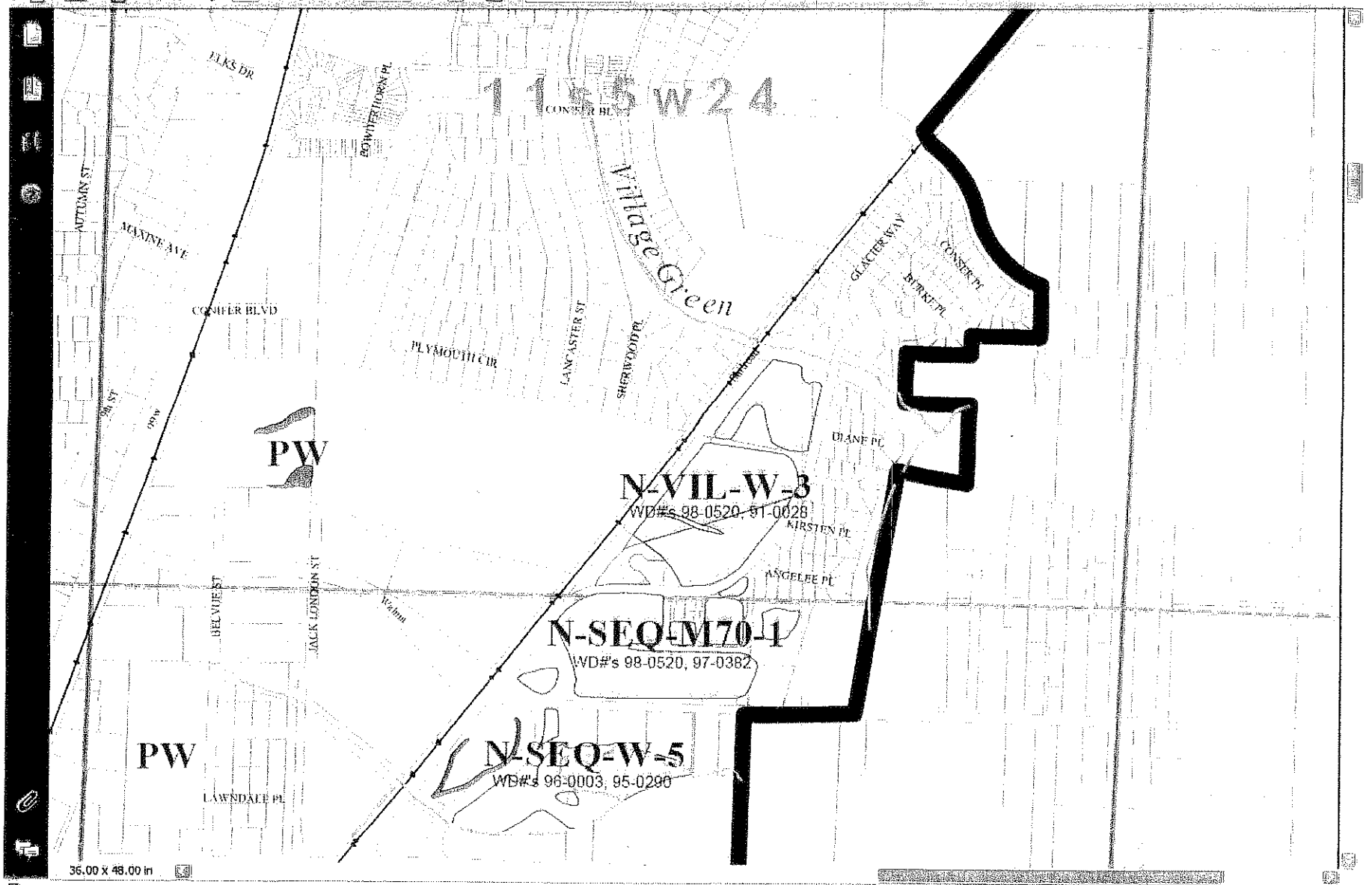
_____ (representing)

_____ (date)

Attachment IV-37

Map accessed 4/1/08 from URL: Http://www.oregonsta[illegible]nds.us/DSL/WETLAND/lwi.shtml

Attachment IV-38



PLANNING COMMISSION
TESTIMONY RECEIVED
APR - 2 2008
staff
NAME

Condition 24

Abandonment of Public Utilities - All existing utilities that are proposed to be abandoned in place shall be fully removed, unless otherwise approved by the City Engineer. If the City Engineer approves abandonment in place of any utilities, the utilities shall become the property of the overlying property owner or the HOA. The owner of the utilities, including abandoned utilities, shall register with the Oregon Utility Notification Center and locate the utilities upon request, as specified by OAR 952-001-0070.

Condition 27

Changed should to shall

Stormwater Detention - Concurrent with development, stormwater detention shall be implemented. Infiltration and open storm water facilities shall be considered. The storm water detention facilities shall be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual, and shall be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private portions of the storm drainage system will be subject to permitting through the City's Development Services Division.

To: Members of the Corvallis Planning Commission
From: Dr. Bruce McCune, 1840 NE Seavy Ave., Corvallis, OR 97330
Re: Land Use Public Hearing on Seavy Meadows
(PLD08-00001, SUB08-00001)

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McCune
NAME

Date: April 2, 2008

I will give a short powerpoint presentation followed by four concluding points:

1. **I completely agree with and support the Muir Imperative** (Patricia Muir's previously submitted testimony). This eloquent, clear statement of the land use issues strikes me as an imperative, a persuasive statement of the only logical outcome for this land use decision. The project violates several aspects of the City's Land Development Code as listed in the Muir Imperative and should, therefore, be denied.

2. **The citizens of Corvallis have never supported development of this property**. In all of the many hearings on this property over the years, no one other than developers have testified for development. When the fill permit application came before DSL over 50 written comments were received from citizens, all opposing the permit. Marys Peak Chapter of the Sierra Club, Audubon Society, the Corvallis Environmental Center, and Benton County Soil and Water Conservation District have written support for preservation of all of Seavy Meadows as an open space park

3. The project proposes to use State and Federal tax dollars to subsidize housing that discriminates against low income people, by putting them in a wetland. **Building taxpayer-subsidized housing for low-income people in wetlands is unethical and probably illegal**. Doing so discriminates against financially disadvantaged people.

4. The City's charter clearly states that it should "exercise its powers to ensure the equal protection, treatment and representation of all persons without discrimination, including... level of income." **The project therefore violates the City's charter and should be denied.**

Attachment E

Attachment IV-40

PLANNING COMMISSION
TESTIMONY RECEIVED

APR - 2 2008

Wechsler
NAME

Refers to Bullets 3 & 4 of Dr Pat Morris submitted written testimony
ie LDC Code
Sections 4.13.40, 2.5.40.04 see a.2, 2.4.30 & 2.5.20

March 30, 2008

City of Corvallis
Planning Division
PO Box 1083
Corvallis, OR 97339

I own 5-1/2 acres just northeast of Seavy Meadows, and have been there since 1986. In fact, Stewart Slough, which drains much of NE Corvallis, runs through my 'backyard'. With the development that has already occurred in Seavy Meadows, I have witnessed significant degradation both to this wetland and to the wildlife populations on my property. Animals that were once plentiful are now a rarity. Due to the decreased wetland area, the quality of the water in Stewart Slough is much poorer than 20 years ago, which means that we are dumping increased quantities of pollutants into the Willamette, that used to be absorbed by these wetlands.

I was part of a "citizens advisory committee" on Seavy Meadows at least 15 years ago. At that time, I was more naïve and idealistic than I am today, but I remain no less passionate about this wetland.

First, a few words about that advisory committee: The citizens argued against development, citing the usual factors which included preservation of a significant wetland, as well as preservation of an active wildlife corridor, and an urban natural area. In hindsight, our participation seemed a necessary check-off item so that the city could proceed with development as already planned. Our more passionate arguments were often looked at askance, as though we were nutcases, intent on blocking progress in the name of some sort of eccentric ideals dating back to the '60s.

I'm hoping that in the past fifteen years, with a change of city and county officials, in light of increasing evidence about our fragile relationship with our environment, these arguments will be heard in a different context. There has *already* been significant building in this wetland over the last 20 years; what has been built over is already gone. That's the nature of development – unless people with vision take a stand, development moves relentlessly forward until there is nothing left to save. We have an opportunity to preserve what is left, to take the stand that our natural areas are important and valuable in their own right, and to quit acting like 'wetland mitigation' is just as good as wetland preservation. I've seen some of the mitigation that has already taken place in the Seavy Meadows wetland: removing hedgerows because they were not deemed a 'natural feature', when in fact removal of these hedgerows actually *degraded* the value of the wetland for wildlife. The hedgerows were there as a result of birds eating their diet of seeds & berries, sitting on power lines, and…well… defecating. I know I digress here, but it is simply to make the point that we will always be tempted to take the 'easy way' out: To build, instead of to preserve. To destroy, instead of to preserve.

Attachment IV-41

Have we learned anything in the past 20 years? I hope so. Please vote to preserve the remainder of this wetland.

Respectfully submitted by,

Susan Wechsler
1820 N.E. Vine Ave.
Corvallis, OR 97330
541 760-3402
susanwechsler@comcast.net

Seavey Meadows
(PLD08-0001, SUB08-0000)
PC Hearing
April 2, 2008

PLANNING COMM
TESTIMONY RE
APR - 2 2008
foster
NAME

Dear Corvallis Planning Commission,

I concur with Dr. Patricia Muirs March 27, 2008 testimony.

I am interested in seeing this site as openspace not developed but if it must be filled and bulldozed, then the applicant should prove they have the right and privileged to live in this lovely last of its kind wetland prairie inside the Corvallis city limits, on the WV floor, of which only perhaps a few of these acres exist inside urban growth areas.

To be sustainable for more then a few years in a quickly degrading planet, the applicant can do more for the rare ecology then they show they currently plan to develop to LDC standards, which is are important do to some degree attempt to consider and address: air, water, soil protection on site, light, noise pollution…

The applicant should identify and protect area hydrology, botany, ecology, climate, light and air pollution, levels of silence that exist in this pristine openspace are very high at this time.

A mitigation plan for loss of wetlands and damage to wetlands from utility row, is critical to review and the public at this PC hearing is missing this data.

The planting plan is about all invasive non native species. ROW will need to be healed back with native species, on grade and right after bulldozing, not ten years later when Phase I is finally paid for by Phase II.

The row utility work shows no plans for protection to the resource, in restoration and mg. of these disturbed acres outside Phase I and II. Will these row be at the same elevation and will local wetland prairie seed be

used to restore and close over these compacted ditch lines? Will the city take responsibility for this or will the applicant?

If the applicant is responsible for restoring the correct grade and species to the row ditch/trenches then this needs to be identified in a condition of approval. HOA may be stuck with this work for all we know and weeds will move in all the trenching machines to this compacted soil and begin right away to invade this high quality wetland prairie.

With this development light, noise and air pollution will impact the entire 32 acres, degrading use and enjoyment for humans and every living thing that utilizes this rare and last of its kind wetland prairie on the WV floor. The value for recreation to this special place will be totally lost perhaps with berm removal as privacy screens and two story building looking out and over the area. GO to this site in all types of weather and year and you are treated to one of the last remaining places to do this inside the city ugb.

The residents who are honored to move to this site and impacted it should not be given right to damage it or see that it is managed to their needs: ie. Mow 8 times a year,(fire prevention, view shed creation, pollen reduction…) see the openspace is drained if it is too wet to build paths ways into because it is too long a walk to go onto the streets, to use it as a dump site for all sorts of debris/trash and wastes, and allowance under the LDC of this application to drain of all site run that will be filled with every chemical used outdoors and in cars. The city is selling this site to a buyer and so the buyer came after this site was their with all its site functions intact. (hydrology, soils, botany, insects, pollen, noise/or lack there off)

Phase development concern:

If both Phased development is planned then will this block the City from developing conservation easement for the entire 32 acres?

Phase One(low income) is said to come after Phase 2 is developed and City noted in Jan 17, 2008 Jon Nelson letter to Jim Moorefield that the "…City Council concluded that a conservation easement should be put in place on undeveloped land to assure the desired level of local protection.

Staff will forward conservation easement paperwork to the City Council once your land use application has received full approval and the areas of development and conservation are certain."

If Phase One never gets developed or is developed much later, does this create a site management problem for defining conservation easement? Or for mg. of the row?

I note on Attachment L- Site Utility Plan gas line will be off site, south into the open space a few meters south of Sorrel Place and sewer, water and SD (sewer drain?) will run west out off into openspace and through Phase 2 area.

In LDC Section 4.0.100 Land for public purposes (a) page 103

How is the City planning to provide mitigation for loss of these wetland acres which take in the gas line, sewer, water, and SD as it appears they go off site and into pristine open space owned by all the residents of Corvallis?

I assume the utility lines are too expensive to route a few meters to the north from the sw edge of the parcel, north to go under and then west bound under the new and existing asphalt roadway(conser street)? to save bulldozing, compacting and destroying pristine wetland to put in straight west sewer, water, gas and SD utility lines.

Fill permit:

DSL and ACOE may need to see how many more acres will be damaged with these many more square feet of direct damage to wetland openspace, because of utility row placement. I see no plans to replant or level or heal these damaged areas to let in weeds to spread to the openspace wetland prairie.

Mitigation:

A site mitigation plan was never handed out or clearly explained at all on Jan 29, 2008 during a neighborhood meeting by Turnstone EC. Mitigation onsite is not clear and may be part of the ACOE fill permit renewal?

Attachment IV-45

How will onsite open space berm removal not damage and compact the soil and plants and organisms in the openspace? How will berm removal protect this site from drying out, draining all standing water off site to flood the neighbors, roadway and area private septic fields if these still exist? What are the ecologic significants of these berms?

Could they be rare upland prairie within a rarer intact and very healthy at this time wetland prairie? Kinkaid lupine, peacock larkspur, Willamette daisy, ect all part of the Benton Habitat Conservation Plan and city sign on to participate in this plan could be planted or installed within this wetland on these berms very easily. A rare and if not totally rare free mitigation area for these species in an already protected zone. Thinking long term is important at hcp last fifty years. We have free upland created after paying forclosure payments, so this site is ready for upland restoration, for free, no grant needed to move earth to create upland in a wet area, a highly unique situation and perhaps very important to consider.

So, we do not know how much off site damage to consider in addition to the wetlands delineated on site for Phase I and II(and inclusive of all the ROW corridors) If onsite mitigation occurs we as owners of this openspace have the right to participate in the process and this application fails to include the public at this time in this information sharing process to best be able to factually comment to the Planning Commission.

Onsite mitigation may mean removal of berms and to which the DSL is ok with? but the ACOE may not be due to need to renew a fill permit for just the development area and then to include: in in fill permit renewal, the removal of the berms to be used onsite in Phase I and II as fill?

Or are two fill and removal permits are needed? Berms as "free"? fill for the applicant, may be retained on site as overall fill to be put into Phase I and II.

Are more wetlands degraded due to these four and possible more row corridors being trenched/compacted and refilled/and left bare to have weeds grow into them within pristine high quality wetland in the open space outside the two phased development areas?

Hydrology Pre and Post:

Pre and Post development hydrology may not be known and so a question or concern for the remaining openspace as high quality wetland is: what will the amount/area and depth of fill be and how will this fill in the two phases be contained to store and filter all run off from post development drainage?

With row areas sidewalks, roadbeds, parking lots all draining perhaps to a few huge baysavers, which do not do much but hold sediment, how are our openspace acres being conserved over the life of this subdivision, from run off pollution from this application and city row in sidewalks, planting stripes which need irrigation, weed and feed, fertilizer, rodent control, pesticide?

How is the applicant honoring the extremely rare in the WV, ecologic function of this site by adding an unknown quality and quantity of drainage?

Bay savers will let water flow into openspace gradually with gravity, but will allow the entire sites associated man made chemicals to degrade our openspace. Fertilize, nitrogen pollute, fertilizer pollute, pet waste, oils, car petroleum products all will be dumped or put legally off site off the fill pad, road and sidewalk areas into all the openspace area.

How will the openspace be managed if the homeowners association is unable to care for this wetland area abutting Phase 1 and II? With run of rich in nitrogen, from these Phases weeds will invade into this currently very high quality wetland prairie, the last of its kind in Corvallis down on the floodplain.

Dumping and parking vehicles in the openspace for storage, use of openspace for trails and atv coarses should be banned.

ACOE fill permit 2000-00003 expired Feb 28, 2007, and so both Phase I and II may be able to be developed and filled after this hearing and the public will have no recourse as the fill permit gets renewed this development

will be underway with an as yet unknown amount of elevation gain as fill to the entire site with a few baysevers as sediment traps for this entire sites post development site drainage. This is wetland, with standing 8-10 inch of water all winter, more water of low quality will mix across the entire openspace wetland prairie and slowly or quickly, begin to impact negatively this entire openspace with the grade drop off from this site directly into all openspace which surround it.

Attachment K fill and grading plan page M-118

I am unclear on the total elevation gain. I am hopeful clean fill will be used and berms to be removed will be used onsite as fill.

Fill elevation may cast house shadows over more wetland area. Fill and street trees will shade the wetland and so street trees should be of low elevation/height/width so less shade is created as a degrading factor for the Corvallis open space wetland prairie.

Landscaping and site management of area as a openspace will fall to the homeowners association? Can a condition of approval be added to say no yard waste pet debris is to be dumped in the City Open space? Landscape trees, grass and shrubs may escape this site and begin to advance into the openspace and it will be enhanced by site run off or nitrogen from unbioswaled grass, roadbeds, sidewalks and roof drainage. Weeds and nonnative landscaping plants will damage and degrade this already high quality wetland prairie.

How will the home owners deal with management of invasive weeds and landscape plants into the openspace from this parcel if the City or City Parks does not identify this as a priority management policy for site management?

Cultural resource survey needs to be done prior to any ROW trenching and bulldozing of any prestine Openspace areas per the ORS of SHPO. This process as part of the development is ignored in Conditions of Approval and should be fully disclosed within the staff report.

Thanks, Rana Foster 1415 SW Brooklane Drive Corvallis

Rana Foster

Attachment IV-48

PLANNING COMMISSION RECEIVED
APR - 2 2008
Ayotte
NAME

DATE: April 2, 2008, Corvallis Planning Commission Hearing

TOPIC: Testimony on Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat

CASE: Seavy Meadows (PDL08-00001, SUB08-00001)

FROM: Jennifer Ayotte, 3098 NW Greenbriar Place, Corvallis, OR 97330
541-758-4645

(Please add my support to the comments submitted by Pat Muir and Bruce McCune as I won't be repeating points they have already stated so well.)

I have been involved in efforts to preserve Seavy Meadows Wetland since we became owners of this property 20 years ago. We, of course, are the citizens of Corvallis. It is ironic to be trying to preserve a publicly owned piece of property with significant wetland values while the City is spending a tremendous amount of our resources pursuing its development. It is even more ironic that the City of Corvallis, supposedly the leading proponent of comprehensive planning, refuses to address the impacts of development on this wetland in a comprehensive way.

According to the Land Use Code map on the City's website, the entire 30 acres of Seavy Meadows still has a PD overlay and residential land use designations. The Planning Commission needs to insist that any modifications to the existing land use designations or PD overlays for Seavy Meadows be made for the entire parcel at the same time. This is the only way to assure that compatibility issues will be addressed in an integrated manner.

Over the past 20 years I have spent hours testifying at hearings. I have tried to learn and follow the rules around land use hearings and address all the appropriate criteria. But I have to tell you, that I am so frustrated by all this rationality! I wish I had the flamboyance to stage a protest or come tonight dressed as a frog, but here I am testifying again! However, I do want you to know that I am here representing the frogs and all the other species who were unable to come tonight. Please consider them part of my constituency, because I fear that this proposal is being marketed for humans only. And for consumers in America – marketing is all about packaging.

The packaging in this case, includes the City's 113 page report – itemizing technicality after technicality for page after page,– until the details obscure the central issue - which is to build housing that will destroy wetlands. Please keep in mind, however, that while you can write all the words you want, words still cannot perform valuable wetland functions.

When I first fell in love with Seavy Meadows 20 years ago, the wetland extended from Circle Blvd. to Conifer Ave. and west across the railroad tracks where the migrating snow geese would feed each spring. Before my time, this wetland extended through the current Village Green neighborhood and on north through Jackson Frazier Wetland. When our children were small, we lived near Seavy Meadows Wetland. We watched the fox catch mice there; heard symphonies of frogs; saw moonlight reflected in hidden pools of water; and disappeared into a forest of grasses that are taller than I am. So much water is contained in this wetland that algae grows on the sidewalks where the water overflows in the winter. It is a rare and fabulous place and it is meant to be protected and cherished.

From my observations over the last 20 years, these are some of the wetlands that have succumbed to development in this NE Corvallis neighborhood –

- First there was the K-Mart site on Circle, it narrowly avoided wetland regulations because of confusion over its agricultural status.
- Then the McFadden Annexation - that former rest area for snow geese became home for a manufactured housing development, apartment complexes and the Walnut Extension.

- Then the City sold off the northern portion of Seavy Meadows along Conser Ave., adjacent to this proposed development, to be used for "affordable housing". Housing was built and more wetland was lost.
- The apartment complex at Hwy. 99 & Conifer necessitated some wetland mitigation. But when the second phase of the apartments went in several years later, that small wetland mitigation site was destroyed, probably inadvertently, but who is watching?
- The City parceled off another piece of Seavy Meadows wetland for the Walnut Extension and the resulting re-alignment of Conser Avenue. This also required mitigation, but when touring the site several years ago with the Division of State Lands, they were dismayed that the mitigation site had not been maintained properly. I don't know if that has been rectified.
- Tonight's applicant, formerly called Corvallis Neighborhood Housing Services, built their very first affordable housing project in NE Corvallis. As president of the NE Corvallis Neighborhood Association, I helped facilitate neighborhood participation and, ultimately, neighborhood support for this housing project and I received an award from the housing group for my efforts. Unfortunately, this effort also involved destroying some wetlands adjacent to Jackson Frazier Wetland.

This, on a neighborhood scale, demonstrates how 99.99% of Willamette Valley wetland prairies have been destroyed.

For 15 years I have been employed in non-profit management in the environmental arena and have recently become manager of the Benton Soil & Water Conservation District. I have been involved professionally in numerous wetland restoration projects that have cost hundreds of thousands of dollars of public funds.

If this proposal involves utilizing public funds to build housing that destroys wetlands, I will be registering my concerns to those funding sources. It is imperative that we become more imaginative in our approaches to our social issues instead of using them to justify actions that would otherwise be unacceptable.

Please deny this planned development modification on the grounds that it is not compatible with the wetland that surrounds it. Help assure that we citizens, the owners of Seavy Meadows Wetland, don't lose this valuable wetland through piecemeal land use planning. Don't be sold a package that purports wetland protection when it's actually wetland destruction.

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

Approved as corrected, May 21, 2008

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
April 16, 2008

Present
David Graetz, *Chair*
Jennifer Gervais
Frank Hann
Tony Howell
Steve Reese
Denise Saunders
Brandon Trelstad

Absent/Excused
Karyn Bird, *Vice Chair*
Patricia Weber
Stewart Wershow, *Council Liaison*

Staff
David Coulombe, Deputy City Attorney
Fred Towne, Planning Division Manager
Keith Turner, Development Engineering Supervisor
Kevin Young, Senior Planner
Ted Reese, Development Review Engineer
Jackie Rochefort, Parks Planner
Kent Weiss, Housing Division Manager
Mark Lindgren, Recorder

Attachment IV-51

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			
II.	Deliberations **Seavey Meadows** **(PLD08-00001, SUB08-00001)**			Motion passed 5-1 to deny the proposed Major Modification to the Conceptual and Detailed Development Plan, PLD08-00001. Motion passed 5-1 to deny the Major Subdivision Replat.
III.	Planning Commission Minutes A. March 19, 2008			Approved as presented.
IV.	Old Business			None.
V.	New Business A. Planning Manager's Update			Upcoming hearings: May 7 - Reservoir Avenue Realignment; May 21 - Madrona Oaks Subdivision.
VI.	Adjournment			8:22 p.m.

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by the Chair at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. VISITORS' PROPOSITIONS:

There were no propositions brought forward.

II. DELIBERATIONS – Seavey Meadows (PLD08-00001, SUB08-00001):

Chair David Graetz welcomed citizens and stated that the Public Hearing on this item was held on April 2, 2008. By request, the record was held open for 7 days for additional written public testimony. The applicant's final written comments were received on April 15, 2008. Planning Commissioners have received both the additional testimony and the applicant's final written comments. The Planning Commission will hold deliberations this evening.

A. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest: None declared nor rebutted.
2. Ex Parte Contacts: None declared nor rebutted.
3. Site Visits: Additional visits declared by all but Commissioners Graetz and Trelstad.
4. Objections on Jurisdictional Grounds: None declared.

Commissioner Reese stated that, as he was not present during public testimony, he would abstain from voting.

B. Staff Update:

Senior Planner Kevin Young called attention to a packet **(Attachment A)** containing public testimony submitted after the public hearing was closed on April 2, 2008, but before the record was closed on April 9, 2008. The packet also includes the applicant's final written comments, submitted April 15, 2008.

Planner Young highlighted an email inquiry from Commissioner Gervais **(Attachment B)** and his response. He also referred to a page of Staff-Proposed New and Revised Conditions **(Attachment C)**, which included:

A. Public Works Condition #24;
B. Public Works Condition #27 - changes seen at the Public Hearing;
C. An amended change to Condition #14; and
D. New Condition #33 - Protection of Remaining Wetlands.

Planner Young explained that Condition #33, proposed by staff, would require that, at the time of final plat approval for the development, the City grant a conservation easement on the remaining City-owned land within the original development site. City staff would also ask the City Council to initiate a change in land use designation, which would be a zone change to Conservation-Open Space. The Condition also provides that the City will consider additional measures to accomplish the goal of permanent protection, in addition to the other measures listed.

C. Discussion and Action by the Commission:

Questions from the Commission:

Commissioner Howell asked whether the original Planned Development (PD) was in effect, since there was some development on the site. Planner Young answered that in theory, since the PD was initiated, it remains valid; however, the adoption of the new Land Development Code placed local protection on the remaining wetlands, which presents a significant obstruction to development on those lands, regardless of whether a conservation easement or zone change were enacted on those properties.

Commissioner Howell asked, given the Bi-Mart experience, whether the original approval would still be valid if someone tried to assert it, or would the new Land Development Code protections take place if the new owner didn't try to modify the PD in the remainder of the parcel. Planner Young replied that development of the remainder of the parcel could theoretically be done, consistent with the approved PD, vested by the old Land Development Code, which was in place at that time. Development Review Engineer Ted Reese added that a Detailed Development Plan *was* submitted. Mr. Young noted that such a developer would still need to meet all the state and federal regulations for wetland mitigation and other things that were not in place at the time of the PD, so there would be a significant financial implication resulting from the need to mitigate all the wetlands associated with the PD.

Commissioner Howell asked if Condition #33 was enforceable if the City were to transfer the property with the conservation easement on it to someone else. Planner Young responded that the conservation easement would hold. He added that the Condition also asks the City Council to make a zone change. Also, under the new Land Development Code, the zone change could be made administratively (by staff) under most situations.

Commissioner Howell pointed out that if Willamette Neighborhood Housing Services (WNHS) failed to find financing to move forward, and a future City Council decided to sell the property to raise funds, there would still have to be a land division that has not yet taken place. Planner Young replied that the entire parcel could theoretically be transferred. The triggering event could be a final plat for the new PD portion (three plus acres) or, if the City transferred the property to an organization such as the Greenbelt Land Trust, a conservation easement could be triggered.

Commissioner Hann asked if there were any way of clarifying the sequence of timing. Planner Young answered that the transfer of the property would not happen until a final plat was approved, because a particular area is being considered for approval. The Planning Commission would be approving a tentative plat. The applicant would submit a final plat; as long as it meets the requirements that were approved for the tentative plat, the final plat can be filed with the County. At the time of the filing with the County, Condition #33, as written, would require the conservation easement be placed on the remainder of the property at the same time. Once the plat was filed and the conservation easement placed, the transfer of the 3.5 acres to the WNHS would be possible.

Commissioner Howell asked if uncertainty over funding for the quad units would have to be resolved before a final plat and transfer of the property. Planner Young responded that the plat looks the same for either case.

Commissioner Gervais stated that concerns were raised in testimony regarding Land Development Code 2.0.50.16, Multiple Applications That Are Filed Together Should Be Heard Together. Since the application for the PD conservation has not occurred, it's not being dealt with here. Planner Young said that it is not being directly dealt with here; a condition of approval would be the Commission's method of dealing with it.

Commissioner Howell cited testimony regarding protection of the remaining wetlands, specifically, maintenance of the site so it doesn't affect the wetlands. He asked about the key portions of the relevant language. Planner Young replied that the language was derived from the Ashwood development. Proposed Condition #34 was related more specifically to this site:

> "Maintenance Obligations: In its management of the development area, including management of the land area accommodating single-family homes on the development site, WNHS, or any affiliated corporations that undertake ownership of the property, shall hire a licensed commercial operator to apply any and all pesticides or herbicides on the site. This is required to minimize potential negative water quality impacts that might affect adjacent wetlands. The commercial operator shall be licensed by the Oregon Department of Agriculture, with licenses in the categories of Ornamental and Turf Herbicide, and Ornamental and Turf Herbicide and Fungicide, or other applicable categories, with the appropriate insurance for that license. The licensed commercial operator is to practice Integrated Pest Management as defined in ORS 634.650. The use of any pesticide material that contains any of the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, DEQ, and/or USGS for Oregon, is strictly prohibited, with the exception of applications necessary to eradicate insect infestations affecting buildings' indoor living areas, and/or infestations affecting the safety of residents when other methods are ineffective. Lease agreements for all units within the development, including ground leases for the single-family dwellings, shall clearly state that individual homeowners are prohibited from applying pesticides, herbicides, fungicides, or fertilizers to the subject properties."

Planner Young noted that there are several changes in the text. He related discussing with the applicant the situation where insect infestations within dwelling units are causing structural damage. The applicant requested that there be provision which would allow the use of these types of pesticides if other methods weren't working. The other change had to do with ground leases, different from the Homeowners Association (HOA) management structure. In this scenario, WNHS or an affiliated corporation will retain ownership of all of the land in the site. The single-family homes will be sold and the owners will own the buildings, but the ownership of the land will be retained by the parent group. These stipulations can be included in the lease agreements.

Commissioner Gervais noted that there is a newly-delineated wetlands spot in the northeast corner of the site that has already been recognized, since the applicant has changed the development footprint to accommodate it. She suggested adding language to specifically recognize and protect that wetland. Planner Young replied that, indeed, the proposed plat would include that wetland area in land that would be retained by the City, and not transferred to WNHS.

Commissioner Gervais clarified that the new wetland area would remain within City ownership. Planning Division Manager Fred Towne added that the delineation automatically expands the wetland boundary in that area for protection, so the wetland would become a High Protection Riparian Corridor Wetland.

Commissioner Gervais proposed another modification:

> "In addition to the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, DEQ and/or USGS for Oregon; where if it states on the hazards portion of the product label that it is toxic to fish and aquatic life, then it shall be prohibited."

Ms. Gervais noted there are a number of pesticides in wide use because of their general low toxicity to mammals that have been found to be causing extreme water quality problems in California. Those pesticides are differentiated only by the above statement in the hazards section of the label. The site is surrounded by wetland and the materials do have the potential to move into those highly protected wetlands.

Commissioner Hann highlighted the letter from City Manager Jon Nelson which was included as part of the application. Manager Nelson indicated that staff was going to propose not only something similar to Condition #33, but also recommend transfer of the remaining property to the City Parks and Recreation Department. Mr. Hann asked whether future management of the area was under consideration. Parks Planner Jackie Rochefort replied that she believes the property will come to Parks and Recreation, where it will likely be maintained consistent with standards under a Wetland Prairie Management chapter in an operations manual currently being developed. The property would be managed in a way similar to other wetland sites and prioritized similarly to other open space sites, working with the Parks, Natural Areas and Recreation Board.

