MEMORANDUM

TO: **Mayor and City Council**

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

DATE: **February 20, 2009**

RE: **First Presbyterian Church (PLD08-00012, SUB08-00006)**

I. ISSUE

The applicant, First Presbyterian Church, has submitted an application seeking approval of a Conceptual and Detailed Development Plan and Major Replat. The applicant proposes to consolidate multiple legal lots on the subject site into a single parcel, construct a 6,444 sq. ft., single-story addition to the existing church building, and make associated changes to the site. Proposed site changes include reconfiguring existing vehicle parking areas, reducing the amount of available on-site parking, reconfiguring accessways, and adding sidewalks, landscaping, and a bicycle parking shelter. The applicant also requests to vary from certain Land Development Code (LDC) standards, including reducing on-site vehicle parking to less than the LDC minimum standard.

On January 7, 2009, the Planning Commission held a duly advertised public hearing on the request. During 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 January 21, 2009, deliberated, and voted unanimously to approve the applicant's request. The Planning Commission Chair signed the Notice of Disposition from that decision on January 22, 2009, **(Exhibit II)**. On January 29, 2009, the Planning Commission's decision was appealed **(Exhibit I)**. A City Council public hearing has been scheduled for March 2, 2009, to consider the appeal of the Planning Commission's decision to approve the proposed Conceptual and Detailed Development Plan, and Major Replat.

II. BACKGROUND and DISCUSSION

Site and Vicinity

The First Presbyterian Church owns the City block bordered on the north by NW Monroe Avenue, on the south by SW Madison Avenue, on the west by SW 9th Street, and on the east by SW 8th Street. This block contains 12 legal lots and six tax lots. The First Presbyterian Church is a Designated Historic Resource listed in the Corvallis register of Historic Landmarks and Districts. The church buildings are located along SW 8th Street and at the corner of NW Monroe and SW 8th Street. The Church consists of three buildings: the 1909 Sanctuary on the corner of NW Monroe Ave and SW 8th Street, the 1928 Education

Hall attached to the south Sanctuary elevation, and the 1969 Jones Wings, attached to the south elevation of Education Hall. The existing Church buildings are on legal lots identified as numbers 2-6 on Benton County Assessor's Map 11-5-35 CC. The proposed addition would be placed on legal lots 7-9 as identified on Map 11-5-35 CC **(Exhibit VI.55, 56)**. The lots where the addition would be constructed are vacant except for paved and gravel parking areas that can accommodate approximately 44 vehicles. The Jeffreys-Porter House, a Designated Historic Resource on the Local Register of Historic Landmarks and Districts is located on the lot at the corner of SW Madison Avenue and SW 8th Street. The lot immediately west of the Jeffreys-Porter House, on the corner of SW Madison Ave and SW 9th Street, contains a single family residence.

The First Presbyterian Church overlooks Central Park to the east. The area north of the subject site is developed primarily with multi-family residential structures, the First Baptist Church of Corvallis is northwest of the site, and the Corvallis Benton County Library is northeast of the site. Oregon State University owns the land immediately west of the site, and lots directly south of the site (south of SW Madison Ave) are developed primarily with single family-detached houses; however, some of these contain professional offices. Other notable uses south and southeast of the site are the office uses in the historic First Congregationalist Church, the ArtCenter, and the historic First Christian Church, which is used for Religious Assembly.

The Comprehensive Plan Map designates the site and areas directly south of the site as Medium Density Residential. Central Park is designated as Open Space Conservation, areas north of the site are designated for Medium Density and High Density Residential development, and the OSU property west of the site is designated as Public Institutional. Corresponding with the Comprehensive Plan Map designations, the lots south of the site are zoned Medium Density Residential (RS-12), Central Park is zoned Agriculture-Open Space (AG-OS), lots north of the site are zoned Medium Density Residential - University (RS-9(U)), and High Density Residential (RS-20) and are within the North Campus Area. The lots owned by OSU west of the site carry the OSU zone.

In addition to the base zones, the First Presbyterian Church is a Designated Historic Resource listed in the Local Register of Historic Landmarks and Districts, and the lots containing the existing church buildings are under a Historic Preservation Overlay (HPO). In November, 2008, the Historic Resources Commission approved an application to expand the HPO to the area west of the Church buildings, contingent upon Major Replat approval **(Exhibit VI.57)**. The First Presbyterian Church and site are also within the Downtown Residential Area, which is defined in Article 50 of the Comprehensive Plan as,

Downtown Residential Neighborhood - The area generally bounded by 6th Street on the east, 9th Street on the west, the Marys River on the south, and Fillmore Avenue on the north (see map following finding 13.5.a). This area is intended to provide housing in close proximity to the Central Business District.

There are no significant trees or inventoried Natural Resources or Natural Hazards on the subject site.

Proposal

The applicant has submitted a Conceptual and Detailed Development Plan application to construct a 6,444 sq. ft., single-story addition to the west side of the 1928 Education Hall. The addition contains a 3,000 sq. ft. fellowship hall, kitchen, and bathrooms. The parking areas and driveways are proposed to be reconfigured. The existing driveway on NW Monroe is proposed to be closed, and a new driveway on SW 9th Street is added. The parking area, which can hold approximately 44 vehicle parking spaces (some spaces are not paved or striped), would be reduced and would be able to accommodate 21 parked vehicles. A bicycle parking shelter is proposed on the south side of the addition that will cover 16 bicycles. Sidewalks are proposed to connect the addition to NW Monroe Ave and SW 9th Street, and four new parking lot trees, seven new street trees, and site landscaping are proposed **(Exhibit VI.141)**.

Buildings may not be constructed over lot lines, so to construct the proposed addition, the applicant has proposed to consolidate lots through a Major Replat application (SUB08-00006). As proposed, lots on the subject block would be consolidated into three parcels. The legal lots containing the Jeffreys-Porter House and the house located along SW Madison Avenue would not be affected, but the other legal lots would be unified (**Exhibit VI.140**). The existing Church buildings and the proposed addition would be located on Parcel 1.

The applicant has requested to vary from a number of Land Development Code standards as summarized in Table 1, below:

Table 1: Summary of Requested Variations to Development Standards

LDC Standard	Standard Summary	Proposed Variation
4.0.30.a.2	12 ft planter strip along collector streets	Retain 6 ft planter strip on NW Monroe Ave to retain street parking spaces.
4.0.60.e.1	Sub-standard street must be improved with abutting development.	Retain 6 ft planter strip on NW Monroe Ave to retain on-street parking spaces.
4.0.130.c	Water quality features shall be consistent with the Corvallis Design Criteria Manual.	Use of water quality manholes to treat water rather than above ground facilities.
4.120.g; 4.1.30.b.4, "8" ; and 4.1.30.c.1	On-site parking spaces shall be provided consistent with the LDC standards	The subject site does not contain the minimum amount of LDC required vehicle parking, and this amount is proposed to be reduced further through the Planned Development application.

LDC Standard	Standard Summary	Proposed Variation
4.10.70.05.b.6 .a	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.	49% of the NW Monroe facing elevation would be comprised of windows and/or glass doors.
4.2.50 and 4.4.20.03	"Through-lots" shall be avoided. If created a 20 ft planting screen easement is required, vehicle access is prohibited through the easement, and required front yards shall be provided on each street.	The Major Replat would create a Through-lot. The applicant requests to vary from Through-lot standards.
Off-Street Parking and Access	Commercial access drives should be 24 feet wide.	The applicant proposes the two driveway entrances on SW 9th Street to be 20 feet wide.

Planned Developments provide an avenue to request variations from development standards while remaining consistent with other purposes of Planned Development and meeting the compatibility criteria in LDC Section 2.5.40.04. The proposal's consistency with the purposes and compatibility criteria of Planned Developments is evaluated in detail in the December 31, 2008, Staff Report to the Planning Commission **(Exhibit VI)**.

Planning Commission Action

As reflected in the December 31, 2008, Staff Report to the Planning Commission, and draft minutes from the January 7 and January 21, 2009, Planning Commission meetings **(Exhibit V)**, 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 approve the application with conditions **(Exhibit II)**.

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 appellant cites a number of reasons that the City Council should reverse the Planning Commission's decision to approve the proposed development. Following is an analysis of each of the appellant's arguments and concerns, shown in *italics*, followed by Staff's analysis, in plain text.

Issue 1

"The loss of 23 parking spaces violates the Land Development Code (LDC) standards for the above development."

The applicant has submitted a Conceptual and Detailed Development Plan (Planned Development) application, with a request to provide 21 on-site parking spaces. If approved, this number of spaces would become the new off-street parking standard for the subject site. The December 31, 2008, Staff Report to the Planning Commission provides a detailed analysis of the proposal's compliance with LDC Chapter 4.1 - Parking, Loading and Access Requirements **(Exhibit VI. 8-21)**. In most circumstances new development is required to provide off-street parking. In the subject application, a number of factors figured into the Planning Commission's decision not to require off-street parking associated with the proposed 6,444 sq ft building addition, and approve 21 off-street parking spaces as the new standard.

- First, the subject site does not have, and has never had, on-site vehicle parking consistent with current or recent LDC standards. This is because the original First Presbyterian Church was constructed in 1909, Education Hall was added in 1928, and the Jones Wing was added in 1969. During the earliest times, there were no vehicle parking requirements, and as recently as the mid 1980's the lots where parking is now located, were developed with single-family detached homes. As a result of this development pattern the First Presbyterian Church historically relied on street parking to accommodate parking needs.

  The Planning Commission echoed this point when deliberating on the application. The Planning Commission noted that the Church purchased the adjacent lots to the west of the Church buildings, and removed the structures built on them, to achieve their long term goal of adding a new structure. This is evidenced by the Historic Preservation Permit application submitted in 2002 **(Exhibit VIII)**, which requested approval to construct an addition on the adjacent lots. In purchasing the adjacent lots, temporary off-street parking was provided to a use that historically had no off-street parking. Consequently, any permanent parking associated with the proposal could be considered as an increase in parking spaces, rather than as a reduction to them.

- Second, because the uses within the church have evolved in a legally nonconforming manner, prior to the current Code's minimum on-site parking requirements, the current 44 on-site parking spaces satisfy the parking requirements for the current church facilities per LDC Section 4.1.20.d. This section requires new parking proportional to the intensification of uses, but not for the original Use. Because the Church has never had any off-street parking except that provided on adjacent lots since the mid 1980's, and these parking spaces have not been formalized through any land use or building permit approval, the actual amount of approved, City standard off-street parking is zero. Additionally, the Church is not required to provide the amount required by current standards if the use is not expanded or intensified.

In reality, the adjacent lots provide approximately 44 vehicle parking spaces that are used exclusively by visitors and employees of the First Presbyterian Church. As discussed in more detail in the Staff Report to the Planning Commission **(Exhibit VI. 8-21)**, it is the displacement 23 of the 44 parking spaces that is most pertinent to the compatibility of the project with surrounding uses, relative to parking.

- Third, the application states on page 28 of the application **(Exhibit VI.97)**,

> "...the intent of the proposed addition is to relocate activities from an existing space within the 1928 addition to the new building. An increase in overall capacity of the church is not the motivating force behind the subject proposal, and the applicant intends to maintain current activity levels at the church."

More detail regarding uses of the new addition is given on page 9 **(Exhibit VI.78)** of the application, which states,

> "...The fellowship hall is used for a wide variety of functions, including bible study classes, after-service coffee hour, lectures, wedding receptions, and memorial services....As a result of relocating the fellowship hall, the existing second floor facility will be converted to a practice room for the church's choir and also used for adult education classes; activities that currently take place in other portions of the church."

These statements clarify that the primary purpose of the addition is not to expand or add uses, but to relocate existing uses to a more suitable facility. Land Development Code Section 4.1.20.g requires the total required vehicle and bicycle parking to be based on the sum of requirements of each individual use. However, in determining the sum of requirements for religious assembly uses, it is common to base the required parking on the floor area or number of fixed seats where weekly services are held. This is because weekly services typically generate the largest parking demand. In the case of the First Presbyterian Church, weekly services are held on Sundays in the Sanctuary. Other uses, such as Sunday school, may occur during Sunday services but don't actually generate a need for additional parking. Likewise, office uses or meetings may occur within a religious assembly facility throughout the week, but additional parking would not be required if these activities generated less parking demand than weekly services and would not occur synchronously with those weekly services.

In summary, the applicant is requesting to create a new standard for this facility's required off-street parking through the Planned Development process. The proposed standard is 21 vehicle parking spaces, and these spaces would be located in the general area where approximately 44 spaces are now provided. Provision of 21 parking spaces is not within the range of spaces required by the LDC for the given uses of the Church. However, based on the December 31, 2008, Staff Report, and findings made during January 21, 2009, deliberations, the Planning Commission found:

- That the Church has never had off-street parking, so it is not possible, nor required to meet current LDC parking standards;

- The proposed addition would not result in an intensification of uses requiring new parking;

- Existing parking problems identified by testimony in opposition to the proposal are not created only by the First Presbyterian Church, but by all other uses in the vicinity that also do not provide the LDC standard amount of vehicle parking. These conditions result in extensive use of streets to meet parking demands. As such, the onus for addressing any parking problems in the area is on all surrounding uses, not just the applicant.

The Planning Commission found that any negative impacts resulting from the proposed standard of 21 on-site parking spaces would be off-set by a number of compensating benefits. Benefits identified in the December 31, 2008, Staff Report include **(Exhibit VI.15)**:

- An efficient use of land through shared on-street parking;
- Facilitation of infill development in the Central City, which helps maintain a compact urban form;
- Prevention of new pollution-generating and impervious surfaces;
- Facilitation of civic and religious assembly uses in the Downtown Residential Neighborhood and Central City;
- Support for uses in a historic building, which facilitates its continued viability;
- Continuation of existing and desired neighborhood characteristics which would potentially be damaged through requirements for a 1 acre parking lot, or on-site parking structure.
- Location of uses near transit services and bicycle lanes, which can promote alternative modes of transportation and potentially alleviate vehicle parking demands.

The Planning Commission also noted that, though the site is within the Central City and Downtown Residential Neighborhood, unlike nearby uses in the Central Business District, it is not eligible to pay fees in lieu of providing LDC standard parking. However, the Planning Commission noted that the site is in a location that, to achieve a successful mixed use area, should rely on street parking to make the broader downtown area compact and walkable. Additionally, the Planning Commission modified Condition 4 to require eight additional bicycle parking spaces, for a total of 32 spaces, 16 of which would be covered. In applying this condition, the Planning Commission strengthened the finding that the uses and location of the site support alternative modes of transportation, alleviating impacts that may be created by providing less than the LDC standard amount of vehicle parking.

Issue 2

"The parking study by Devco is invalid because of significant conflict of interest, since they are involved in the development of this project and therefore had a financial

interest in seeing the project go through. Other parking studies (see city's 2003 parking study) were not given adequate weight in planning committee discussion. The major parking problem for the local residents and business community is during weekdays and not weekends."

In the above statement, the appellant is referring to the fact that Lyle Hutchins, a member of the applicant team, is employed with Devco Engineering, Inc., one of the firms that completed a parking analysis for the applicant. The Devco study was stamped by Steven C. P. Hattori, a Registered Professional Engineer in the State of Oregon. It is very common for applicants to hire professional experts to prepare application materials. There is no reason to believe that the data provided in the Devco parking analysis is not reasonably accurate. If the City Council finds that the Devco study is not sufficient, Council may choose not to rely on it to make findings, or may find that its inadequacy is an example of the proposal's failure to demonstrate compliance with applicable review.

The appellant argues that other parking studies, such the City's Downtown Parking Study, were not given adequate weight when evaluating the parking demands and needs of the area surrounding the First Presbyterian Church site. These studies were not referenced in the LDC or Comprehensive Plan, and thus, were not considered in Staff analysis of the subject application. Additionally, the referenced Downtown Parking Study did not include the areas surrounding the First Presbyterian Church that were analyzed by the applicant's parking study, thus, the information in the 2003 parking study is not directly relevant to the subject application **(Exhibit IX)**.

The appellant also notes that the greatest parking on the streets surrounding the First Presbyterian Church occurs during weekdays, and not during weekends. The applicant's parking studies support the appellant's assertion, and the parking studies account for this fact by providing figures for parking availability during the times when the Church experiences the greatest weekday use: Tuesday evenings, and Wednesday mornings. The table below compares the uses to the LDC parking requirements for each during the Church's peak use times on Tuesday evenings and Wednesday mornings.

Table 1: Participant Use and LDC Parking Requirements

Day / Activity	No. Of Participants	LDC Minimum Parking Required
Tuesday PM Activities		
Kids Choir	290	162
Weekly Meeting 1	10	13
Weekly Meeting 2	45	15
Total	*345*	*190*

Day / Activity	No. Of Participants	LDC Minimum Parking Required
Wednesday AM Activities		
Office Hours	10	3
Preschool / Daycare	91	10
Quilters	25	50
Monthly Meeting	10	13
Handbells	12	112
Total	*148*	*188*

When considering the above table, it is important to note that LDC parking requirements are based on the size of rooms in which uses occur, and/or the number of fixed seats or linear footage of pews. For example, the LDC would require 50 parking spaces for 25 quilters (1 parking space per 50 sq ft) meeting in the 2,505 sq. ft. room in Education Hall, and 112 parking spaces would be required for the 12 members of the handbells group because they meet in the sanctuary. Additionally, some uses like the children's choir have a large number of participants, most of whom cannot legally drive and are dropped-off and picked-up from the church. As such, the actual parking demand at these times is much less than anticipated by the LDC.

The applicant employed Devco Engineering to conduct a parking study to provide information regarding parking availability during peak weekday and weeknight use times at the Church **(Exhibit VI.154)**. This study was based on the proposed 21 on-site parking spaces and155 street spaces. These 176 spaces were monitored in 30-minute intervals on two Tuesday evenings and two Wednesday mornings in November, 2008.

As summarized in Table 2, below, the Devco study found that on the Tuesday evenings studied there were between 25 and 39 on-site and on-street parking spaces available during the most intensive period of Church use. This information indicates that even with an on-site parking reduction of 23 spaces, there would be sufficient parking to accommodate existing uses within the First Presbyterian Church site and surrounding area.

Table 2: Parking use compared to LDC requirements within study area

Most Intensive Days	Most Intensive Times	Available on-street and on-site parking (Two-day study worst case scenario)	Two-day average of available spaces	LDC Required Parking
Sunday Morning*	8:15 9:15 11:15 12:45 PM	105 55 8 110	No information	112

Most Intensive Days	Most Intensive Times	Available on-street and on-site parking (Two-day study worst case scenario)	Two-day average of available spaces	LDC Required Parking
Tuesday Evening**	6:30 7:00 7:30	39 34 25	65 61 59	190 Multiple rooms used at once.
Wednesday Morning**	7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00	119 104 84 60 21 37 -3 -3 -1	120 110 87 64 40 26 4 2 4	188 Multiple rooms used at once.

* Sunday PTV study based on 155-space area
** Tuesday and Wednesday Devco study based on 176 space area

The Wednesday morning study monitored on-site parking and 155 on-street spaces around the church in half hour intervals between 7:00 AM and 11:00 AM. Based on current uses and room sizes, LDC standards would require a minimum of 188 on-site parking spaces during the most parking- intensive time (10:00 - 11:00 AM). The applicant's study shows that between 7:00 and 11:00 AM there were vacant parking spaces at all times within the monitored area, except the hour between 10:00 and 11:00 AM. During this hour there was a "deficit" of three spaces at 10:00 and 10:30 AM, and a deficit of one space at 11:00 AM. The applicant's two-day study also finds, on average, there were 2 - 4 vacant spaces during this period, indicating that on the other day studied vacant spaces were available. Assuming a 3 space parking deficit, it is not expected to adversely affect on-street parking in the subject area because the three parking spaces would likely be accommodated in the larger on-street parking area identified in the parking study site map **(Exhibit VI.154)**. Additionally, the average parking demand for Wednesday morning shows up to 4 on-street vacant spaces, indicating that a deficit would not always occur.

Given the above, and based on LDC parking standards, the First Presbyterian Church generates the greatest weekday parking demand on Tuesday evening and Wednesday morning. Tuesday evening would require 190 parking spaces per the LDC, but the Devco study shows that the actual demand can be satisfied using a combination of 176 on-site and on-street spaces, while still leaving vacant parking spaces. Wednesday morning uses would require 188 spaces per the LDC, but the study shows that on average, the actual demand can be satisfied with 176 parking spaces. This study indicates that the actual weekday parking demand is less than LDC minimum requirements, and can be satisfied with a combination of 176 on-site and on-street parking spaces, a number which accounts for the

proposed reduction of 23 on-site spaces. A more complete analysis of weekday parking demand is found in **Exhibits VI.8 - 21, and VI.147 - 155.**

Related Issues Raised in Testimony

In addition to the issues raised on appeal, the appellant submitted testimony to the Planning Commission raising other parking related concerns. These concerns are summarized below, followed by a staff response. The appellant's testimony to the Planning Commission is included in **Exhibits IV.11, V, and VI.155**.

The appellant's earlier testimony questioned the dates of the parking studies, noting that if they occurred when OSU was not in session, or during OSU Dead Week, the results would not be accurate. The appellant suggested that the parking studies were not accurate because they included parking spaces that would be removed, and counted spaces that should not be included. More specifically, the appellant counted **six** parking spaces along SW 9th Street likely to be removed to accommodate the installation of bicycle lanes, **two** parking spaces in front of a bus stop, and **one** space that simply does not exist. The appellant also asserts that **26** two-hour parking spaces were included in the inventory, and these spaces should not be counted, presumably because they would not provide all day parking for employees of surrounding businesses. According to the appellant these **35** parking spaces should not be counted as available. Accordingly, the Devco study, which identified a total of 176 spaces should have been based on 141 spaces, and the PTV America study, which identified 155 parking spaces, should only have considered 105 on-street spaces (134 minus 29 2-hr spaces = 105). Given these figures, and the current LDC standards, the appellant argues that there will be a deficit of 89 available parking spaces on Sunday mornings (29 2-hr spaces + 6 in future bike lane = 35. 134 street spaces minus 35 = 99. LDC standards would typically require a minimum of 188 on-site spaces, 188 minus 99 = 89). The appellant suggests that a similar deficit would occur on Wednesday mornings, which would "present an impossible situation" for surrounding uses relative to parking availability. Such uses include cultural attractions such as Central Park and the ArtsCenter, which, according to the appellant, would be more difficult to access as a result of the displacement of 23 vehicles from the subject site to adjacent streets. The appellant argues that the risk of negative impacts to nearby public, cultural, and office uses are not off-set by compensating benefits.

Staff Response

The PTV America study was undertaken on the Sundays of June 1 and June 8, 2008. The Devco study was undertaken on the Tuesdays of November 4, and 11, 2008, and the Wednesdays of November 5 and 12, 2008. Spring term classes were in session during June when the PTV studies were performed (Dead Week and Finals Week). Fall term classes were in session during November, when Devco completed its study. No actual evidence has been submitted demonstrating that the OSU population decreases during Dead Week and Finals Week. Unless, other evidence is provided, anecdotal or otherwise, the fact that both studies occurred while OSU was in session indicates to Staff that a majority of students would be in town for class, or preparing for and taking finals. As such, the submitted studies are not flawed by the dates they were performed.

The appellant states that two identified spaces are in front of a bus stop. **Exhibit VI.135** shows that the bus stop is on the south side of the proposed south accessway to SW 9th Street. **Exhibit VI.154**, the Devco parking study, shows that no parking spaces were identified in this location. The appellant notes that 26 spaces are signed as 2-hour parking spaces, and cannot be used for full day parking by local business tenants and their employees. This is true, however, the 2 hour spaces result in a continual turn-over of parking spaces, making it easier for short term visitors to nearby business to find a place to park. Because the streets are used for both short and long term parking, Staff believe it is appropriate to include 2-hour parking spaces in parking evaluations.

The appellant notes that the six parking spaces along SW 9th Street may be removed in the future to accommodate the installation of bike lanes. Though likely, the loss of these spaces is not certain, nor is the time when they would be removed. The application was reviewed based on existing conditions; however, the potential removal of the six spaces was acknowledged in the Staff Report to the Planning Commission, and considered by the Planning Commission when reaching a decision on the application **(Exhibit VI.16 and Exhibit V.)**.