Commissioner Hann pointed out that public testimony had objected to the less-than-ideal Parks and Recreation management of wetland areas along NW Walnut Boulevard. Parks Planner Rochefort replied that the area along Walnut Boulevard was not managed by Parks and Recreation.

MOTION: Commissioner Howell moved to approve the proposed Major Modification to a Conceptual and Detailed Development Plan, PLD08-00001, with Conditions proposed by staff and modified in the document of April 16, 2008, that contains amended Conditions #24, 27, and 14 and new Condition #33. The motion is based on staff recommendation and discussions during deliberation by the Planning Commission. Commissioner Gervais seconded.

Commissioner Gervais expressed concern regarding the basketball court behind two of the single-family houses. She related that Commissioner Weber had noted that play areas may not be appropriate there, since the area is also used for driveways. Ms. Gervais added that she is uncomfortable with the Sport Court being counted as part of the calculation of the amount of open space within the application. If it is not counted as open space, then there is the question of whether the development meets the requirements for the minimum amount of open space for these dwellings. She highlighted attachments M-33 and M-34.

Planner Young replied that the Sport Court is 3,000 square feet in size. He cited pages 26-27 in the staff report, Tables 2 and 3, regarding Common Outdoor Space, which he said show that extra outdoor common space is provided, split between the area west and east of NE Jasper Street. Mr. Young added that there are two figures, because it is not known at this time whether the four-plexes will be built on Lot 10. He noted that he did the calculations on a worst case scenario basis and concluded that the extra common and open space areas come to about 3,200 square feet, so the Sport Court isn't necessarily required.

If the Commission decides to eliminate the Sport Court from the design, it could be removed without jeopardizing the provision of Common Outdoor Space within the development.

Commissioner Howell asked whether changing the designation of the Sport Court as part of the plan would still protect the area from being a parking lot, versus being an access through to the parking spaces. Planner Young replied that there is a Fire Turnaround boot on a portion of the Sport Court which must be preserved at all costs. Eliminating the Sport Court would require modification or elimination of Condition #11, which prohibits parking in the Sport Court.

Planner Young stated that turning the Sport Court into a general parking area would block access of the two properties to their parking lot, so that change would not be desirable and might need appropriate signage. Commissioner Howell stated that he prefers to leave the area as conditioned; he is not concerned with only a few residents' cars passing through the play area.

Commissioner Howell noted that, fifteen years ago, the entire thirty-acre site was proposed to be fully developed; now, only three acres are proposed for development. Since the original development proposal, staff, the public and successive City Councils have found ways other than selling off the parcel for development to pay off the Bancroft debt and are not recouping the debt payment with this WNHS development. The Natural Features process protects most of the site, but not the three-acre site. There was no testimony challenging the ability to develop this part of the property. However, there was testimony regarding protection of the remaining wetland. Proposed Staff Condition #33; Commissioner Gervais' proposed amendment for an additional Condition regarding maintenance; and staff's Condition regarding storm water detention are strong ways to protect the existing wetland.

Commissioner Howell said the applicant had asked for modification of the units fronting on NE Conser Street; however, he supports staff's Condition to keep the units facing Conser Street, consistent with the Land Development Code. He stated he did not see that the applicant's proposal provided the most usable back yard space; actually, it is just as usable for children's play as a front yard. Mr. Howell suggests using a picket fence with a gate to protect playing children. Orienting the house toward the alley would benefit cars rather than kids playing.

Commissioner Gervais asked how the development's wetland mitigation plan would be evaluated. Planner Young replied that it would be evaluated by the Department of State Lands (DSL). The City would not have a role. The DSL's evaluation of the plan is currently in process. Ms. Gervais suggested that the berms may perform a valuable function in buffering the wetlands from the railroad yard and the developments to the west, and prevent pollutants and other disturbances from encroaching, so removing the berms may not be the best mitigation use.

Commissioner Gervais asked about the process for deciding whether or not a development will impact a wetland. The assertion is made that there will be no impact of the development on this locally protected significant wetland. She asked for clarification of the basis for that decision, since it is not explained anywhere in the staff report or analysis. Planner Young answered that there was a discussion on hydrology during the hearing; he noted that, though staff knew what it meant, perhaps the reasoning on wetland impacts should have been further elucidated.

Planner Young stated that, in regard to hydrology on the site, staff looked at past practice and the Ashwood Preserve project, where it was known that development upslope from a significant wetland would allow stormwater to flow into that wetland. However, in contrast, the Seavey Meadows site is very flat; if anything, it may be a little lower than some surrounding areas, so stormwater that falls on the site will be treated, released at a pre-development rate, and will go into the City's stormwater system. Therefore, the concerns raised about the Ashwood Preserve and Witham Oaks developments are not concerns that staff have with this development. Staff expects water quality impacts from the development on the wetlands to be negligible.

Planner Young explained that staff looked at the amount of stormwater falling on the site. There is already impervious surface; NE Jasper and NE Sorrell Streets are already basically constructed. Stormwater falling onto the site has been diverted into the City system for the last twenty years, not into the adjacent wetlands. There will be some additional impervious surface added; stormwater falling onto it will be treated, collected and routed elsewhere. There is not a precise calculation of quantity of water falling on the site and how that would change in the future. Mr. Young noted it would be difficult to quantify exact hydrological impacts of the development, but staff believes the impacts would be small, and so consider the criterion met.

Manager Towne added that the area is absolutely flat; there are streets to the north and south of the proposed development which act as significant barriers. Since there is no impetus for the water to flow in this direction, the impact of water entering or leaving the site would be limited.

Commissioner Howell noted that there is an undefined swale passing from the north side of the Pederson property to Stewart Slough. Occasional overland flow predominantly tends to be between the northeast corner of this development and the southern part of Conifer Village.

Commissioner Hann asked who is responsible for protecting and monitoring wetlands if construction extends into wet season. Manager Towne replied that the City requires erosion sediment control. The DEQ has designated the City as an agency to manage that; a staffer with significant training in water quality and hydrology has been hired to inspect such sites and to ensure that all measures are in place prior to actual construction. The roads to the north and south will also help protect the wetlands. Planner Rochefort added that Parks and Recreation monitors its construction activities adjacent to open space properties and applies its Operations Plan, which includes best management practices, and the Plan would apply to this site.

Commissioner Trelstad asked whether it was safe to assume that there would be flow onto the site from the surrounding wetland, since the site seems to be lower than surrounding wetlands. Engineer Reese confirmed that his observation is that the site is probably lower than the adjoining wetlands, so it is more likely that there would be flow onto the site, as opposed to off of the site. Mr. Trelstad asked if the flow would have a negative impact on the surrounding wetlands. Mr. Reese replied that as long as the development doesn't lower the elevations further than they already are, he would assume that it would not drain any more than it does currently; therefore, he doesn't foresee any negative impacts. The placement of the roads will stay the same. An additional alley will be built on the west end, which would probably not be built any lower than the existing road, and may actually be a little higher, for drainage purposes. Mr. Reese's assumption is that drainage onto the site will not increase with the development.

Commissioner Hann noted that he understands the history of why the five acres was set aside for residential development potential, but 2.5.20, Purposes, Part C, states, "Preserve to the greatest extent possible existing significant natural features." Given that statement, he questioned how the City arrived at the point to develop to this density. Mr. Hann stated he is taken aback contemplating the scale of 43 dwellings built on a long, narrow strip. Planning Manager Towne replied that the proposed development is appropriate for the zoning of the site; the *minimum* density of the site is being used, as a mechanism for getting affordable housing.

Commissioner Saunders stated that she cannot support the motion, for the following reasons:

- The applicant has not met the purposes of 2.5.20.c, or demonstrated compatibility in terms of protection and preservation of significant natural features under 2.5.4004.a.14.;
- She has a particular concern for the adjacent locally significant and locally protected wetlands, which will not be mitigated under the proposal;
- The applicant's additional written testimony acknowledges that there will be hydrologic and human impacts on the surrounding wetlands, yet provides no specific evidence as to what those specific impacts would be;
- Staff did not discuss the hydrologic and human impacts, and there was very little testimony on the matter;
- Despite staff's explanation this evening, she is not convinced the scope and nature of the resulting hydrological impacts of development are well understood. Without that understanding, she believes that the Commission cannot find the proposal meets the policies and requirements of the Land Development Code, or even craft a condition to address the issue.

Commissioner Saunders said the applicant acknowledges that there will be human impacts, but believes existing impacts would not be changed. Ms. Saunders believes that statement ignores the fact that there are bound to be impacts from the construction, traffic and increase in human activities from the development's 43 additional homes. Again, it would be difficult to craft a condition to ensure protection of the adjacent wetlands; existing proposed Conditions have to do with pesticide use and conservation, but don't address the multitude of other likely resulting impacts. Ms. Saunders emphasized that the applicant does a good job working to provide affordable housing, which is something the City really needs. She concurred with testimony that Seavey Meadows is a noble project, but in the wrong place.

MOTION: Commissioner Gervais moved to approve a new amendment, Condition #34, with the additional language that, in addition to the statement above about products containing any of the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, DEQ and/or USGS for Oregon, if the hazards portion of the product label states that the product is toxic to fish and aquatic life, it is strictly prohibited. Commissioner Howell seconded the motion, saying it is important for the protection of the existing wetlands and noting that if it is approved in the long run, the condition should be carried with it. Ms. Gervais noted that product labels are approved by the US Environmental Protection Agency (EPA); there is very specific language on each label. If the label does not include a warning stating a product is hazardous to fish and wildlife, then it is safe to assume that finding was not made. This is technical language that can be specifically defended, due to the EPA's rules concerning labels. Motion **passed** unanimously.

Commissioner Treistad concurred with Commissioner Saunders; while this proposed development has been likened to Ashwood Preserve, Seavey Meadows is different. Ashwood Preserve only nibbled at the edge of the wetlands issue, whereas Seavey

Meadows would take a big bite out of the middle of the wetlands. It is difficult to vote against the applicant and affordable housing, but this proposed development is in the wrong place. Mr. Trelstad said perhaps the Commission should have asked staff to explore the wetlands issue further. He contended that there will be flow from off-site to on-site of water that could detrimentally impact the surrounding protected wetlands. Mr. Trelstad noted the fact that the City's Natural Features process did not deem to protect all of the wetlands on this site. He believes that decision was political, not scientific, and the scientific view should outweigh the political here.

Commissioner Gervais expressed concern that there is often advocacy for the need for affordable housing, but the proposed 43 houses would take a big chunk out of some of the last remaining wetlands within the City limits. She believes this is a bad choice. Not enough is known about the wetlands, and she is uncomfortable with the placement of the site in the middle of the wetlands, which were designated for political, not scientific, reasons. Ms. Gervais disagreed that the site is flat and that there wouldn't therefore be off-site impacts, and she does not believe the project complies with Land Development Code sections 2.5.40.04, Compatibility issues; a.14, Preservation and Protection of the surrounding wetlands; or a.1, Compensating Benefits, especially given testimony that some of the existing housing has had problems, including environmental illness. It is not a fair trade-off.

Commissioner Howell stated that points about compatibility, hydrology, etc., are good points that can be legitimately interpreted differently. He noted that the City does not have the legal standing to deny development on the wetland outright, as the Land Development Code specifies that this site is not a protected wetland. The only avenue to bypass development of any kind is to address it with the owner of the property, which is a decision of the City Council and that probably will not change. Mr. Howell stated he supports the motion, since the ability to develop has already been decided and it is not the prerogative of the Commission to change that. The protections and the evaluation of the hydrology are adequate.

Commissioner Hann stated he appreciated Commissioner Howell's comments, and he applauds the efforts of WNHS and the City to create needed affordable housing. However, it is still incumbent on the applicant to convince him regarding 2.5.20.C; the scale, density, the design, set in the middle of a wetland, simply does not meet that requirement. Section H states, "Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met." A number of the variances are put forward to ask for off-site parking, etc, to maintain the density of the number of units to be put on the site. If those needs can't be met on the lot, then the Commission should not allow those variances for a design of this scale and density.

Deputy Attorney David Coulombe noted that a Purpose statement is not a mandatory approval criterion. Such a statement may inform Commission decisions, especially where there is ambiguity in a Land Development Code provision, but the applicant is not required to produce evidence of satisfying a Purpose statement as if it were a mandatory approval criterion.

Main motion **failed** 1-5, with Commissioner Howell voting in favor.

Commissioner Howell asked if a motion was needed for the Major Subdivision Replat if the PD did not pass. Attorney Coulombe replied that the Commission should not presume that it has been denied, either. Mr. Howell asked if a positive vote on a replat would be awkward if there is not a PD Modification; Commissioner Graetz answered that it probably would be.

Manager Towne added that if Commissioners voted against the proposal based on hydrology criterion, the hydrology criterion is a subdivision criterion. Mr. Graetz suggested a motion to *deny* the subdivision.

MOTION: Commissioner Saunders moved to deny the proposed Major Subdivision Replat (SUB08-00001) on the grounds that it does not satisfy Land Development Code section 2.4.30.04.b.2 and 4; Commissioner Gervais seconded the motion.

Commissioner Saunders noted that part of the review criteria in the section she cited is that the Commission finds that excavation and grading will not change the hydrology in terms of water quantity and quality that supports locally significant wetlands. There was no discussion of excavation or grading impacts on the adjacent wetlands in the staff report; there was no evidence in the hearing, either.

Motion **passed** 5-1, with Commissioner Howell in opposition.

Attorney Coulombe noted the Commission still needed a motion to *deny* the PD.

MOTION: Commissioner Gervais moved to deny the proposed Major Modification to the Conceptual and Detailed Development Plan, PLD08-00001. The motion is based on testimony provided by the Commission tonight. Commissioner Saunders asked that the motion be amended to include a statement that the applicant did not meet the Land Development Code review criteria set forth in 2.5.40.04a2 and a14, in 2.5.20c or in Comprehensive Plan Policies 4.2.2 and 4.11.1. Ms. Gervais accepted the amendment. Commissioner Hann seconded the motion. Motion **passed** 5-1, with Commissioner Howell in opposition.

D. Appeal Period:

Chair Graetz stated that any participant not satisfied with the decision may file an appeal with the City Recorder to the City Council within 12 days of the date the notice of the decision is signed, which would probably occur the next day. The decision will be effective 12 days from when the Notice of Disposition is signed, unless appealed.

III. MINUTES March 19, 2008:

MOTION: Commissioner Trelstad moved to approve the minutes as presented; Commissioner Gervais seconded; the motion **passed** unanimously.

IV. OLD BUSINESS: None.

V. NEW BUSINESS:

A. Planning Division Update

The Planning Division Manager Fred Towne highlighted that the Commission will consider the Reservoir Avenue Realignment at its May 7 meeting. The Madrona Oaks Subdivision will be heard May 21. Waiting in the wings are the Evanite Riverfront Trail project and several others.

A building permit has been submitted for the 7th Street Station site under the RS-12 provisions; staff is now reviewing it. There has been concern raised that leaving D Street

open might allow traffic to flow through the neighborhood, which is inconsistent with the previous PD approval. Therefore, the Council has asked to be kept in the loop and may proceed to close that street through a process other than the land use process.

Manager Towne noted that the terms of three Planning Commission positions expire this year; application materials will be sent out soon. He noted that no Corvallis board or commission members have yet resigned due to the state ethics reporting requirements. Commissioner Howell asked staff to keep the Commission apprised of developments; the legislature will likely review the requirements in the next session. Mr. Towne noted that there is a provision specifically aimed at Planning Commissioners, that if a company you have worked for within the last two years stands to make money under a project, then you are not allowed to participate in that decision. He opined that it probably did not apply to people working casually or on an interim basis for a company, but suggested those with questions consult the City Attorney. Mr. Towne added that the provision was aimed at businesses, not organizations like OSU; making a declaration on a specific case will be fine.

VI. ADJOURNMENT: The meeting was adjourned at 8:22 p.m.

Attachment IV-61

Public Testimony Received Regarding
Seavey Meadows
(PLD08-00001, SUB08-00001)
Submitted after the April 2, 2008,
Planning Commission Public Hearing, but
prior to close of the record at 5 pm on
April 9, 2008,

as well as,

The Applicant's Final Written Argument,
submitted April 15, 2008

ATTACHMENT A

received via email

DATE: April 7, 2008

TOPIC: Additional Testimony on Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat

CASE: Seavy Meadows (PDL08-00001, SUB08–00001)

FROM: Dr. Patricia Muir, Plant Ecologist, 1840 NE Seavy Ave, Corvallis, OR

This letter provides additional testimony to be added to the record for the Seavy Meadows Public Hearing referenced above.

First, I appreciate the Planning Commission's patience and careful attention during the long hearing on this case that occurred on April 2, 2008. It was gratifying to sense that Commissioners were listening to testimony with open minds.

Second, I support the additional testimony on this case submitted by Jennifer Ayotte subsequent to that hearing. Her testimony amplifies on several points that were addressed only briefly at the hearing on this case last week (night of April 2, 2008) and adds additional useful information and ideas.

Third, I wish to try to set the record straight on some misleading testimony that was given at that hearing concerning the wetland status of the portion of Seavy Meadows on which development is currently sought. More than one speaker (and the Gazette Times on April 3!) implied that the only reason that the subject area contains jurisdictional wetlands is because past disturbance (i.e., initial excavations for planned buildings that were not built) created low areas in which water now collects. This assertion is blatantly incorrect.

- The subject property is underlain by the same Dayton soil that underlies most of Seavy Meadows.
- The subject property has the same drainage characteristics and topography as are found on the "locally protected" wetland portions of the City's property in the area (being separated from those only by Conser Ave., which is a human construction).

Dayton soils are, to quote the Soil Survey of Benton County Area, Oregon (USDA, Soil Conservation Service in cooperation with Oregon Experimental Station),

> "deep poorly drained soils ...formed in water-deposited silts underlain by older materials....Permeability is very slow. Rooting depth is restricted by a fluctuating high water table and a clay or silty clay subsoil....Drainage is difficult to establish because of inadequate outlets and the shallow depth to the slowly permeable clay subsoil....Subsurface drainage is difficult to establish ....Even if this soil is drained, control of the water table is difficult."

This description goes on to state that Dayton soils have "serious limitations that are costly to overcome and that the use of the soil for the intended purpose is questionable" for: dwellings without basements, septic tank absorption fields, sewage lagoons (both of the former not relevant for the proposed development), playgrounds, picnic areas, and paths and trails. (Dayton soils are classified as "severe" for these uses.)

Please do not be influenced by testimony that creates the impressions that the subject acreage is a wetland only because it has been disturbed. In fact, it is the case that it remains a wetland *even after* having been disturbed. Visit the site and witness the native tufted hair grass, a wetland species, re-colonizing the partially excavated "footprints!" That species "recognizes" suitable habitat, and is a clear indicator.

Thank you for your time.

RECEIVED

APR - 8 2008

Community Development
Planning Division

DATE: April 7, 2008

TOPIC: Additional Testimony on Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat

CASE: Seavy Meadows (PDL08-00001, SUB08-00001)

FROM: Jennifer Ayotte, 3098 NW Greenbriar Place, Corvallis, OR 97330
541-758-4645

This letter provides additional testimony to be added to the record for the Seavy Meadows Public Hearing held April 2, 2008. I also want to apologize for my outburst from the floor the evening of the hearing. It was a long evening for all of us and I want to assure you that this outburst was a first for me and won't be repeated.

On another note, this was the first hearing I've attended that had a 3 minute timer on public testimony. When I reviewed the City's Land Development Code's policies on public hearings, I found nothing about this "3 minute" limit, except that testimony needs to be brief and avoid redundancy. Since public testimony didn't begin until around 10:00 PM that night, I understand completely the need to be precise and timely in our comments.

However, I would suggest that those testifying in opposition could have at least one or two speakers who are allowed a few extra minutes to provide an opening overview. Seavy Meadows is a particularly long lived and complex issue and would have benefited from someone like Dr. McCune having just a few more minutes with his Powerpoint presentation.

The applicant had a very lengthy time to discuss a range of issues not necessarily related to the applicable land use criteria (the philosophy of their organization, etc.). I'm not necessarily objecting to this because I think that it is important to have context for a decision. But then we, the opposition, had to employ rapid fire testimony that was just barely understandable. I would like to see some variance in the 3 minute "rule" when appropriate.

Additional reasons for denial of this detailed development plan in response to points made during the Public Hearing on April 2nd, 2008.

1. **At the hearing, City Staff asked the Planning Commission to accept a verbal assurance that the remainder of the wetland will be protected with a conservation easement.**

   How can the City "pre-guarantee" this conservation easement when, as I understand it, there is a public process required to remove the PD overlays from the rest of the wetland? At the hearing, City Staff made a verbal statement about preserving the rest of the wetland with a conservation easement. Apparently they sent a letter to the applicant relevant to this that was not included in the packet the public received. The City should address all the wetland issues, land use designations and PD overlays on Seavy Meadows in a comprehensive manner.

   It is not appropriate for the Planning Commission to base a decision on an action that has not taken place. The following example from the history of Seavy Meadows illustrates my point.

   In the 1980s, the original Seavy Meadows developer was supposed to deed to the City a two-acre parcel for a pocket park as a condition of the approval for his proposed development in Seavy Meadows. Through some oversight, this transaction never happened. When the developer defaulted on the City-backed Bancroft loans several years later, he retained ownership of the "park" because it had no public improvements and no associated Bancroft debt.

This developer subsequently put in development proposals for this "park" land and entered into disputes with the City over the wetland limitations of the property. The City spent a lot of resources dealing with this issue and recently, the City purchased this two acre wetland for $200,000. It is now part of the publicly owned Seavy Meadows wetland.

This another reason why I feel the whole City owned wetland should be approached with one plan, including a re-examination of whether housing on the site is still an appropriate option. The surrounding area was not designated as a Significant Locally Protected Wetland when this housing proposal was first proposed.

2. **Land Development Code 2.5.20** states that Planned Developments are used to assure compatibility with the surrounding land uses.

   Questions about how the applicant intends to contain impacts to the surrounding wetland have been raised by citizens both at the public meetings hosted by Willamette Neighborhood Housing and at the hearing on April 2nd. However, the applicant has chosen not to address how they will assure that their housing development is compatible with the surrounding sensitive wetland areas. For this reason, the application needs to be denied.

   Since the entire property has one public ownership, we, the citizens of Corvallis are responsible for developing a valid, integrated plan for this entire wetland. It may be that there is a better use for this proposed development site than housing, a wetland mitigation bank for example.

   I am fortunate to live in a neighborhood that has some common green spaces maintained by our neighborhood association. But I can tell you that the common areas require constant vigilance - people have planted fruit trees there, built driveways into them, moved their fence lines into them to increase the size of their yards, and dumped their yard waste in the creek's riparian buffer.

   This proposed development is tightly configured into a very small space. "Where will the children play?" was discussed at length at the public hearing. Since these houses are in the middle of a wetland that is dry all summer long, I can only guess. No one mentions the ground nesting birds, the snakes, the frogs, etc., who will be uprooted by an influx of neighborhood cats, dogs, bikes, and kids. This is why I fear there is more interest in maintaining the semblance of a wetland, than assuring that it is a functional one.

   The applicant makes no mention of, and assumes no responsibility for, the impacts their development may have on the surrounding wetland. They make no commitment to avoiding or repairing impacts to the rest of Seavy Meadows wetland. Are we to spend the rest of our lives protecting this area?

3. **Corvallis Comprehensive Plan 4.11.1** states that the City adopts the goal of no net loss of significant wetlands in terms of both <u>acreage and function</u>. *(underline is mine)*

   This housing development was reduced by 1.67 acres as the result of a revision to the wetland delineation. Rather than re-apply to DSL for an addition to their wetland permit, the applicant has chosen not to build on this acreage. However, because this 1.67 acres is squeezed between two housing developments without any stipulations for eliminating negative impacts, it is likely that there will be losses of wetland acreage and/or function beyond those allowed in the applicant's DSL permit.

Attachment IV-65

4. Changes in approaches to affordable housing in Corvallis land use documents.

The Land Development Code has been revised to require a greater mix of housing options within residential use designations with an eye to providing more affordable housing. I have read that there are requirements associated with developments of a certain size that dwellings of smaller square footage must be included. This will add more "affordable" houses in our neighborhoods, and increase the availability of "affordable housing" throughout our City, which in my mind, is preferable for many reasons. This approach reduces the importance of the applicant's claim that this wetland is the last available piece of land for affordable housing in the City.

It seems to me that perhaps we are moving away from the "low income housing project" model for affordable housing and toward a healthy mix of housing that includes affordable housing in all of our neighborhoods. This would nullify the applicant's claim about the importance of building in this wetland.

At the hearing, the applicant said approaches to funding affordable housing are changing and there is more money available so that housing construction is not "cheap". Does this eliminate the need for "cheap" wetland to be provided for affordable housing?

5. **Corvallis Comprehensive Plan 4.11.10** states that City wetland management plans shall identify areas suitable for wetland restoration and possible use for off-site mitigation.

This disturbed wetland site, proposed for development, would be better used as a mitigation site to compensate for other wetland losses caused by urban development. This would allow the entire City owned wetland to remain intact and assure that its ability to function as a Significant Locally Protected Wetland would not be compromised by a housing development.

Comments on Case – Seavy Meadows (PLD08-00001, SUB08-00001)

Although there is a need for affordable housing within the Corvallis community, there is also a need to retain natural resources including this wetland area as defined in the included map. It is clear on this map that the proposed area for new residential structures is a defined wetland. Unless there is a way to guarantee that the existing surrounding homes will not be adversely affected by development of this property (particularly Stewart Slough), I think it would irresponsible to eliminate this wetland by building on it whether it is affordable housing or expensive housing.

I think there may be an alternative site to look at for affordable housing. There is a parcel (tax account # 403566) that currently has a for sale sign on it. Although the current zoning on this property is industrial, perhaps an overlay of the area would show this 3.7 acre parcel is an excellent option to pursue.

I thank you for the opportunity to comment on this case.

Sincerely,

Doug Botkin
1825 NE Noble Ave
Corvallis OR 97330

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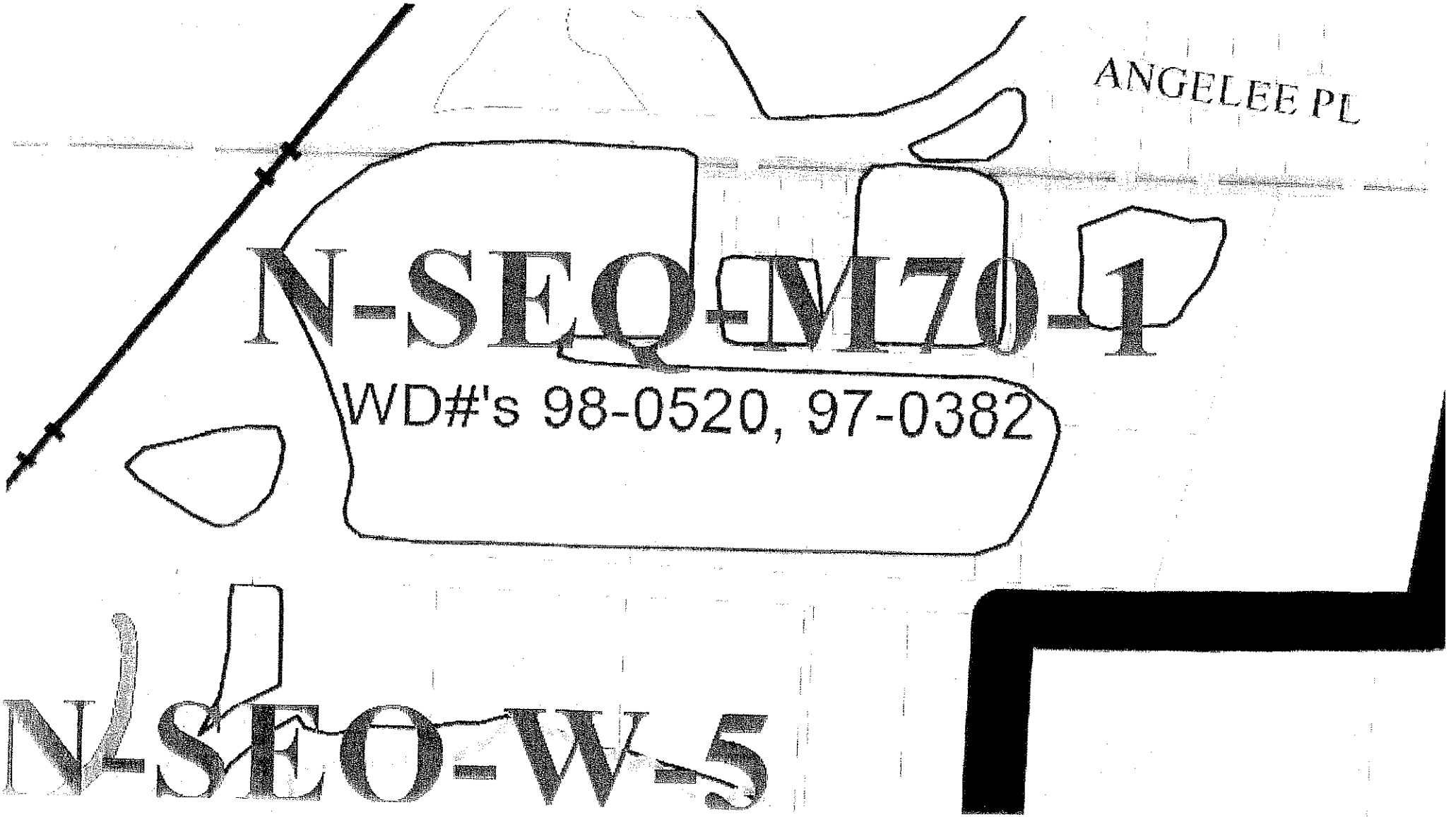
APR - 8 2008

Community Development
Planning Division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Community Development
Planning Division

To: Members of the Corvallis Planning Commissions

From : Susie King 1840 NE Noble Ave Corvallis OR 97300

Re: Land Use Public Healing on Seavy Meadows (PLD08-00001-, SUB08-00001)

The purpose of this letter is to present my "**opposal**" to the planned 'low income housing development currently planned on 3.46 acres' consuming parts of the Seavy Meadow which has been currently deemed locally significant wetlands.

I am objecting to this because of the following reasons:

1) Out of the 32 acres owned by Corvallis in that area you have somehow chosen to designate the Wetlands portion as now buildable. See suggestions below.
2) Corvallis City has thwarted the plans to build on that same location in the past even after good faith infrastructure development by other developers.
3) Now, it is deemed acceptable? Did City of Corvallis go thru due diligence to offer that property to other developers to produce the low income housing supposedly needed? Perhaps the due diligence of offering the same opportunity to other groups was done and I'm not aware but it seems there is a relationship that has been built that is exclusive.
4) How can more low income housing be needed in that particular area when the apartment buildings on the corner of Walnut and ~ Conser have constantly had "Available to rent/lease" signs present indicating an availability of rental property to others.
5) There appear to be a surplus of available rental properties in the city especially with the building of new / large mega-complexes up on campus. The planning commission should be looking at the solution from a wholistic, whole systems perspective. I am very concerned about a whole group of viable apartments slowly losing maintenance attention because they can no longer find student renters. Truly this is a PROBLEM I hope the planning commission is attending to.
6) If the goal is for low income housing availability then hosting conversations with those apartment owners (that are no longer as 'attractive' to student population) to ensure we suddenly don't have an onslaught of non-maintained apartments that were once viable. Why not take that funding money from state and federal grants and look at how we can recycle existing structures in our town to maintain on an overall support for what's available. This also applies to older homes in the area that will NOT find success on the market place. But having a collaboration plan of action is viable. And seems to fit the cost scenario needed
7) Host conversations on what's possible. It's a win-win. This also provides another needed disbursement of low income families to other locales. When the expectation is a certain standard of maintenance hopefully that will influence how/what is maintained at a personal level.
8) The quality of living on a wetland could result in more illness, mold, allergies as well as higher maintenance needs. We cannot control Mother Nature and with the evidence of recent years of considerable more water in our area, flooding and water overflow is a REAL and VALID concern.