If it is assumed that the 6 spaces on SW 9th Street will be removed in the near future, and the applicant miscounted the parking spaces by 1 space, 7 spaces could be discounted from the parking studies. Based on the worst case scenarios this would result in ranges of between 1 and 105 available parking spaces on Sunday mornings, 18 and 32 spaces on Tuesday evenings, and -10 to 112 spaces on Wednesday mornings. As discussed above the "deficit" could occur on Wednesdays between 10:00 and 11:30 AM, according to the Devco study. In all instances, except for Wednesday mornings, vacant on-street parking spaces would be available within the area monitored by the Devco study to serve the Church and surrounding uses.

Based on the above discussion, including Table 2, the LDC would typically require 112 on-site vehicle parking spaces on Sunday mornings, 190 spaces on Tuesday evenings, and 188 spaces on Wednesday mornings based on the use/floor area ratio that establishes minimum parking requirements. The parking studies submitted by the applicant considered a total of 155 parking spaces in the Sunday study done by PTV America, and monitored 155 of a total of 176 spaces in the weekday study done by Devco Engineering. In each case, the monitored number of spaces was fewer than the minimum number of off-street spaces typically required by the LDC for the existing/proposed use types. The ability of the streets, plus 21 on-site parking spaces to accommodate the parking demand at all times except for a short period on Wednesday mornings, indicates that the demand is less than anticipated by the LDC. The Planning Commission also applied a condition of approval requiring additional bicycle parking to encourage this form of transportation to the site. Per LDC Section 4.1.20.q:

A reduction of up to 10% of required vehicle parking may be obtained through the provision of bicycle parking based on the following:

a. **For every eight required bicycle parking spaces, required vehicle parking may be reduced by one space, up to the maximum of a 10 percent vehicle parking reduction; or**

b. **For every four additional bicycle parking spaces provided over the minimum requirement, required vehicle paring may be reduced by one space, up to the maximum of a 10 percent vehicle parking reduction. Fifty percent of these additional bicycle parking spaces shall be covered.**

Based on 190 vehicle parking spaces (the typical greatest minimum LDC required for the proposed uses), 19 bicycle spaces, or 10% of the total vehicle spaces would be required. The applicant proposed to provide a total of 24 bicycle parking spaces, including 16 new, covered spaces. The Planning Commission applied Condition of Approval 4, which required 8 additional bicycle parking spaces, for a total of 32. Per LDC Section 4.1.20.q, the provision of 32 bicycle parking spaces is 13 more than would be required based on 190 vehicle parking spaces, which would permit the reduction of 3 vehicle parking spaces. Off-street parking has already been requested to be reduced through the Planned Development application, and the purpose of Condition 4 was not to reduce it further. However, LDC Section 4.1.20.q demonstrates that the provision of extra bicycle parking is an acceptable form of mitigation when less than LDC standard off-street parking is provided. Provision of extra bicycle parking spaces as conditioned, is viewed as a method to help off-set parking deficits that may be caused by the proposal.

Another mechanism to off-set potential parking deficits is proximity to transit services. The Corvallis Transit System currently serves the site with Routes 1,2,3,5,7,8,C1,C3, & P C. There is an existing transit shelter on SW 9th Street at the SW corner of the site. Additionally the site is located 4 blocks west of the Corvallis Transit Center.

The proximity to transit services, the provision of extra bicycle parking, and the easy access to the site and surrounding area via bicycle lanes will mitigate for the potential deficit of available street parking during Wednesday mornings. At all other times, even assuming the the additional absence of 7 parking spaces suggested by the appellant, the submitted parking studies indicate there would be sufficient parking to accommodate vehicles displaced to streets by the proposed addition. The Planning Commission also noted that areas near the site, such as Madison Avenue north of SW 9th Street, provide street parking that were not included in either study. Areas such as this will likely be able to provide some spaces in the event none could be found in the areas identified in the submitted studies.

The appellant argues, that there is a risk the proposal will negatively impact surrounding uses and adequate compensating benefits will not be provided. Compensating benefits provided by the application are discussed under Issue One of this memorandum, and in more detail in the Staff Report to the Planning Commission **(Exhibit VI.15)**. In reaching a decision to approve the application, the Planning Commission found that the benefits provided by the proposal did compensate for potential negative impacts, and that negative impacts related to parking were not wholly caused by the applicant's proposal, but by other surrounding uses that do not provide LDC standard amounts of off-street parking.

Issue 3

The information about the parking problem was not made clear to the involved residents and local business people until the holiday season, and did not give those concerned enough time to respond appropriately. The public must be given adequate notice and time to respond and this was not accomplished. See also Strands Lab, Inc.'s concerns with regards to notification."

Land Development Code Section 2.0.50.03 requires pre-notification of pending land use decisions be mailed to property owners and residents, neighborhood associations, and organizations on file with the City as requesting this information for all land use cases, and for organizations and persons whose property boundaries include or border the subject property. On December 2, 2008, a Pre-Notification was mailed announcing the proposal and tentative Planning Commission hearing date **(Exhibit VII.20)**. Neither the appellant, nor those who testified in opposition to the application, are on the "interested parties list", or own property bordering the subject site. As such, they did not receive the December 2, 2008, Pre-Notification.

Land Development Code Sections 2.0.50.04.b and "c" require notice of hearings for quasi-judicial land use decisions be mailed to property owners and residents within 300 feet of the subject site. Such a public notice was mailed on December 16, 2008, to the appellant **(Exhibit VII.1)**. The application was available for public review beginning on July 24, 2008, when it was submitted. As stated in the Public Notice, the Staff Report to the Planning Commission was made available to the public in hard copy, and on the City's website, on December 31, 2008, seven days before the January 7, 2009, Planning Commission hearing date.

The appellant and Strands, Inc. asked for the record to be held open, and for a continuance of the public hearing in order to have additional time to respond to the information in the application and Staff Report. The Planning Commission granted the request to hold the record open, and did so for one additional week. During this time both the appellant, and Strands Inc. submitted additional testimony. However, the Planning Commission decided not to continue the public hearing. Planning Commission Chair, Karyn Bird, explained during the January 21, 2009, meeting that holding the record open is an accepted method of giving the public time to respond to issues that may have come up during the public hearing, and that if a continuance is granted, it is always done to a time certain **(Exhibit V.2)**. This is because land use decisions must be made within 120 days of the date the application is deemed complete, which in this case was December 17, 2008. A public hearing is typically continued if new information is submitted in favor of the application. In this case no new information was submitted, and the Planning Commission chose not to continue the hearing. It should also be noted that it is the discretion of the Planning Commission, or quasi-judicial body, to continue a public hearing.

Issue 4

"This local community is unique and critical to the City of Corvallis. We are talking about a small area that contains Central Park, the library, many local businesses, churches, the Art Museum, and individual homes as well as apartment (rental) residents. The City Council must realize the importance of this area to the city and allow more time and detailed discussion of the problems that will be created by dumping 23 additional parking spaces (29 if one considers the future 9th street bike path) into this unique community. Railroading this project through without proper regard to the needs of these above citizens is in violation of the LDC and is not in the best interests of the City of Corvallis."

The potential impacts of the proposal relative to parking have been addressed previously in this memorandum and in detail in the December 31, 2008, Staff Report to the Planning Commission. In summary, the construction of the proposed 6,444 sq ft addition will remove 23 parking spaces on the subject site, and those vehicles will likely be parked on surrounding streets. The applicant submitted two parking studies showing the ability of surrounding streets to accommodate 23 additional vehicles. The proposal has been analyzed by City Staff and the Planning Commission, and has now been appealed to the City Council for their consideration and final decision. The City Council is required by State law to make a final decision on the application by May 29, 2009 (120 days from December 17, 2008, plus a 45 day extension granted by the applicant). If the Council believes that insufficient evidence has been provided by the applicant to approve the application, the Council may deny it. The Council cannot place a decision regarding the application on hold indefinitely.

Issue 5

"Please review the amount of citizen concern expressed in the time permitted in the records of the Planning Commission."

Public testimony regarding the application is found in **Exhibits III, IV, V**, and **VI.155**:

Conclusion

The appellant raised a number of concerns regarding the subject application arguing that the proposed reduction of on-site parking is in violation of the LDC, the parking studies were flawed, and that adequate time was not given to comment on the application. Each of these concerns has been addressed in this memorandum, and/or in the December 31, 2008, Staff Report to the Planning Commission. In summary, the First Presbyterian Church has never had Code standard amounts of off-street parking, and the subject application seeks to establish a new standard for the site. This can be achieved through the Planned Development process, and, if approved, deviations from the LDC that may result are not considered as violations of the LDC. Staff found the parking studies submitted by the applicant to be reasonably accurate, and further analysis of parking impacts based on assumptions made by the appellant were considered in this memorandum. The appellant, and those testifying in opposition, were notified of the land use application according to the provisions of the LDC, and the Planning Commission held the record open for one week to

provide them additional time to respond to issues raised during the Planning Commission public hearing.

After considering testimony both in favor and in opposition, on January 21, 2009, the Planning Commission deliberated on the matter and unanimously decided to approve the application. After consideration of the issues raised on appeal, Staff recommend that the Planning Commission decisions to approve the Conceptual and Detailed Development Plan, and Major Replat be upheld.

III. REQUESTED ACTIONS

Conceptual and Detailed Development Plan

With respect to the appeal of the Planning Commission decision to approve the First Presbyterian Church Conceptual and Detailed Development Plan (PLD08-00012), the City Council has the following options:

OPTION #1: Approve the proposed Conceptual and Detailed Development Plan, subject to conditions from the January 22, 2008, Planning Commission Notice of Disposition **(Exhibit II)**, thereby upholding the Planning Commission's decision and denying the appeal; or

OPTION #2: Deny the proposed Conceptual and Detailed Development plan, thereby reversing the Planning Commission's decision and approving the appeal; or

OPTION #3: Approve the proposed Conceptual and Detailed Development plan with amended conditions of approval, thereby upholding the Planning Commission's decision and denying the appeal.

From the facts presented in the December 31, 2008, Staff Report to the Planning Commission **(Exhibit VI)**, as well as the facts presented in this February 20, 2009, Memorandum, Staff recommend that the City Council pursue Option #1, approving the Conceptual and Detailed Development Plan request, subject to 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 December 31, 2008, Staff Report to the Planning Commission that support the Planning Commission's decision to approve the Conceptual and Detailed Development Plan. This motion is also based on the criteria, discussions, and conclusions contained within the February 20, 2009, 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 Conceptual and Detailed Development Plan, subject to conditions from the January 22, 2009, Planning Commission Notice of Disposition (Order #2009-004), subject to the adoption of Formal Findings and Conclusions.

Major Replat Plat

With respect to the appeal of the Planning Commission decision to approve the First Presbyterian Church Major Replat (SUB08-00006), the City Council has the following options:

OPTION #1: Approve the proposed Major Replat, subject to conditions from the January 22, 2009, Planning Commission Notice of Disposition **(Exhibit II)**, thereby upholding the Planning Commission's decision and denying the appeal; or

OPTION #2: Deny the proposed Major Replat, thereby reversing the Planning Commission's decision and approving the appeal; or

OPTION #3: Approve the proposed Major Replat with amended conditions of approval, thereby upholding the Planning Commission's decision and denying the appeal.

From the facts presented in the December 31, 2008, Staff Report to the Planning Commission **(Exhibit VI)**, as well as the facts presented in this February 20, 2009, Memorandum, Staff recommend that the City Council pursue Option #1, approving the Major Replat application, subject to 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 December 31, 2009, Staff Report to the Planning Commission that support the Planning Commission's decision to approve the Major Replat. This motion is also based on the criteria, discussions, and conclusions contained within the February 20, 2009, 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 22, 2009, Planning Commission Notice of Disposition (Order #2008-004), subject to the adoption of Formal Findings and Conclusions.

IV. EXHIBITS

Exhibit I - Appeal Letter, received January 29, 2009.

Exhibit II - Planning Commission Notice of Disposition (Order) regarding the First Presbyterian Church Conceptual and Detailed Development Plan, and Major Replat (PLD08-00012, SUB08-00006).

Exhibit III - Applicant's Final Written Response

Exhibit IV - Written testimony received after release of the December 31, 2008, Staff Report to the Planning Commission and before 5:00 PM on January, 14, 2009.

Exhibit V - Draft minutes of the January 21, 2009, Planning Commission minutes and approved minutes of the January 7 , 2009, Planning Commission meeting.

Exhibit V I- December 31, 2008, Staff Report to the Planning Commission regarding the First Presbyterian Church Conceptual and Detailed Development Plan, and Major Replat (PLD08-00012, SUB08-00006).

Exhibit VII - December 2, 2008, Pre-Notice, and December 16, 2008, Public Notice

Exhibit VIII - Director Disposition for First Presbyterian Church (HPP02-00026, Order 2002-127) regarding proposal to construct an addition.

Exhibit IX - Excerpt of Downtown Corvallis Parking Study, showing study area.

Review and Concur:

Jon S. Nelson,
City Manager

EXHIBITS

February 20, 2009, Staff Memorandum to the City Council;

First Presbyterian Church (PLD08-00012, SUB08-00006)

1/29/09

appeal

To: Corvallis City Recorder - Appeal to hearing with City Council as per Filing Requirements - 2.19.30.05

RECEIVED
JAN 29 2009
Community Development
Planning Division
@ 11:35am

a. Appellant:

Stanley Nudelman
2842 NW Larkspur Place
Corvallis, Oregon 97330
541-602-3441

b. Subject development:

First Presbyterian Church
PLD08-00012, SUB08-00006

c. Grounds for Appeal:

1) The loss of 23 parking spaces violates the Land Development Code (LDC) standards for the above development.

2) The parking study by Devco is invalid because of significant conflict of interest since they are involved in the development of this project and therefore had a financial interest in seeing the project go through. Other parking studies (see city's 2003 parking study) were not given adequate weight in planning committee discussion. The major parking problem for the local resident and business community is during weekdays and not weekends.

3) The information about the parking problem was not made clear to the involved residents and local business people until the holiday season and did not give those concerned enough time to respond appropriately. The public must be given adequate notice and time to respond and this was not accomplished. See also Strands Lab, Inc.'s concerns regards notification.

4) This local community is unique and critical to the City of Corvallis. We are talking about a small area that contains Central Park, the library, many local businesses, churches, the Art Museum, and individual homes as well as apartment (rental) residents. The City Council must realize the importance of this area to the city and allow more time and detailed discussion of the problems that will be created by dumping 23 additional parking spaces (29 if one considers the future 9th street bike path) into this unique community. Railroading this project through without proper regard to the needs of these above citizens in violation of LDC is not in the best interests of the City of Corvallis.

5) Please review the amount of citizen concern expressed in the time permitted in the records of the planning commission.

d. Appellant's standing to appeal:

I am the owner of two buildings in the community which have both resident and business tenants. These buildings are Central Park South at 760 SW Madison, the former Municipal Building and 219 and 223 SW 8th Street. I have worked hard to renovate these buildings and their grounds to make them worthy of this unique area of Corvallis. Over the years I have increased my onsite parking by over 50% and helped procure additional on-street parking in the neighborhood. (The First Presbyterian Church is on the other hand decreasing onsite parking by over 50% and is adding to an already overloaded on-street parking problem.)

RECEIVED
JAN 29 2009
TIME 11:30am
CITY RECORDER'S OFFICE

Exhibit I.1

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

CORVALLIS PLANNING COMMISSION
NOTICE OF DISPOSITION

ORDER 2009 - 004

CASE: **First Presbyterian Church (PLD08-00012, SUB08-00006)**

REQUEST: The applicant requests approval of a Conceptual and Detailed Development Plan, and Major Replat. The applicant proposes to consolidate multiple legal lots on the subject site into a single parcel, construct a 6,444 sq. ft., single-story addition to the existing church building, and make associated changes to the site, including reducing, improving, and reconfiguring vehicle parking areas, reconfiguring accessways, and adding sidewalks, landscaping, and a bicycle parking shelter. The applicant requests to vary from certain Land Development Code (LDC) standards, including reducing on-site vehicle parking to less than the LDC minimum standard.

OWNER / APPLICANT: First Presbyterian Church
114 SW Eight Street
Corvallis, Oregon 97333

Exhibit II.1

LOCATION: The 1.3 acre subject site is located north of NW Madison Avenue, west of SW 8th Street, east of SW 9th Street, and south of NW Monroe Avenue. The site contains 12 Legal Lots, identified on Benton County Assessor's Map 11-5-35 CC as Tax Lots 100-500.

DECISION: The Corvallis Planning Commission conducted a public hearing on January 7, 2009. The public hearing was closed, and a request to hold the written record open until January 14, 2009, was granted by the Planning Commission. The Planning Commission held deliberations on January 21, 2009, and approved the requested Conceptual and Detailed Development Plan and Major Replat applications with conditions of approval and development related concerns, as described in this Notice of Disposition.

RELATED CASE: First Presbyterian Church (HPP08-00014, ZDC08-00005, Order 2008-095). The appeal period for Order 2008-095 has passed, it cannot be appealed. It is only noted here for reference.

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.

Karyn Bird, Chair
Corvallis Planning Commission

Signed this 22nd day of January, 2009.

Appeal Deadline: Tuesday, February 3, 2009, at 5 p.m.

ATTACHMENTS

- Site Plan
- Landscape Plan
- Tentative Major Replat Plan

Exhibit II.2

CONDITIONS OF APPROVAL

The following conditions of approval were applied by the Planning Commission during their January 21, 2009, deliberations on the proposal. Numbers in the left hand column of the table, below, reference pages in the December 31, 2008, Staff Report to the Planning Commission where analysis and discussion related to each Condition occurs.

Page No.	Condition No.	Condition
All	1	**Consistency with Plans** – Development shall comply with the narrative and plans identified in **Attachment H** of the December 31, 2008, Staff Report, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code. Development shall also comply with previous approvals including Order # 2008-095 for HPP08-00014 and ZDC08-00006. Any modifications to the Planned Development and Major Replat applications that result in modifications to the HPP or ZDC applications as approved by Order # 2008-095 shall also require a HPP and/or ZDC approval.
6, 8	2	**Permitted Uses, Times, and Locations** - The current commercial day care uses shall not be expanded, intensified, or relocated to other buildings or rooms unless a Conditional Development Permit is obtained. Religious Assembly uses shall continue to occur in the existing Sanctuary, and only incidental uses shall occur at the same time in all other areas of the church.
12, 14	3	**Off-Street Parking and Access Standards** - Prior to approval of building permits, the applicant is required to submit full construction plans demonstrating compliance with the City's Off-street Parking and Access Standards, except as modified through this approval, as reflected in the conditions of approval.
15	4	**Standards for Bicycle Access and Parking** - A minimum of 32 bicycle parking spaces shall be provided on site, and at least 16 of those spaces shall be covered. Prior to issuance of building permits, the applicant shall submit construction details of the bicycle parking facility, for review and approval by Development Services Division Staff demonstrating compliance with Standards for Bicycle Access and Parking in LDC Section 4.1.70.
16	5	**Landscape Installation and Maintenance** – Prior to issuance of building permits, the applicant shall submit detailed landscaping plans that demonstrate compliance with the provisions of Land Development Code Chapter 4.2, and applicable Conditions of Approval for this land use request.

Exhibit II.3

Page No.	Condition No.	Condition
		The following landscaping provisions shall apply to overall development of the site: a. Landscape Construction Documents – Prior to issuance of necessary building or occupancy permits, the applicant shall submit for approval by the Community Development Director, landscape construction documents for this site, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall comply with LDC Chapter 4.2 and other conditions of this approval. All trees shall have at least a 1½-inch trunk caliper, four feet above the ground, at the time of installation. Overall, landscaping installed as a requirement of this proposal shall be designed to achieve a minimum coverage of 90 percent within three years of installation. b. Required landscaping shall be installed and inspected or financially secured, prior to issuance of occupancy permits for the addition. Required landscaping shall be illustrated on the landscape plan submitted to comply with item (a) above, except where, due to plant availability or performance, minor changes that meet the Code performance criteria and maintain at least the minimum plant density and plant size are authorized. Consistent with Section 4.2.20(a), a three-year landscaping maintenance bond that covers all landscaping required for this proposal shall be provided to the City prior to issuance of the occupancy permit.
16	**6**	**Parking Lot and Street Trees** - All new trees shall be planted in locations that are five feet from hard surface areas and 10 feet from utilities. Where this is not possible, the applicant shall submit an arborists report or include planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with location / distance standards. One 1.5 inch caliper, medium canopy tree shall be planted in the landscape area abutting the northwest corner of the porte cohere, and one 1.5 inch caliper, medium canopy street tree shall be planted in the portion of the street planter strip abutting the south side of the north driveway. Trees planted on or adjacent to SW 9th Street shall be a species that will not create conflicts with overhead utility lines, as approved by the City Forester.
18, 29	**7**	**Lighting Plan** - All new exterior lighting fixtures shall be of a shielded, full cut-off design and all existing light fixtures shall be modified to also be shielded and full cut-off. Prior to Building Permit approval, the applicant shall submit a light plan with

Exhibit II.4

Page No.	Condition No.	Condition
		information identifying exterior light locations, manufacturer specifications, and other information deemed necessary by the Community Development Director to determine compliance with LDC Section 4.2.80 and LDC 4.1.70.e.
12, 20	8	**Internal Sidewalks and Planters** - Internal sidewalks adjacent to parking areas shall be constructed of concrete, and raised 6 inches above the driving surface. The walkway through the drive aisle on the west side of the addition shall be a different material and texture from the driving surface. Planter areas shall be separated from driving surfaces by a 6-inch raised curb consistent with standards in LDC Section 4.10.70.03
23, 24	9	**Ground Floor Window Opacity and Height** - To comply with LDC Section 4.10.70.05.b.6.a(2), ground floor windows on street facing facades or adjacent to sidewalks shall be placed no higher than four feet above grade and shall not have an opacity greater than 60%.
25	10	**New Driveway Access to NW 9th Street** - The new access to SW 9th Street shall restrict vehicle movements to right-out only.
25, 26	11	**Reduction in Two-Way Commercial Driveway Width on SW 9th Street** - The applicant may reduce the driveway width to 20 feet if the geometry of the approach is designed and stamped by a registered professional engineer. The design shall include applicable modifications to the City standard radius of the driveway approach, based on the reduced width and the design vehicle turning movement.
26, 27	12	**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 by Private Contract (PIPC) 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. Street signs and curb markings will be reviewed and approved with the PIPC plans. 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. Easements for water,

Exhibit II.5

Page No.	Condition No.	Condition
		sewer, and storm drainage shall be provided for facilities located outside the ROW.
27	13	**Sanitary Sewer & Abandonment** - As shown in the applicant's plans, a new manhole shall be installed as part of the PIPC plans on the southern property line which will serve as the end of the public sewer. The abandoned portion of the public sewer will need to be removed unless there is a formal agreement that transfers ownership and locating responsibilities for the abandoned sewer to the property owner. The applicant will be required to follow the procedures outlined in LDC Section 2.8.20 to release the existing easement.
27	14	**Water Quality Facility Design** - As part of the PIPC plans the developer shall provide engineered calculations for storm water quality facilities demonstrating compliance with design criteria outlined in the LDC, Appendix F of the Storm Water Master Plan, and design criteria outlined in the King County Washington, Surface Water Design Manual. Infiltration facilities are a recommended means of meeting water quality requirements where soil and slope conditions (not more than 10%) permit the use of infiltration facilities and where the facilities will not have an adverse impact on the subject site, adjacent or downhill properties. 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. The facility shall be designed to allow a 100-year storm event to pass through or a separate bypass provided.
27	15	**Private Storm Drainage** - Installation of the private storm drainage system will be subject to permitting through the City's Development Services Division.
27	16	**Franchise Utility Easements** - On the final plat, a minimum 7-foot utility easement shall be granted behind and adjacent to the ROW for franchise utility purposes.

Exhibit II.6

DEVELOPMENT RELATED CONCERNS

1. **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.