Considering causal loop on this for the proposed low income families– higher illness leading to either lost work hours OR attending work and making everyone else exposed which means lower productivity to the company overall and unreliable work force. Possibilities of economic impacts result. Company financials goes down – results in layoffs – results in unemployment – results in difficulties paying rent/mortgages. Your goal is to promote healthy low income assistance/wholistic plans. Please reconsider the longer term impacts.

9) I am concerned about traffic patterns planned both within the site and as egress/ingress to the site from Conser.
10) I am concerned that tall cottonwoods and native growth berm plants that house and support wildlife and to be torn down. You cannot replace that habitat with separately placed plants from Home Depot.
11) I would like the City to be cohesive in their intentions/goals/ stated objectives. How can the planning commission ignore the sustainability plan? That is NOT right and the goal is for all City 'silos' to be working to on an agreed upon INTENTION which turns into action. Seems like this ACTION is premature and out of alignment.
12) Patricia Weber's admission during 'conflict of interests' and previous associations agenda items of her relationship both to the receiving party and the funding process, presents the paradox – how do we support the goal of low income housing and continue to keep our eyes on the long term viability of a valued area.

I am grateful for the due diligence process of seeking City Owners responses to proposals (for we all are indeed owners of this city we live, work, and enjoy). I am opposing your plan from a wholistic, holistic worldview.

Susie King

Susie King

Young, Kevin

From: nwrc.garyrodgers@gmail.com on behalf of Gary Rodgers [garyrodgers@northwestrealtyconsultants.com]
Sent: Tuesday, April 08, 2008 7:48 PM
To: Young, Kevin
Subject: Seavy Meadows

Here are a few concerns we have about this project that did not come up in the oral testimony.

Please at least preserve the cities ability to install a sidewalk on the West side of Conser where none exists by Diane Pl. Not having a sidewalk there is already a safety hazard, so please don't place an overlay or allow there to be a permanent wetland designation on this narrow strip of land where a future sidewalk could be.

The senior quads seems like a great idea to us. That would reduce traffic in & out of this new subdivision and present a calming, more mature force in these 43 units.

The trees next to our home at 950 NE Angelee are a big concern to us.
Two of them are leaning over our fence and shop. In the report presented last week it said cottonwood trees are a "short lived species prone to decay". We have already witnessed at least 5 of these trees break in windstorms. If most of this row of trees is removed there will be no wind protection for the remaining trees. Please remove these trees. And, don't get us wrong, we love trees, just not these trees a few feet from our property.

Thanks,

Gary and Julie Rodgers
757-1104

Attachment IV-71

Young, Kevin

From: Meigs, Garrett [Garrett.Meigs@oregonstate.edu]
Sent: Wednesday, April 09, 2008 12:16 AM
To: Young, Kevin
Cc: Meigs, Garrett
Subject: Please Protect Seavy Meadows

Dear Kevin Young:

I am writing to express my vehement opposition to the proposed development on City-owned land at Seavy Meadows (Case number: PLD08-00001, SUB08-00001). The proposed housing is not compatible with socially-just and sustainable development that must be the city's new paradigm.

Instead of unsustainable housing, I fully support the establishment of an open space park that all the City's residents can appreciate and save as a wild legacy for future generations.

I love living in this city, which aspires to be green. Please make me and my peers proud to be Corvallis residents by permanently protecting Seavy Meadows and all other city-owned wetlands.

Thank you very much for this opportunity.

Sincerely,

Garrett Meigs
Graduate Research Assistant
College of Forestry, OSU

--
Garrett W. Meigs
1080 SW 35th Street
Corvallis, OR 97333
garrett.meigs@oregonstate.edu

Attachment IV-72

IN OPPOSITION

My name is Ronjon Datta, I live at 3525 NE Londonberry Way.

"I would like to comment *as a bicyclist* over the proposed development of Seavy Meadows. I live in NE corvallis, on Londonberry Way (north of Conifer adjacent to Jackson-Fraizer Wetland), and I commute by bicycle everyday. Exploring the various routes between home and OSU, I discovered Conser Blvd - the most gorgeous part of my ride where I can take a large breath of relatively exhaust free air, and feel uncumbered as I pass through the undeveloped fields on either side of the road. It's a sigh of relief after a hard days work. Furthermore, there is very little traffic, which means a lot for a bicyclist.

"Well", you say, "put your aesthetics and good feelings aside young man! We've got people to house!" I say those aesthetics are unequivocally essential! In such times where we are in desperate need of alternative fuel and clean air, bicycling holds the answer. There are numerous, *significantly numerous,* physically-able commuters who do not ride bicycles to work, instead choosing a car.

And I can give you two reasons why they make this choice. 1) Bicycling appears UNSAFE in midst of potentially fatal traffic. 2) Bicycling appears unpleasant in the midst of traffic and commercial routes, and uniform townhouse scenery. These happen to be the most efficient routes in Corvallis, as well as the most dangerous (routes include 9th street [runs diagonal, crosses entire town], Hwy 20, Hwy 99W).

For those who live north of Circle Blvd. and east of 9th street, the answer is Conser Blvd. One can ride as far as Circle, from Buchanan, on the OFF-STREET smooth-running trail between the railroad track and Hwy 99W. From here the trail ends, and it is Hwy 99W, Hwy 20, or Conser to get further north. IF WE DEVELOP SEAVY MEADOWS, there will be increased car traffic creating unsafe and undesirable bicycling conditions. *Not* to forget either, the aesthetic pleasure of riding through open fields (something valuable to the many of us stressed-out after work, and a rarity in urban settings).

Corvallis is a town in a beautiful area, and I am proud to live in a town that has made efforts to be "Bicycle Friendly". To many of us the importance of bicycling is crucial and obvious; we must continue to create efficient and safe bicycle routes, as well as preserve the ones we have in order to encourage more people to bike. The development of Seavy Meadows impedes this effort.

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Community Development
Planning Division

Young, Kevin

From: Jessica E Prince [Jessica_business@msn.com]
Sent: Wednesday, April 09, 2008 1:12 PM
To: Young, Kevin

Jessica E Prince
3420 A Oxford Circle
Corvallis Or 97330

To Whom it May Concern; Regarding the proposed Seavy Meadows project.

I believe that Willamette Neighborhood Housing Services has the best interest of its clients in mind regarding this proposal. However, as a resident of Lancaster Bridge, one of WNHS's previous housing neighborhoods, I have some concerns about the proposed location of the Seavy Meadows project. The reason is this: Lancaster Bridge, also built on seasonal wetland real estate, has had ongoing hydrological related concerns. Heaving and settling has caused twisting, and shifting of the buildings. In addition, and more seriously, there has been a history of environmental health issues (molds) dating back many years, which have never been completely or effectively (in my opinion) managed to date. Some of these problems have reached the legal level and more may yet. Both of these issues are directly related to the fact that Lancaster Bridge is located adjacent to Jackson Frazier wetland, and is indeed built on wetland type soils.

You may be aware of these issues, or some of them, but I wanted to state them for the record just in case. My intention and recommendation is not to discourage WNHS from pursuing their worthy goal of providing additional avenues of affordable housing (I would be considered, after all, one of the target population) but rather to make sure that if the project proceeds the necessary precautions are taken to ensure that problems like the ones at Lancaster Bridge are considered as part of the planning process. It would be to the benefit of the entire community to have additional affordable housing, however, issues like the ones raised here must be taken into consideration, and a plan implemented at all appropriate stages of the process to ensure that they adequately addressed. This will save the City, WNHS and the residents of Corvallis much trouble, and set the right kind of precedent for the future of affordable housing in Corvallis.

Thank you for your time.

Jessica Prince

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Planning Division

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Community Development
Planning Division

Seavy Meadows is PLD08-00001, SUB08-00001

To whom it may concern:

I would like to voice my opposition to the proposed high density housing development for Seavy Meadows. Primarily, my opposition is based on the following areas of concern:

1) Diminishment of wetlands as an ecological benefit.
Wetlands play essential ecological roles in a number of ways. Primarily, they serve to provide habitat for both resident and migratory birds, resident fish and mammals, and native plants. Further, wetlands play an important role in filtering environmental contaminants from water that otherwise would end up in our rivers, oceans, and drinking water. Building upon wetlands not only removes important habitat, but also, due to that removal, has the potential and great likelihood for disturbing the ecological processes associated with them. The scope of a development's affect is certainly not limited to it's physical footprint, either. Increased inputs of various organic and inorganic compounds (hydrocarbons from automobile spillover, phosphate and nitrate from lawn fertilizers, etc.) affect a significantly greater area than that covered by the development, and can lead to toxic algal blooms, decreased fecundity in animals using the wetlands, and other problems.

2) Location of proposed development.
Not only is building on wetlands a poor choice for the above listed ecological reasons, it is also a problem due to the difficulty of altering a naturally inundated area. Based on several other nearby developments within wetlands, it is clear that developers either have chosen not to or have not been able to assure that inundation within their developments is avoided. Doing so would likely require large efforts in adding 'fill' to the build site, further increasing the cost of development and its ecological impact. In addition, the proposed location for the development is not within easy walking distance of areas of commerce, thereby essentially making it a requirement that families that would live in the development own at least one (and probably two or more) cars. First, it is reasonable to ask the question whether this is in line with the fundamental concepts of aiding low-income families. Second, this would also add to traffic congestion and air pollution in our area, as it is likely that most or all of these families would utilize personal automobiles for the majority of their transportation.

3) Scale and end-product of proposed development.
I have some first-hand and second-hand knowledge of the 'end-product' of low income housing developments. In some cases, they can be wonderful things, in others, they can turn into areas associated with drug trafficking and violence. There is no doubt of the need for low income housing, and it is a wonderful thing to provide within a community. However, I would strongly recommend that the planning committee / city council takes time to look into the results of low-income developments in other communities to determine what factors make for a successful development and what factors are associated with negative results. There likely is no simple answer, but there should be at least several strategies that increase the chances of developing safe, effective low-income housing.

4) Overall loss of wetlands and other options.
Last but not least, I believe it is far, far past time that we stop viewing wetlands as development possibilities, and start valuing them for their ecological and aesthetic values. While a monetary value in this sense is more difficult to calculate, certainly the resuscitation and preservation and our regions natural areas provides a more important long-term gain than does replacing them with pavement, buildings and non-native plantings. Corvallis has recognized this already to some degree, as we already have an excellent example conserved wetlands in our own community - the Jackson-Frazier wetlands. How many people does this wetlands draw on a daily basis? How many people does it inspire? How many educators use it as a 'living classroom'? Do residents in the surrounding housing units complain because the

wetlands hasn't been developed into more housing or businesses, or are they more likely to value the wetlands preservation and look on it with appreciation and pride? I think these are essential questions to ask, and to me the answer is clear. We could choose to continue to develop our remaining natural areas piece by piece, until they are nothing but pavement and cheaply constructed buildings. This would likely increase the city's coffers. But then again, is Corvallis really that strapped for funds? Alternatively, we could work at preserving our natural areas, and instead develop an appreciation for their beauty and ecological significance. While this may not directly pay as much financially, I think a greater payoff comes with a community that is happier, healthier and, as a result, safer.

Thank you for your time and consideration. I urge you to carefully weigh the options, and hope that the city will choose for the wetlands.

Matthew Parks
328 NW 13th St. Apt. 1
Corvallis, Oregon
97330

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APR - 9 2009

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Planning Commissioners:

When citizens desire the permanent preservation of land for wildlife habitat, the biggest obstacle is usually the inability to put the land into public ownership. Here we have land that is ***already*** publicly owned.

Incredibly, our own city government has chosen to convert this scarce and valuable habitat into concrete foundations, asphalt driveways, and artificial lawns. The key phase of the destruction occurs when all of the topsoil (another scarce resource) is scraped off and unceremoniously dumped into a giant pile with the underlying clay.

The Staff Report identifies Seavy Meadows as a project that would add 43 houses for families. An average family has about 4.5 people. So the project invites almost 200 more people into Corvallis – with motor vehicles and all of the usual American consumption.

Adding insult to injury is that the city continually chirps about how "sustainable" it is – even recently touting the ridiculous designation as America's "greenest" city. On the contrary, the press release by Country Home Magazine seems to be nothing more than marketing for more migration into the Willamette Valley.

The key players in the promotion of growth are Jon Nelson, the City Manager, and Ken Gibb, the Community Development Director. Comments made in surrebuttal at the public hearing on April 2 suggested that Mr. Gibb has been involved for many years in subverting the desire of the neighborhood to conserve all of the remaining wetland. Given that they work for the citizens of Corvallis, I would like Nelson and Gibb to answer a few questions:

1. What makes you think that continual physical growth is sustainable?

2. Given that the combination of unprotected status and the new MADA provisions of LDC 4.11 allows the City to destroy most of the remaining forest, wetland, and riparian habitat of Corvallis, what is the purpose of the Natural Features Inventory?

3. Given that the primary mission of the Planning Division seems to be assistance for new construction that displaces natural resources, which City employees or elected officials, if any, are responsible for protecting the public interest in conservation?

I also have a question for Kevin Young, the Planner in this case:

> Exactly which land survey was used to determine the acreage mentioned throughout the application and the staff report?

Finally, I concur with the remarks of Patricia Muir. Approval of the application at this time would be a violation of due process because the second half of the proposal – wetlands conservation on the remaining property – has been excluded from concurrent consideration.

Rather can continuing the denial of our ecological predicament, I urge a denial of any further housing construction on wetlands. I strongly oppose the Seavy Meadows land use application.

Mark Knapp
131 NW 4th St #407
Corvallis, OR 97330

WILLAMETTE
NEIGHBORHOOD
HOUSING SERVICES

MAIN OFFICE 257 SW Madison Avenue
Corvallis, OR 97333
541.752.7220
800.403.0957
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LINN COUNTY BRANCH 745 Main Street
Lebanon, OR 97355
541.259.2166
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EMAIL info@w-nhs.org
WEB www.w-nhs.org

NeighborWorks CHARTERED MEMBER

April 15, 2008

City of Corvallis Planning Commission
Mr. Kevin Young, Senior Planner
501 SW Madison Avenue
Corvallis, OR 97333

Subject: Additional Written Testimony from the Applicant (Seavey Meadows, PLD08-00001, SUB08-00001)

Attachment IV-78

Dear Mr. Young and Members of the Planning Commission:

We have reviewed the additional written testimony submitted for Seavey Meadows, and would like to provide you with the following written response.

A net gain in wetlands acreage and functions will result from this project

Testimony was submitted suggesting the project is not in compliance with Comprehensive Plan Policy 4.11.1 which states:

> **4.11.1 Consistent with State and Federal policy, the City adopts the goal of no net loss of significant wetlands in terms of both acreage and function. The City shall comply with at least the minimum protection requirements of applicable State and Federal wetland laws as interpreted by the State and Federal agencies charged with enforcing these laws.**

The 3.46 acre development contains locally significant wetlands that are not locally protected. When the City's Natural Features regulations were being developed, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site and the decision-makers determined that approximately 5 of the 32 acres contained fewer natural features and in balancing the various needs, determined it to be locally significant, but not locally protected. At the same time, the remaining City-owned wetlands were listed as locally significant and locally protected.

Seavey Meadows was historically part of a much larger contiguous system of wet prairies in the Willamette Valley. These systems depended on overland water flow moving through these areas over time and thus maintaining the unique wet prairie communities. Since that time the

construction of streets, railroad tracks, and the addition of impervious surfaces has constricted the system. Mike McCabe of the Department of State Lands suspects that because of surrounding development and restricted overland flow that Seavey Meadows has been drying out over the years.

Part of the mitigation proposed for the 1.65 acres of impacted wetlands includes restoring 1.75 acres of former wet prairie. This work will include removing berms and restoring hydrologic connections in a wetland that is currently divided, and planting native vegetation that is sorely missing in this wet prairie system. The result will be a net gain in wetlands within Seavey Meadows and improvements to the current functioning of the wetland. Thus, the proposed development will exceed the requirements of Policy 4.11.1 which requires "no net loss of significant wetlands in terms of both acreage and function."

Compatibility with the surrounding wetland

Testimony was submitted implying the project is not consistent with LDC Section 2.5.20. This section lists the purposes of a PD, one of which is to provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures. We see two major categories of potential offsite impacts on the surrounding open space/wetlands: hydrologic and human impacts.

As stated in our application, development of this site will require approval of a wetlands mitigation plan from the Division of State Lands and the Army Corps of Engineers. Their approval comes with a variety of requirements related to protection of surrounding lands both during and after construction, the treatment of stormwater runoff, and the creation of new wetlands along with the planting and maintenance of wetland plants.

Regarding human impacts: The Seavey Meadows open space/wetland area is already surrounded, divided, and impacted by urban development. The addition of 43 housing units to the neighborhood may intensify some impacts (such as more people walking through the area) but will not create any impacts that do not already exist. (The existing public streets within the proposed development site have become an occasional dumping ground for trash so that impact will actually be eliminated by the proposed project.) Fortunately, the primary strategies for minimizing human impacts on the open space portions of Seavey Meadows are under the City's control:

- First, the City has already described its plan to establish a conservation easement over the remaining 27 acres to provide the community with assurance that the remaining wetlands are preserved.
- Second, we encourage the city to work with citizens on the creation of an open space/wetland management plan for Seavey Meadows. A management plan can identify land stewardship goals, how to maximize the land's value as open space/wetland, and how to mitigate for damaging human impacts through land management policies and practices, educational efforts, and the consideration of seasonal restrictions on human use of the site.

Avoiding settling and mold problems like those present elsewhere

Testimony was submitted expressing concern about another project developed by WNHS, Lancaster Bridge. The writer states that the project is adjacent to a wetland and has experienced settling, water intrusion, and mold problems. The writer warns against making the same mistakes at the proposed Seavey Meadows project.

Lancaster Bridge is a 56 unit project that was completed in 1996. It is true the property has had some problems with water intrusion and mold, but statement that these problems have been caused by the settling of foundations is not accurate. A few years ago one 4-unit building at Lancaster Bridge had a roof leak due to a defect in some roofing material and this leak led to mold. The defective roofing material was subsequently replaced on all 17 buildings at Lancaster Bridge. Then, in January of this year, one unit experienced water intrusion and mold problems that have since been repaired. The cause was determined to be the improper installation of flashing and vapor barriers when it was built in 1996. Once again, none of these problems are related to the settling of foundations.

In addition, as stated in our testimony on April 2nd, WNHS is committed to the use of construction and engineering techniques that will assure a solid foundation and as dry a living environment as can be achieved in the Willamette Valley. More specifically, WNHS will consider techniques such as:

- Over-excavation of sub-grade and replace with drainage rock to allow for drainage.
- Roadways to be lowest elevation to eliminate water trapped between curbs and buildings.
- Use crawl spaces instead of slab on grade to permit ventilation of crawl space.
- Foundation drain within crawl space and along perimeter stem wall to intercept water.
- Install whole house ventilation system to help manage humidity and improve indoor air quality.

WNHS understands the long term value of a well built project and is committed to ensuring that this project will provide quality built affordable housing well into the future.

The availability of other vacant land more suitable for affordable housing

Testimony has been submitted that assumes other sites must be available for the development of affordable housing. Only one site is specifically mentioned: nearby industrial land that is currently for sale. The property referred to is a 3.7 acre parcel at the Northeast corner of Walnut Boulevard and Belvue Street, across from Allied Waste. The property owner is asking $2.0 million for the land, which is well over $500,000 an acre. Rezoning the property for residential use is highly unlikely, as this is one of the few remaining industrial sites in the City at the north end of town. The price is considerably more expensive than residential property and would therefore not be suitable for any housing project, and most especially an affordable housing project. This is just one of many examples of how difficult it is to find land for affordable housing in Corvallis.

The City also tracks the amount of vacant land through publication of the Land Development Information Report. The most recent report shows a continuing decline in the amount of vacant land in the city limits over the past 10 years, from 23% in 1995 to 15% in 2005. More importantly, the mere existence of vacant land does not assure that the land is developable; that it is suitable for an affordable housing project (especially related to the cost of acquisition and development); or that it is actually for sale.

For example, WNHS recently undertook a search for developable land for another housing project and it took us almost two years before we were able to secure a 1.6 acre site that works for this other project. Since the founding of our organization in 1991, five of the seven projects we've completed that involve new construction have utilized land in public ownership. The primary reasons public ownership has been critical include the limited availability of privately owned sites, the high cost of what has been available, and the limited availability of capital for land acquisition and predevelopment financing for affordable housing (which in turn creates the need for sales terms that private sellers do not readily accept).

Even if some land was available that escaped our attention, a more important point is being obscured: our proposed project will address only a fraction of the housing needs in our community. As stated at the April 2nd public hearing, there are 5,740 renter households in Corvallis who earn 50% or less than the area median income, and 82% of these households pay more for housing than the federal standard for affordability. Then there are all the people who work here but commute from other communities because they cannot find affordable housing in Corvallis. In short, the existence of additional developable sites would be welcome, not because we need a substitute for Seavey Meadows, but because this project is far from enough.

<u>The availability of other approaches to affordable housing</u>

Testimony has been submitted that the Land Development Code embodies other approaches to providing for affordable housing that should "...nullify the applicant's claim about the importance of building in this wetland." This testimony mentions Code requirements that require a diversity of housing types within larger developments and the importance of incorporating affordable housing throughout our city.

It is true that a few years ago the Code and the Comprehensive Plan were amended to provide for more diversity of housing types than the Code had allowed in the past. However, these Code changes primarily affected low density residential areas and the subject site is a medium density residential area. More importantly, diversifying allowable housing types is only one tool among many that are needed to address our community's housing needs. By itself this strategy would not come close to addressing our community's affordable housing needs, would not address the state's Goal 10 requirements, and cannot act as a substitute for other strategies, including the requirement that we plan for the availability of higher density lands.

In addition, the belief that small scale, scattered site housing development would somehow result in meeting our community's need for housing affordable to households earning 50% or less than median income (the target population of our project) ignores basic economics. The per unit

development cost of such an approach would be prohibitively high; resulting rents or sales prices would be high; and productivity levels would widen, not close the gap in the supply of affordable housing.

The Corvallis Riparian Corridor and Wetlands Map identifies this site as available for development

The City of Corvallis has decided multiple times and in multiple ways that the proposed development site should be used to address our community's housing needs:

- Over ten years ago the City of Corvallis decided that five acres of what is now a 32 acre site should be developed for housing and that the remaining area should be preserved as open space.
- Subsequent City Councils reaffirmed that decision when they approved the city's application for a wetlands development permit and when they approved WNHS as the developer.
- Additional opportunities to reaffirm the decision were presented in the form of the Naturals Features Inventory and the resulting adoption of the Corvallis Riparian Corridor and Wetlands Map. Both the Planning Commission and the City Council approved a Map that identifies the proposed development site as locally significant, but not as locally protected wetlands.

We understand that some people believe these decisions to be wrong; nevertheless, the decisions were made and *our community should be able to rely upon the rules being applied as they stand at the time of application.* We understand our plans are subject to review and conditions that affect a whole range of issues. But we have also proceeded with trust – and a considerable investment of time and money – in our community's adherence to policies that clearly identify the subject property as available for development.

Sustainability and balancing community needs

A "sustainable community" addresses the triple bottom line of economic, social, and environmental goals and impacts. Our Comprehensive Plan and Land Development Code are required to do the same.

Testimony has been submitted that essentially says environmental considerations at this location should take precedence over economic and social considerations. That approach might be justified if we could site this project elsewhere or if our community did not have such a large gap in the supply of affordable housing. But even if we ignore those challenges, we believe the proposed project achieves a reasonable and well-considered balance:

- The City of Corvallis is setting aside 27 acres of open space/wetlands in return for allowing up to 5 acres to be developed. We could have asked the city to allow development on a portion of the 27 acres but we have not, believing that the balance we're achieving is the right one for this location.
- The proposed project will result in a net gain in wetlands, not a net loss.

- The mitigation plan will restore the hydrologic connections in a wetland currently dissected by man-made berms. We will also trade degraded wetlands for higher quality wetlands.
- It's environmentally smart to locate housing near where people work and shop. The proposed project is located within walking distance of Hewlett Packard, less than a mile from a major shopping and employment center, and within 1.5 miles other major employers (Samaritan Health and the Corvallis Clinic).
- The proposed project will provide 43 much needed affordable homes for children, their parents, and senior citizens.

In summary, approval of this project application is consistent with principles of sust[illegible] and with the Corvallis Comprehensive Plan and Land Development Code. We hope the Planning Commission concurs and that you recommend approval of the project.

Thank you for your consideration,

Jim Moorefield
Executive Director

Attachment IV-83

Young, Kevin

From: Young, Kevin
Sent: Tuesday, April 15, 2008 10:00 AM
To: 'jennifer.gervais@oregonstate.edu'
Cc: 'Brandon Trelstad'; 'David Graetz'; 'Denise Saunders'; 'Frank Hann'; 'Jennifer Gervais'; 'Karyn Bird'; 'Steve Reese'; 'Tony Howell'; 'Tony Howell'; 'Trish Weber'; Towne, Fred; Weiss, Kent; Reese, Ted
Subject: RE: <web>Seavey Meadows

Yes, you found me! I'll share my response with all of the Planning Commissioners so that everyone has the same information.

A condition that has been used in the past to minimize the water quality impacts of developed areas on adjacent wetlands is:

Maintenance Obligations - Prior to recordation of the final plat, the applicant shall submit draft CC&Rs for the development for review and approval by the Planning Division Manager. The CC&Rs shall address maintenance obligations for Tract A that include the provisions of LDC 4.13.50. Additionally, the CC&Rs shall note that, because of the proximity of the development to protected wetlands, all landscape maintenance for the entire site shall be the responsibility of the Homeowners Association (HOA). The HOA shall hire a Licensed Commercial Operator to apply any and all pesticides or heracides on the site. The commercial operator shall be licensed by the Oregon Department of Agriculture, with licenses in the categories of Ornamental and Turf/Herbicide and Ornamental and Turf/Herbacide and Fungicide, or other applical categories, with the appropriate insurance for that license. The Licensed Commercial Operator is to practice Integrated Pest Managementas defined in Oregon Revised Statutes 634.650. The use of any pesticide material that contains any of the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, Department of Environment Quality, and/or USGS for Oregon is strictly prohibited. Individual homeowners shall be prohibited from applying pesticides, herbicides, fungicides, or ferilizers to their property. The CC&Rs shall also clearly state that the obligation for maintenance of all tracts within the subdivision will be held by the HOA.

Attachment IV-84

This would obviously have to be changed somewhat if applied to Seavey Meadows, because the surrounding wetlands are not located in a tract that would be under the control of the HOA. When this decision was appealed to the City Council, the condition was modified slightly by the City Council, as follows:

Maintenance Obligations - Prior to recordation of the final plat, the applicant shall submit draft CC&Rs for the development for review and approval by the Planning Division Manager. The CC&Rs shall address maintenance obligations for Tract A that include the provisions of LDC 4.13.50. Permanent signs with language limiting chemical use within the development shall be posted at each of the three accessways entering the development. Additionally, the CC&Rs shall note that, because of the proximity of the development to protected wetlands, all landscape maintenance for the entire site shall be the responsibility of the Homeowners Association (HOA). The HOA shall hire a Licensed Commercial Operator to apply any and all pesticides or heracides on the site. The commercial operator shall be licensed by the Oregon Department of Agriculture, with licenses in the categories of Ornamental and Turf/Herbicide and Ornamental and Turf/Herbacide and Fungicide, or other applical categories, with the appropriate insurance for that license. The Licensed Commercial Operator is to practice Integrated Pest Managementas defined in Oregon Revised Statutes 634.650. The use of any pesticide material that contains any of the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, Department of Environment Quality, and/or USGS for Oregon is strictly prohibited. Individual homeowners shall be prohibited from applying pesticides, herbicides, fungicides, or ferilizers to their property. The CC&Rs shall also clearly state that the obligation for maintenance of all tracts within the subdivision will be held by the HOA.

The CC&Rs shall also contain a maintenance notice and maintenance requirements consistent

ATTACHMENT B

with the City's Storm Water Master Plan's (and incorporated King County Washington Surface Water Design Manual's) requirements for development utilizing permeable pavement.

In regards to your question about topography, I can't give you a map, because it was not a part of the record. However, I can tell you what I know, which is that generally, the water from this area is flowing to the east. Sequoia Creek flows to the south of the development site (behind Videx, on the north side of Circle Blvd.), then curves to the north to the east of the site, where it intersects with another creek (I don't know the name of it), which flows out of the Jackson-Frazier wetland. That creek then flows to the east, between Seavy Ave. and Conifer Blvd., under Highway 20 and south of the Waldorf School, and out to the Willamette River. Somewhere in there, the elevation drops significantly, because the plain to the south of the Waldorf School is much lower than the area to the west.

I hope that helps!

- Kevin Young

-----Original Message-----
From: Jennifer Gervais [mailto:jennifer.gervais@oregonstate.edu]
Sent: Tuesday, April 15, 2008 8:19 AM
To: Young, Kevin
Subject: <web>Seavey Meadows
Importance: Low

This is an inquiry e-mail via %s from: Jennifer Gervais (jennifer.gervais@oregonstate.edu)

Hi Kevin,
I hope you get this- I can't find your email address at the moment.

Two requests: Could you please send me the final language for the condition of approval for the Ashwood Preserve subdivision dealing with restricted pesticide use; and, is there any map available showing Seavey Meadows in relation to the drainageway to the south, Sequoia Creek to the north, and any other drainage features? In short, how does water move through this area- what's downhill?

Thanks much!

Jen

Attachment IV-85

Staff-Proposed New and Revised Conditions
Seavey Meadows
(PLD08-00001, SUB08-00001)

Condition 24

Abandonment of Public Utilities - All existing utilities that are proposed to be abandoned in place shall be fully removed, unless otherwise approved by the City Engineer. If the City Engineer approves abandonment in place of any utilities, the utilities shall become the property of the overlying property owner or the HOA. The owner of the utilities, including abandoned utilities, shall register with the Oregon Utility Notification Center and locate the utilities upon request, as specified by OAR 952-001-0070.

Condition 27

Stormwater Detention - Concurrent with development, stormwater detention shall be implemented. Infiltration and open storm water facilities shall be considered. The storm water detention facilities shall be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual, and shall be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private portions of the storm drainage system will be subject to permitting through the City's Development Services Division.

(Turn Over)

ATTACHMENT C

Condition 14

Lighting - With the exception of public streetlights, which shall be installed consistent with the requirements of Condition 30, the applicant shall demonstrate compliance with the applicable requirements of LDC 4.2.80 with submittal of a site-wide external lighting plan to be reviewed and approved by Development Services Staff prior to occupancy of any building on the site.

New Condition - 33

Protection of Remaining Wetlands - At the time of final plat approval for the proposed development, the City shall grant a conservation easement on the remaining City-owned land within the original Seavey Meadows - Willamettedale Farms development area. In addition, City Staff will also ask the City Council to initiate a change in land use designation for the remaining City-owned land from Medium and Medium-High Density Residential with a Planned Development Overlay to Open Space - Conservation. The City shall also consider additional measures that would accomplish the goal of permanent protection of the remaining City-owned land on the Seavey Meadows - Willamettedale Farms site.

Public Testimony regarding the Seavey Meadows application (PLD08-00001, SUB08-00001) received prior to completion of the May 23, 2008, Memorandum from the Community Development Director to the Mayor and City Council regarding an appeal of the Planning Commission's decision to deny the application

Attachment V-1

Young, Kevin

From: Young, Kevin
Sent: Thursday, April 10, 2008 8:16 AM
To: 'Rana S Foster'
Subject: RE: additional comment Seavey Meadows. 4-9-08.

Rana, I'm sorry, but your testimony was submitted after the 5 pm deadline on April 9th and cannot be included in the record for the subject land use application.