2. **Sidewalk Ramps** - Concurrent with building construction permits, the applicant will reconstruct the sidewalks at the street corners adjacent to their site where those connections do not meet City standards.

3. **Sidewalk Stamps** - Existing sidewalk stamps need to be identified on the construction plans and protected per LDC 4.0.30.f.

4. **Sewer Abandonment** - It is recommended that the applicant abandon and remove or fill the existing sanitary sewer line located under the building in conjunction with the condition of approval listed above.

5. **Other Permits** - Prior to issuance of any construction permits, the applicant shall 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.

6. **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.

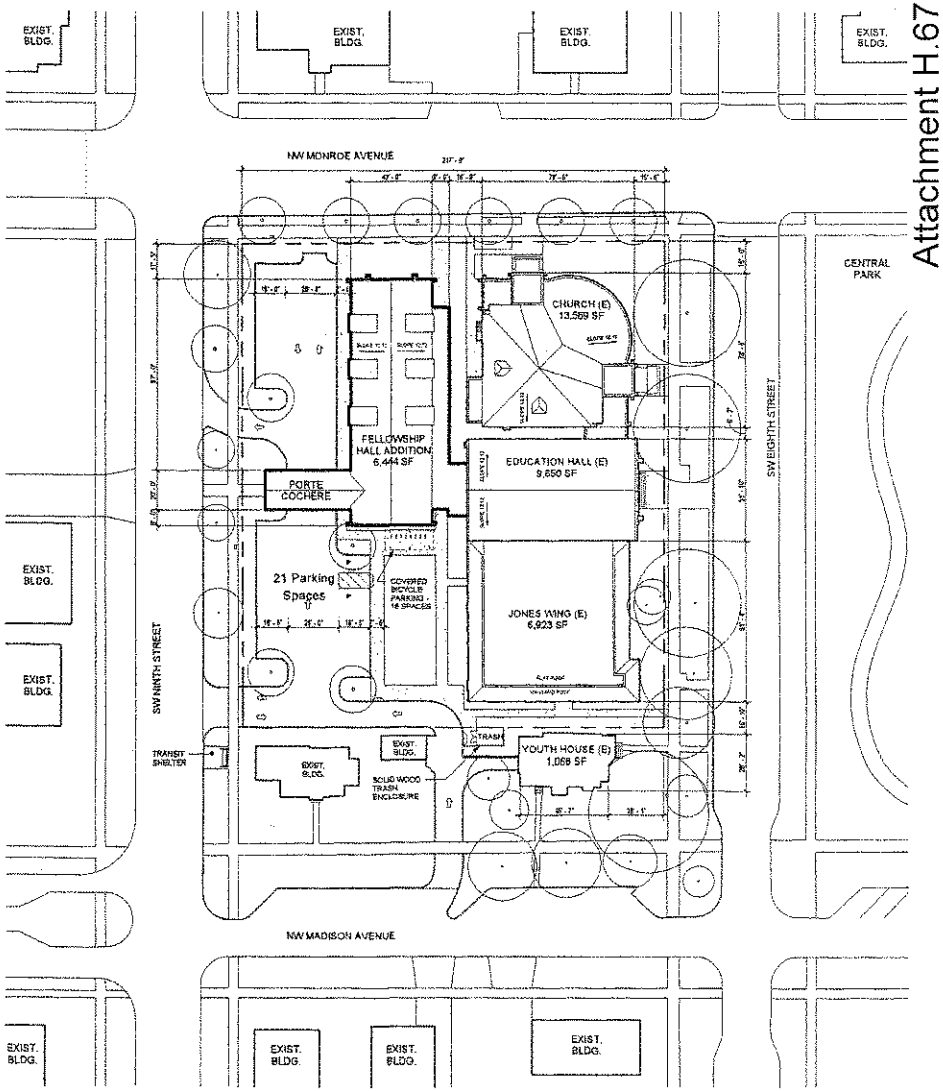
7. **Streetscape Plan** - As part of the public improvement plans, the applicant shall include a "streetscape" plan that incorporates the following features: composite utility plan; street lights; proposed driveway locations; vision clearance triangles for each intersection; street striping and signing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

8. **Vision Clearance** - The City's Off-Street Parking and Access Standards require driveway accesses to arterial or collector streets have a vision clearance triangle of 25 feet maintained between an elevation of 2 feet and 8 feet above the driveways.

Exhibit II.7

SITE PLAN LEGEND

- PROPERTY LINE
- TREE
- DIRECTION OF VEHICULAR TRAFFIC
- SIDEWALK



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

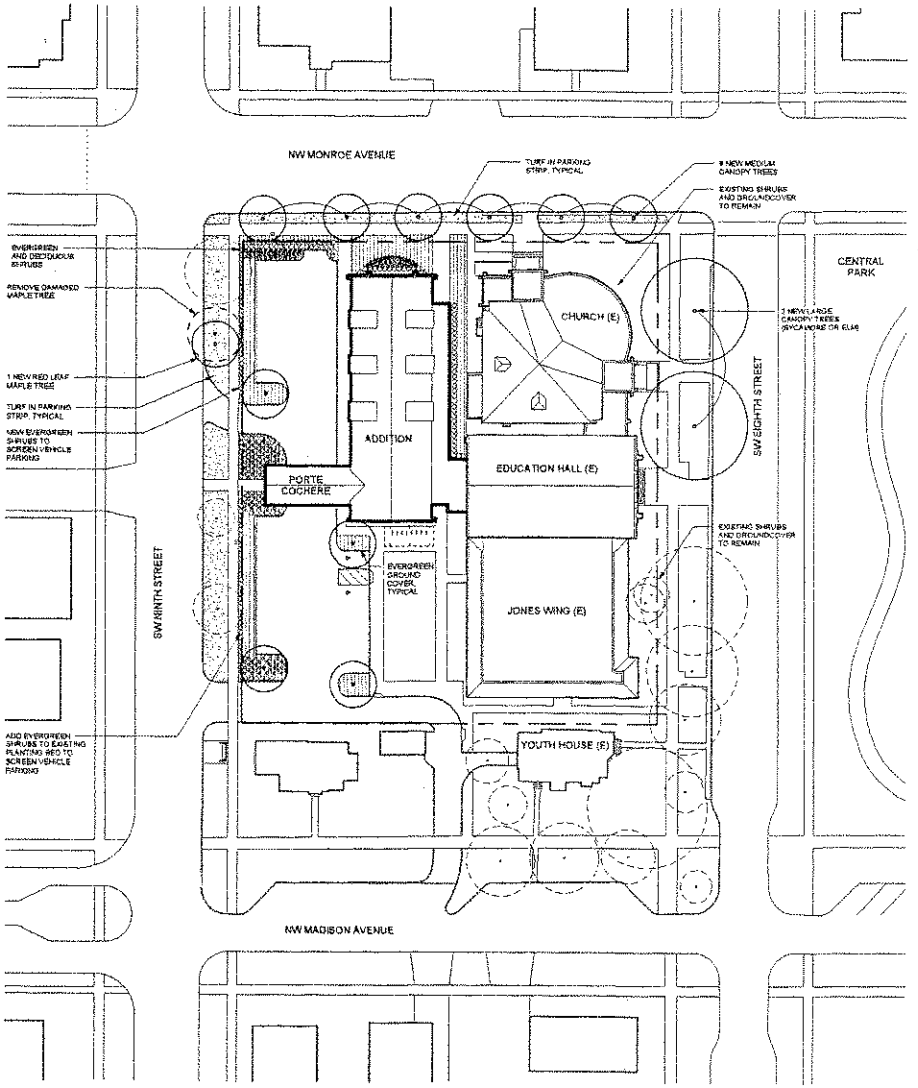
0' 15' 30' 60'
site plan 8

Exhibit II.8

Attachment H.73

LANDSCAPEPLAN LEGEND

- PROPERTY LINE
- EXISTING TREE
- NEW TREE
- ANNUAL
- SHRUB
- GROUND COVER

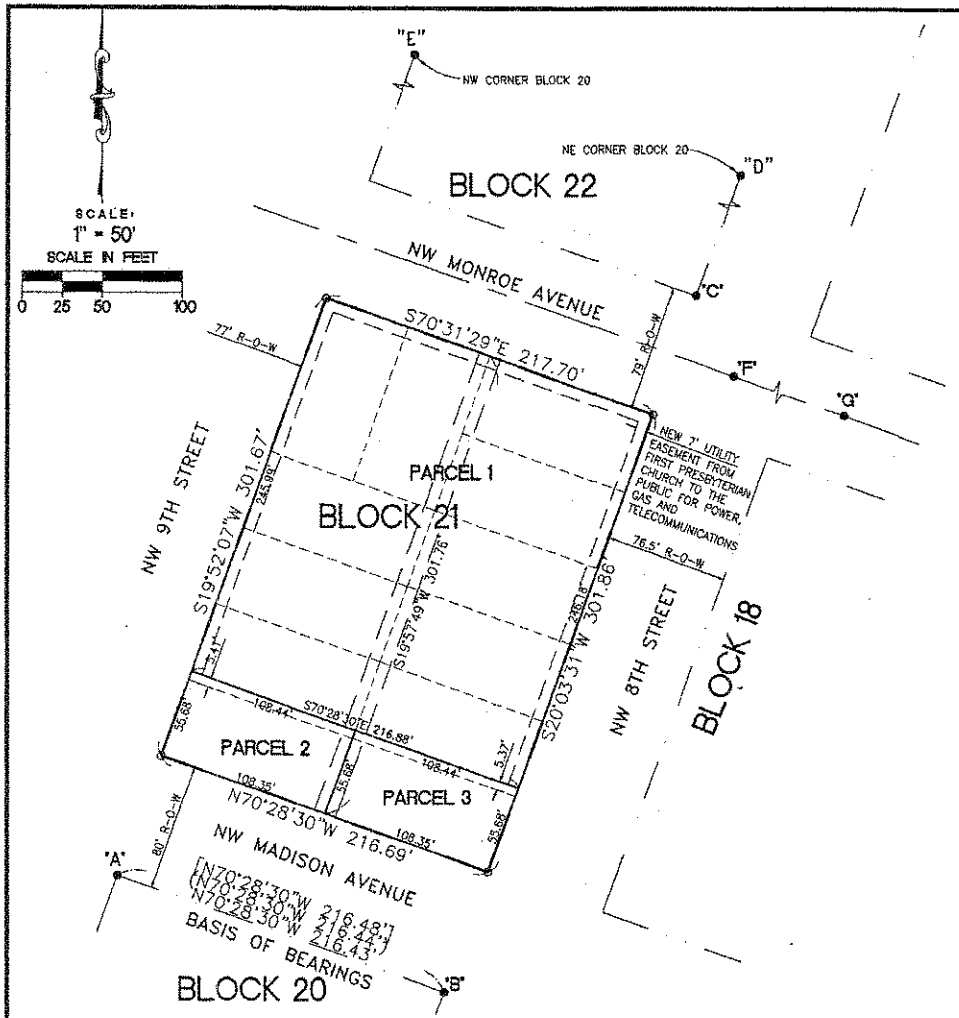


FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

ATTACHMENT I

0' 15' 30' 60'
landscape plan

Exhibit II.9



MAJOR REPLAT

A MAJOR REPLAT OF BLOCK 21, BENTON COUNTY SURVEY RECORD PLAT "COUNTY ADDITION", IN THE WILLIAM F. DIXON DLC, THE SW ¼ SEC. 35, T 11 S, R 5 W, WILLAMETTE MERIDIAN, CORVALLIS, BENTON COUNTY, OREGON

BY: DEVCO Engineering, Inc.
COLE SURVEYING, LLC
P.O. BOX 1211
CORVALLIS, OR 97339

FOR: FIRST PRESBYTERIAN CHURCH
114 SW 8TH STREET
CORVALLIS, OR 97330

DATE: JUNE 6, 2008

FOUND MONUMENT TABLE:

- FOUND ½" HOLE DRILLED INTO SIDEWALK PER CS 7677.
- FOUND ¾" IRON ROD PER CS 8529.
- FOUND ⅝" IRON ROD WITH A R.P.C. STAMPED "NORTHSTAR PLS 1823" PER CS 8529.
- FOUND ⅝" IRON ROD WITH A R.P.C. STAMPED "NORTHSTAR PLS 1823" PER CS 9691.
- FOUND ⅝" IRON ROD PER CS 8529.
- FD 1" INSIDE DIAMETER IRON PIPE IN MONUMENT BOX AT CENTERLINE INTERSECTION PER CS 8529.
- FD 1" INSIDE DIAMETER IRON PIPE IN MONUMENT BOX AT CENTERLINE INTERSECTION PER CS 8529.

LEGEND:

- FOUND MONUMENTS OF RECORD (AS NOTED)
- SET ⅝" X 30" IRON ROD WITH Y.P.C. STAMPED "DEVCO ENG. LS 1496"
- CALCULATED POINT
- CS BENTON COUNTY SURVEY RECORD
- M-- BENTON COUNTY MICROFILM RECORD NUMBER
- Y.P.C. YELLOW PLASTIC CAP
- R.P.C. RED PLASTIC CAP
- BCDR BENTON COUNTY DEED RECORDS
- MONUMENT OF RECORD
- BK#,PG# BOOK No., PAGE No.
- ( ) RECORD DATA PER CITY PLAT #11
- [ ] RECORD DATA PER CS 7677
- OLD PROPERTY LINE
- NEW PROPERTY LINE
- EASEMENT

NOTES

THE ALLEY WAS VACATED IN ORD 85-41 AND DOES NOT NEED TO BE RE-ESTABLISHED.

NARRATIVE

PURPOSE:

THE PURPOSE OF THIS MAJOR REPLAT IS TO CONSOLIDATE THE EXISTING (6) SIX TAX LOTS: 100, 200, 300, 400, 500, 800, OF BLOCK 21 COUNTY ADDITION INTO (3) THREE RESULTANT PARCELS.

FOR LAND USE APPLICATION ONLY

ATTACHMENT "H"

SHEET 1 of 1

Exhibit II.10

WILLAMETTE VALLEY PLANNING

January 20, 2009

RECEIVED
JAN 20 2009
Community Development
Planning Division

Bob Richardson, Associate Planner
c/o City of Corvallis Planning Commission
501 SW Madison Avenue
Corvallis, OR 97333

Subject: **Additional Written Response from the Applicant (First Presbyterian Church, PLD08-00012, SUB08-00006)**

Dear Mr. Richardson and Members of the Planning Commission:

We have reviewed the additional written testimony and would like to provide you with the following written responses.

City's 2003 Parking Survey

Written testimony was submitted implying the City conducted a more substantial parking survey in the same vicinity that showed parking at capacity from the hours of 8:00 am to 5:00 pm on weekdays.

The parking utilization survey conducted by the City in 2003 was done on a variety of dates and times of the day in February of 2003. Although we believe the City's intentions were to assess parking availability, there are no inventory dates, times, or frequency of the visual inspections. The survey concluded that Madison Avenue between the Art Center and 9th Street was "at capacity" from 8:00 am to 5:00 pm, and sometimes at capacity as early as 6:00 am and as late at 6:20 pm. From our observations, we have found this stretch of Madison to be at or near capacity, especially from late morning through the afternoon, however we've never found it to be at capacity throughout the day, as some spaces are limited to 2 hour parking. At the same time, parking along 8th Street between Madison and Monroe has always had considerably more parking than Madison. The limited amount of parking along Madison throughout the day and into the evening is likely a result of nearby residents who park on the street and has nothing to do with the church.

Exhibit III.1

Credibility of Devco's Parking Study

Written testimony was submitted questioning why Devco Engineering's Parking Study only looked at one weekday morning and questioned the actual number of on-street parking spaces.

Devco Engineering conducted their parking survey on four separate days (Tuesday Nov. 4th and 11th & Wednesday Nov. 5th and 12th) over a two week period and not on one weekday morning as alluded to in the testimony. The Parking Plan (Attachment H.86) shows two on-street parking spaces on Monroe Avenue (#36, #37) adjacent to a transit stop. This transit stop was recently modified by the City and a new paved waiting area was installed midblock. Therefore, the bus now stops along the south side of Monroe, close to 9th Street. The two existing on-street parking spaces should be moved to the east where the bus previously stopped. Therefore, these two on-street parking spaces do exist. Testimony alluded to an additional parking space that is "just not there". We are unable to address this, as we don't know which space was referenced. However we can verify that one additional space will be added that was not part of the study. If the addition is constructed, the driveway exiting onto Monroe will be removed and replaced with a curb that will accommodate the additional on-street parking space.

311 S.W. Jefferson Avenue • Corvallis, Oregon 97333 • 541-753-1987 • davewvp@comcast.net

Credibility of PTV Americas Parking Study

Written testimony was submitted discrediting PTV Americas parking study because it lacked a map of the study area, included 2 hour parking spaces, and was conducted during OSU's dead week.

PTV America is a transportation engineering firm that has conducted a number of traffic and parking surveys throughout the state. The first page of their parking study (Attachment H.83) includes a map identifying the parking study area. All on-street parking was considered, including 2-hour spaces. The study was conducted the weekend before OSU's dead week (June 1st) and the weekend after (June 8th). All students are in town during these times as finals took place the following week. Since the study only considered parking impacts on Sunday morning, the parking impacts from students was considered to be consistent with any other Sunday when school was in session. Had the study occurred during a weekday, then the results may have been different.

Mr. Nudelman's Personal Survey & Pictures

Mr. Nudelman submitted photographs and parking counts on two separate Tuesday's in early January between 3:00 and 3:30 pm to document the limited number of on-street parking spaces during that time.

We commend Mr. Nudelman's interest and efforts to find additional parking opportunities within the immediate neighborhood. We also concur with Mr. Nudelman that weekday afternoons are when the least amount of parking spaces can be found on the street. That is why the church intentionally schedules weekday activities during the mornings and evenings. If you look at the church parking demand (Attachment H.82) you'll find that during the time Mr. Nudelman conducted his survey, there were 13 staff at the church. The existing on-site parking lot is and will be more than adequate to accommodate the church's parking demands during these times.

We are sorry Dr. Nudelman has been threatened by his tenant Strands Inc. to move if he doesn't solve their parking problem. Unfortunately those kind of actions just lend fuel to anti-business feelings. If you look at Mr. Nudelman's pictures, pick out those cars that belong to Presbyterians, OSU students, city employees, residents, and any Lutherans who sneaked in. There in lies the real difficulty in evaluating on-street parking and determining which group is creating an undue impact. Given the fact that the church occupies almost the entire block, their weekday parking needs are generally quite minimal, while their peak demands usually occur during the evenings or on the weekend. We feel this results in an optimum shared parking arrangement for Mr. Nudelman and the church.

Exhibit III.2

In conclusion we would like to share one final point. We have attached several photographs of the sequoia tree that was recently removed from the gravel parking lot next to the church. If you look closely you'll notice the lower branches extended to the ground onto the gravel lot and kept 6 to 8 cars from being parked there. Our two parking surveys included those spaces after the tree was removed which means the real loss of spaces is between 15 and 17.

We hope this additional information is helpful and appreciate your thoughtful consideration.

Sincerely,

David j. Dodson, AICP
President

Exhibit III.3

Exhibit III.4

MEMORANDUM

To: Planning Commission

From: Bob Richardson, Associate Planner RAR

Date: January 7, 2009

Subject: Written Testimony regarding the First Presbyterian Church application (PLD08-00012, SUB08-00006)

Enclosed is testimony received after release of the December 31, 2008, Staff report and before the January 7, 2009, Public Hearing.

Exhibit IV.1

Richardson, Robert

From: David Dodson [dave@wvp.comcastbiz.net]
Sent: Wednesday, January 07, 2009 9:20 AM
To: 'Dave Mellinger'
Cc: Richardson, Robert
Subject: RE: swifts and the First Presbyterian Church expansion

Dave:

I just heard back from the project Architect and Engineer. They have informed me that the swifts nest in the brick boiler stack just south of the sanctuary. This brick chimney will not be affected by the proposed addition, which will be approximately 25-feet west of the chimney.

David Dodson
Willamette Valley Planning

-----Original Message-----
From: DavidDodson [mailto:dave@wvp.comcastbiz.net]
Sent: Wednesday, January 07, 2009 8:59 AM
To: 'Dave Mellinger'; davewvp@comcast.net
Cc: robert.richardson@ci.corvallis.or.us
Subject: RE: swifts and the First Presbyterian Church expansion

Dave & Bob:

I'm familiar with the Swift's sleeping habits, as there was a house with a chimney across the street where they spent the night for several years. We loved watching hundreds of them funnel into the chimney at dusk. I'll run this by the architect to see if and how the chimney might be impacted during construction.

David Dodson
Willamette Valley Planning

-----Original Message-----
From: Dave Mellinger [mailto:David.Mellinger@oregonstate.edu]
Sent: Tuesday, January 06, 2009 10:43 PM
To: davewvp@comcast.net
Cc: robert.richardson@ci.corvallis.or.us
Subject: swifts and the First Presbyterian Church expansion

Please forward this as needed if you are not the right person to address it.

Dear David Dodson,

A type of bird called the Vaux's Swift lives in the Corvallis area -- in fact, it is the only swift found much in the Willamette Valley. In spring and early summer it likes to roost and nest in chimneys, especially brick chimneys which make ideal roost sites, and sometimes thousands of individuals roost in chimneys during migration in spring and fall. Corvallis, especially OSU, used to have a lot of brick chimneys, but these chimneys have been greatly reduced in numbers in recent years and it is becoming more difficult for the swifts to find roosting and nesting places.

The First Presbyterian Church has a brick chimney that the swifts have used in the past and probably will use again in the future. Bird-watchers have estimated that 3000-6000 swifts have spent the night there during the fall migration. We are writing to ask if, in the course of the Church's expansion, it is possible to (1) leave the brick chimney as is, or at least undisturbed enough that swifts can still use it for a nesting and roosting site, and (2) not have construction happen during evening hours in May-September when the swifts might need to enter the chimney. September is especially important for the latter, as it is when thousands of swifts might use the chimney during the fall migration.

Exhibit IV.2

I suspect that someone at the Church has already considered the swifts' needs in planning the expansion, since people there have helped make the chimney a home for the swifts in the past. I'm writing now in case this hasn't happened yet -- to remind you of the swifts' needs and to kindly ask if the Church can continue their consideration of the birds during the expansion.

Thanks for listening,
Dave Mellinger, Conservation Chair
Audubon Society of Corvallis
757-7953

Exhibit IV.3

To the Members of the Planning Commission:

Thank you for this opportunity to provide this statement in the matter of PLD08-00012 and SUB08-00006 to be heard by Planning Commission on January 7, 2009, and for the opportunity to request that the Commission grant two procedural requests described below.

Strands Labs, Inc. is a software developer headquartered at 760 SW Madison, Ste 106, in Corvallis. We are tenants in the building owned by Stan Nudelman at 760 SW Madision, proximate to the Applicant's site. Strands develops technologies that enable people to discover products and services through computers, mobile phones, and other Internet-connected devices.

I. Request for Continuance

We urge the Planning Commission to continue the hearing on matter PLD08-00012/ SUB08-00006, and to keep the record open until such time that all interested members of the public, and in particular all parties that would be negatively affected by the Applicant's request for a waiver of the LDC parking regulations to reduce its on-site parking, have had adequate time to respond to the Staff Report and the rest of the Application. The Planning Commission should grant this request because the final Staff Report was not made available to the public in sufficient time before the hearing on January 7, 2009, the Staff Report as published contains numerous factual errors and omissions, and the Applicant's request raises significant legal questions that are not adequately addressed in the Staff Report.

II. Lack of Adequate Notice

The Staff Report was not published on the City's website until sometime after 4:00PM Wednesday, December 31, 2008 (New Year's Eve). After reviewing the Staff Report, we observed the deficiencies and submitted a public records request to the City at about 7:00PM on the 31st. The next business day, Thursday, was New Year's Day 2009, and the City Manager's Office and Planning Office were closed that day and also on Friday, January 2, 2009. It wasn't until midday Monday, January 5, 2009 that we were able to secure additional documents relevant to our concerns. We and the rest of the public have not been provided adequate time to review these documents and prepare for the hearing on January 7, 2009.