- kevin young

From: Rana S Foster [mailto:tweet.37@juno.com]
Sent: Wednesday, April 09, 2008 5:13 PM
To: Young, Kevin
Subject: additional comment Seavey Meadows. 4-9-08.

<< File: CPC April 9 Seavey Meadows comment..doc >>

Attachment V-2

April 9, 2008
Additional testimony

Dear Corvallis Planning Commission,

Condition 27 – Storm water detention

If the site has 25,000 square feet of impervious surface and the area soils are hydric/ confirmed regional wetland, how well will site vault engineering function with this extra amount of run off entering the site, plus drainage of all this new impervious surface?

We do not have the data from a pre and post development site hydrologic survey. Will the underground detention vaults of undisclosed size and location, be filled with just surface run off from "new" 25,000 square feet of sealed surface or will these hopefully massive box vaults fail to do their job of capture and release similar to pre development release amount and release too much water to area openspaces/next lowest clay layer elevation?

How will the city be responsive to area wide flooding(property damage) if this occurs from this development site?

Dayton soil consistes at the minimum of up to 60 inches of clay. We do not have discussion available about what will happen to the site, if it will be excavated and filled with fist sized basalt rock, there is concern for the price and to how these pits will interact with area surface and water table and wetland hydrology? How will these rock filled pits for foundation and roadway be drained?

I see no site consideration for bioswale, or other open at grade catchment engineering designed into the landscaping. Biologically this is bad news for the surrounding wetland ecology and health. The development materials we see so far, and may be the last materials we see appears to rely on buried vaults which may be

Attachment V-3

compromised due to surface flow/water table and wetland hydrology. Box vaults do not allow contaminated water to leach or biologically be processed to become cleaner.

The City will allow 25000 square feet of an undisclosed amt. of run off to be put gradually into the next lowest location, our openspace as rare tufted hair grass wetland prairie.

This parcel is one of the few if not the last remaining parcel of this type of ecosystem the City owns, with the applicant not discussion natural features of this site and the surrounding openspace in detail they appear to be omitting this discussion. The City acknowledges this site ecology in the letter which says the City will conserve the rest of this open space when both phases are built out. Parks appears to be silent in this staff report about the potential to create a park in this high quality predisturbed openspace upon which some of this subdivision will be built.

In future the Parks Dept. if they cared to, could be able to quickly make this into a lovely park using the existing roadbed, and utility perhaps to update it for use. More people will be able to use this site and it will remain intact, ecologically and hydrologically, undamaged by the City selling it for high and low cost housing depending on if both Phases are built.

The implied future for the remaining City owned open space should be legally binding and not verbally agreed upon statement: if the site gets developed then the City will conserve the rest of the area in conservation easement. What LDC deal with conservation easement and this language may not exist in the LDC or in the NFI at this time.

If Phase One is developed and the second phase, as low income phase is not developed, will the city still offer the implied conservation easement zoning or will they continue to sell off this

Attachment V-4

wetland and allow development to who ever can solve very serious engineering problems with this sites soils and hydrology?

How many other subdivisions in this area, on Dayton/Waldow are/have quickly degrading property value due to site hydrology and wetland soils causing structural and personal damage to home owner's life and property here? What is the assessed value of these homes/parcels currently, and has it fallen due to continuous need to repair damage to these homes due to wetland soils and hydrology? Insurance rates for these homes could be higher.

Condition 24:

Utilities which are not currently on site should be routed overtop utilities to be removed and not be be allowed to be trenched into City owned wetland.

Public works department appears to fully grant and allow private utility companies to dig and trench in utility lines without doing any botanic/cultural/anthropologic/archeologic or sensitive vegetation survey.

If any trenching is done, and the City Planning Dept/Building Dept./Public Works Dept ok's it there should be a cultural resource evaluation done. Where utility lines are to be inset in the wetland, these acres, must be added into the total acres of wetland to be destroyed under this application.

Gas utility line appears to be put outside parcel to the south of Sorrel Place.

The Army Corps of Engineers fill permit 2000-00003 has expired in 2007 so with this information being updated the public has less chance of reviewing this document if changes occur from the original permit.

This puts the public at a disadvantage, with no geotechnical report to understand area hydrology and soils, the developer is free to dig out all the clay and infill with rock aggrate for all we know. How will rock infill after all foundation clay is eliminated impact the rest of the city owned wetland's hydrology?

I assume to build homes that at the lowest depth up to 60 inches of clay is unsafe to build upon and this clay as Dayton soil layer to 60 inches will be eliminated in possible the first phase and then if the second phase is built, and there is money this clay will also be eliminated an buildings constructed on fill.

I see no reference in the staff report to anthropological survey work being important as trenching is done by utility companies the city has responsibility to the State of Oregon, to make sure these corporations and the developer are not destroying cultural sites as they blindly trench, compact the soil and create a weed bank area after they disturb the existing wetland.

Off site movement and storage of fill, building material should not take place in areas that are wetland and openspace.

Soil compaction in wetland is the most damaging process and these wetlands will never heal and will be damaged permanently. How is the owner, the City planning to protect the site surrounding the build site from compaction since this area is especially rare ecologically, and all the wetland soils are sensitive to damage from compaction?

For the mitigation in the area, on City openspace, we need more information. What all will occur with the berm fill? Will it be spread over top of the existing tufted hair grass wetland that in fact takes many years to get to that state, and by putting fill over this

Attachment V-6

area, this single action will totally damage this wetland hydrology and ecology.

What types of plants will be put in the mitigated area? Will removal of the berms allow private property to flood in the event of flooding? Sheet flow in various locations due to grade and extensive Dayton soil connection to the SE outlet of Jackson Frazier Wetland may move and deflect into these berms.

Berm removal should be considered together with or along side the potential future use of these berms as upland habitat for the species of plants in the habitat conservation plan(HCP) the city has signed onto with Benton County.

Where is this discussed? and or is this part of the mitigation consideration to weigh the removal of a few berm and compaction of the soil in doing so, or to leave the berms and somehow manage them for rare upland botany that does very well in wetland edges.

Kinkaid lupine, Peacock larkspur, Willamette daisy, Bradshaw's lomatium all are being put in JFW and other areas, so why not put plan ahead to put some of these t and e plants in this location on the berms and in the transistional elevation edge which connects the berms to the wetland- the most perfect ecologic place for many rare native plants and especially Bradshaw's lomatium.

The City will need to have some areas that these HCP listed species will need to be mitigated for their loss(take) on County and private land in Benton county and on city of Corvallis property, so by using the berm area and saving the berm removal and mitigation for 1.67 acres lost, this funding will create and maintain this rare upland habitat within a very rare if not the last in the Willamette Valley, municipally owned tufted hair grass wetland.

No one is able to look ahead to be innovative I guess, it is too complex and best to spend millions of dollars on creating this upland or dumping money to mitigation banks and perhaps using Park area as mitigation banks.

Western Meadow Lark may be more able to use this area, if berms where revegetated to native prairie species such as the ones mentioned above and short and long grass native bunching grasses such as blue wild rye, native barley and festuca romerii.

Parks Dept. may be the Dept. who has to deal with the HCP so they should be considering this option on these berms and considering the process of protection for the rest of this City ownered wetland if only one phase is developed and the second phase never gets developed for low income housing.

I would like to see City Parks involved and they can not be legally involved here due to the an outdated City Council agreement in the past to sell this site or some of this land for low income use.

The land use by CC argument then may not be the same as today for this same use and or we as the owners have less guarantee the applicant who will buy or lease the land to build both phases. If the buildings do suffer due to poor location to build on, who is responsible, I guess the owners and the city? What recourse will the owners have and the renters to maintain their homes on land that is underlain by clay?

How much money will this cost the City in the future if these homes, the road, sidewalk and surrounding wetland become damaged and degrade due to this areas complex soil base and hydrology?

Attachment V-8

This development application does appear to be responsible to its surrounding land base, so developing this to a City park would be the best and highest use, for permanent guaranteed conservation over the entire openspace acres using the in place utility and roadway, fill and very high quality rare wetland prairie comes already present. No money needs to be spent to create this areas park ecology, compaired the need to keep dumped into Sunset Park wetlands before it all turns to a weed bank.

How is the City showing it is responsible for the future of these remaining wetlands when it appears to allow site drainage to be unfiltered biologically, to insure all run off will contain: all man made chemicals and fecal material, lawn chemicals, nitrogen, fertilizer, weed and feed, cat and dog waste, automobile chemicals, gas, antifreeze, oil, lead, mercury and ect.

How will the City know that these wetlands are degrading with every years input of these chemicals to this openspace?

The City has no baseline info or monitoring data about this sites ecology and biologic value. If we allow this development to occur it may be hugely damaging biologically if not hydrologically to the remaining area openspace as high quality almost weed free at this time tufted hair grass prairie.

I disagree with developing this site for profit and or selling land owned by the city to trade for housing wealthy and lower income working class residents. David mentioned the importance of policing and views into this site, so this was a turn off, what is he talking about here and why?

How safe are area children in this entire plat? Will the city ban dogs and cats as they will hunt in the wetlands and their waste will wash into the wetland, enhancing the establishment of weeds to which no one will manage and the edge around this development

will slowly destroy the openspace it is put into. With more weeds, more nitrogen, carbon, chemicals, undisclosed hydrologic impacts, yard clippings the openspace is set to become less healthy and less of a very high quality tufted hair grass prairie it is today and has been for 1000's of years.

Restrictions to the HOA should be made to try to keep this area intact and if things start to get out of balance the City will need to help the HOA get after weeds, landscaping plants that advance into the wetland, by: vine, seed or tossed over yard waste and cuttings. Irrigation of lawns may lead to outwash of nitrogen and lawn chemicals directly into the openspace areas. I do not see bioswale separation between lawns and the openspace.

Planting plan does not include anything local or native. With site being so wet how well will all this nonnative landscaping fair? Camas, rush, sedge, cattail, willow, poplar, tufted hair grass will fair will in wet areas if this entire site is not build on clay over capped by x depth of fill or clay removed for homes and roadbed and left for landscaped areas.

Kids playing in allot of the street areas will have to face traffic as the run after loose balls and walk to get to school bus stop where ever that is.

Thanks, Rana Foster
1415 SW Brooklane Dr.
Corvallis, Oregon

Attachment V-10

Young, Kevin

From: Young, Kevin
Sent: Thursday, April 10, 2008 8:19 AM
To: 'Olivia Duren'
Cc: Towne, Fred
Subject: RE: Testimony in opposition to Seavey Meadows (PLD08-00001, SUB08-00001)

I'm sorry, Ms. Duren, but your testimony was submitted after the 5 pm deadline on April 9th and cannot be included in the record of the subject land use application.

- Kevin Young, Senior Planner

-----Original Message-----
From: Olivia Duren [mailto:shantiliv@hotmail.com]
Sent: Wednesday, April 09, 2008 11:53 PM
To: Young, Kevin
Subject: Testimony in opposition to Seavey Meadows (PLD08-00001, SUB08-00001)

9 April 2008

TO: Kevin Young, Senior Planner, Corvallis Planning Commission

RE: CASE: Seavey Meadows (PLD08-00001, SUB08-00001)

For inclusion in public testimony for the extended public comment period ending 4/9.

Attachment V-11

First, I wish to commend the Planning Commission staff and City Council members for your hard and ongoing work on this case. When I attended the public hearing on 2 April, I was impressed with the professionalism and commitment to due process I saw that night. Even as the hearing extended well into the evening, staff and council upheld their responsibility to the citizens to give fair hearing to all issues and come to a carefully considered and informed decision. I appreciated your unflagging attentiveness and diplomacy.

The purpose of this written testimony is to register my whole-hearted opposition to the Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat being currently considered in the Seavey Meadows case, for the reasons below.

· The Review Criteria discussed in Section 2.5.40.04 states that a "Conceptual Development Plan shall be reviewed to ensure consistency with purposes of…policies and standards adapted by the City Council," including compatibility with criteria (9) Transportation facilities, and (10) Traffic and off-site parking impacts. I believe that one of the many reasons the Seavey Meadows site is a woefully inappropriate place for a housing development targeted to any socioeconomic class is it's location on the fringes of Corvallis' social and economic activity. The Willamette Neighborhood Housing Services includes 2 ½ parking spaces for each of the 43 housing units because such a location forces residents to depend on private vehicles. Sure, there is a single bus route that services the area, but lines are not in operation past 6pm. The 'low income' populations this development claims to serve are likely to hold low-wage jobs at grocery stores, gas stations, restaurants, and hospitals that don't close at 5pm like white-collar employers Hewlett Packard and Oregon State University. I wholly disagree with the Staff Report's conclusion that the Plan "promotes efficient use of land" (LDC 2.5.20.b). Further, the city's charter clearly states that it should "exercise its powers to ensure the equal protection, treatment and representation of all persons without discrimination, including

... level of income." At $3.41 a gallon of gas and rising, dependence on car ownership is increasingly burdensome for the financially fragile. Certainly a parcel within biking or walking distance of the city's social and economic venues is a far more appropriate site for any kind of housing development. Bikers and walkers also do far more to satisfy compatibility with Review Criteria (4) Noise attenuation, (5) Odors and emissions, and (12) Affects on air and water quality.

· Others have testified as to the complete incompatibility of the Plan with Review Criteria (14) Preservation and/or protection of Significant Natural Features. Here I will only echo the sentiments that it is appalling that the City should violate its own agenda by designating Seavey Meadows a "Naturally Significant" wetland and then seek a developer to plunk a subdivision in the middle of it. As noted in the hearing on 4/2, Willamette Neighborhood Housing Services seems to have made great headway in deciding what kind of fence should line the development's backyards, but apparently overlooked the need to mitigate expected impacts of construction; utility and sewer replacement; disturbance and invasive weed spread; landscaping, household, and auto toxin contamination; altered hydrology and nutrient cycles; and fragmentation on this ecologically 'Significant' meadow. Do you really trust them with the stewardship of Seavey Meadows?

· Similarly, I echo the Commissioner's confusion at the developer's failure to consider the engineering complexities inherent to building on earth that is submerged for part of the year. Willamette Neighborhood Housing Services promised that they would 'do better' than others have done, but apparently forgot to figure out how they would keep owner's and renter's basements from flooding, foundations from failing, sewers from backing up, and other nasty problems in evidence elsewhere where people have built on wetlands. The developers seem to have spent more time deciding where the basketball hoops should go. Is this the kind of careful consideration our low-income citizens deserve?

I present only a handful of the many reasons why the plan to develop Seavey Meadows should be immediately dismissed. Public outcry against development has been decades-long and unwavering. We have spent far too much taxpayer treasure in consideration of this failing and ill-advised plan. Please join your constituents and citizens of Corvallis in recommending the plan for development (PLD08-00001, SUB08-00001) be dismissed once and for all, and giving Seavey Meadows its deserving permanent protection.

Thank you for your consideration.

Olivia Duren

337 NW 11th St

Corvallis OR 97330

ATTACHMENT: The same testimony above, in MSOffice document format

More immediate than e-mail? Get instant access with Windows Live Messenger.
http://www.windowslive.com/messenger/overview.html?
ocid=TXT_TAGLM_WL_Refresh_instantaccess_042008

Sent via email @ 9:05a.m on April 10, 2008
(after deadline of 5p.m on April 9, 2008)

Extrom, Joan

From: Tracy Rupp [tracyrupp1@yahoo.com]
Sent: Thursday, April 10, 2008 9:05 AM
To: Planning
Subject: Seavy Meadows

Dear Commissioners,

I believe the time for public comment on this is almost up. My wife and I are concerned about this but are very busy - so busy we haven't had time to respond.

Mostly we are in agreement with those voicing a strong concern about the wisdom of placing this housing development in an environmentally sensitive place. I have attended two meetings on this so far. The first treated it like a done deal - just explaining it to the public. Then, low and behold, follows a public hearing. At this hearing most of the time was spent going over the details of the construction. Finally, at the end, some hurried testimony was allowed on whether it is a good idea in the first place. Isn't that a lot like putting the cart before the horse?

Judging from the discourse at the hearing with the commissioners, it seems a lot of questions, many of them of a fundamental nature, have not been resolved.

One thing for sure, like one man testified, if you build it it's a done deal - and too bad if it was a wrong choice.

What other options are there to balance a priority for affordable housing against a priority for a good environment within the city?

In the decades ahead population pressures will certainly cause Corvallis to expand. Maintaining an environmental trust within the City limits will mean a better Corvallis in the future.

Tracy Rupp
25 year resident of Corvallis

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

Attachment V-13

Young, Kevin

From: Alan Deitch [alanjdeitch@yahoo.com]
Sent: Tuesday, May 20, 2008 10:37 AM
To: Young, Kevin
Subject: Seavy Meadows devlopment

Kevin,

Pursuant to the proposed affordable housing project named Seavy Meadows I fully support the project for a number of reasons:

Having been in the real estate industry for nearly 14 years, our community is losing many high quality people who can't afford to live here. This provides a bit of affordable housing which is something espoused by our city. The parameters of the project insure that the housing is only available to those who meet the limited income requirements. Note that our schools have lost approx 1,000 students over the past 10 years.

The wetlands issue appears to be result in a gain or at least no net loss of wetlands.

The organization WNHS has proven itself on many projects over many years. They are a huge asset to the community, and have followed all the guidelines for this project. There is no doubt that this project will enhance the Seavy area, as their other projects have done over the years.

If our city leaders truly want to honor the commitment to affordable housing, and a diverse community, this would appear to provide a great opportunity. Let's do the right thing.

Thank you,

Alan Deitch

Attachment V-14

Young, Kevin

From: Nancy&Craig Leman [lemann@onid.orst.edu]
Sent: Tuesday, May 20, 2008 1:25 PM
To: Young, Kevin; Linda Whiteman
Subject: Seavey Meadows Project

(This letter is intended to show support for the Willamette Neighborhood Housing Services' appeal for a review of its plan for affordable housing at Seavey Meadows.)

May 20, 2008

To the Mayor and City Council of Corvallis, Oregon:

I am writing to ask the city to reconsider the decision not to allow the Willamette Neighborhood Housing plans to go forward.

In the early eighties (I believe it was), some of that Seavey land was slated to be a private housing project, proposed by a developer who later went bankrupt because of the down turn in home building in Corvallis.

Many Corvallis people invested in this doomed project that at the time seemed promising and would give a good return on their investment.

When we have driven along Seavey Road since that time, I have always looked north toward the land and wondered what was happening to it. Then when Willamette Neighborhood Housing decided to develop that area for affordable housing, I was glad to hear about it and believed it to be a good location for the project. I still believe it is potentially suitable for that purpose.

Nancy Leman
2702 NW Garfield
Corvallis, OR 97330-2422
lemann@onid.orst.edu

Attachment V-15

City Council
+ Seavy Meadows
May 16, 2008

RECEIVED
MAY 21 2008
CITY MANAGERS OFFICE

RECEIVED
MAY 21 2008
Community Development
Planning Division

We are
Tom and Sally Pederson
1477 NE Seavy Ave

Our 4.8 acres abutts the proposed developement of Seavy Meadows on the east. We came here in 1971. So we have witnessed the decline of plants and animals from the so far disturbance of the wet lands, and see the need to save the little that is left. Three acres isn't much but Zero wet lands is crazy.

Losing even this small piece of wet land can make a difference on the ecology. The testament of people who have studied and know the true facts about the importance of keeping the wet lands has been given again and again in public hearings of proposed developements of Heavy Meadows. at the last hearing Pat ? and Bruce ? biology professors at OSU. and Jenny Ayott conservatist were heard.

We were so pleased that the planning Commision denied the developement plan. We hope that the appeal of that decision will be denied, and that the wet lands will be saved.

Attachment V-17

Because of the developement to the North and the annexation and the started Stewart developement all wild life has disappeared from that land. There used to be many quail, pheasant, racoon, opossum and an occasional little red fox. and the wonderful singing of the frogs If we save the little acre age that is left we can attract the ~~birds~~ Birds again by planting hedge rows around the perimator of the right species. We are doing that on our side of the property line. With city aprroval I'm sure volunteers and plants would be forth coming. I make a pledge to make that a goal if its a good idea and the property is saved.

Forty three dwelling units are proposed on the site. We are over whelmed with the thought of all those people next

Attachment V-18

door. We have a few farm animals — goats, pigs, chickens and our grandsons are talking about some other 4H animals. We have the animals penned up but we see the need for the developers to be required to put up a fence between our properties. Is that possibly a happening?

Sally Pederson
Thomas M Pederson

Attachment V-19

RECEIVED

MAY 21 2008

Community Development
Planning Division

835 N.W. Carpathian Dr.
Corvallis, OR 97330

May 21, 2008

Corvallis Mayor and City Council
c/o Kevin Young
Senior Planner
City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

Dear Mayor Tomlinson and Members of the City Council:

The purpose of this letter is to urge your support for Willamette Neighborhood Housing Services proposed development of 43 affordable housing units known as Seavey Meadows. As you are aware, this project has been developed over many years. At each stage of development the City Council has voted to support it.

I have served on the volunteer Board of Directors of Willamette Neighborhood Housing for over seven years. Before that I was involved on the Boards for low income housing in Linn and Benton Counties for more than 10 years. I know how difficult it is to find land for affordable housing in the Corvallis area. WNHS is proposing to take 1.65 acres of degraded wetland and replace with 1.75 acres of functioning wetland within Seavey Meadows in order to do this project.

WNHS has a proven track record of providing safe, affordable, quality housing along with support services for tenants. A brief tour of our properties would demonstrate this. WNHS also has a proven track record of working cooperatively with the City and many other organizations to achieve win-win solutions to complex challenges that occur in development of these projects.

Once again, WNHS has come up with a win-win situation for both the environment and low income residents. I cannot urge you strongly enough to vote to overturn the Planning Commission's decision.

Thank you very much.

Yours truly,

Judy Hill

Judy Hill
Vice President
Willamette Neighborhood Housing Services

Attachment V-20

Memorandum to: City of Corvallis City Council
Re: Land use public hearing, Seavy Meadows, PLD08-00001, SUB08-00001
From: Sharon Nissen (2640 NE Seavy Place) and Patricia Muir (1840 NE Seavy Ave.)
SN.

Date: May 18, 2008

Attached please find 379 petition signatures in support of protection of all of the city-owned 32 acres of Seavy Meadows under a permanent conservation easement, as opposed to the proposal by Willamette Neighborhood Housing Services, which would exclude approximately 3.5 acres from such protection. As stated in the petition header, the 379 signatories support the concept that,

"This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland."

Petition signatures were collected by residents who are committed to the protection of Seavy Meadows. Petitions were circulated in and around Corvallis by these residents between the most recent Planning Commission action on the proposed development (April 16, 2008) and May 18, 2008.

RECEIVED

MAY 21 2008

Community Development
Planning Division

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Katherine Hayes		19/5/08	1750 NE Seavy Ave
2. Nancy E. Mildren	Nancy E. Mildren	5/19/08	2720 NW Garfield Ave Corvallis
3. Ann P. Craig	A. P. Craig	5/19/08	3333 NW Grant Ave Corvallis
4. Marianne Tasker	Marianne Tasker	5/19/08	349 N. 8th St Corvallis
5. Chris Highfield		5/19/08	2320 Crystal Lake Drive Corvallis
6. Dionisia Morales		5/19/08	4025 NW Morgan Pl. Corvallis, OR
7. Judi Kloper		5/19/08	7490 NE Reasbore 97330
8. Rachel Teadora Barrett		5/19/08	2930 NW Mulkey Ave Corvallis
9. Benjamin Barrett		5/19/08	"
10. Courtney Lazenby		5/19/08	727 NW 35th St. Corvallis
11. [illegible]	KRISTI [illegible]	5-19-08	5530 SW PLYMOUTH Corvallis 97333
12. Kristie Dudenhoefer		5/19/08	3463 NW Crest Dr Corvallis 97330
13. Meredith Weir		5/19/08	743 NW Beaver Pl. Corvallis, OR 97330
14. Woody Fitzgerald	Woody Fitzgerald	5/19/08	1460 SW Allen St. Corvallis 97333
15. Michelle Marie	Michelle Marie	5/19/08	2415 NW 12th St 97330
16. Christine Wolf	Christine Wolf	5-19-08	7605 NW McDonald Pl 97330
17. Jason Larkins		5-19-08	3727 Moss Rock Dr. 97330
18. Michelle Barns	Michelle Barns	5-19-08	3702 NW Moss Rock Dr. 97330
19. Cicely Laperre	Cicely Laperre	5-19-08	707 N. 12th St. 97330
20. Wendy Willard	Wendy Willard	5-19-08	1238 SE Goodnight Ave 97333

Statement of petitioner: I am an unpaid, volunteer petitioner Jasha Galaudi 5/19/08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-22

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Garrett Meigs	[illegible]	4/21/08	1080 SW 35th St. Corvallis, OR 97333
2. DAN DAVIS	[illegible]	4/21/08	720 SW 55th St, Corv 97333
3. Joe Fontaine	[illegible]	4/22/08	1311 NW Dixon St Corvallis, OR 97330
4. Chris Mina	[illegible]	4/22/08	1034 NW 34th, Corvallis, OR
5. Liz Landau	[illegible]	4/22/08	624 NW 9th St Apt 2, Corvallis
6. Travis Woolley	[illegible]	4-22-08	215 SE Lilly ave #2 Corvallis,
7. Chris Dunn	[illegible]	4/22/08	3405 NW Orchard Ave #154 Corvallis, OR 97330
8. Alec Amacher	[illegible]	4/22/08	2305 N old Peoria Rd. Philomath OR 97370
9. Malcolm Anderson	[illegible]	4/22/08	2305 N old Peoria Rd Philomath OR 97370
10. Wilson	Wilson Dinsdale	4/22/08	2323 Monroe Ave Corvallis, OR 97333
11. Adrian	[illegible]	4/22/08	2323 Monroe Ave, Corvallis, 97331
12. Jordan Martinez	[illegible]	4/22/08	28960 Hwy 34 corvallis 97333
13. Cassie Hebel	Cassie L Hebel	4/22/08	1080 SW 35th Corvallis, OR 97333
14. Keiran woolley	Keiran Woolley	4/22/08	215 se Lilly Ave 2, Corvallis, O
15. Jenny Edwards	[illegible]	4/22/08	704 NW 11th St Corvallis 97330
16. Joe Dauer	[illegible]	4/22/08	704 NW 11th St. Corvallis 97330
17. Sharon Martinson	[illegible]	4/22/08	212 SE Lilly Ave Corvallis OR 97333
18. Lauren Redmore	[illegible]	4/22/08	1210 NW Garfield Ave. Corvallis OR 97330
19. Tara Hudsberg	[illegible]	4/22/08	1550 NW Maple Ave Corvallis, OR
20. SERA JANSON	[illegible]	4/27/08	3534 SW Western Blvd. Corvallis OR 97330

Statement of petitioner: I am an unpaid, volunteer petitioner [illegible] 4/21/08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-23

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Patsy M. Conaway	Patsy M. Conaway	4-28-08	1825 NE Seavy Ave Corvallis 97330
2. Jeanne Gragg	Jeanne Gragg	4-28-08	1825 NE Seavy Ave., Corvallis
3. Carla Wood	Carla Wood	4-28-08	1887 Cottage St NE Salem OR 97301
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Statement of petitioner: I am an unpaid, volunteer petitioner Patsy M. Conaway 4-28-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-24

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. TED SIMPSON		4/22/08	60 HIATT ST LEBANON
2. DANE T. McGUIRE		04-22-08	2886 NW Pineview Dr. Albany
3. Nan Bro		4/22/08	1120 NW 16th Corvallis
4. Richard Reid	Richard Reid	4-22-08	21768 Grange Hall Rd Philomath OR.
5. Curtis Baker		4-22-08	286 W. Cedar Dr Lebanon OR
6. Kevin Lorain		4-22-08	650 16th Ave SE, Albany, OR
7. Chris Teine		4-22-08	1865 NW 17th St. Corvallis OR 97330
8. Phillip Steeves		4/29/08	881 N 12th ST Philomath OR 97370
9. Joseph Majeski		4-29-08	1875 N.E. Noble Ave Corvallis OR 97330
10. Eleanor Fields		4/30/08	962 NE Angelee Pl Corvallis OR 97330
11. Henry Fields		4-30-08	962 NE Angelee PL Corvallis OR 97330
12. Heather Fields		4/30/08	962 NE Angelee Pl Corvallis, OR 97330
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Statement of petitioner: I am an unpaid, volunteer petitioner _____ 4/30/08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-25

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Bruce McCune	Bruce McCune	4/30/08	1840 NE Seavy Ave, Corvallis
2. Heather Lintz	[illegible]	4/30/08	1120 SE Bell Ave
3. Peter Nelson	Peter Nelson	4/30/08	Kiger Island Rd.
4. Jennifer Ayotte	Jennifer Ayotte	5/1/08	3098 NW Greenbriar Pl
5. Linda Geiser	Linda Geiser	5/1/08	629 NW 33rd St
6. DAVID NEEMAN	[illegible]	5/6/08	1845 NE SEAVY AVE
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Statement of petitioner: I am an unpaid, volunteer petitioner _____ _____

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-26

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Susan Wechsler	Susan Wechsler	4/26/08	1820 N.E. Vine Ave, Corvallis 97330
2. Dave Rogers	Dave Rogers	4/26/08	1820 N.E. Vine Ave, Corvallis 9733
3. Susie Schwartz	Susie Schwartz	4/26/08	968 NE Angelee Pl Corv
4. Scott G Spinney	[illegible]	4/26/08	996 NE Angelee Pl
5. GELAN CAI	Gelan Cai	4/26/08	1026 NE Angelee PL
6. Janice Craig	[illegible]	4/25/08	970 NE Kirsten Pl
7. Irene P. Davis	Irene P. Davis	4/25/08	978 NE. Kirsten Pl
8. PAUL A DAVIS	Paul A. Davis	4/25/08	978 NE KIRSTEN PL
9. Maria G. Fung	M. G. Fung	4/26/08	1010 NE Kirsten Pl.
10. Tony DeMeo	Tony DeMeo	4/28/08	1002 NE Lorvik PL
11. Cecilia DeMeo	Cecilia DeMeo	4/26/08	1002 NE Lorvik Pl. 97330
12. Susan Thompson	Susan K Thompson	4/30/08	1008 NE Lorvik PL 97330
13. William Taylor	William Taylor	4/26/08	1020 NE DIANE PL 97330
14. Carrie Peñaloza	Carrie Peñaloza	4-26-08	1020 NE DIANE PL. 97330
15. Glen Cheney	Glen Cheney	4-26-08	1032 NE Diane Pl 97330
16. Julie Cheney	Julie A Cheney	4-26-08	1032 NE Diane Pl. 97330
17. Phyllis DAVIS	Phyllis DAVIS	4-26-08	971 Kirsten
18. Ayla Rogers	Ayla Rogers	4/26/08	1820 NE vine
19. ESTHER PARENT	Esther Parent	5/10/08	2920 Ne glacier Way
20. MARK GORZYNSKI	Mark Gorzynski	5/10/08	2920 Ne glacier Way

Statement of petitioner: I am an unpaid, volunteer petitioner Susan Wechsler

Name (signature) Date

7534297

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-27

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Katyna Tran		4/24/08	231 NW 26th Corvallis, OR 97330
2. Amanda Halaman		4/24/08	292 NE Conifer Blvd 97330
3. Clarissa Bertha		4/24/08	2715 NW Frazier Ck Rd.
4. Michael Lee		4/24/08	1355 SW E. Ave #206. 97333
5. Ian Hunnicutt		4/24/08	330 NW 7th Corvallis 97330
6. Shannah Selland		4/24/08	111 NW Tyler #6. Corvallis OR 97330
7. Christine Stephen		4/24/08	247 NW 11th St Corvallis, OR 97330
8. Jennifer Fujii		4/24/08	247 NW 11th St Corvallis OR 97330
9. DENNIS FEENEY		4/24/08	1137 NW 13th ST corvallis
10. donald scott freeman		4/24/08	650 NW 5th St Corvallis OR 97330
11. Molly Kneen		4/24/05	954 NW Sequoia Ave, corvallis OR 97330
12. Nicolas Zegn		4/24/08	1154 NW Park Ave Corvallis 97330
13. Nicholas Son		4/24/08	6555 Looney Ln S.W. Albany OR 97334
14. Amy Christeson		4/24/08	1068 Troon Rd Lake O, 97034
15. Richard Young		4/24/08	
16. Seth Cohen		4/24/08	110 NW 30th Corvallis 97330
17. Orion Peary		4/24/08	
18. GRIGI HARBURUSKA		4/24/08	3405 NW Orchard Ave #16 Corvallis, OR 97330
19. RUNELL MERCADO		4/24/08	1015 NW Monroe Corvallis, OR 97330
20. SHARYN CLOUGH		4/24/08	1905 NW 14th St. Corvallis.