III. Factual Deficiencies in the Staff Report

This hearing should be continued because there are significant omissions in the Staff Report that undermine the ability of the Commission to make a reasoned decision about the proposed construction. Some of the omissions are:

Although the summary conclusions of a parking study by PTV are referenced in the report, the complete methodology and raw data that PTV, the Applicant, and the staff apparently relied on to reach those conclusions is not included in the report or the Applicant's original application. We requested any materials the City has available about the PTV study in our document request and we were told there are no materials in the City's possession except the Applicant's original application, and the PTV summary attached thereto and as Attachments H.83-H.85 to the Staff Report. Interested members of the public have a right to examine and contest this data.

Summary conclusions of a parking study by Devco are also referenced and summarized in the report and in the Applicant's original application. As with the PTV report, the complete methodology and

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Community Development
Planning Division

Exhibit IV.4

raw data that PTV, the Applicant, and the staff apparently relied on to reach those conclusions is not included in the report or the Applicant's original application. The Staff Report includes a single page attributed to the Devco report as Attachment H.86, which is also the single page of the Devco report included in the Applicant's original application as Attachment "N". Moreover, the Staff Report states the Devco report is included as Attachments H.98, H.99, and H.103 on p. 13, but there are no such attachments to the Staff Report.

The staff includes a map as Attachment B that is referenced as "Surrounding Uses." This map identifies religious institutions, multi-family residential uses, and government buildings, and the report references these uses and the associated parking needs. This map and report omit commercial uses on the 700 and 800 block of Madison, in immediate proximity to the Applicant's property.

Attachment B also omits mention of another church its parking requirements. This church is only one block away from another church that is identified on the map. The Devco map Attachment H.86, shows the Devco study included on street parking around this omitted church in its analysis of available on-street parking, but does not include equally numerous on street parking spaces around the church indicated on the map of Attachment B that is one block closer and in immediate proximity to the Applicant's property.

The staff cites selected provisions of the Comprehensive Plan from Articles 3, 5, 7, 9, 10, 11, 12, and 13 to support their recommendation that the application be approved and include citations of those provisions as Attachments J.29-J.32. However, they do not address the substance of two policy provisions they include in the attachments that suggest this application is not in compliance with the Comprehensive Plan. This is particularly true in view of the factual deficiencies cited above, and the response to the document request claiming that the City has no factual information about those studies or other parking data beyond the limited and incomplete summaries in cited in the report.

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

13.5.2: The City shall help overcome limitations that would otherwise lead to a declining downtown. ***Opportunities to enhance the downtown include providing additional parking****, establishing a sidewalk weather protection program, and leading an effort to produce a long-range plan for the downtown.*

The staff completely omits any analysis of this application for incompatibility with Article 8 of the comprehensive plan. Two policies from this article require:

8.2.1: The City and County ***shall support diversity in type, scale, location of professional, industrial, and commercial activities*** *to maintain a low unemployment rate and to promote diversification of the local economy.*

8.2.3: The City ***shall support existing businesses*** *and industries and the establishment of locally owned, managed, or controlled small businesses.*

As already noted, the report and map in Attachment B make no mention of existing commercial activities in this zone, including Strands, which was started and is now headquartered in Corvallis, or the impacts of the Applicant's requested waiver for the parking needs of those businesses. The report also makes no mention of the fact that, although the Applicant currently

Exhibit IV.5

only has certain regularly scheduled congregational activities during the business week, it has a full schedule of irregularly scheduled and one-time activities. In addition, the City will have a very limited ability to effect changes in schedule use or prevent increased usage by the Applicant for religious purposes after the proposed waiver of on-site parking requirements is granted, and provides no analysis of the likely consequences in the event the Applicant changes its scheduled activities.

We believe there are other relevant factual deficiencies in the report that we have not had time to fully investigate in the abbreviated period afforded us to review the Staff Report between it's release at the end of the business day December 31, 2009 and the Planning Commission hearing January 7, 2009.

IV. Other Questions

The Historic Resources Commission has conditionally approved the Applicant's plan to expand the original historic area, which was designated in 1989, to include the area west of the church. As the Staff Report states, "The HRC also approved a Zone Change request to expand the existing HPO to include the area west of the Church buildings." The area west of the church buildings is the current parking lot. There is no historic structure requiring preservation in the area west of the church. The expansion of the HRO appears to have been done purely for the purposes of avoiding the violation of the parking requirement. Moreover, although the Staff Report concludes that the Applicant is currently in compliance with the parking requirements because its uses have evolved in a "legally nonconforming manner," it is unclear why past violations by the Applicant would justify ongoing violations. LDC 4.1.20(d), cited by the Staff Report as supposedly supporting the idea that the past violations are excusable, does not provide any support for that proposition.

V. Conclusion

For the reasons stated, the Planning Commission should grant this request for continuation of the hearings on this application until such time as interested members of the public have had adequate opportunity to examine the Staff Report. The Planning Commission should also leave the record open after they make any decision so interested members of the public have time to complete the record for any possible appeal.

Furthermore, the Commission should be aware that the Historic Resource Overlay previously granted to the Applicant is contingent on its approval of this application. That HRO would place constraints on the flexibility the City has for approving the architectural form of any on-site parking options, regardless of whether the Planning Commission grants a waiver to parking requirements in the LDC. Interested members of the public including Strands might want to address the question of alternate on-site parking options the City could require of the Applicant, and this is another reason the public should be afforded more time to review this application. The Planning Commission should keep the record open as long as it takes for the record to be completed.

Sincerely,

Mary Beth Hughes, People Operations Director
On Behalf of Strands, Inc.

Exhibit IV.6

Charla Van Koten, Ph. D.
Licensed Psychologist, Oregon & California

2842 NW Larkspur Pl.
Corvallis, OR 97330

(541) 753-8343

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Community Development
Planning Division

Dear Mr. Richardson,

I am a psychologist practicing at 223 SW 8th St. Numerous patients have issues with health that prohibit walking blocks to see me. On many occasions as parking is now, my patients have had to circle & look for parking spaces for 5-10 minutes.

Please, I request that the First Presbyterian Church expansion not reduce the parking availability. It could be devastating for so many businesses & practices in our area.

Thank you for your consideration.

Sincerely, Charla Van Koten

Exhibit IV.7

Richardson, Robert

From: Debora Landforce [landforce_debora@comcast.net]
Sent: Friday, January 02, 2009 11:44 AM
To: Richardson, Robert
Subject: First Presbyterian Church project

Dear Mr. Richardson,

I have a counseling practice at 223 SW 8th Street, and as such, have clients coming and going all day. They typically need to park for a couple of hours near my office. In the three years I have been here, the parking availability has been minimally adequate. When the university is in session, there are really too few spaces available.
Since I personally do not have parking seniority, I usually have to park a couple blocks away from the office. I realize that for most working people, this would seem pretty average, but I pay a premium for this office space and the parking availability for myself and my clients is a major factor in my decision to rent at this location.
While I appreciate the fact that everyone needs to be more creative about using public or low-impact transportation, most of my clients come from out of town and this is not a possibility.

I understand that the church is planning a project which would eliminate a substantial number of parking spaces. This would certainly negatively impact those of us working in this area. I also have concerns about it's impact on people attending events at the library, and the Center for Humanities at 811 Jefferson. I encourage you to reconsider any decision to approve this project without further consideration for the parking ramifications.

Thank you for the work you have already done on our behalf, and please feel free to call if I can be of any assistance.

Sincerely,
Debora Landforce, M.S.
758-2202

Exhibit IV.8

MEMORANDUM

From: Bob Richardson, Associate Planner RAR

To: Planning Commission

Date: January 14, 2009

Subject: Written Testimony regarding the First Presbyterian Church (PLD08-00012, SUB08-00006)

On January 7, 2009, the Planning Commission opened the public hearing regarding the above referenced case. The hearing was closed on January 7, 2009, but the record was held open until January 14, 2009, at 5:00 PM to provide the opportunity for citizens to submit additional written testimony. Enclosed with this memorandum are three pieces of written testimony received after the close of the public hearing and before 5:00 PM on January 14, 2009. The testimony from Stan Nudleman contains copies of previously submitted testimony, and photographs of streets/parking surrounding the First Presbyterian Church.

Exhibit IV.9

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JAN 14 2009

park3

Community Development
Planning Division

1/13/09 PLANNING COMMISSION REGARDS PARKING

My name is Stanley Nudelman and I testified last week against the proposal of the First Presbyterian Church because of the tremendous burden that giving up 23 on-site parking places during the weekdays puts on the local businesses, local residents, users of Central Park and the Art Museum, and possibly the Library (all referred to as the "neighborhood", specifically the area between 6th and 9th and Jefferson and Monroe.)

GENERAL CONSIDERATIONS:

I feel the planning commission must consider the "Corvallis Vision 2020 Statement." That statement mentions the importance of "an economically strong and well-integrated city, fostering local businesses, regional cooperation and clean industry." The statement especially emphasizes locally owned businesses and livability. I feel the staff has not adequately addressed the major impact losing 23 on-site parking spaces will have on our neighborhood. As an example businesses located at 760 Madison and 223 SW 8th provide jobs of all skill levels for Corvallis residents. The tenants and their clients in these building already complain of difficulty in finding parking. The major tenant in 760 Madison (a building also on the historic registry) is Strands Labs, Inc. They have considered leaving for another location if parking gets any worse (1). Residents and the Art Museum have also sent in their concerns (2). Tenants in our neighborhood are also concerned about the parking problem in our neighborhood (3). I as a building owner have expressed my concerns (4).

The First Presbyterian Church is asking to decrease their onsite parking by over 50% (from 44 to 21 spaces.) Normal LDC code would have required an increase in parking for the building they wish to construct. On 5/29/06 I wrote a letter to Deb Weitzman, Church Administrator of the First Presbyterian Church asking for use of their gravel parking area during day hours during the weekdays (5). The response from the Church to this letter said that with their childcare, preschool, and many church activities that occur on an every day basis the church could not grant me any spaces (6). In addition to these church activities Reverend Dennis said the church had 40-50 community events. As an aside the First Christian Church also would not allow me the use of any of their spaces sighting similar reasons (verbal only). It seems strange that all of a sudden over half of the First Presbyterian Churches on-site parking is no longer needed when all of it was needed less than three years ago and church activities were not greater then than now.

I've reviewed the church's proposal and noted that they felt the new facility was "not for new services but to relocate present services." So it seems to me that for no new services to the community we are possibly sacrificing local businesses [see letter from Strands CEO (1)] and clearly making inconvenient the important cultural attributes of Corvallis [see letters of concern from the Art Center (2) as well as some of my communications with them (7)], and making less inviting the use of our Central Park and making our neighborhood less inviting [see also letter from residents (2).] These latter four functions are clearly of major importance to Corvallis and should not be jeopardized for a project that by the church's admission is not adding any new benefits to our city but merely "to relocate activities from an existing space to the new building" (see page 28 of the application.) In medicine one talks about risks and benefits when suggesting new treatments. The risks here are enormous and the benefits questionable.

The subject site does not presently contain the minimum amount of LDC required vehicle parking (this is understandable in light of historical factors and knowledge that many older

Exhibit IV.10

buildings do not contain modern LDC parking numbers.) However, decreasing on-site parking at the church further than the already lower than acceptable standards from 44 to 21 is clearly in violation of the Land Development Code and is not compensated for by overall benefits to the city of Corvallis and in particular the neighborhood, park, and businesses involved. Furthermore six more off-site parking will be lost on SW 9th street abutting the church if plans for 9th street bicycle lanes go foreword. So in fact we will be losing 29 parking places around the church if the violation of the LDC for parking is ignored.