Statement of petitioner: I am an unpaid, volunteer petitioner _____ 04-29-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-28

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Cedar Hesse	Cedar Hesse	4/24/08	1710 SW Allen St. Corvallis 97333
2. ADAM NILSSON	[illegible]	24 APR 2008	3410 NW Grant Ave Corvallis 97330
3. Lora Liegel	[illegible]	4/24/08	1358 NW Polk 97330
4. Stephanie Hart	[illegible]	4/24/08	1574 NW 29th 97330
5. Brooke Kaye	Brooke Ka	4/24/08	421 SW 8th st 97333
6. Melissa McCartney	[illegible]	4/24/08	604 NW 16th st 97330
7. Linh Bui	[illegible]	4/24	234 NW 21st Apt 6 97330
8. BJØRN PETERSON	C. Bjørn Peterson	4/24/08	2629 SW Pickford St. Apt. 4
9. Amy Orosso	[illegible]	4/24/08	724 SW 10th St Corvallis 97333
10. LINDA HUNN	[illegible]	4/24/08	~~3235~~ 720 SE ATWOOD AVE 97333
11. Emily Boling	Emily Boling	4/24/08	7735W 15th St. 97333
12. Miguel Santiago	Miguel Santiago	4/24/08	1133 NW Harrison Blv. 97330
13. Brian Moore	[illegible]	4/24/08	840 SW Grove St 97333
14. Dann Smith	[illegible]	4/24/08	231 NW 26th St. 97330
15. Jake Crampton	Jake Crampton	4/24/08	14040 SW Potosi Ave, Hillsboro OR 97123
16. AKASH MANKANEY	[illegible]	4/24/08	143 NW 10th Street
17. [illegible]	[illegible]	4/24/08	76 West Complex
18. Ben Hebert	[illegible]	4/24/08	3211 Weatherford Hall
19. [illegible] Zeta	[illegible]	4/24/08	721 West [illegible]
20. Dani Lyn Ray	Dani Lyn Ray	4/24/08	320 SE Richland Ave Corvallis 97333

Statement of petitioner: I am an unpaid, volunteer petitioner _____ 04-29-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-29

Attachment V-30

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Taryn Arnold		4/24/08	728 SW 3rd St. #8
2. Uliya Kostromitina		4/24/08	1004 SW Jefferson
3. Sara Call		4/24/08	4340 NW William Hill Dr Corvallis
4. Randa Smith		4/24/08	2615 NW Harrison Blvd. #4
5. Nathan Jones		4/24/08	200 NW 53rd #27
6. Helen Main		4/24/08	746 West Compton. OSU.
7. Rick Jacobsen		4/24/08	429 SW 8th #1, Corvallis
8. Kalena Tuffo		4/24/08	839 SW Maple Tree Dr
9. Ryan Sullivan		4-24-08	405 E Halsell Hall
10. Heather Erban Mais		4.24.08	242 NW 7th St #5 Corvallis
11. Michael Faris		4.24.08	218 NW 8th St #3 Corvallis OR
12. Lisa Unrogan		4/24/08	121 NW 21st #21 Corvallis, OR 97330
13. Jesse Bardart		4/24/08	419 NW 12th Corvallis OR 97330
14. Andrea Norris		4/24/08	214 SW 8th St Apt 4 97333
15. Sarah R. Faul		4/24/08	1381 SW E St Corvallis OR 97333
16. Robert Culbertson		4/24/08	1111 Western #19 Corvallis Or 97333
17. JOHN WELLS			
18. Carlos A. Sierra		4/24/08	951 NW Tyler Ave, Corvallis
19. Tiffany VanHuysen		4.24.08	3115 NW Johnson Ave. Corvallis 97330
20. ERIK HINDMAN		4/24/2008	550 SE VIEWMONT AVE 97331

Statement of petitioner: I am an unpaid, volunteer petitioner _____ 04-29-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Angela So	Angela So	4/25/08	979 NE Angelee Pl
2. CLIFFORD BERG	Clifford Berg	4/26/08	995 NE ANGELE PL
3. Hetti Jayanthi	[illegible]	4/26/08	1005 NE Aggelee PL.
4. Jimmy Phan	[illegible]	4/	1023 NE Angelee PL
5. Lyle DAVIS	Lyle DAVIS	4/26-08	971 NE Kirsten
6. Sandy Deardurff	Sandy Deardurff	4/26/2008	1009 NE Kirsten Pl.
7. Kari Slater	Kari Slater	4/26/2008	1029 NE Kirsten Pl.
8. Mirian Richards	Mi Richards	4/26/2008	1001 NE Lorvik Pl
9. Mike Zandsky	Mike Zandsky	4/26/2008	1007 NE Lorvik Pl.
10. Robert Goodwin	Robert Goodwin	4/26/2008	1005 NE Diane Pl.
11. LaDonna Johnson	[illegible]	4/26/08	1011 NE Diane PL.
12. Tom Cordier	[illegible]	4-26-08	1017 NE Diane PL.
13. Edith Bowlby	Edith B	4-26-08	1023 NE Diane Pl.
14. Bob & Lidia Ullmer	Lidia Ullmer	4-26-08	1029 N.E. Diane PL
15. Bill Hart	Bill Hart	4-26-08	2811 NE. Conser
16. Deanne Hart	Deanne Hart	4-26-08	2811 NE Conser
17. Michael Murphy	Michael Murphy	4/26/08	2924 NE Glacier Way
18. BILL PLEMMON	Wm W. Plemmons	4/26/08	2635 N.E. Seavy Pl.
19. JANE PLEMMONS	Jane Plemmons	4/26/08	2635 NE Seavy Pl
20. TOM HOUSER	Tom Houser	4/26/08	2625 NE SEAVY PL

Statement of petitioner: I am an unpaid, volunteer petitioner [signature] 4.29.08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-31

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Heather Root	Heather Root	4/22/08	730 SW 10th St Corvallis OR 97333
2. Kathy L. Cook	Kathy L Cook	4-22-08	1210 NW Skyline Dr Albany, OR 97321
3. Mark D. Azevedo	Mark D Azevedo	4-22-08	1210 N.W. Skyline Dr Albany OR 97321
4. Greg Smith	Greg Smith	4-22-08	1340 NW 17th St. #1
5. Ryan Mann	Ryan Mann	4/22/08	224 NW 26th St. Corvallis, OR 97330
6. Sara Gwin	Sara Gwin	4/24/2008	470 SE Viewmont Ave Corvallis, OR 97333
7. Melissa Brazeale	Melissa Brazeale	4/24/08	430 SW 7th St. Apt. 12 Corvallis, OR 97331
8. Deron Ryan	Deron Ryan	5/2/08	545 SW Washington Ave. Corvallis, OR 97333
9. Cooney Russell	Cooney Russell	5/10/08	933 NE Boulder Place
10. Lana Dong	Lana Dong	5/10/08	989 NE Boulder Place
11. Leah Quintilian	Leah Quintilian	5/10/08	1873 NW Grant Circle, Corvallis OR 97330
12. Austin von Nehring	Austin von Nehring	5/10/08	2933 NE Glacier Way, Corvallis OR 973
13. Margarita Casas	Margarita Casas	5/10/08	2945 NE Glacier Way, Corvallis
14. Linda Demorest	Linda S. D	5/10/08	3013 NE Glacier Way
15. Eric D Chetta	Eric D Chetta	5/10/08	2887 NE Conser St.
16. Danielle Werlinger	Danielle Werlinger	5/10/08	2965 NE Conser
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Statement of petitioner: I am an unpaid, volunteer petitioner Shayna Rogers 04-29-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-32

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. TIDIA TIAN		April 24	915 SW ADAMS AVE #9
2. AARON KAISER		4/24/08	1367 SW E Ave #205
3. READE NORTHUP		4/30/08	2120 NW GARFIELD AVE
4. Matt. Pennington		4/30/08	849 SW Maple Tree Dr
5. Andrea Eason		5-10-08	1780 NE Vine Ave
6. Eric Eason		5-10-8	1788 NE Vine Ave 97330
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Statement of petitioner: I am an unpaid, volunteer petitioner _____ 04-30-08
Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-33

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. LAURIE GILLIAM		4/24/08	337 NW 11th St. Corvallis OR 97330
2. Brendan Rogers		4/25/08	1020 SW 35th St. Corvallis, OR 97333
3. Colin Cooper		4/25/08	3379 SE Midvale DR Corvallis, OR 97333
4. Quin Ourada		4/25/08	550 SW Western Blvd #201 Corvallis, OR 97333
5. Eve Gasarch		4-25-08	3100 Fairhill Corvallis, OR 97330
6. Mike Messier		4.23.08	1705 NW Taylor Ave. Corvallis, OR 97330
7. Marissa Matsler		4.25.2008	704 NW 9th Corvallis OR 97330
8. KC Walsh		4/25/08	1121 NW 25th Corvallis OR 97330
9. Alison Ruch		4/25/08	433 SW 5th St Corvallis, OR 97333
10. Marcus Loze		4/25/08	433 SW 5th St Corvallis, OR 97333
11. Dominic Maze		11	422 NW 27th St Corvallis OR 97330
12. Daniel Dellwo		4/25/08	337 11th St Corvallis OR 97330
13. Anna Maher		4/25/08	525 NW Monroe #113 Corvallis, OR 97330
14. Paul Satterthwaite		25 apr 08	219 SW 8th CORVALLIS OR 97330
15. Ross Buchanan		25 apr 08	#207 130 SW E Ave Corvallis
16. Brianna Patterson		4/25/08	1011 NW 29th Corvallis OR
17. CORONA SODEMANN		4/25/08	222 16th NW Corvallis OR 97330
18. David Elwood		5/8/08	337 NW 11th Corvallis OR 97330
19. Gregg Olson		5/8/08	327 NW 11th Corvallis, OR 97330
20. Leslie Richards		5/8/08	327 NW 11th

Statement of petitioner: I am an unpaid, volunteer petitioner _____ 5/7/08
Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

New Deadline - May 14th! Thank you!

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Zuzana Veilupkova		4/22/08	826 NW 32nd, Corvallis
2. Upekala Wijayratne		4/23/08	3410 N.W. Grant Ave, Corvallis
3. Andrew Traylor		4/23/08	—
4. Ian Ptingsreen		4/23/08	4400 NW Walnut Blvd Apt 52, Corvallis
5. Kellee Unrath		4/23/08	1605 NW Forestgreen Ave #2, Corvallis.
6. Noah Parks		4/23/08	328 NW 12th St. Apt Corvallis
7. KATHY MERRIFIELD		Apr 23 2008	1152 NW 10th St, Corvallis.
8. Shawna Harvey		4/23/08	830 NW 10th/ST. Corvallis
9. Josh Lambert		April 23/08	526 NW 30th St Corvallis
10. Patricia Walbre		4/24/08	344 NW 12th #2 Corvallis
11. Elizabeth Martin		4/24/08	2120 NW Harrison Corvallis
12. Eldon Peterson		4 24 08	4715 SW Nash Ave. Corvallis 973
13. Teresa Sawyer		4-29-08	3615 NE Canterbury Circle Corvallis
14. Sunny Lucas		5/1/08	425 NW 27th St. Corvallis 97330
15. Linda Hardison		5/1/08	27043 Forest Spring Ln Corvallis 97330
16. Stephen Meyers		5/1/08	628 SW 3rd St. Apt. C Corvallis 9733
17. Danielle Martin		5/4/08	925 NW Beca Ave Corvallis OR 97330
18. Robin Mulvey		5/7/08	1031 NW 26th St, Corvallis, OR 9733
19.			
20.			

Statement of petitioner: I am an unpaid, volunteer petitioner _____ 22 Apr 2008
Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-35

New Deadline May 14th - thank you!

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Olivia Bucen	[illegible]	22 Apr 08	337 NW 11th St Corvallis 97330
2. Alma Hakanson	[illegible]	4/23/08	318 NW 15th St Corvallis 97330
3. Ryan Kepler	[illegible]	4/23/08	1042 SW 10th St #2 Corvallis 973
4. Christy Turner	[illegible]	4/23/08	285 W. Complex, Corvallis, 97331
5. Angela Scott	[illegible]	4.24.08	1722 NW Garryanna Corvallis 97330
6. Alea Silva	[illegible]	4/24/08	3200 SE Midvale Dr #101 Corvallis 9733
7. Amanda Hardman	Amanda Hardman	4/24/08	542 NW 11th #1 Corvallis OR 97330
8. Blanca León	Blanca León	4/24/08	6120 NW #7 Corvallis, OR 97
9. Natasha Cerruti	[illegible]	4/24/08	GHOPS 4007 ALS Corvallis OR 97331
10. Julie Bucen	[illegible]	4/28/08	4170 NW Pinecone Way #7 Corvallis OR
11. Courtney Reinan	[illegible]	4/29/08	1010 West Complex/OSU Corvallis, OR 97331
12. Julia Betts	[illegible]	4/30/08	5020 SW Technology Cp #38 Corvallis OR 97333
13. Michael Russell	[illegible]	4/30/08	1125 NW 53rd St Corvallis OR 97333
14. Janet Belisle	Janet Belisle	5/2/08	4170 NW Pinecone Way #7 Corvallis Or. 97330
15. Johnathan Brose	[illegible]	5/6/08	671 NW 23rd Corvallis, OR 97330
16. Laura Wyatt	Laura Wyatt	5/7/08	634 NW 21st St. Corv. OR 9733
17. Allyson Torres	[illegible]	5/7/08	974 NW Garfield Corv. OR 9733
18. Britta Patton	[illegible]	5/7/08	624 NW 16th St. Corv. OR 97330
19. Taylor Williams	[illegible]	5/7/08	804 NW 29th St. Corv, OR 97
20. Tammy Winfield	[illegible]	05/7/08	200 NW 53rd St. #7 Corvallis OR. 97330

Statement of petitioner: I am an unpaid, volunteer petitioner [illegible] 22 April 2008

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. O.C. WOODRING	O.C. Woodring	4-29-08	3615 NE Canterbury Circle Corvallis, Or. 97330
2. GABRIELLE SNIDER	Gabrielle Snider	4/30/08	3625 NE Canterbury Circle Corvallis OR 97330
3. HELEN R. SNIDER	Helen R. Snider	4-30-08	3645 NE Canterbury Circle Cor. OR. 97330
4. Paul Armstrong	Paul Armstrong	4-30-08	3630 NE Canterbury Circle Corvallis OR
5. JAMES E SNIDER JR	James E Snider Jr.	4-30-08	3645 NE CANTERBURY CL CORVALLIS OR 97330
6. Mary Wright	Mary Wright	4/30/08	3405 NE Londonderry Way Corvallis OR 97330
7. Duane Higley	Duane L. Higley	4/30/08	3440 NE Londonderry Way Corvallis OR 97330
8. RUTH AYRE	Ruth Ayre	4-30-08	3440 NE MANCHESTER ST CORVALLIS, OR 97330
9. ARTHUR AYRE	Arthur Ayre	4-30-08	3440 NE Manchester St. Corvallis, OR 97330
10. Christina Hahn	Christina Hahn	4-30-08	3625 NE Canterbury Circle Corvallis, OR 97330
11. Lydia Armstrong	Lydia Armstrong	5-1-08	3630 NE Canterbury Corvallis, OR 97330
12. Mariann Szlep	Mariann Szlep	5/1/08	3570 NE Canterbury Corvallis OR 97330
13. MORLIN I SZLEP	Morlin Szlep	1 MAY 08	3570 NE CANTERBURY CORVALLIS OR 97330
14. Christine Clausen	Christine E Clausen	May 1 2008	3575 NE Canterbury Corvallis OR 97330
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Statement of petitioner: I am an unpaid, volunteer petitioner Susan Sawyer (Name (signature)) 29 April 2008 (Date)

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-37

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Burl Martin	Burl Martin	4/23/08	1530 NW 27th St Corv. OR 97330
2. Matt Blakeley-Smith	Matt Blakeley-Smith	4/23/08	810 SW 10th ST Corvallis OR 97333
3. John Grotefend	John Grotefend	4/24/08	965 NW Sycamore Ave Corvallis OR 97330
4. Tara Stark	Tara Stark	4/24/08	3015 Plymouth Dr. Philomath, OR 97333
5. Laurel Moulton	Laurel Moulton	4/25/08	425 SE Bridgeway Ave Corvallis 97333
6. Lisa Weiss	Lisa Weiss	4/25/08	3211 NW Van Buren Ave #13 Corvallis OR 97330
7. Andrea Thorpe	Andrea Thorpe	4/25/08	5th NW 28th St. Corvallis OR 97330
8. Carey Brown	Carey Brown	4/28/08	2311 NW Van Buren #12 Corvallis, OR 97330
9. Jen Cramer	Jennifer Cramer	4/29/08	980 SE Park Ave, Corvallis, OR 97333
10. Amanda Stanley	Amanda Stanley	5/2/08	4320 NW Queens Ave, Corvallis 97330
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Statement of petitioner: I am an unpaid, volunteer petitioner Burl Martin 4/23/08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-38

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Brian Lee	Brian Lee	8 May 2008	991 NE Kirsten Pl. Corvallis 97330
2. Joan Caldwell	Joan T. Caldwell	May 11, 2008	3910 NW Clarence Cir. Corvallis OR 97330
3. HERMA ORNES	Herma	5-11-08	1018 NE Kirsten place Corvallis OR 97330
4. Larrie Dearduff	Larrie Dearduff	5-13-08	1009 NE Kirsten Pl Corvallis, OR 97330
5. Benji Dearduff	Benjamin Dearduff	5-13-08	1009 NE Kirsten Pl Corvallis OR 97330
6. Chester Ornes	Chet Ornes	5/13/08	1018 NE KIRSTEN PLACE CORVALLIS, OR. 97330
7. Francis Fung	[illegible]	5/13/08	1010 NE Kirsten Pl Corvallis OR 97330
8. [illegible]	5/13/08		
9. Linda DAVIS	[illegible]	5/14/08	971 Kirsten Place
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Statement of petitioner: I am an unpaid, volunteer petitioner Brian Lee (Name (signature)) 13 May 2008 (Date)

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-39

Attachment V-40

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Ellen I. Waite	Ellen I. Waite	4-28-08	544 CAMERON ST ALBANY, OR 97322
2. Steve Lilly	[illegible]	4-29-08	905 Lawnridge St SW Albany OR 97321
3. Susanne Lilly	S. Susanne Lilly	4-29-08	905 Lawnridge St SW Albany OR 97321
4. Jill Ridout	[illegible]	4-29-08	425 SE Atwood Corvallis, OR 97333
5. David Anderson	[illegible]	4-29-08	1210 NW Kline Place Corvallis, OR 97330
6. CRAIG TRESS	[illegible]	4-30-08	5242 MALLARD CIRCLE SW ALBANY, OR
7. Alex Govyadinov	A Govyadinov	4-30-08	5746 NW Fairbanks Dr Corvallis, OR 97333
8. Peter Mardilovich	[illegible]	4/30/08	Silverbelle Place Corvallis, OR 97330
9. Kevin DeKam	[illegible]	4/30/08	1230 SW Washington Albany OR 97321
10. NIRANJAN THIRUKKOVALUR	[illegible]	4/30/08	2265 NW MICHELLE DR CORVALLIS, OR 97330
11. Kais Ebrahem	[illegible]	5/1/08	1830 NW Merlo Dr Corvallis, OR 97330
12. Diane Marles	[illegible]	5/1/08	3730 NE Canterbury Circle Corvallis OR 97330
13. Brenda Dickey	Brenda Dickey	5/1/08	1530 NW Woodland Dr. Corvallis OR 97330
14. Lalith Aponso	[illegible]	5/1/08	1005 NE ANGELEG PL. CORVALLIS OR 97330
15. BRIAN DOOLEY	[illegible]	5/1/08	2868 MORGAN AVE ALBANY, OR 97322
16. Jayanthi Logendran	J. Logendran	5/1/08	1204 NE Conroy Pl Corvallis, OR 97330
17. Tom L. Kengil	Tom L. Kengil	5/1/08	930 Carmel Dr. SE Salem OR 97317
18. David A. Neel	David A. Neel	5/6/08	34505 Riverside Dr #29 Albany, OR. 97321
19. Alex Pfender	[illegible]	5/12/08	3704 NW Jameson Dr. Corvallis, OR 97330
20. JOE TSANG	[illegible]	5/14/08	515 NW ELIZABETH DR. CORVALLIS, OR 97330

Statement of petitioner: I am an unpaid volunteer petitioner _____ _____

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Megan Bass	Megan Bass	4-21-08	2465 NE Glacier Way
2. Kristin Silbernagel	Silbernagel	4-21-08	395 SE Eagle Island Dr. 97333
3. Michael Sheng	[illegible]	4-21-08	4466 NW Rimrock Place
4. Sean Stylli[illegible]	[illegible]	4/21/08	3724 NW Lark Pl
5. Alex Tang	[illegible]	4/21/08	3201 Harrison Ave SE
6. Curtis Peterson	Curtis Peterson	4/21/08	3144 NW Butterscotch Dr
7. Dana Wiseman	Dana Wiseman	4/21/08	3490 NW Deer Run
8. Alex Huddleston	[illegible]	4/21	7590 NW McDonald Cir
9. Melanie Parman	Melanie Parman	4/21	3661 NW Goldfinch Dr
10. Heather Koenig	Heather Koenig	4/21/08	3410 NW 60th St.
11. Raymond Eivers	[illegible]	4/21/2008	878 NW Ermine Pl.
12. Weiyi Li	[illegible]	4/21/2008	2418 Estavian Circle
13. Kinzie Hruby	[illegible]	4/21/08	2262 NW Independence
14. Emily Gitt	Emily Gitt	4/21/08	2370 NE Merlot Ave.
15. Monica Down	[illegible]	4/21/08	3276 NW Silkwood Drive.
16. Wes Stein	[illegible]	4/21/08	6925 NW Appaloosa Ln
17. Charlie Naiva	[illegible]	4/21/08	2995 NW Snowberry Pl
18. Meghan Drost	Meghan Drost	4/21/08	1040 NW Overlook dr.
19. Garrison Choitz	Garrison Choitz	4/40/08	1010 NW Overlook Drive
20. Drew Peterson	Drew Peterson	4-21-08	1917 NW Shattock Place

Statement of petitioner: I am an unpaid, volunteer petitioner _____ _____

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

signatures collected by Gielle Charron - (see reverse)

☆ Continued on reverse ☆

Attachment V-41

Name	Signature	Date	Address
Cielle Charron	Cielle Charron	4-21-08	1820 NE Noble Ave.
Tess Wheatcroft	Tess Wheatcroft	4-21-08	7755 NE Logsdon Rd
Pavan Vasdev	Pavan	4-21-08	4135 NW Widgeon Pl.
Rachel Mast	Rachel Mast	4/21/08	2784 NW Angelica Dr.
Zach Peters	Zach Peters	4/21/08	2260 NW Michelle Dr.
Natalie Drehan	Natalie Drehan	4/21/08	28215 Yvette Lane
Emma Sackinger	Emma Sackinger	4/21/08	2342 NW Green Cir.
Ashley Schwarz	Ashley Schwarz	4/21/08	2991 NW Bryant St.
Virginia Hasset	Hasset	4/21/08	335 S 3rd St Leb.

Attachment V-42

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Neal Maynard	[illegible]	4/30/08	6275 NW Ponderosa, Corvallis
2. JP Whitlock	[illegible]	4/30/08	P.O. Box 1202 Corvallis
3. Sandra Rath	Sandra Rath	5/1/08	2265 S 5th Lebanon
4. Scott Hansell	[illegible]	5/1/08	1705 Black Bear Avenue Albany
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Statement of petitioner: I am an unpaid, volunteer petitioner _____ _____

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-43

Attachment V-44

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. KEITH KAUFMAN	Keith Kaufman	5/10/08	998 NE BOULDER PLACE CORVALLIS, OR 97330
2. MARK LARSON	Mark Larson	5/10/08	994 NE BOULDER PL CORVALLIS, OR
3. M E Schloeder	M E Schloeder	5/10/08	985 NE Boulder Pl. Corvallis OR
4. BRYAN CAMPBELL	BS	5/10/08	2960 NE Glacier Corvallis 97330
5. Colleen Lossett	Colleen Lossett	5/10/08	2986 NE Glacier Way Corvallis OR 97330
6. Ed Lossett	Ed Lossett	5-10-08	2986 NE Glacier Way Corvallis OR 97330
7. Lori Baldwin-Garcia	[illegible]	5/10/08	3002 NE Glacier Way Corvallis OR 97330
8. Rachelle Borden	Rachelle Borden	5/10/08	3018 NE Glacier Way Corvallis, OR 97330
9. Regina Calderon	[illegible]	5/10/08	3032 NE Glacier Way Corvallis, OR 97330
10. KIRK HEVER	[illegible]	5/10/08	3320 NE CANTERBURY CORVALLIS OR 97330
11. Rachel Barton	[illegible]	5/10/08	3049 NE Glacier Way 97330
12. Sharon Nissen	[illegible]	5/10/08	2640 NE SEAVY PLACE CORVALLIS OR 97330
13. Jerry Nissen	Jerry Nissen	5/10/08	2640 NE SEAVY PLACE CORVALLIS OR 97330
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15.			
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17.			
18.			
19.			
20.			

Statement of petitioner: I am an unpaid, volunteer petitioner [illegible] 5-10-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Pavel Milonov		4-26-2008	1810 NE Seavy Ave Corvallis OR
2. Irina Milonova		4-26-2008	1810 NE Seavy Ave, Corvallis
3. Sonya Milonova		4/26/08	" "
4. Ken Bokkerood		4.26.8	"
5. Anne Burke		4-26-08	1865 NE Seavy Ave, Corvallis
6. Chris Lewallen		4-26-08	1865 NE Seavy Ave Corvallis
7. Greg Coleman		4-26-08	1860 NE Seavy Ave Corvallis
8. Joyce Guttenberger		4.26.08	P.O. Box 1806 Corvallis OR 97339 1775 N.E. SEAVY CORVALLIS OR
9. Ken Galardi		4-26-08	1750 NE Seavy Ave Corvallis OR
10. Martin Burrys		4-26-08	1715 NE Seavy Ave Cor. OR.
11. Donald Zobel		4-26-08	2310 NE Seavy Circle, Corvallis
12. Paul Zobel		4-26-08	2310 NE Seavy Cir, Corvallis, OR
13. Jerry Heilman		4-26-08	1480 NE SEAVY AVE, CORVALLIS, OR
14. Ed Galvin		4-26-08	1370 NE Seavy Ave, Corvallis, OR
15. Zula Northcraft		4-26-08	1340 NE Seavy Ave Corvallis, OR
16. Martin E. Northcraft		4-26-08	1340 NE Seavy Ave Corvallis 97330
17. Lisa Borgerson		4-26-08	1260 NE Seavy Ave Corvallis 97330
18. Doug Pulver		4-26-08	1475 NE Seavy Ave Corvallis 97330
19. Tom Denise		4/26/08	1835 NE Steele Ave 97330
20. Myrica McCune		4/26/08	1840 NE Seavy Ave 97330

Statement of petitioner: I am an unpaid, volunteer petitioner Patrice S. Muir 4-26-08

Name (signature) Date

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-45

WE SUPPORT PERMANENT PROTECTION OF SEAVY MEADOWS

April 2008

We, the undersigned, endorse the following petition. We support the establishment of a permanent conservation easement on all 32 acres of Seavy Meadows in NE Corvallis. This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland.

Printed Name	Signature	Date	Address
1. Miriam Anderson-Ebert	Miriam Anderson-Ebert	4.26.2008	1955 NE Seavy Avenue Corvallis OR 97330
2. Kim Diviney	Kim Diviney	4/26/08	1964 NE Seavy Ave CV OR 97330
3. Brook Mathis	Brook Mathis	4/26/08	3504 NW Orchard Ave #122
4. MARTIN Rosenbaum	Martin Rosenbaum	4/26/08	1960 NE Seavy Corvallis, OR.
5. Dorothy Rosenbaum	Dorothy Rosenbaum	4/26/08	1960 N.E. Seavy Ave.
6. Jeanna Ramos	Jeanna Ramos	4/26/08	1922 Seavy Ave Corvallis OR
7. LANCE RICHARDSON	Lance Richardson	4/26/08	1920 NE SEAVY
8. SHARON RICHARDSON	S Richardson	4/26/08	1920 NE SEAVY
9. PATRICIA S. MUIR	Patricia S. Muir	4-26-08	1840 NE Seavy Ave
10. Gail M. WOLCOTT	Gail M. Wolcott	4-27-08	1812 NE Noble Ave
11. JOHN WOLCOTT	John Wolcott	4-27-08	1812 NE Noble Ave
12. Steve Oder	Steve J. Oder	4-27-08	1865½ NE Seavy Ave
13. Kevin Oder	Kevin Oder	4-27-08	1865½ NE Seavy Ave.
14. Annie Nelson	Annie Nelson	4-27-08	1925 NE Seavy Ave
15. Pam NELSON	Pam Nelson	4-27-08	1925 NE SEAVY AVE
16. Bernadette Brew	Bernadette Brew	4-27-08	2455 NE ~~Seavy~~ Seavy Cir.
17. Erik Haluzak	Erik Haluzak	4-27-08	1830 NE Noble Ave
18. Ben Steinberg	Ben Steinberg	4-27-08	1836 NE Noble Ave
19. Marc Green	Marc Green	4-27-08	1855 NE Noble Ave Corvallis, OR 97330
20.			

Statement of petitioner: I am an unpaid, volunteer petitioner Patricia S. Muir (Name (signature)) 4-26-08 (Date)

Please return to 1840 NE Seavy Ave by May 1, 2008

Attachment V-46

1804 SW Brooklane Drive
Corvallis, OR 97333

May 22, 2008

RECEIVED

MAY 22 2008

Community Development
Planning Division

Corvallis City Council
C/o Kevin Young
City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

Dear City Council Members:

I am writing to add my voice to those who support the development of affordable housing at Seavy Meadows. As a member of the board of Willamette Neighborhood Housing Services I am aware that this has become a controversial project. There is an immediate negative response when the words "wetlands" and "housing" among my friends. Once I am able to explain to them that this project really enhances the wetlands and addition provides much need affordable housing they view the project in a positive light.

As a City we value the wetlands but also recognize the need for affordable housing. Many of our lower income workers are forced to locate outside Corvallis in order to find affordable housing. With gas prices soaring they are faced with an additional dilemma. We must make it possible for them to live within the city of their employment.

Please give the Seavy Meadows project your approval. As a recent Gazette Times editorial stated, it is a win-win for our City.

Sincerely,

Barbara Sackett

Barbara Sackett

Home Care & Elder Services, INC.

2141 NW Fillmore Ave. • Corvallis, OR 97330
(541) 757-0214 • FAX (541) 752-1827

RECEIVED

MAY 22 2008

Community Development
Planning Division

May 21, 2008

Corvallis City Council
City Planning Commission
PO Box 1083
Corvallis, Oregon 97339-1083

To Corvallis Planning Commission Members:

We are writing to support the Willamette Neighborhood Housing Services proposal to build 43 new homes in the area known as Seavy Meadows. Our agency works with the senior residents of Corvallis and the surrounding area. The units designed for housing seniors and people with disabilities, many of whom could live independently and have less than the median area income, are highly needed in this community. As compared to other communities in close proximity to Corvallis; affordable, safe, and presentable housing for the less affluent is a rare commodity. Many apartments are two level, some are in multiple story complexes with stairs or elevators (a fire safety and mobility concern for seniors and those with disabilities), and many have narrow access doors and hallways as well as other substandard conditions.

We understand the need to preserve our wetlands and would want units built at Seavy Meadows to enhance those acres of wet prairie by eliminating the invasive plants in this partially developed area. We would expect Willamette Neighborhood Housing's design and building team to develop a complex that is not only affordable but has aesthetic appeal and is handicap accessible.

We ask that the City Planning Commission seriously consider the appeal made by Willamette Neighborhood Housing Services.

Sincerely,

Cathy Griffin
Administrator, Case Manager

Deborah Reynolds
Director

Tia Knight
Client Care Coordinator

"Caring is our Business"

Attachment V-48

Linn-Benton Housing Authority

May 21, 2008

Kevin Young, Senior Planner
City of Corvallis
P.O. Box 1083
Corvallis, OR 97339-1083

RE: Willamette Neighborhood Housing Services
Seavey Meadows Planned Development Application

Dear Mr. Young:

The Linn-Benton Housing Authority supports the efforts of Willamette Neighborhood Housing Services (WNHS) to create more affordable housing in the City of Corvallis. WNHS has proven itself as a responsible community development organization.

The Linn-Benton Housing Authority partnered with WNHS to develop Camas Commons, a 56-unit affordable housing development on five acres of land in SW Corvallis. Before development started at Camas Commons, some neighbors voiced concerns about wetland issues related to the property. Through community meetings, careful planning and responsible development, WNHS addressed those concerns. Today, Camas Commons serves as an example of the quality development that WNHS creates to improve Corvallis neighborhoods.

Quality housing that is affordable to lower income families, seniors and persons with disabilities is central to the continued vitality of the City of Corvallis.

Please contact me at 541.926.4497 ext 220 if I can provide any further information.

Sincerely,

James Hackett
Executive Director

RECEIVED

MAY 22 2008

Community Development
Planning Division

Attachment V-49

Improving the Quality of Life in Linn and Benton Counties through Affordable Housing

1250 QUEEN AVE. SE • ALBANY, OR 97322 • 541-926-4497 • FAX 541-926-3589 • E-mail: Mail@L-bha.org • TDD 541-926-8338

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MAY 2 2 2008

Community Development
Planning Division

May 20, 2008

Corvallis City Council
c/o Kevin Young
City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

Re: Proposed Development of Affordable Housing at Seavey Meadows

Members of the Corvallis City Council:

As a board member of Willamette Neighborhood Housing Services, I strongly support the proposed development of affordable housing at Seavey Meadows.

Because I'm also a committed environmentalist and wetland supporter, it may seem incongruous that I'd be willing to see housing built on a wetland. But part of the beauty of a wetland is that it's a natural feature. In this case, however, it is not.

The 1.65 acres of wetland to be developed is a degraded site with compacted soils from previous development, and it doesn't function like the wet prairie surrounding it, which will be preserved.

And since WNHS will restore 1.75 acres elsewhere in Seavey Meadows to compensate for the 1.65 acre loss, we're left with a net gain in natural wetlands.

That this seems to have been reduced to merely a 'wetlands issue' is unfortunate. I ask the Council to revert back to the original and bigger picture by treating the housing of children, families and seniors as a priority in your decision.

The Council has affirmed this decision multiple times over a several year period – I know, since I've been on the WNHS board for all of that time. It was a wise decision and the right decision before and, in my opinion, it is still the best decision today.

Sincerely,

John Tappon

John Tappon
2511 NW Mulkey Ave
Corvallis, OR 97330
(541) 753-9936

Young, Kevin

From: Mary Bentley [mary@valleycateringoregon.com]
Sent: Thursday, May 22, 2008 4:15 PM
To: Young, Kevin
Subject: Seavy Meadows

Kevin Young, Corvallis City Planner

Dear Kevin,
I am writing this letter in support of Willamette Neighborhood Housing Services proposal to build 43 affordable homes on the Seavy Meadow property.
-Our community is in desperate need of affordable housing. Many of my co-workers can not afford to live in Corvallis -The location is near shopping, schools and major employers - There is a net gain of wetlands as more land is restored as wetlands -Ten years ago this property was designated for housing and wetlands.
Now the City Council wants to change the plan without merit -Willamette Neighborhood Housing is the best developer for the plan.
They care for the community and the folks who will be living in these home. They will keep the project consistent with the principles of sustainability. They will do an excellent job as the developer and balance the environment with the housing needs of the community.

Please consider approving the Seavy Meadows Development as presented by Willamette Neighborhood Housing.

Thank you for your consideration.

Sincerely,
Mary Bentley

Attachment V-51

Young, Kevin

From: Sue Hirsch [susanhi@proaxis.com]
Sent: Thursday, May 22, 2008 9:57 PM
To: Young, Kevin
Subject: WNHS' plan for Seavey Meadows is OK

Dear Mr. Young, and associated decision makers about Seavey Meadows,

I have been scanning the letters to the editor about neighbors' protests of Seavey Meadows, and I think that NIMBY ism is manifesting itself in the guise of wetland concerns. It seems that planners and evaluators have long-term, clear plans to mitigate wetland factors and to put improved development on top of compacted abandoned development--and only in a small portion of the entire area. Therefore, the wetland-topic letter-writers should now be satisfied.

Second, current standards for building affordable housing are extremely highs, so the housing will be of higher quality than some homes I'm hearing about that were (or are currently being) built poorly by private developers for profit. That should satisfy the folks who think that low income people "deserve better." Land prices in Corvallis are extremely high. There are no "better" lots available for affordable housing.

A very current letter from D Sutherlin was telling. She ranted about the undesirability of Section 8 projects, and the associated tenants. Her bigotry and hatred and ignorance were profound. I know a woman in Section 8 housing. She was abused for years, finally separated, got a HUD certificate, finished raising fine children, is finishing graduate school, and already has two leadership-level jobs counseling college students in diversity programs. Soon her income will be high enough that she will no longer get a housing voucher. She also helps her neighbors with the intimidating life step of applying to college to get out of poverty. I'd be proud to have her as my neighbor. Still, there are plenty of folks, rich and poor, who I would not want for neighbors.

If desired, my husband and I could live in almost any neighborhood, but we prefer SE Corvallis. We live near an 8 acre parcel that could be annexed and developed anytime, with up to 48 homes. It would change the character of our neighborhood and we wouldn't like it; but we'd likely adjust. However, I think my neighbors are open-minded, educated, and realistic down here, and we don't play the Nimby card very often. It concerns me if all the other neighborhoods successfully use Nimby tactics, because projects end up disproportionately in my neighborhood.
Recently, a woman in SW Corvallis said a controversial development that would include townhouses, and therefore (shudder) renters, so it "should be in SE Corvallis." I recall some Timberhill residents were outraged that townhouses would be built. A few townhouses, rentals, and affordable housing units does not harm any neighborhood, and in fact can reduce the bigotry of Nimbys. We have a very diverse neighborhood, and it's great.

My husband is USFS Ecologist with a bachelor's degree, masters degree, and PhD in environmental science studies. When he's not working, he's devouring newspapers and journals every night in the couch next to mine--about policy, forestry, hydrology, mining, anything he can read.
I think he is brilliant. He was eager to visit Seavey, and sees "no problem" with it, but won't testify because he is not a wetland technician. Perhaps we should leave wetland decisions to technicians and informed policy-makers, not to neighbors who may be manipulating wetland concerns.

My background includes a masters degree in social work, with many courses related to poverty and policy issues. I live near several WNHS projects and do not find them problematic. 43 units doth not make an entrenched slum with gangland shooting and drug corners. Studies find that low income housing should be dispersed in mixed income neighborhoods, not consolidated in hundreds or thousands of units. I hope you will build that housing, and will continue to disperse affordable housing throughout this fine city.

Lastly, I should add that I have done some contract work for WNHS, and am a donor. My small contract projects were stimulating, but not necessary for my general income. This letter would be the same if they never seek my editing again, and there is no conflict of interest. My passion for this topic is general Nimbyism.

Thank you for considering my opinion.

Sue Hirsch
955 SE Park
Corvallis, OR 97333
758-0135

Attachment V-53

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MAY 23 2008

Community Development
Planning Division

May 23, 2008

Corvallis City Council
c/o Kevin Young
City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

Re: Proposed Development of Affordable Housing at Seavey Meadows

Members of the Corvallis City Council:

I am a board member of WNHS. I am writing to support the affordable housing development at Seavey Meadows.

I bought a house near that area, on NE Manchester Street, in late 2004. If I had even waited even a couple of months to buy a house, I don't think I could have afforded to buy in Corvallis.

Not everyone in Corvallis has a comfortable income even though the median income in Benton County is quite high. I feel lucky everyday that I managed to buy a house on an income of $24,000. I really believe that people who work hard and live in our community should be able to afford to buy a house. Unfortunately that dream is out of reach for many.

One reason the Seavey Meadows development is so important is that it will have 7 land trust homes on the site. Land trust homes are one of the few options that can work for lower income homebuyers, and WNHS wants to be able to offer this option. When I was getting ready to buy a house, I read about land trust homes in the Portland area, and wished we had that option here.

The wetlands that will be developed are actually low areas resulting from previous compaction when construction was first begun in the 1980's. WNHS will actually improve more wetlands than the acreage of the construction site.

Corvallis urgently needs more affordable housing. I ask that you approve the Seavey Meadows project.

Sincerely,

Ann Gaidos-Morgan
3565 NE Manchester
Corvallis, OR 97330
(541) 730-1509

To: Members of the Corvallis City Council
Sent: May 21, 2008
From: Clifford Berg 995 NE Angelee Place Corvallis OR 97330
Re: Seavy Meadows

The Seavy wetlands issue once again surfaces. I applaud and thank the planning commission for their environmental consciousness for rejecting the proposed project and would ask the city council to do the same.

During the planning commission meeting I heard many times "This is a noble project but in the wrong place". I agree. It would seem going forward with this development is not a wise choice for our city or its resident's future. What value can we place on a wetland? Since wetland area is dwindling within our city and valley, it might be considered priceless.

However, some are saying we would only take a small portion of the 32 acre wetland and then make a better wetland next to it on the same wetland across the street. This is like cutting a hole in the middle of a blanket and sewing the cut out piece on another part of the blanket. What you have is a useless blanket with a hole in it or in this case a smaller wetland with an urban development.

In addition to loosing this vital portion of about 3.5 acres, undoubtedly all of the portion of Seavey meadows that lies south of Conser street will also be destroyed because of the close proximity to the development. Conservatively, there will literally be a 100 plus extra sets of footprints on this area from the 43 dwelling units proposed. We know it will be impossible to keep people away from this "attractive nusience" in the backyard. Picture what his will look like in a few years.

Also, has the issue of property taxes been looked into? Are they fair and equitable compared to others in the city? When checking the amount paid by Willamette Neighborhood Housing Services on some of the property they manage it appears not. I'm sure there is a logical explanation for this discrepancy, but this should be addressed if it has not already done. We as taxpayers should not be asked to not only provide the land for the development, but to also in essence pay part or all of the property taxes to provide city services.

Respectfully submitted,
Cliff Berg

Cliff Berg

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MAY 23 2008

Community Development
Planning Division

PLEASE INCLUDE

THIS IN WRITTEN TESTIMONY

ON SEAVY MEADOWS.

Thanks,

Cliff Berg

Attachment V-56

Memorandum to: Corvallis City Council
RE: Support for Planning Commision's denial of Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat [Seavy Meadows (PLD08-00001, SUB08-00001)
From: Patricia S. Muir, Plant Ecologist, 1840 NE Seavy Ave, Corvallis, 97330 PSM
Date: May 20, 2008

Before offering details concerning my opposition to Willamette Neighborhood Housing Services' (WNHS) application to build affordable housing on a portion of Seavy Meadows, I ask that you consider the following as you weigh your decision.

(1) As City Councilors, it seems to me that it is your duty to carry out the will of the people. What is the will of the people in this case? No citizen has ever, to my knowledge, submitted either oral or written testimony in support of development on any of the remaining city-owned acreage of Seavy Meadows. (Two letters in support of WNHS' application did appear this spring in the Corvallis Gazette-times, but both were written by members of WNHS' Board). In contrast, abundant testimony in opposition of further development of this wetland has been submitted in the current case (i.e., to the Planning Commission for its April 2 and April 16, 2008 hearings on the case) or in previous cases involving potential development on the wetlands (see http://comcst.net/~seavyave/seavy.html for history). What does this suggest is the will of the people?

(2) Please remember that, if you approve the proposed development, you are assuming that a *major* engineering feat can be accomplished on the site. This feat must *ensure* that:

- the development will not cause significant hydrological impacts to the surrounding locally significant and protected wetlands,
- the housing and pavement associated with the development will not be fraught with the difficulties often associated with building on Dayton soils, which underlie the subject property, and
- the housing will still be affordable, given the engineering required to meet the previous two requirements.

Does the applicant *ensure* any of the above? The precautionary principle states, in essence, that if there is potential for harm associated with an activity, that activity should be avoided until there is certainty that harm can and will be avoided. Has the applicant demonstrated beyond reasonable doubt that harm to the surrounding wetlands will be avoided, that the housing and associated infrastructure will be reliable over the long term, and that the housing will be affordable, given these necessities? To me, the precautionary principle sets a high bar in this case, and suggests that you should uphold the Planning Commission's denial of the application.

RESPONSE TO WNHS'S APPEAL OF THE PLANNING COMMISSION'S DECISION:

Now, for details (and please see the written testimony that I submitted prior to the April 2, 2008 and April 16, 2008 Planning Commission hearings as well). RE WNHS' memorandum of appeal, submitted on April 28, 2008 to the Corvallis City Manager's office:

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MAY 23 2008

Community Development
Planning Division

Attachment V-57

(1) Appeal of the denial on the basis of **LDC 2.5.20.c and LDC 2.5.40.04**, claims, in essence, that the Significant Natural Features on the site (wetlands and trees) are in fact not significant. While somewhat degraded, the wetlands are still significant, and, if protected (or even enhanced, if they were used as mitigation for a wetland project elsewhere), would rebound readily. The subject property has experienced more disturbance than the surrounding locally significant and protected wetlands, and so appears, temporarily, to be "degraded," however native facultative wetland species such as tufted hair grass (*Deschampsia cespitosa)* and popcorn flower (*Plagiobothrys figuratus)* have recolonized the partially excavated areas, with populations that are increasing in extent each year. Further, water still ponds in the area, demonstrating clearly that it performs its valuable water storage, filtration, and gradual release functions. The seasonal ponding provides valuable habitat for frogs, birds, and other wildlife. WNHS' presentation of cottonwood trees as having been raised as a significant concern (because they are over 8" in diameter) – and their implicit claim that their significance is of the same magnitude as wetland status – raises a straw man that can readily be discounted; everyone knows that cottonwoods grow rapidly and I doubt that anyone would argue that development on the site should be prevented because there are ~ 25 year old cottonwoods there.

(2) Appeal of the decision on the basis of **Comprehensive Plan Policy 4.11.12** and, related, in WNHS' 3rd point, **LDC 2.4.30.04.b.4** makes more than one unsupported claim regarding the reason that their application should not be denied in light of these policies. (a) *"wetlands to be impacted are ...separated hydrologically from the remaining wetlands.."* and (b) *"the development site is physically separated from the surrounding wetlands by roads that include Conser Avenue, Jasper Street, and Sorrel Place."* This claim (collectively) ignores the fact that roads such as Conser Boulevard or Sorrel Place do not separate the wetlands from surrounding wetlands – **they are connected beneath the surface, hydrologically**!! What we see on the surface is only a small fraction of the picture – underground water moves from place-to-place in this system, and roads do not necessarily disrupt those connections. That is, Seavy Meadows is an integrated wetland system, given the underground hydrology of the area. The applicant must demonstrate conclusively that underground hydrological connections with adjacent wetlands will not be disrupted in ways that damage the hydrology of those wetlands. What hydrological studies have they undertaken to elucidate water depths and flow patterns in the Seavy Meadows system?

While, as pointed out by the applicant, the existing catch basins and storm sewer main in Sorrel place undoubtedly already de-water surrounding wetlands to some extent, the applicant must demonstrate convincingly that further de-watering will not result from the proposed development.

INPUT FROM PROFESSIONAL HYDROLOGISTS:

Bruce McCune and I visited the site with two professional hydrologists (one in company with Jennifer Ayotte). One is an hydrologist at Oregon State University and the other is a consulting professional hydrogeologist. They agreed that, from the hydrological perspective:

(1) There is no question that the proposed development will have an impact on hydrology of the area (not just the site); the only question is one of degree of impact.

(2) There is a high potential that the entire Seavy Meadows area could be partially de-watered by drainage and other underground infrastructure installed as part of the proposed project. Has the applicant demonstrated convincingly that the entire area will not be "robbed" of its water recharge through the drainage, retention and other infrastructure facilities built as part of the development? According to the plan, water will be shunted directly to the Willamette River, rather than re-charging the surrounding wetland. Has the applicant proved that effects of this re-directing of water will be insignificant for the wetland complex? What hydrological studies were undertaken to demonstrate this convincingly? What uncertainties remain in the calculations and predictions?

(3) The applicant must demonstrate thorough understanding of the hydrology of the entire Seavy Meadows complex. For example, does significant underground water flow from the other side of Conser Blvd to the subject site and beyond, or, conversely, does water from the subject site "feed" groundwater under other areas of Seavy Meadows? If major drainage is created on this site (as proposed explicitly in the case of water catchments and as is implicit, given that underground utilities will also serve as conduits for water drainage), what are the consequences for the hydrologic regime of the entire Seavy Meadows complex?

(4) The applicant must demonstrate knowledge of whether the water table under the subject site is perched, at what depth the current water table is located, and the groundwater regime that characterizes the system at present. For example, if the water table is perched, and if the layer upon which it is perched is punctured by excavations associated with the proposed development, has the applicant proved that this will not impact the hydrology of the surrounding wetlands?

(5) The applicant must demonstrate that the proposed underground water detention facilities have been previously demonstrated to be sustainable and successful on soil and ground water systems such as those at Seavy Meadows. For example, how do these perform when the ground is saturated with water, but the water level in the storage device is low -- if the detention facilities de-water but there is still significant hydrological pressure being exerted on them from below, do they basically "float" upwards because of hydrostatic pressure exerted from beneath?

(6) The applicant should demonstrate that, at the larger watershed scale, this development will have "insignificant" consequences, in light of the cumulative effects of development that have occurred in the area over recent years (as enumerated in Jennifer Ayotte's written testimony to the Planning Commission on this case).

(7) The applicant must demonstrate that their proposed, engineered, water retention system has the capacity to deal with major rainfall events. How have they demonstrated convincingly that the development will comply with **Corvallis' storm water master plan**?

(8) The planned development is insensitive to its location in a wetland; such extensive development on such a site makes no sense economically, ecologically, or hydrologically.

ADDITIONAL COMMENTS:

Beyond the hydrological impacts of the proposed development, I restate (from my written testimony of March 27, 2008), that the applicant has not demonstrated compliance with **LDC 2.5.40.04 Sec a2** (regarding compatibility with uses on a site and uses relationship to neighboring properties) or with **LDC 2.4.30.04 review criterion 2** (regarding preservation and/or protection of significant natural features) or with **LDC Section 2.5.20, Purposes, section c** (regarding preservation and harmonious use of significant natural features). Compatibility and protection extend beyond hydrology; various plants and animals rely on all of Seavy Meadows as habitat. How will impacts on neighboring wetlands from greatly increased human activity, human uses of chemicals, pets, and so forth associated with the placement of 43 housing units on ~3.5 acres positioned in the midst of a larger wetland system be avoided? I'm sorry, but the applicant's mention of "split rail fences" to keep people and their animals confined to the development site just doesn't cut it. The applicant must demonstrate that you can plunk the number of people associated with 43 housing units in the middle of a wetland without adversely affecting it.

In short, the burden of proof that surrounding wetlands will **not** be adversely affected by the proposed development is on the applicant. Has the applicant demonstrated beyond a reasonable doubt that the proposed development will not have impacts on the surrounding wetland system, hydrologically or otherwise?

Please set the bar high – there is very little of this type of wetland left to fight for.

Thank you for your time.

RECEIVED

MAY 23 2008

Community Development
Planning Division

May 21, 2008

Corvallis City Council
c/o Kevin Young, Senior Planner
City of Corvallis
PO Box 1083
Corvallis, OR 97339=1083

RE: Proposed Development of Affordable Housing at Seavey Meadows

Dear Honorable Members of the Corvallis City Council,

As the current Board President of Willamette Neighborhood Housing Services, I am writing in support of the development of 43 new housing units at Seavey Meadows.

Based on the fact that ten years ago the City of Corvallis decided that five acres of this 32 acre site should be developed for affordable housing, and that subsequent City Councils reaffirmed that decision and approved our organization as the developer, we have invested in a development plan that enhances the total area on several fronts.

Willamette Neighborhood Housing Services proposal not only establishes housing units that fit with the current zoning requirements but it also improves and enlarges the surrounding wetlands. The development will occur on 1.65 acres of wetland and, in return, we are restoring 1.75 acres of other wetlands in Seavey Meadows. It is apparent that the 1.65 acres is already in a seriously degraded condition. Our plan is to return the other 1.75 acres to a true wetland state including planting species that are native to wet prairies and removing man made berms that inhibit the natural flow of water.

Perhaps most importantly, we are playing by the rules established by the City of Corvallis and are meeting the ever increasing need in our City of providing clean, safe, affordable housing. Both the Planning Commission and City Council approved a land use designation for this site several years ago that allows for exactly what we are proposing. It is time to let us work within the frame work established several years ago and allow us to meet the needs of our lower income families, children and seniors. Your decision to allow us to proceed is the right thing to do. History has shown that WNHS knows how to complete developments the right way.

Thank you for your consideration,

Sincerely, Clay Spence

Clay Spence
4156 NW Peppertree Pl.
Corvallis, OR 97330

RECEIVED

MAY 23 2008

Community Development
Planning Division

May 21, 2008

Corvallis City Council
c/o Kevin Young
City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

Re: Proposed Development of Affordable Housing at Seavey Meadows

Members of the Corvallis City Council:

The debate has been cast as low income housing versus wetland preservation but in fact the project will result in both low income housing and also higher quality wetlands at Seavey Meadows because part of the old damage to the wetlands will be repaired.

The wetlands to be repaired and restored is in the same drainage as the wetlands to be removed. The new housing will be adjacent to the existing units.

The land in the request for planned development has been churned up and compacted by the equipment which was used to put in streets, water lines and sewer lines in 1982 when the owner at that time had permission to develop a larger area than is in the present plan.

The present proposed construction project will result in permanently filling 1.65 acres of wetlands. To compensate for the permanent impacts, 1.75 acres of previously manipulated land from the original Seavey Meadows development plan will be restored and protected from further development.

I hope that the Council will approve these plans to construct the low income housing on the site which they previously approved for development.

Sincerely,

Louise Ferrell

Louise Ferrell, Board member, Willamette Neighborhood Housing Services
1212 NW Alta Vista Dr
Corvallis, OR 97330

May 23, 2008

RECEIVED

MAY 23 2008

Community Development
Planning Division

City Council Members,

As a Board Member of the Willamette Neighborhood Housing Services, I strongly support the project proposal at Seavey Meadows.

I have been a renter all my adult life and I fully understand the shortage of low cost, high quality rental units in Corvallis.

The City Council originally approved this same project for low income housing ten years ago, but the project was not completed.

The need for low income housing may be more pronounced now then it was ten years ago and this project, proposed by Willamette Neighborhood Housing Services, would add 36 rental units and 7 single family homes to the low income housing supply.

The construction of these units would take place on 1.65 acres of degraded wetlands and WNHS would restore 1.75 acres of additional degraded wetland elsewhere. Instead of a net loss we see a net gain of not degraded but healthy wetlands.

I support this project since it adds to the supply of low income housing in Corvallis and also adds to the acreage and restores the natural beauty of wetlands in Seavey Meadows.

Thank you for your consideration.

Sincerely,

Mike Volpe
1975 SE Crystal Lake Dr #131
Corvallis, OR 97333

Seavey Meadows (PLD08-00001, SUB08-00001) Proposed Conditions of Approval, as amended by Staff after release of the March 19, 2008, Planning Commission Staff Report

Cond #	CONDITIONS
1	Consistency with Plans - Development shall comply with the plans identified in **Attachments A and M** of the staff report, unless a requested modification otherwise meets the criteria for a Minor Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
2	DSL Concurrence and Fill Permit - Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with documentation from the Department of State Lands concurring with the applicant's wetland delineation for the site. Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with an approved fill permit from the Department of State Lands and any other required permits from the US Army Corps of Engineers or the Oregon Department of Environmental Quality for the proposed development.
3	RS - 12 Development Standards - Building permit applications for buildings on the subject development site shall demonstrate compliance with all applicable RS-12 Development Standards, as referenced in LDC Section 3.6.30, 3.6.40, and 3.6.50, except as varied by this approval. Approved variations include the following: a. Variation to the 25-foot maximum front yard setback for Buildings 10, 11, 17, and 18 b. Variation to on-site parking requirements, as discussed, for Buildings 1, 2, 3, 7, 8, and 9.
4	Landscape Plans: a. Landscape Construction Documents - Prior to issuance of PIPC permits, the applicant shall submit for review and approval by the Planning Division Manager, landscape construction documents for this site which contain a specific planting plan (including correct plant names in the Latin format) for proposed landscaping, trees, shrubs, and groundcover. Plans for an automatic irrigation system to irrigate this landscaping shall also be submitted for review and approval.

	Irrigation is required in planting strips along Conser Street, Jasper Street, and the portions of Sorrel Place that do not abut single family detached, or duplex units. Irrigation is also required in required green areas, for required alley trees, and in parking lot landscape buffers. The detailed landscape plans shall be generally consistent with the landscape plans submitted for land use approval, and shall address the following requirements, as well as other requirements addressed in the staff report: 1. Landscaping surrounding private outdoor open space areas shall provide some level of screening for privacy purposes, consistent with LDC 3.6.50.02.d. 2. Address parking lot buffering for parking areas with four or more parking spaces, consistent with LDC 4.2.40. 3. The height of hedges and fences within required yard areas shall be limited, consistent with LDC 4.2.50.01 4. Required screening of trash receptacles, per LDC 4.10.60.05 (see also Condition 8). b. <u>Landscape Maintenance Bond</u> - All required landscaping for the development shall be planted or financially secured prior to the following thresholds: 1. Street trees and planting strip landscaping along Conser Street, shall be planted in conjunction with PIPC improvements. 2. Green area landscaping, street trees along Jasper Street and Sorrel Place, parking lot landscaping, and alley trees shall be installed on, or adjacent to, each lot prior to approval of final inspections for the final dwelling unit on each lot. All required landscape areas shall be designed to achieve a minimum of 90% ground coverage within 3 years. A 3-year maintenance bond for street trees and planting strip landscaping, green area landscaping, parking lot landscaping, and alley trees shall be provided prior to the City's on-site approval of the plantings. The landscape bond shall be submitted to Planning Division staff for review.
5	<u>Playground Amenities</u> - Because the applicant wishes to involve future residents in the selection of playground amenities for the required playground in Common Green #1, playground amenities, as required by LDC 3.6.50.03.e, shall be installed and inspected prior to approval of the final inspection on Building 7 (the community building).
6	<u>Pedestrian-Oriented Design Standards</u> - To allow some flexibility in building designs from the building elevations that were provided by the applicant, building permit information for all buildings on the proposed development shall demonstrate compliance with applicable POD standards, with the

	exception of the following variations approved through the Planned Development process: a. If the fourplex option is chosen for Buildings 10 and 11, Units 33 and 34 may be constructed with front doors located more than 200 feet from the nearest public sidewalk. b. With either design option (fourplexes or quads), Buildings 10 and 11 may be constructed without complying with the 25-foot maximum front yard setback or building frontage requirement. c. The community building (Building 7) shall demonstrate compliance with the multifamily PODS window coverage standards (LDC 4.10.60.04.d.5) instead of the standards of LDC 4.10.70.05.b.6. Please note that building permits for buildings within the development will need to demonstrate compliance with the mandatory design requirements of Condition 13 as well.
7	Triplex Orientation - Designs for the triplex units (Buildings 1, 2, and 3) shall be revised at the time of building permit application to show a direct, paved walkway connection from the front doors of each unit on the north side of the buildings to the sidewalk along Conser Street. If the applicant wishes, the walkway shown on the north side of the alley to the south of the triplexes may be eliminated.
8	Screening of Trash Enclosures - Detailed Landscape plans shall demonstrate compliance with the screening requirements of LDC 4.10.60.05. Prior to approval of the final inspection for the latter of Buildings 4, 5, or 6, the required screening shall be in place for adjacent dumpsters. Similarly, prior to approval of the final inspection for the latter of Buildings 10 or 11, the required screening shall be in place for the adjacent dumpster.
9	Pedestrian Crossings - Where pedestrian walkways cross private alleys, contrasting paving materials shall be used, in compliance with LDC 4.10.60.06.e. Compliance with this standard shall be demonstrated with permit materials for these private improvements.
10	Bike Parking at the Community Building - To compensate for the lack of on-site vehicle parking to serve the community building, the applicant shall install eight bicycle parking spaces to serve the community building, of which, four shall be covered. The bicycle parking shall be installed prior to approval of the final inspection for the community building.
11	No Parking in Sport Court - Tract C, the proposed "sport court" located to the south of Buildings 17 and 18, shall be posted, "no parking." "No Parking" shall be painted along all curbs surrounding the court area.
12	Fire Access Requirements - Compliance with the following fire access requirements shall be demonstrated either through the PIPC permit process,

	or through the permit process for private improvements on the site. a. Private alleys shall be painted as fire lanes (red curbs with white lettering - NO PARKING - FIRE LANE). That marking shall extend to both sides of the westerly private alley as it comes around to meet Sorrel Place. b. Sorrel Place and Jasper Street shall be restricted to allow parking only on one side of each street - along the north side of Sorrel Place and along the west side of Jasper Street. This restriction shall be indicated by signage along the south side of Sorrel Place and east side of Jasper Street stating "NO PARKING - FIRE LANE."
13	Visual Compatibility - To ensure compatibility within the development, as well as compatibility with nearby developed areas, the following design elements of all proposed buildings on the site shall be mandatory. Compliance with this requirement shall be demonstrated through the building permit process. a. Buildings shall be contained within the building envelopes as shown on the applicant's February 25, 2008, plan set, or shall comply with applicable setback requirements of the zoning district. b. Buildings shall contain the same number of bedrooms as proposed on the applicant's February 25, 2008, plan set. c. Parking serving each dwelling shall remain as proposed by the applicant, and approved by the Planning Commission. d. Exterior materials for all buildings shall be taken from the list of "typical exterior materials," as shown on the applicant's February 25, 2008, plan set. e. Buildings shall comply with POD standards, consistent with the stipulations of Condition 6. f. Buildings shall be no higher than 30 feet, as measured at the highest point of each building. g. The number of bicycle parking spaces within units shall remain as shown on the applicant's February 25, 2008, plan set.
14	Lighting - With the exception of public streetlights, which shall be installed consistent with the requirements of Condition 30, the applicant shall demonstrate compliance with the applicable requirements of LDC 4.2.80 with submittal of a site-wide external lighting plan to be reviewed and approved by Development Services Staff prior to occupancy of any building on the site.
15	Signage - Prior to installation of the proposed monument sign on the site, the applicant shall obtain a sign permit for the proposed sign and shall demonstrate that the sign will comply with all applicable requirements of LDC Chapter 4.7.
16	Triplexes on Individual Lots - To comply with tandem parking requirements,

	the applicant shall revise the final subdivision plat for the development to place each triplex on an individual lot that complies with applicable platting standards.
17	Public Improvements - 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 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.
18	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Conser Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 12 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Conser Street ROW frontage in order to achieve a total of 34 ft from the original ROW centerline.
19	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Jasper Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks 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. Public improvements include, but are not limited to, 6 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Jasper Street ROW frontage in order to achieve a minimum total of 50 ft of ROW.
20	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Sorrel Place shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks 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. Where sidewalks abut common areas, the sidewalks and planted areas shall be installed with street improvements. Public improvements include, but are not limited to, 6 ft landscape strip and 5 ft setback sidewalk along the north side of NE Sorrel Place. The final plat shall show additional ROW along the NE Sorrel Place ROW frontage in order to achieve a minimum total of 25 ft from the original ROW centerline.
21	Private Alleys - Prior to the issuance of building permits, the developer shall construct the private alley improvements. The alleys shall be built to City standards as outlined in LDC 4.0.60.j. At the time of final plat, the applicant shall create separate, privately owned, tracts for the alleys. Installation of the private alleys will be subject to permitting through the City's Development Services Division.
22	Eliminate Sidewalk on north side of Easterly Alley - To avoid potential conflicts between pedestrians and vehicles, the applicant shall eliminate the proposed sidewalk along the north and west sides of the easterly alley on the development site.
23	Sidewalk/Transit Connection - Prior to final plat, a 5 ft wide concrete connection shall be made between the sidewalk and the curb at the existing bus stop location.
24	Abandonment of Public Utilities - All existing utilities that are proposed to be abandoned in place shall be fully removed, unless otherwise approved by the City Engineer. If the City Engineer approves abandonment in place of any utilities, the utilities shall become the property of the overlying property owner or the HOA. The owner of the utilities, including abandoned utilities, shall register with the Oregon Utility Notification Center and locate the utilities upon request, as specified by OAR 952-001-0070.
25	Public Looped Waterline - The new public waterline that is proposed to be installed in the eastern alley and loop around the existing 4-plex development, tying into the existing 8 inch line located in NE Jasper Street Shall continue north from the alley, under the northern portion of NE Conser Street, and then west until it makes a connection with the existing line that crosses NE Conser Street . The proposed alignment parallel and south of NE Conser Street is not an appropriate location for a waterline as it will be in conflict with trees that could be planted over the line.
26	Public Utility Easements - At the time of final plat, all public utilities located outside of a public ROW shall be placed in a public utility easement. The minimum easement width for a single utility is 15 ft, and for two adjacent utilities it is 20 ft. The easement width shall be centered on the utility.
27	Stormwater Detention - Concurrent with development, stormwater detention shall be implemented. Infiltration and open storm water facilities shall be

	considered. The storm water detention facilities shall be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual, and shall be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private portions of the storm drainage system will be subject to permitting through the City's Development Services Division.
28	Stormwater Quality - Concurrent with development, stormwater quality shall be implemented. Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington, Surface Water design Manual*. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type 1A distribution.
29	Public Stormwater Facilities - All required and proposed, underground, stormwater detention and water quality facilities shall be publicly owned and maintained. This will help assure proper maintenance and functionality of the system.
30	Street Lights - Prior to the final plat, street lights shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Five new public street lights shall be constructed to City standards. They should be placed at the intersection of NE Conser Street and the private alley, between the two intersecting alleys on NE Jasper Street, at the west end of NE Sorrel Place, at the east end of NE Sorrel Place, and mid block on NE Sorrel Place between NE Jasper Street and the eastern dead end.
31	Utility Easements - At the time of Plat, 7 ft utility easements (UE) shall be dedicated along all street ROW's.
32	Consent from Affected Property Owners/Plat Revision - Prior to final plat approval, or prior to development on the subject properties, whichever comes first, written consent to the alteration of the owner's property boundary, and to the development proposed on the owner's property, shall be provided from each affected property owner. Additionally, the final plat may be modified to retain the current configuration of the Durrant Property, if desired by the applicant.
33	Protection of Remaining Wetlands - At the time of final plat approval for the proposed development, the City shall grant a conservation easement on the remaining City-owned land within the original Seavey Meadows - Willamettedale Farms development area. In addition, City Staff will also ask the City Council to initiate a change in land use designation for the remaining City-owned land from Medium and Medium-High Density Residential with a

	Planned Development Overlay to Open Space - Conservation. The City shall also consider additional measures that would accomplish the goal of permanent protection of the remaining City-owned land on the Seavey Meadows - Willamettedale Farms site.
34	Maintenance Obligations - In its management of the development area, including management of the land area accommodating single family homes on the development site, WNHS, or any affiliated corporations that undertake ownership of the property, shall hire a Licensed Commercial Operator to apply any and all pesticides or herbicides on the site. This is required to minimize potential negative water quality impacts that might affect adjacent wetlands. The commercial operator shall be licensed by the Oregon Department of Agriculture, with licenses in the categories of Ornamental and Turf/Herbicide and Ornamental and Turf/Herbacide and Fungicide, or other applicable categories, with the appropriate insurance for that license. The Licensed Commercial Operator is to practice Integrated Pest Management, as defined in Oregon Revised Statutes 634.650. The use of any pesticide material that contains any of the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, Department of Environment Quality, and/or USGS for Oregon is strictly prohibited, with the exception for applications necessary to eradicate insect infestations affecting buildings, indoor living areas, and/or infestations affecting the safety of residents, when other methods are ineffective. Lease agreements for all units within the development, including ground leases for the single family dwellings, shall clearly state that individual homeowners are prohibited from applying pesticides, herbicides, fungicides, or fertilizers to the subject properties.

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.

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, to the City's Development Services Department for review and approval.

B. 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.

C. 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.

D. 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.

E. Subdivision Name - The County Surveyors Office notes that the name "Seavy Meadows" has already been used by a recorded plat within Benton County. Another subdivision name will need to be selected prior to recording of the final plat for the Major Subdivision Replat.

Testimony Received Regarding the Appeal of Seavey Meadows (PLD08-00001, SUB08-00001) after completion of the May 23, 2008, Memorandum from the Community Development Director to the Mayor and City Council, but prior to completion of City Council Packets for the June 2, 2008, Public Hearing

Young, Kevin

From: Myrica McCune [mccune.myrica@gmail.com]
Sent: Friday, May 23, 2008 2:31 PM
To: Young, Kevin
Subject: Seavy Meadows

Dear Kevin,
Below is written testimony regarding the issue of Seavy Meadows Development that will be discussed June 2, 2008.
Thank you,
Myrica McCune

To: Corvallis City Council
From: Myrica McCune, 725 SE Bell Avenue, Corvallis, 97333
Date: May 23 2008

I am writing to encourage the planning commission to deny a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat [Seavy Meadows (PLD08-00001, SUB08-00001). I agree completely with the points made by Patricia Muir in her written testimony on both March 31, 2008 and May 20, 2008.
Chapter 4.13.10 in the Corvallis Comprehensive Plan of December 31, 2006 specifically states that the purpose of section 4.13.10 is " to protect open, natural Streams, drainageways, Floodplains, and Wetlands as integral parts of the City environment". Seavy Meadows has been designated locally significant by the city's Natural Resources Inventory, and filling and developing on a portion of Seavy Meadows would be acting directly against the City's comprehensive plan.

Young, Kevin

From: Matthew Blakeley-Smith [matopis@hotmail.com]
Sent: Monday, May 26, 2008 6:18 PM
To: Young, Kevin
Subject: Seavy Meadows

I would like to voice my opposition to any development of Seavy Meadows based on its importance as open space, its native plant community, and wetland function.

Matt Blakeley-Smith
812 SW 10th ST
Corvallis, OR 97333

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OREGON CASCADES WEST
Council of Governments

Senior and Disability Services

1400 Queen Ave SE • Suite 206 • Albany, OR 97322
(541) 967-8630 TTY/Voice • 1-800-638-0510 TTY/Voice

203 N Main St • Toledo, OR 97391
(541) 336-2289 • (541) 336-8103 TTY/Voice • (800) 282-6194

aaa
Area Agency on Aging

May 27, 2008

Kevin Young
Senior Planner
City of Corvallis
PO Box 1083
Corvallis, OR 97339

RECEIVED
MAY 27 2008
Community Development
Planning Division

Dear Kevin,

I am writing this letter in support of the proposed development by Willamette Neighborhood Housing Services known as Seavey Meadows. The project is a worthwhile development of affordable housing for our Corvallis market at a time of economic struggles for many people in our community. These units are a necessary investment in helping to provide affordable, neighborhood oriented housing units for families as well as older adults and people with disabilities.

Our program, Senior and Disability Services, has in fact been working with Willamette Neighborhood Housing Services on the Seavey Meadows project. We see this project as an opportunity to develop affordable, accessible housing for older adults and people with disabilities who are hoping to move from nursing facilities to a more community oriented living environment with supports from service providers. Our program is a partner with the State in a Federal pilot program in which we hope to assist older adults and people with disabilities across our region of Linn, Benton, and Lincoln Counties.

In each of the counties, we are assisting community development agencies such as Willamette Neighborhood Housing Services to partner with us to offer the necessary housing for this project. The Seavey Meadows project is a wonderful opportunity to support these efforts as well as to provide affordable, accessible, and safe housing for older adults and people with disabilities for years to come.

We hope that the City of Corvallis will see the wisdom of approving this project and the wisdom of investing in housing capacity for our growing population of older adults and people with disabilities that will need a place to live in our community.

Respectfully,

Scott Bond
Director
Senior and Disability Services

RECEIVED

MAY 27 2008

Community Development
Planning Division

Testimony Submitted to Corvallis City Council for June 2, 2008, Public Hearing

Re: Seavey Meadows

Disclaimer:

My employment by the City of Corvallis is unrelated to my concerns regarding the proposed Seavey Meadows development. I do not oppose the development, per se. However, I live near the proposed development site and drive and walk past the site daily, prompting my concerns regarding existing safety circumstances that could be worsened by developing 43 residential units (presumably with children) on the site.

Ground Conditions:

The area between NE Walnut Boulevard (Walnut), NE Seavey Avenue (Seavey), the railroad tracks, NE Conifer Boulevard (Conifer), and the eastern City Limits was recognized as a wetland many years ago. The applicant asserted to the Planning Commission that the "wetlands" were the result of site excavation for a development begun and abandoned during the 1980s. People who resided along Seavey since the early-1960s told the Planning Commission that the proposed development site was a soggy wetland during the early-1960s – they got wet to their knees when they walked across the site. Which testimony is correct?

Street Conditions:

NE Conser Street (Conser) is crumbling. Approximately six years ago the section of Conser from the bridge over Sequoia Creek south to Walnut was re-surfaced in conjunction with the extension of Walnut. During October 2007 (last Fall) three sections of Conser north of the Sequoia Creek bridge were replaced – they were badly crumbled. A 43-unit development will likely increase traffic on a street that is already used as a "bypass" route – drivers apparently wanting to avoid traffic control devices or the slower-speed school zone on Conifer seem to treat Conser as a bypass or shortcut between Conifer and Walnut. Drivers on Conser often exceed the posted 25-mile-per-hour (MPH) speed limit. The Police Department's radar trailer and a Police Officer have been posted along Conser at various times, but the problem persists. The street is just inside the City Limits with fields on one or two sides, creating a somewhat rural atmosphere – drivers may forget that Conser is a residential city street with a low speed limit and not a rural road with a higher speed limit. *(I admit that this is speculation based upon 11 years of observations.)*

Blind Curves:

Conser has two blind curves between Walnut and Conifer:

- Just north of the Sequoia Creek bridge. This site has visibility problems because of the curve of the street, and the condition is exacerbated by speeding traffic. It is particularly dangerous

for northbound drivers attempting to turn onto NE Glacier Way and pedestrians attempting to cross Conser to or from the path accessing Village Green Park.

- Just south of NE Angelee Place, at the northern edge of the proposed Seavey Meadows development site. This site has visibility problems because of high grass in the field across Conser from the proposed development site. The grass cannot be cut until June because the ground is . . . . . too soggy to support the weight of the grass-cutting equipment. At the end of May it is almost impossible to see pedestrians, joggers/runners, bicyclists, and mid-sized or smaller/lower vehicles on the other side of the curve.
  - *Imaging driving southbound on Conser during Memorial Day weekend and . . . when in the curve . . . finding that a child or family dog or cat is crossing Conser to or from the open field – it may be too late for you to stop without hitting the child or pet.*

Street Use:

Walkers, joggers, and runners often travel two or three abreast IN Conser, not on the adjacent sidewalk. Honking at them does not prompt them to move to the sidewalk. This is a prevalent problem weekdays before 8:00 am, during mid-day, and after 5:00 pm. Driving along Conser resembles maneuvering slowly through an obstacle course, dodging all the people, some walking dogs and other pushing strollers. Residents of the cul-de-sacs park at the neighborhood mailbox stations after 5:00 pm to collect their mail. During the Winter, they are parking in the bicycle lanes of Conser in the dark! Drivers must use the other lane to get around the parked vehicles, open vehicle doors, and drivers who are walking in the street; this puts the drivers in potential jeopardy from oncoming traffic, particularly where Conser curves! It's intimidating to drive past the cul-de-sacs around 5:30 pm on a Winter weekday evening.

People who live in the area between Walnut/Seavey and Conifer walk along Conser with their dogs before and after work (so in the dark during the Winter), allowing their dogs to run loose in the fields on either side of Conser and sometimes using the path to and from Village Green Park. Few of the dogs are on leashes, and, being dogs, they have a tendency to run . . . including across Conser . . . without checking first for traffic. Increased traffic from a 43-unit development could increase the risk of someone's pet dog being hit by a speeding driver.

Wildlife:

Various types of wildlife are often seen near the proposed Seavey Meadows development site and farther north along Conser. I had to stop one night this Spring while driving home because a racoon was trying to cross Conser toward one of the cul-de-sacs. We often see a hawk on the light poles along Conser. We had an opossum in our back yard for a long time, until it was trapped. If we add 43 houses to a wetland currently occupied by wildlife, the wildlife will be forced to find alternate housing and hunting areas, probably using more residential yards (current and future yards) as their routes. This puts more pets in danger of attack from wildlife, which

may be rabid, subjecting the pet and its owners to trauma, pain, medical expenses, and possible grief.

Safety and Fences:

I am concerned that children of the proposed Seavey Meadows development will increase pedestrian traffic crossing Conser, particularly children intrigued with exploring the wetland across the street or using the open field for playing. The applicant proposed a four-foot-high, two-rail, split-rail fence to separate yards of the proposed development from the sidewalk along Conser. I do not think that type of fence will be much of a deterrent for a child chasing after a ball that bounced across the street. I am afraid of unfamiliar dogs, having been chased, attacked, and bitten numerous times with bite scars as reminders of the attacks. When I walk past the proposed development site, I am usually pushing my husband in a wheelchair. I feel much safer when I pass a yard with a dog if the dog is on the other side of a six-foot-high, solid fence. A dog of any size or breed could get under, over, or through the proposed fence and attack a passing pedestrian or dog, creating more problems.

Approval Requests:

If you believe the proposed Seavey Meadows development meets all of the City's development criteria, I would like you to consider the following development requests:

- Be sure the final design keeps the designated children's play area away from Conser, reducing the likelihood of children running into Conser to chase balls without looking first for traffic.
- Require the applicant to construct six-foot-high, solid fences to separate the yards from this dangerous section of Conser, thereby protecting the development's residents and passing pedestrians and dogs. The small size of the yards of the proposed development will leave very little space for children to play, potentially prompting them to cross Conser to a larger play area in the open field. Several existing yards along Conser are separated by six-foot-high, solid fences; and I do not find them "unfriendly," as the applicant's planner suggested to the Planning Commission.
- Keep the development away from the western curve of Conser. This curve is often traveled at a very fast speed; it seems drivers are testing how fast they can negotiate the curve and keep at least two wheels in contact with the street surface. Drivers often "cut" the curve or "swing wide" (depending upon their direction of travel), using the other travel lane. (I followed a pick-up truck driver this morning who used the wrong travel lane because he "cut" the corner.) This is extremely risky when a City bus is traveling through the curve! Visibility through this curve is a problem – now the field grass is high; when the development is built, what landscaping will be allowed along the curve that will not obscure visibility?
- Require that construction traffic access the development site from Walnut and not Conifer. Keeping construction traffic out of the existing neighborhood will reduce the irritation the development will cause for existing residents – soothe the neighbors by reducing impacts of

noise, dust, and neighborhood disruption – and will reduce wear and tear from heavy vehicles on the recently repaired street.

- Require the applicant to include some type of traffic-calming or congestion-notification measures near the development site, such as signage to indicate that children are playing or an area of congestion is ahead. Neighbors will need to adjust their driving, walking, and parking habits as a result of the new development and increased activity; others entering the area (those who do not live in the area) should be cautioned to drive more slowly and be more alert for children.
- Require the applicant to mitigate traffic issues along Conser that could be exacerbated by increased traffic from the proposed development. This could include:
  - Installing caution signs or lights or marked crosswalks on either side of the blind curve by the Sequoia Creek bridge and adjacent path to Village Green Park, enhancing safety for pedestrians crossing Conser. There is a curb cut to Conser eight steps from the path, but there is no corresponding curb cut on the east side of Conser; anyone pushing a stroller or wheelchair or using a motorized scooter (yes, we've seen them in the area) must use the bicycle lane to access a curb cut approximately one block away . . . near a blind curve where drivers often travel too fast!
  - Installing caution signs or lights at the curve at the western edge of the proposed development site, near the railroad tracks. This would, hopefully, encourage drivers to slow as they enter the expanded residential area.
- Require the applicant (or someone!) to complete the sidewalk on the west side of Conser, so people will not need to cross Conser to access a continuous sidewalk and include intermittent curb cuts for wheelchair and stroller access. The sidewalk on the west side of Conser is missing a section approximately two blocks in length.

I do not oppose affordable housing; my gosh, it took us three years to find a house we could afford! However, I question the quality of a living environment for children that will have extremely small yards, prompting the children to go elsewhere (across Conser to the open field?) to play. I also question placing a 43-unit development intended for children and senior citizens along an unsafe section of a street that has blind curves and high traffic speeds.

Before you deliberate to your decision, I encourage you to visit the neighborhood and walk along Conser from Walnut to the Sequoia Creek bridge, particularly any weekday between 7:30 am and 8:00 am, between 11:30 am and 1:30 pm, or after 5:00 pm. When you do, please observe the structural condition of Conser, the blind curves and poor visibility along Conser, the lack of sidewalk access along the west side of Conser, and the speed of traffic on Conser. This is our neighborhood; we welcome new residents, but we do not want new development to worsen existing safety conditions.

Emely A. Day
P. O. Box 268
Corvallis, OR 97339

Young, Kevin

From:	Fields, Eleanor J (ASO) [eleanor.fields@hp.com]
Sent:	Tuesday, May 27, 2008 1:17 PM
To:	Young, Kevin
Cc:	Fields, Eleanor J (ASO)
Subject:	Testimony for June 2-Seavy Meadows
Importance:	High
Follow Up Flag:	For Your Information
Flag Status:	Flagged

5/27/08 submission of REBUTTAL testimony RE: Seavy Meadows (PLD08-00001, SUB08-00001) for 6/2/08 Land Use Public Hearing by City of Corvallis

One Sentence Summary Statement: **We continue to be AGAINST any construction or housing development of any kind on any of the 32-acre Seavy Meadows Wetlands.**

As it is widely known and quite obvious, there is an abundance of new housing developments (of all varieties) currently being built all around the City of Corvallis, including huge apartment complexes adjacent to Oregon State University. The Willamette Neighborhood Housing Services (WNHS) proposal to build 43 (!) single and multi-dwelling units and a 1,700 square foot community building and 14,000 square feet of landscaped play areas and common areas smack dab in the middle of Seavy Meadows Wetlands (all this major construction proposed on a 3.46-acre designated wetlands site) makes no common sense at all for the City of Corvallis, as a whole entity, nor for the beautification and positive living environment of current NE Corvallis residents (citizens), specifically.

The apartment complexes on Walnut Boulevard, adjacent to the Seavy Meadows, constantly have vacancies and for rent signs plastered on the sides of the apartment buildings. Please review our previously submitted (4/2/08) testimony below for our genuine and serious concerns about the WNHS proposed building development which we believe will have a direct causation and result of increased noise pollution, air pollution, parking issues, increased flooding, water pollution (including run-off into already mega-polluted Sequoia Creek), increased traffic issues (with most likely an increase in traffic accidents as many do not heed the posted 25 mph speed limit on Conser), decreased wetlands availability for plants and birds that are on the fast tract for extinction, and lower quality of livability for the current residents in the neighborhoods surrounding the 32 acres of Seavy Meadows. Many residents in NE Corvallis walk and bike daily for relaxation in our surrounding neighborhoods to enjoy its beauty and relish the fact that we currently live in a 'rural' setting within the City of Corvallis.

We have recently signed a petition (see below) recommending that the City of Corvallis designate the entire 32 acres of Seavy Meadows Wetlands be saved from the WNHS proposed housing project, and that the 32 acres of Seavy Meadows be wholly, officially and irrevocably designated as wetlands; especially in light of the fact that the City of Corvallis includes it and advertises it as a positive addition to Corvallis in it's public boasts of Corvallis as a "green city." The petition will be presented at the Council meeting on June 2 (see cover memo below).

Thank you once again for the opportunity to speak out AGAINST the WNHS proposed major subdivision on Seavy Meadows Wetlands.

Respectfully submitted,

Eleanor Fields
Henry Fields
Heather Fields
962 NE Angelee Place
Corvallis, Oregon 97330-6280

****

Memorandum to: City of Corvallis City Council
Re: Land use public hearing, Seavy Meadows, PLD08-00001, SUB08-00001
From: Sharon Nissen (2640 NE Seavy Place) and Patricia Muir (1840 NE Seavy Ave.)

Date: May 18, 2008

Attached please find 379 petition signatures in support of protection of all of the city-owned 32 acres of Seavy Meadows under a permanent conservation easement, as opposed to the proposal by Willamette Neighborhood Housing Services, which would exclude approximately 3.5 acres from such protection. As stated in the petition header, the 379 signatories support the concept that,

"This entire city-owned, locally-significant wetland is a valuable asset to our community. We request that the City Council approve the necessary amendments to the Comprehensive Plan to remove the existing Planned Development overlay(s), change the land use designation, and add a conservation easement to assure permanent protection of this wetland."

Petition signatures were collected by residents who are committed to the protection of

Seavy Meadows. Petitions were circulated in and around Corvallis by these residents between the most recent Planning Commission action on the proposed development (April 16, 2008) and May 18, 2008.

****

What follows is previously-submitted testimony against any housing developments or construction on Seavy Meadows Wetlands to be entered into written testimony/packets again.

****

4-2-08 LAND USE PUBLIC HEARING
CASE: SEAVY MEADOWS (PDL08-0001, SBU08-00001)

WRITTEN TESTIMONY AGAINST ANY DEVELOPMENT PLANS FOR THE SEAVY MEADOWS WETLANDS (referencing Comprehensive Plan policies: 3.2.1, 3.2.3, 4.2.1, 4.2.2, 4.11.1, 4.11.4, 4.11.5, 4.11.9, 4.11.14, 5.3.1, 5.3.3, 7.5.5, 9.2.1, 9.2.l2, 9.2.4, 9.2.5, 9.3.2, 9.4.7, 9.5.1, 9.5.2, 10.2.6, 10.2.12, 10.7.5, 11.2.1, 11.2.2, 11.3.8, 11.3.9, 11.4.1, 11.4.3, 11.4.7, 11.6.4, 11.6.7, 11.7.4, 11.7.5, 12.2.5 and Land Development Code Chapters: 1.2, 1.6, 2.0, 2.4, 2.5, 3.0, 3.6, 3.33, 4.0, 4.1, 4.2, 4.4, 4.6, 4.10, 4.13)

The Seavy Meadows Wetlands is part of a much larger natural system (see City of Corvallis' Natural Feature inventory link above) and constructing buildings on this wetlands will destroy the site with repercussions substantially more than missing out on building more housing in Corvallis. We'll make just one, but significant example/point here ... The State of Oregon has less than 0.25% of Tufted Hairgrass wetland prairie. Seavy Meadows has 25 acres of Tufted Hairgrass wetland prairie. Well, one more example ... the destruction of wetlands has been proven to be linked to the (State of Oregon list) of species extinction of the Western Meadowlarks, which have been seen and heard on the Seavy Meadows wetlands.

From *Gazette-Times*, Sunday, March 30, 2008, "Wetlands," page A6

"We're going to reach a point where there's no land to mitigate on," Pascone predicted. "I envision it maybe stopping development in the valley unless the government steps in and creates some more wetlands banks." Further in the article, Cynthia Solie of the Oregon Cascades West Council of Governments states that "we're going to try to avoid wetland impacts ..."

We completely agree with the following statements from the Seavy Meadows website, http://home.comcast.net/~seavyave/seavy.html confirm that building construction sites

on the Seavy Meadows wetlands is unthinkable. How can we advertise our city to others as a 'green city' and 'a positive impact on the environment' by considering the destruction of wetlands for supposed cheap housing??? We cannot. We can't voice our concerns any clearer than below!

1) Seavy Meadows, including the area proposed for development, has been declared a significant feature in the City's Natural Feature Inventory. This does not preclude development, but it should be a factor to be considered.
2) WNHS proposes to use State and Federal tax dollars to subsidize the housing at Seavy Meadows. The people of Corvallis already bought the land once, after it acquired the property and associated debt by foreclosure. The debt has been paid off -- you now own it free and clear. Now WNHS wants you to pay for it again, using your money to build low-income housing.
3) People who buy the units will own the dwelling but won't own the land, and they will have caps set on the profit they can make by selling the house in the future. It's hard to think of a stronger DISincentive for maintaining the properties and for encouraging long-term, stable residents.
4)The planned development is more or less in the center of Seavy Meadows, fragmenting the wetland and reducing its value as open space and wildlife habitat.
5) Building housing for low-income people in wetlands is unethical or worse. This seems to discriminate against financially disadvantaged people and racial minorities. It seems likely that this violates City, State, and Federal laws against discrimination in the use of public funds.
From February 12, 2002 letter from Steve Lindsey, Associate Planner, City of Corvallis, Community Development Planning Division:

"The wetlands in the south area <Seavy Meadows, South of Conser> are smaller and less contiguous than in the north area ..." "The City Council, however, noted that the wetlands south of Sorrel Place were fairly contiguous good quality wetlands and it was determined that preservation of these wetlands outweighed the social and economic values related to developing the whole area."

There is so much new housing currently being built in the city of Corvallis that we don't see the necessity to destroy more wetlands to create additional, crowded housing, specifically, 43 dwelling units (single family detached homes, duplexes, triplexes, 1,700sqft community building, 14,000sq ft of landscaped play areas and common areas AND four- and five-unit multi-family dwelling units) on the proposed 3.46-acre site of Seavy Meadows - PLD08-00001, SUB08-00001, Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500-3,700.

Conser Street is fast becoming reminiscence of Ninth Street with its high volume of traffic, and a considerable percentage of those vehicles are not complying with the 25 mph SPEED LIMIT. We can't imagine what it would be like with 43 dwelling units and the multiple cars per unit which would create off-site parking issues. And this is not considering just the tenants as there will be visitors, guests, family, etc., increasing the traffic volume. The noise pollution and lower quality of air pollution would be significantly increased, as would the sanitary sewer needs, the storm drainage needs - we don't believe the current facilities would easily accommodate this development proposal. We have read where water testing has proven that Sequoia Creek is one of the top two most polluted streams in the City of Corvallis. Draining the wetlands and the run-off from the driveways and roadways on the wetlands will increase the pollution (higher peak flows of water and additional sedimentation levels) of this stream.

From the Corvallis Planning Division Report to Planning Commission, PC Hearing, May 20, 1998, Case: PDM-97-20—Seavy Meadows Planned Development (PD-82-5):

"Flooding - The majority of the site is flat, poorly drained, and at approximately the same elevation as the 100-year flood level (i.e. the site elevation is just above the 216' flood elevation)."

We feel that if any construction is permitted on this 3.46 acre wetlands of Seavy Meadows, what is there to stop the momentum/progression to building homes and multi-units on the rest of Seavy Meadows (north of Conser)?

4-2-08 LAND USE PUBLIC HEARING
CASE: SEAVY MEADOWS (PDL08-0001, SBU08-00001)

Once again, we are are AGAINST any development plans for all of the Seavy Meadows wetlands.

Eleanor Fields
Henry Fields
Heather Fields

962 NE Angelee Place
Corvallis, Oregon, 97330

****

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Mid-Willamette
Carol Trueba-Broker
CRS-GRI

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CITY MANAGERS OFFICE

May 27, 2008

In regards to: Seavey Meadows Development

City Council Members
P.O. Box 1083
Corvallis, Oregon 97339

Dear City Council Members,

I am writing in support of the Seavey Meadows project proposed by Willamette Neighborhood Housing Services. I am a proponent of this project because I see that it brings together the human need of housing for the low and moderate income families while enhancing the environment through rehabilitation of the wetland. The land of Seavey Meadows has been scaped, bermed and developed and does not function as a natural wetland. The berms prohibit the natural flow of water and the land was scraped of native species and now contains non native plants some of which are invasive.

The W-NHS project proposes to rehabilitate the wetland by removing the berms, planting native species and monitoring them for 5 years. The housing project will occupy a smaller portion of the property and is beautifully designed for a neighborhood of low to moderate income families.

We have a need for preserved natural areas as well as planned neighborhoods for lower income families. Our community will gain two fold with this project. I encourage your support for this project.

Sincerely,

Carol Trueba
Broker
Board Member Willamette Neighborhood Housing Services

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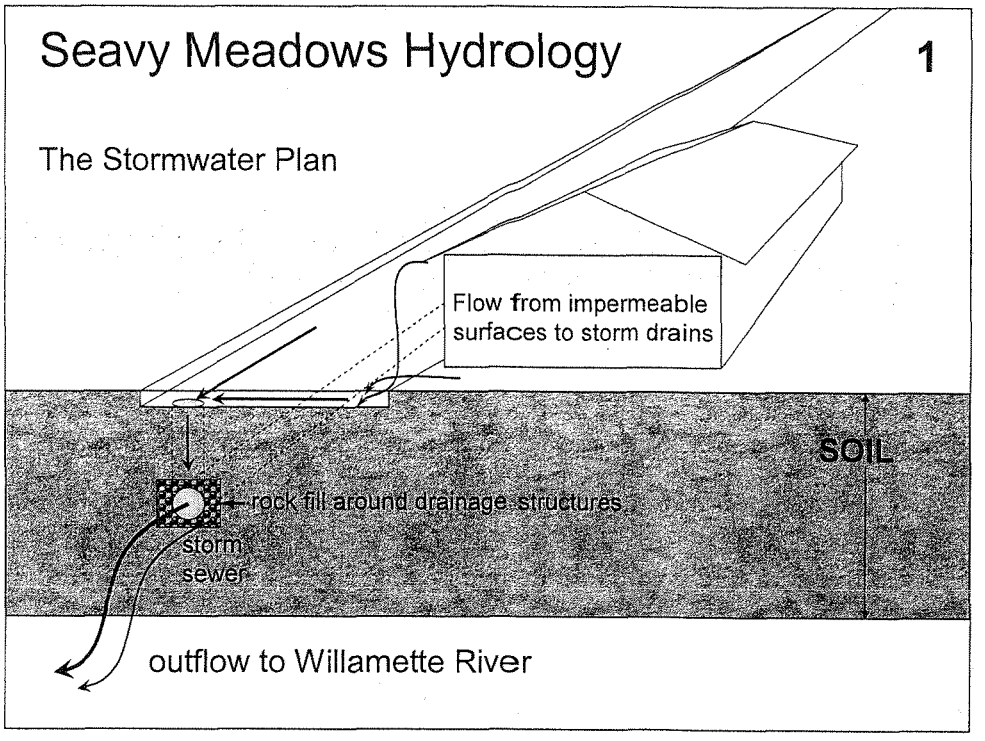

Testimony before Corvallis City Council. June 2, 2008.

Bruce McCune

1840 NE Seavy Ave

Corvallis OR

I request that you uphold the Planning Commission's decision to deny the application PLD08-00001, SUB08-00001).

1. This diagram shows the simplified hydrology implied by the developer. They propose that water from impermeable surfaces will be captured by the storm drainage system and shunted off site to the Willamette River with no impact to the surrounding area.

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Community Development
Planning Division

4

Seavy Meadows -- Water Inputs

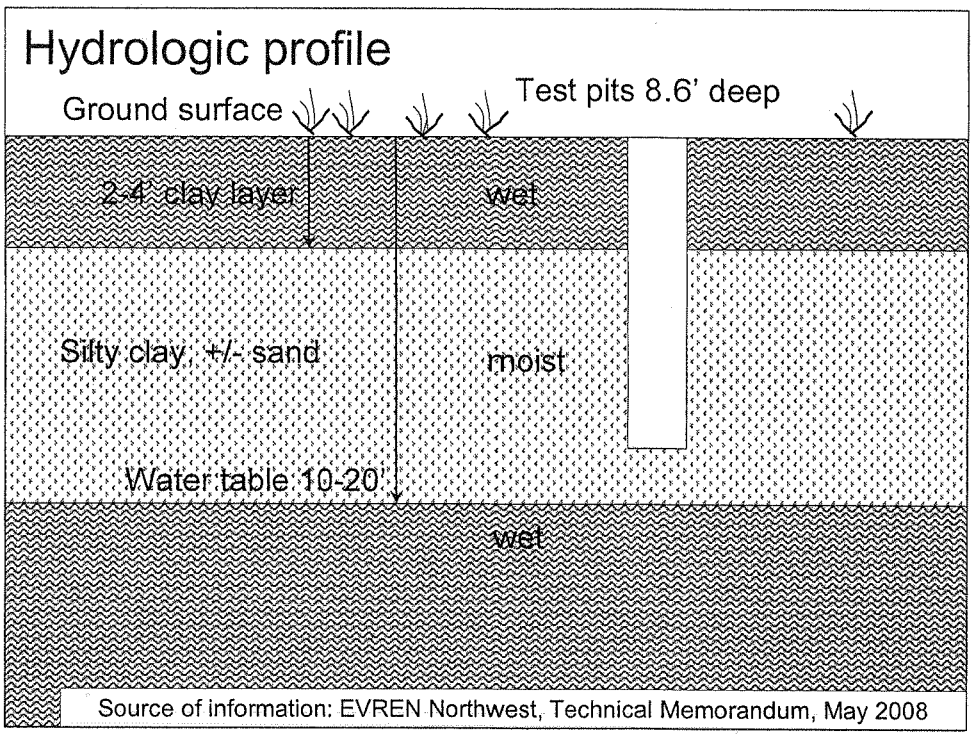
- Development of 3.46 acres redirects the following inputs of water:

  12.3 acre-feet (= 4 million gallons) annually

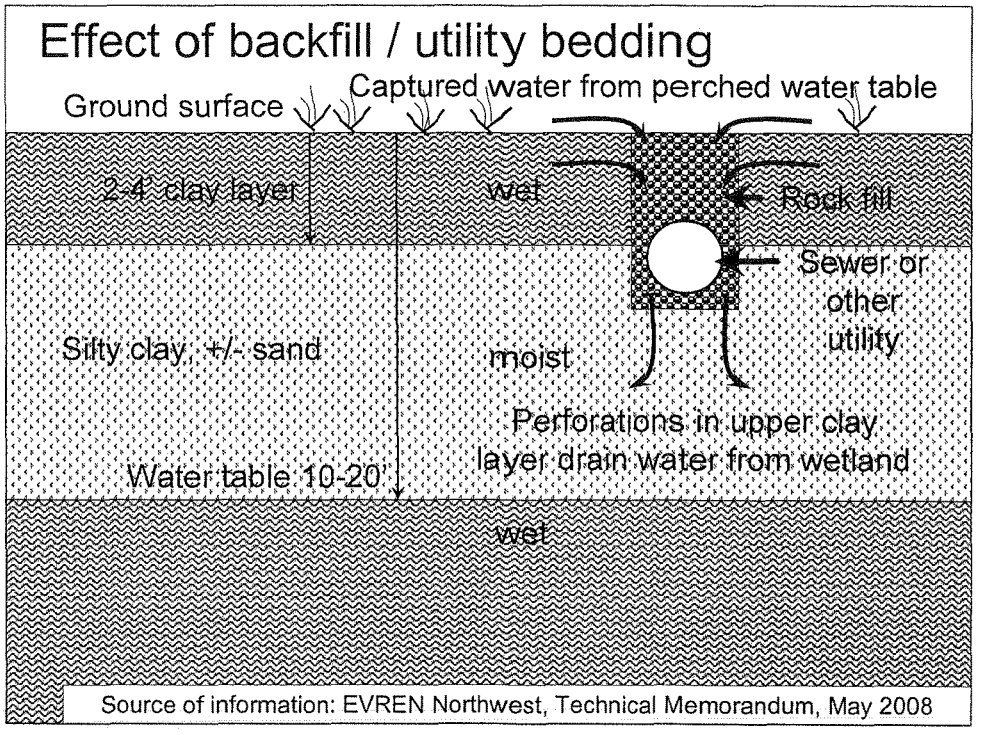
  2.0 acre-feet (= 640,765 gallons) in January alone

- This total is currently divided between surface runoff and groundwater recharge.

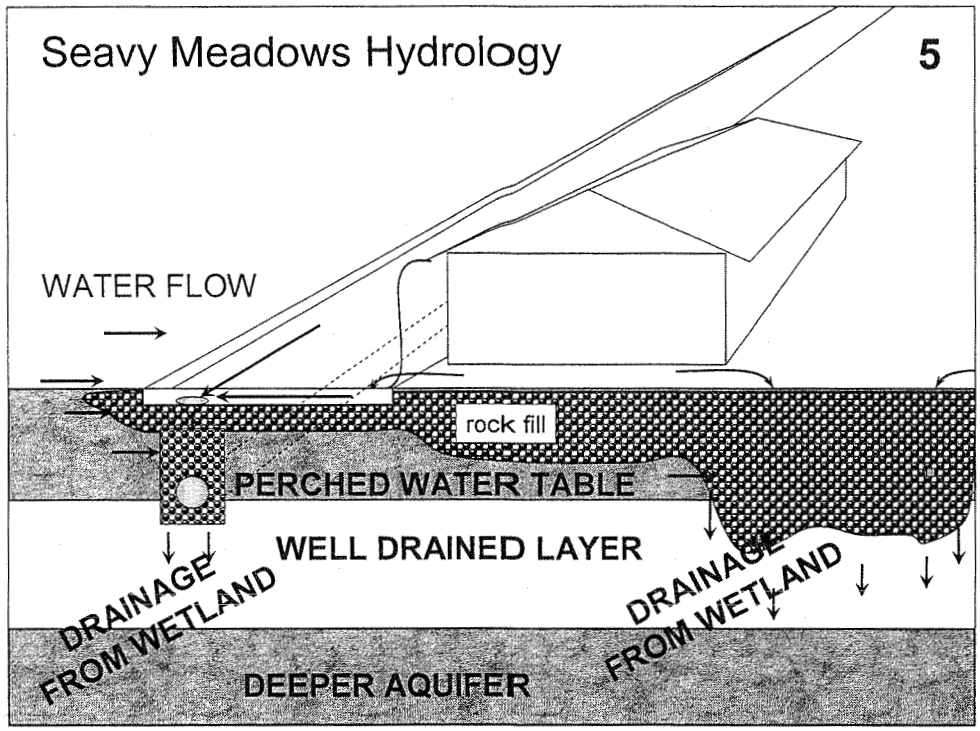
2. The natural system processes a tremendous amount of water. A development in Seavy Meadows will rob the surrounding wetlands of water that recharges the groundwater. Here's how.



3. The fate of these inputs depends on the hydrologic profile. The EVREN Northwest Technical Memorandum indicates a perched water table caused by a relatively thin clay layer at the surface. The deeper aquifer lies between 10 and 20 feet below the surface.



4. What happens when the clay layer is perforated by utilities, foundations, and other construction? Rock fill associated with these structures acts as a drainage path for water – this is the purpose of the fill. But in this case, the drainage is undesirable, because it traps surface water from the wetland, speeding drainage and depriving down-gradient areas of recharge.



5. The transport of surface water and ground water through and around drainage structures will result in losses in water from the surrounding wetland. Geotechnical studies demonstrate a perched water table on a thin (2-4' deep) clay layer. Therefore, rock fill associated with utilities and other construction will perforate the clay layer, allowing drainage out of the perched water table and into a deeper aquifer. This is like pulling the plug from a bathtub.

Key Points from EVREN memo: 6

1. Wetlands to be impacted are NOT "separated hydrologically from the remaining wetlands" as stated in the appeal. They are connected by lateral flow of surface water.

2. Rock fill (utility bedding) and storm sewers will capture surface flows and reduce recharge of the surrounding wetlands. (This is already happening, but will increase as drainage structures are supplemented.)

3. Mitigation plan to remove berms is flawed because it will reduce surface water in the protected wetland: "the berms... have some capacity to impound water."

These points are presented in support of the Planning Commission's decision, citing: LDC 4.11.12 , 2.4.30.02 criterion 2, 2.5.20, Purposes, section c, and 2.5.40.04 Sec a2.

6. These points are presented in support of the Planning Commissions decision, citing: LDC 4.11.12 , 2.4.30.02 criterion 2, 2.5.20, Purposes, section c, and 2.5.40.04 Sec a2.

The appeal should be upheld and the application denied.

7

An alternative and better use for Seavy Meadows: use it as a mitigation site for development elsewhere:

1. Replace top layers of permeable fill in utility corridors with clay.
2. Block ditches with shallow clay lenses.
3. Retain berms and favor the return of native trees and shrubs on the berms.
4. Restore components of the vegetation that have still not returned since abandonment of agriculture many years ago.

These simple, inexpensive steps would favor the wetland ecosystem and provide an alternative to expensive mitigations elsewhere.

From: "Maria Kirkpatrick" <mariakp@comcast.net>
Subject: [SPAM] <web>In regard to Seavey project
Date: Wed, May 28, 2008 1:10 pm
To: mayor@council.ci.corvallis.or.us

This is an inquiry e-mail via %s from: Maria Kirkpatrick (mariakp@comcast.net)
Mayor and City Councilmembers,

In a time when the human population is beginning to realize the impact of its demolition of open land, it seems unfathomable that you would allow construction on open wetland space.

Regardless of what may have been attempted or planned previously for the almost four acres at Seavey Meadows, the time has come for Corvallis to decide if it will embrace what is left of nature or simply mow it down.

This area is populated with birds, bees and animals. Wild birds of prey perch frequently overhead to hunt the fieldmice. It used to home even more with frequent sightings of racoons, deer and frogs. The frogs have recently disappeared and the rest are rarely seen. Eradicating this space means eradicating their homes. They will never be replaced.

Instead of paving over what nature has claimed, why not turn to other land that already has housing that is in dire need of upgrades. There already are areas within Corvallis that have been developed but that could be redeveloped to serve a greater purpose. I encourage you to look for these opportunities and preserve what is left of what makes Corvallis such a great place.

I urge you to leave Corvallis as natural as possible for future generations. Take a stand and hope others will follow your example.

Sincerely,

Maria Kirkpatrick

Download this as a file

DATE: May 28, 2008, submitted for Council Packet for June 2nd Public Hearing

TOPIC: Testimony on Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat

CASE: Seavey Meadows (PDL08-00001, SUB08-00001)

FROM: Jennifer Ayotte, 3098 NW Greenbriar Place, Corvallis, OR 97330
541-758-4645

ATTACHED: April 2nd testimony to the Planning Commission (Ayotte)

The adversarial facing off of affordable housing versus wetland protection has set a very unpleasant tone for this case. Everyone agrees that affordable housing is a good cause. However, the real issue here is that the Planning Commission's denied this proposal because it does not meet the applicable land use criteria. Their decision was made thoughtfully, after long deliberation, and **only one commissioner voted in favor** of Willamette Neighborhood Housing Service's application.

The City Council's decision is complicated by the possible perception of "conflict of interest" as the City is the owner of the proposed development site, has promoted its use for affordable housing, and is a potential funding partner for the project. The City Council must be able to thoroughly substantiate their ruling if they chose to overturn the Planning Commission's land use decision.

In their decision, the planning commissioners recognized that designating a site for housing in Seavey Meadows was a "political" decision and not a "scientific" one. It is unfortunate that the City did not investigate how the proposed housing site will impact this significant, locally protected wetland. It is only now, with an application before us, that these critical considerations are being made.

Seavey Meadows is a publicly owned piece of a rare ecosystem and the City's land use policies and specifications must be met. What we have before us is a very piecemeal proposal with a lot of unenforceable conditions attached to it and a lot of promises that it's all going to be fine. This is not the sound land use planning that our community takes pride in. We, the citizens of Corvallis, are the owners of this property and are responsible for protecting this valuable asset.

The City Council must keep in mind that there are genuine reasons to be so concerned about the impacts of this housing on this piece of rare Willamette Valley Wetland Prairie:

1. **It is documented that 99.995% of Willamette Valley Wetland Prairies have already been lost to human uses.**

   A major issue raised by the applicant is that it is only "fair" to develop 3.5 acres for human use and "preserve" the rest. When only **½ of 1% of Willamette Valley rare wet prairie habitat** remains, it seems more "fair" to preserve all of it for the non-human species which are dependent on these areas for their very existence.

   The West Eugene Wetlands Education Center states: ...less than one half of 1% of the Willamette Valley wet prairie habitat remains. Regulatory agencies, as well as local and federal governments struggle to protect and restore wetlands, but these efforts are not enough. Local community stewardship is essential to wetland protection and maintenance. http://www.wewetlands.org/

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2. **The Planning Commission ruled that the applicant has been unable to prove that they can contain human and hydrologic impacts to the surrounding wetland.**

   The standard here is to assure that this locally protected significant wetland is indeed "preserved" in a functional state.

3. **There are 33 conditions of development for this housing project. Who monitors and enforces them?**

   For example, who assures that only licensed applicators apply only EPA approved chemicals and that none of the landowners apply any chemicals at all? And what is the consequence if they do? Who monitors the health of the surrounding wetland and determines if the housing has a negative impact? And if there are negative impacts, how are they reported, repaired and financed?

4. **The Planning Commissioners expressed concern that with 43 units compressed into such a tight space, impacts to the surround wetlands are unavoidable.**

   It is likely that this development will result in a net loss of wetlands which violates 4.11.1 of the Comprehensive Plan goal that there is no net loss of significant wetlands in terms of both acreage and function. (*underline is mine*).

5. **Lack of comprehensive planning on this site will lead to further problems.**

   For example, the applicant has asked for a variance from LDC Section 4.1.20.j.1(a) to allow some of the required parking spaces to be in the public right of way along Sorrel (*see Page 5, Table 1 of the Staff Report for the April 2nd Planning Commission Hearing*).

   However, Sorrel is the ONLY logical place for parking for public access to Seavey Meadows Wetland! It should not be designated as overflow parking for this housing development!

   At the last hearing, the City indicated that the City Parks Department will be managing the protected wetland areas. Since handicapped access is a major consideration in public use of public lands, Sorrel is the logical place for this and the variance should be denied.

   This is just one example of the lack of comprehensive planning regarding the interface of housing and wetland preservation on this site. Unfortunately, if this housing development is approved without a comprehensive look at the issues related to building in this sensitive area, some problems will emerge when it's too late to correct them.

6. **This site is unsuitable for housing and there have been numerous testimonials supporting this.**

   There have been numerous testimonials at the neighborhood meetings and land use hearings about how undesirable this site is for housing, including mold and construction issues at the Lancaster Street affordable housing site, also a WNHS project (when they were called Corvallis NHS). Residents across this NE Corvallis neighborhood have testified about mold, wet rugs, settling foundations and the general incompatibility of putting housing in a wetland. Public funds would be better spent on an appropriate development site instead of spending a large amount of money on trying to turn a rare wetland into an inappropriate housing development.

(Note: I may provide additional written testimony at the hearing itself, as time limitations have not allowed me to cite all the appropriate code to support my arguments, but the Council is probably aware of them anyway as they are cited the Planning Commission decision.)

DATE: April 2, 2008, Corvallis Planning Commission Hearing

TOPIC: Testimony on Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat

CASE: Seavy Meadows (PDL08-00001, SUB08-00001)

FROM: Jennifer Ayotte, 3098 NW Greenbriar Place, Corvallis, OR 97330
541-758-4645

(Please add my support to the comments submitted by Pat Muir and Bruce McCune as I won't be repeating points they have already stated so well.)

I have been involved in efforts to preserve Seavy Meadows Wetland since all of us, the citizens of Corvallis, became owners of it about 20 years ago. It is ironic to be trying to preserve a publicly owned piece of property with significant wetland values while the City spends a tremendous amount of our resources pursuing its development. It is even more ironic that the City of Corvallis, supposedly the leading proponent of comprehensive planning, refuses to address the impacts of development on this wetland in a comprehensive way. My comments tonight will focus on the incompatibility issues around putting this proposed housing development in the middle of a wetland designated to be protected as a "Significant Natural Feature."

Over the years I have come to appreciate the work done by folks like you, our volunteer Planning Commissioners and our City Councilors. I have spent many hours learning to understand the rules and address the applicable criteria in land use hearings. But after years of endless testimony, I am so frustrated by all this rationality! I wish I had the flamboyance to come before you tonight painted a muddy color and wearing a frog mask. I would tell you that I speak for the frogs and all the other species who aren't represented tonight. So, please consider them part of my constituency, because I fear that this proposal is being marketed for humans only. And for consumers in America – marketing is all about packaging.

The package, in this case, includes the City's 113 page report – word after word, technicality after technicality, page after page, - addressing setbacks, and parking and tree planting and utilities – and all the details that obscure the central issue - which is building housing that destroys wetlands. Words may be strung together to convince us that this is a good idea, but words cannot perform the valuable functions of our wetlands and ultimately words will not sustain us.

In Seavy Meadows, we, the citizens of Corvallis own almost 30 acres of rare wetland prairie. Consideration of this housing proposal within the wetland should include the impacts it will have on the rest of the wetland. The issue is not about developing an isolated 3 acre wetland as the proposal would like you to believe. The City's wetland strategy of divide and conquer should not be tolerated.

One of the major purpose for the planned development overlay is to assure that development is compatible with surrounding land uses and natural features. According to the Land Use Code map on the City's website, the entire 30 acres of Seavy Meadows still has a PD overlay and residential land use designations. This entire site should be having the PD modification done at the same time to assure a true integrated approach to planning on this valuable site.

When I first fell in love with Seavy Meadows 20 years ago, the wetland extended from Circle to Conifer and across the railroad tracks where the snow geese used to feed each spring. Before my time, this wetland extended through the current Village Green neighborhood and on north through Jackson Frazier Wetland. Our children were small when we lived near Seavy Meadows Wetland. We watched the fox catch mice there; heard symphonies of frogs; saw moonlight reflected in hidden pools of water; and disappeared into a forest of grasses that are taller than I am. So much water is contained in this wetland that algae grows on the sidewalks where the water overflows in the winter. It is a rare and fabulous place and it is meant to be protected and cherished.

From my observations over the last 20 years, these are some of the wetlands that have succumbed to development in this NE Corvallis neighborhood –

- First there was the K-Mart site on Circle, it narrowly avoided wetland regulations because it claimed to be an agricultural site.
- Then the McFadden Annexation - that former rest area for snow geese became home for a manufactured housing development, apartment complexes and the Walnut Extension.
- Then the City sold off the northern portion of Seavy Meadows along Conser Ave., adjacent to this proposed development, to be used for "affordable housing". Housing was built and more wetland was lost.
- The apartment complex at Hwy. 99 & Conifer necessitated some wetland mitigation. But when the second phase of the apartments went in several years later, that small wetland mitigation site was destroyed, probably inadvertently, but who is watching?
- The City parceled off another piece of Seavy Meadows wetland for the Walnut Extension and the resulting re-alignment of Conser Avenue. This also required mitigation, but when touring the site several years ago with the Division of State Lands, they were dismayed that the mitigation site had not been maintained properly. I don't know if that has been rectified.
- Tonight's applicant, formerly called Corvallis Neighborhood Housing Services, built their very first affordable housing project in NE Corvallis. As president of the NE Corvallis Neighborhood Association, I helped facilitate neighborhood participation and, ultimately, neighborhood support for this housing project and I received an award from the housing group for my efforts. Unfortunately, this effort also involved destroying some wetlands adjacent to Jackson Frazier Wetland.

This, on a neighborhood scale, demonstrates how 99.99% of Willamette Valley wetland prairies have been destroyed. That's right, 99.99%.

For 15 years I have been employed in non-profit management in the environmental arena and have recently become manager of the Benton Soil & Water Conservation District. I have been involved professionally in numerous wetland restoration projects that have cost hundreds of thousands of dollars of public funds.

If this proposal involves utilizing public funds to build housing that destroys wetlands, I will be registering my concerns to the funding sources. It is imperative that we become more imaginative in our approaches to our social issues instead of using them to justify actions that would otherwise be unacceptable.

Please put aside all the minutiae of your report for a few minutes and decide whether this proposal really addresses the required compatibility issues. I hope you decide that we, the owners of this property, cannot approve this proposal because it ignores the impacts of development on the rest of Seavy Meadows Wetland. Don't be sold a package that purports wetland protection when it's actually wetland destruction.

Young, Kevin

From: Kay Novak [novk@comcast.net]
Sent: Wednesday, May 28, 2008 7:23 PM
To: Young, Kevin
Subject: Seavey Meadows appeal

Dear Mr. Young:

We have reviewed the information regarding the Willamette Neighborhood Housing Services plan for development of 3.46 acres of the 32 acre Seavy Meadows land. The plan will include restoration of 1.75 acres of wetland to replace 1.65 acres to be built upon. Restoration is to be accomplished by removal of man-made berms and planting of native meadow wetland species. We understand that 27 acres of undisturbed wetland will remain as protected and that the area in question has been degraded by previous development.

We support the work of Willamette Neighborhood Housing Services to provide affordable housing for the elderly, disabled, and young families. While we also are greatly in support of the protection of natural welands, we believe that this situation is a reasonable use of land that has been damaged by poor development decisions of the past. The housing provided will meet serious needs not readily addressed in other ways.

Please reconsider your denial of the application of Willamette Neighborhood Housing Services for the present plan of development and protection of the wetland acres remaining outside the 3.46 acres. Thank you for hearing our request.

Sincerely,

Kay and George Novak
4941 SW Hollyhock Circle
Corvallis, OR 97333-1773

Letter of Concurrence from the Oregon Department of State Lands regarding the Applicant's Wetland Delineation for Seavey Meadows (PLD-00001, SUB08-00001)

Oregon
Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
www.oregonstatelands.us.

State Land Board

Theodore R. Kulongoski
Governor

Bill Bradbury
Secretary of State

Randall Edwards
State Treasurer

May 23, 2008

Kent Weiss
City of Corvallis
501 SW Madison Ave.
Corvallis, OR 97333

Re: Wetland Delineation for Proposed Seavey Meadows Residential Project, Conser Street and Sorrel Place, Corvallis, Benton County, T11S R5W Sec. 24DC (several tax lots); DSL WD #08-0073

Dear Mr. Weiss:

The Department of State Lands has reviewed the wetland delineation report prepared by Turnstone Environmental Consultants for the site referenced above. Based upon our review and my site visit in April, we concur with their delineation and conclusions. The wetland areas (approx. 2.25 acres within the study area), as mapped in revised Figure 6 (copy enclosed), are subject to permit requirements of the state Removal Fill Law. A state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in the wetlands.

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

RECEIVED

MAY 28 2008

Thank you for having the site evaluated. Please phone me at 503-986-5236 if you have any questions.

Sincerely,

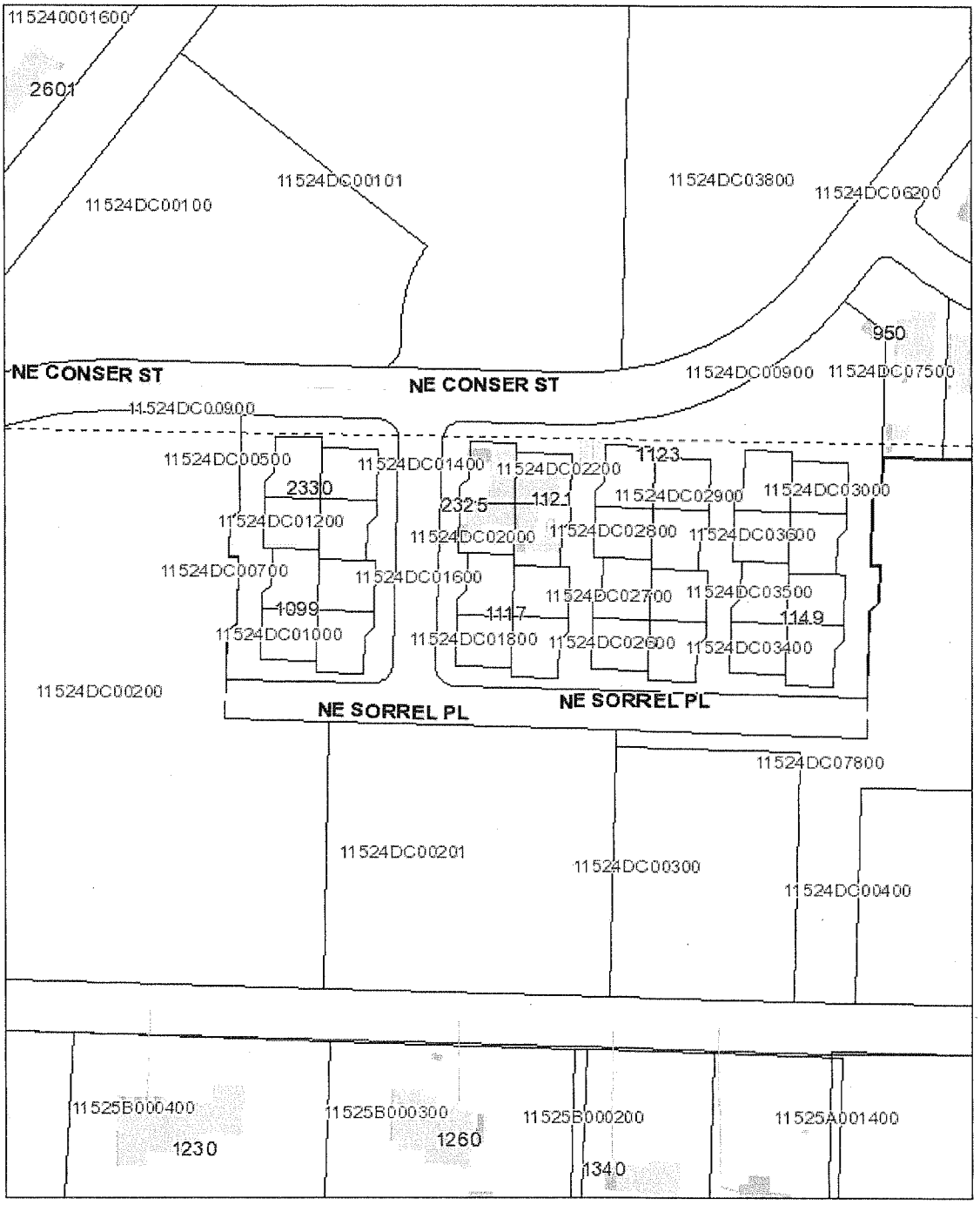
Janet C. Morlan

Janet C. Morlan, PWS
Wetlands Program Manager

Enclosure

cc: Jeff Reams, Turnstone Environmental Consultants
Shelly Hanson, Corps of Engineers, Eugene
City of Corvallis Planning Department
Gloria Kiryuta, DSL

Figure 2. Tax Lot Map



TURNSTONE
P.O. Box 816
Philomath, Oregon 97370
Tel 541.929.7542

SEAVEY MEADOWS WETLAND DELINEATION
Corvallis, Benton County, Oregon
Updated 3/21/2007

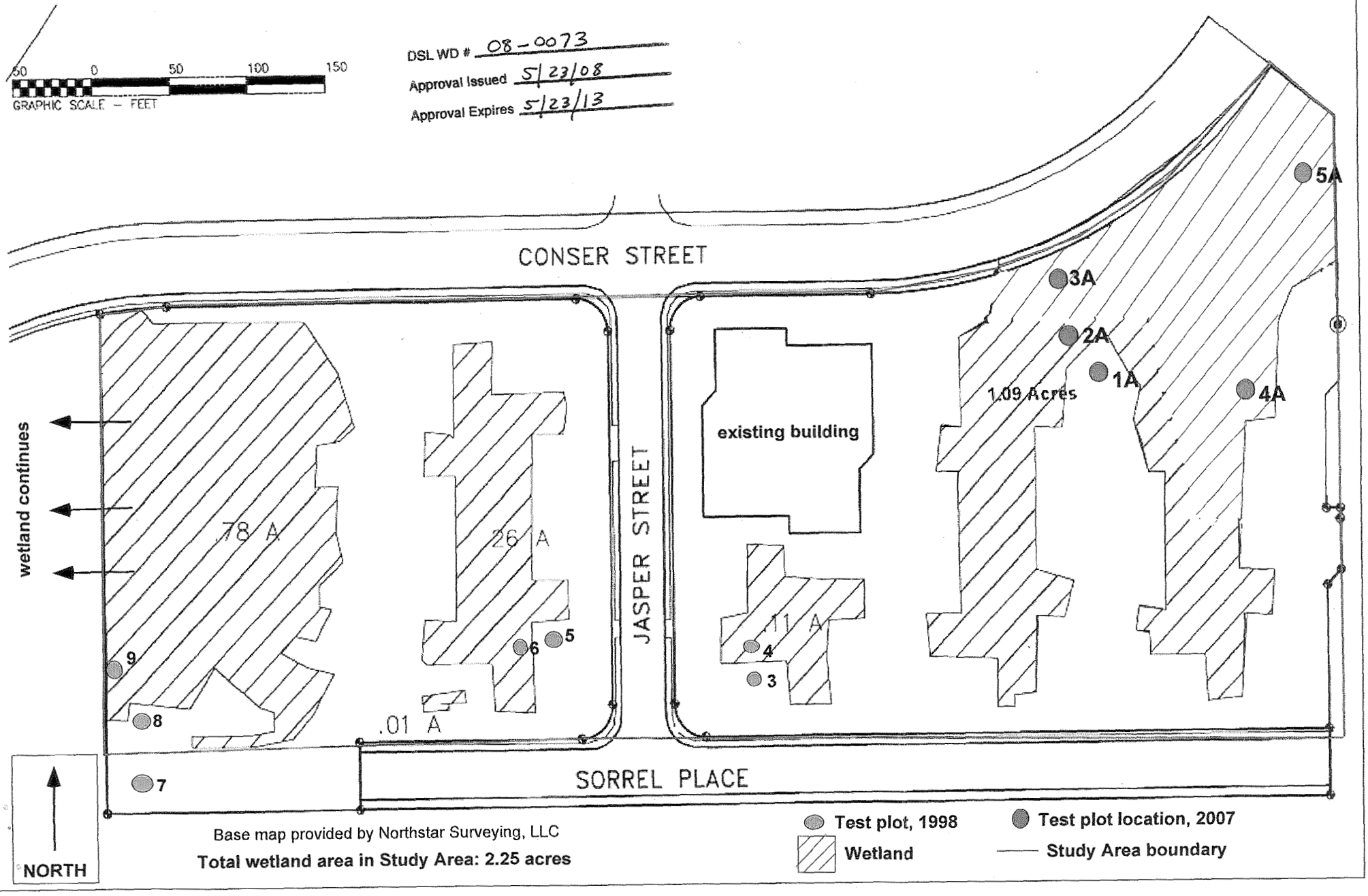



FIGURE 6: Delineation Map