THE PARKING STUDY BY DEVCO:

As all the neighborhood knows by 8 AM on weekdays the influx of cars begins from the downtown tenants and their employees and from OSU students (when students are present). This influx of cars utilizes most of the all day parking available unless the neighborhood workers get there first (8). This problem may get worse if parking costs go up at the university and if enrollment continues to increase. The Devco parking study only looked at one weekday morning (Wednesday) in November and did not consider the ecological impact of drivers riding continuously around the blocks looking for a space. In addition it included 2 hour spaces in their category of "available parking spaces" which may not be a problem on Sunday but is a major problem during the week when tenants and their employees and clients are looking for all or half day parking, not just 2 hour parking.. In particular, of the total of Devco's count of 176 on street parking spaces 3 did not exist (2 for a bus stop and one just not there) and 26 were 2 hour spaces (personal walk and count of the neighborhood reviewing Devco's map.) So 29 spaces could not be used during the week for local business tenants and their employees. So now the number of on street parking spaces has gone from 176 to 147. November Wednesday mornings are also slow times (word of mouth only) at OSU because of people leaving pre-holiday (Thanksgiving) although classes are still being held. When the 6 spaces on 9th street are removed for the proposed bicycle path these numbers would in fact be 141. The LDC parking standards generate a need for 188 parking spaces on Wednesday morning (a day of concern to the neighborhood as well as a busy day for the church.) So we can see a deficiency of 47 spaces (Devco, 188 minus 141) as compared to their acknowledged 3 space deficits they found on two occasions on the Wednesday morning they checked. In 2003 a more substantial parking survey was done by the Downtown Parking Commission which showed parking <u>essentially at capacity</u> from the hours of 8 AM to 5 PM on weekdays (8) which in my opinion contradicts the Devco study. Furthermore I feel the parking study done by Devco should be invalidated and a new and more inclusive study be done. Devco is involved in the engineering, drainage, etc. on the church project and thereby represents a <u>clear conflict of interest</u> and should never have undertaken this study in light of this conflict.

THE PARKING STUDY BY PTV:

In the PTV America study only 134 on-street plus the 21 on-site parking spaces were included. I found no map of their study included in the material available but if they too counted 2 hour spaces then in their study a more realistic figure would be a total of 105 spaces. In addition their study was done on June 1, 2008 and June 8, 2008. Anyone doing a proper study would have known that this was "Dead Week" on OSU campus, the week prior to finals week when most of the students take off and traffic is at a minimum. When the 6 spaces on 9th street are removed for the proposed bicycle path these numbers would in fact be 99. A deficiency of 89 spaces should have been noted by PTV in their Sunday study (188 minus 99.) I'm not sure this

Exhibit IV.11

would pose a major problem on Sundays or even Tuesday evening but would present an impossible situation on weekdays from 8AM to 5PM.

PERSONAL SURVEY AND PICTURES:

Unfortunately I was only able to take pictures and counts on two Tuesdays,1/6/09 and 1/13/09 (my afternoons off), at between 3:00 and 3:30 PMs. However please review these pictures to get a sense of how crowded parking is on these days, even though some full day parkers had already left. These pictures should give a brief glimpse of the crowded parking situation present in our neighborhood.

NOTIFICATION OF INVOLVED CITIZENS:

It is possible that notification was given as to the First Presbyterian Church proposal but it was not until the "Notice of Land Use Public Hearing" which arrived around the Christmas holidays, 2008, that mention was made of the gravity of the parking problem. Even then it was merely stated that "the applicant requests to vary from certain LDC standards, including reducing on-site vehicle parking to less than the LDC minimum standard." This in no way reflects the significance of major parking deviations from standard that was being requested and it was only because I called Bob Richardson that I was made aware of the seriousness of the parking issue. Neither the time was appropriate for notification if citizens are expected to do due diligence nor was it made clear the implications and numbers of parking spaces lost so citizens could respond.

RECOMMENDATIONS:

1) The parking study by Devco is flawed by conflict of interest, inappropriate timing, and poor counting and inappropriate use of 2 hour spaces (in the Wednesday study), and conclusions are different from the 2003 survey done by the Downtown Parking Commission. Therefore I feel if the church wishes to pursue their project a new parking study be done using an unbiased group that addresses the above mentioned issues. In addition that study must address the effect of losing 23 on-site and 6 potential on-street (9th street for bike path) parking spaces will have on local businesses, local residence, the Art Museum, the Library , and utilization of Central Park (all city of Corvallis priorities.) It should especially concern itself with weekdays though weekend consideration for the non-business parts of the neighborhood are also important.

2) If the planning commission approves this project as presently proposed without resolving the parking issues mentioned I request this issue be referred to the City Council so that more consideration can be given to the neighborhood overall and the above mentioned citizens and organizations in particular. In the meantime I will continue my discussions with the church in hopes of working out some sort of compromise for the concerned groups mentioned above (I met with them last week.)

3) Separate from the above, the city in cooperation with concerned citizens should get together and devise solutions for the parking situation in the area between 6th and 9th and between Jefferson and Monroe.

Thank you for your consideration.

Sincerely,

Stanley Nudelman

Stanley Nudelman

Exhibit IV.12

#1

Richardson, Robert

From: Francisco J Martin [martin@strands.com]
Sent: Tuesday, December 23, 2008 9:20 PM
To: Richardson, Robert
Cc: David Silverman; legal@strands.com; Lauri Morris
Subject: Reduction of Parking Spaces

Mr. Robert Richardson
City of Corvallis

Dear Bob,

I am the CEO of Strands Labs, Inc., headquartered at 760 SW Madison Ave. in Corvallis. I write to express my opposition to the proposed reduction of parking spaces in and around the company's headquarters at the intersection of Madison and 8th. The parking situation around our offices is already critical, especially now that the university is in session. There is a shortage, at times a severe shortage, of parking in the blocks around our offices, negatively affecting our employees and business visitors. Passage of the proposed reduction would make a bad situation worse. If the proposed reduction is enacted, I would have no choice but to seriously consider moving the company headquarters out of downtown Corvallis. I urge that the reduction proposed by the First Presbyterian Church be rejected.

Yours, Francisco

Francisco J Martin, Ph.D. | CEO | **Strands, Inc**
760 SW Madison Avenue, Suite 106 | Corvallis | OR 97333
#o 541 753 4426 | **#m 541 829 0205** | martin@strands.com

If you are not an intended recipient of this email, please notify the sender, delete it and do not read, act upon, print, disclose, copy, retain or redistribute it

Exhibit IV.13

Attachment I.3

#2

Richardson, Robert

From: Sara Swanberg [sara@theartscenter.net]
Sent: Tuesday, December 23, 2008 4:47 PM
To: Richardson, Robert
Cc: Hester Coucke
Subject: Parking issues and First Presbyterian Church

Dear Bob,

I am writing in reference to the recent First Presbyterian Church planning proposal. Since The Arts Center is located within a block of the parking spaces referenced in the proposal, I am concerned as to the overall effect of the loss of 23 parking places to the neighborhood. Can you tell me if there has been a study done by the City to estimate the effect? Parking is always at a premium here surrounding Central Park, and at The Arts Center. This proposal should not be granted without adequate research into current parking issues.

Thank you for your consideration of this concern.

Sara Swanberg
Director
The Arts Center

Exhibit IV.14

Attachment I.2

Shoemaker, Lee

#2

From: Victoria Fridley [victoria@caclbca.org]
Sent: Tuesday, February 11, 2003 8:59 AM
To: Shoemaker, Lee
Subject: Re: Madison Avenue Parking

Lee,
Thank you for phoning me and for emailing me. We are two weeks out from our annual fundraiser, so I have been in and out a great deal.

Our problem is that City employees have been parking all day in the parking spaces on 7th, in front of Central Park, and in the parking lot adjoining the Arts Center and the Municipal Building. In addition, now that there are multiple businesses in the municipal building, their parking needs have grown. For us, parking is critical: we have 7 employees, 2 front desk volunteers per day, and many people coming to exhibitions, classes, our shop, and cultural events (these are primarily in the evening). With the work we are doing, we hope to increase attendance at the Center. Anything you can do to reserve spaces in the back of the building for staff parking and turn other spaces into 2-hour spaces would be deeply appreciated.

I would be happy to appear before the Commission or to help in any way you might need. Thank you for your openness to our input and needs.

Victoria Fridley
Executive Director

"Shoemaker, Lee" wrote:

> Mark Button asked me to get in touch with you regarding the request to
> change the parking control on Madison Avenue between 8th Street and the
> alley into the Art Center parking lot into 2-hour spaces. This would affect
> seven parking spaces.
>
> I am the City's Parking Manager and staff to the Downtown Parking
> Commission. I am currently doing parking surveys in the nearby area,
> Madison, 7th, 8th, and Monroe. I am also doing some public involvement with
> the neighborhood association, Madison Avenue Task Force and other interested
> stakeholders. If you know of others that may be interested, please have
> them contact me and I can let them know about the proposal. I have received
> some comments in support and one against this proposal.
>
> You can provide written comments or e-mail comments to me at the address
> below. I can also add you to a mailing list to be notified when the Parking
> Commission will consider this proposal. Please call or reply to me via
> e-mail for additional information or for answers to any questions that you
> may have. Thanks, Lee.
>
> Lee Shoemaker
> City of Corvallis
> Transportation Program Specialist
> 1245 NE 3rd St
> P.O. Box 1083
> Corvallis, OR 97339-1083
> Phone: 541-754-1730
> FAX: 541-766-6920
> e-mail: Lee.Shoemaker@ci.corvallis.or.us
> http://www.ci.corvallis.or.us/pw/transport/index.html

Exhibit IV.15

#2

Shoemaker, Lee

From: Ann Staley [annellen@cmug.com]
Sent: Monday, March 17, 2003 2:56 PM
To: lee.shoemaker@ci.corvallis.or.us
Subject: parking proposal, Madison & 8th Streets

As residents of 8th Street and members of the neighborhood association we very much see a need for a "parking discussion." It's a difficult issue, always, but most especially when OSU is in session. Rather than attend to this issue one parking space at a time, we'd like to see our council representative and the appropriate city officials work together with all facets of our neighborhood toward a plan that accommodates those who live here as well as those who do business here.

Ann E. Staley
James Courtney Cloyd
227 SW 8th Street
757-0135

Exhibit IV.16

#2

1/10/08

To: Dylan
From: Stan
Re: Parking and space

Enclosed is the letter I sent to the Art Center (formerly called ArtCentric) on 11/6/07 regards one of my many attempts at securing more parking for MyStrands. Since then I have personally communicated with the director on two occasions and she finally agreed to take my proposition to her board of directors. They met last week and I spoke with her this morning. As I expected the results were negative. They are unwilling to change the parking situation as it now exists.

I will continue my efforts at obtaining more parking by again contacting the two nearby churches to see if they might change their minds regarding us using their parking lots during the day. In the past they were vehemently opposed but it is always worth another try.

I will also contact Joe Winery who as I told you yesterday is the staff head of the downtown parking commission but he may feel this is out of his jurisdiction (not downtown.) The configuration of the parking commission is in the process of changing and I may not be involved in the near future so I may become even less connected. I certainly encourage you to contact him from your perspective. I will also try to see if they can turn over the parking on the east side of the ArtCenter (the west side of seventh street) for our use but again I am not very optimistic.

I know you appreciate that I continue to try hard to provide additional parking for the use of MyStrands.

Also I wish to thank you and Kevin and Laurie for your time yesterday in reviewing some of my ideas for additional office space. Before I proceed with any of the alternatives I will wait to hear from you.

Sincerely,

Stan Nudelman

C: Francisco

Exhibit IV.17

#2

Richardson, Robert

From: Gregg Ferry [greggferry@earthlink.net]
Sent: Saturday, December 27, 2008 8:58 AM
To: Richardson, Robert
Cc: 'Robert Hearn'
Subject: First Presbyterian Church (PLD08
Attachments: Notice of Land Use Public Hearing 2 of 2.jpg; Notice of Land Use Public Hearing 1 of 2.jpg

Dear Mr. Richardson,

I would like to provide the following written testimony to the Planning Commission for the Hearing to be held 7 January 2009 at 7:00 PM. Since you are the only contact given, I submit this testimony to you.

I own the property at 147 NW 11th Street. I have serious concerns about the "reducing ... of vehicle parking areas." Every Sunday morning, there is no parking available near my house. The parking is so much at a premium, the owners of the two houses at the SW corner of 10th and Jackson, The First Baptist Church, is giving serious consideration of tearing down these houses in order to build a parking lot.

At the very least, don't make the parking concerns worse, but use this opportunity to alleviate them.

Thank you

Gregg Ferry

Exhibit IV.18

Attachment I.5

Richardson, Robert

From: Craig.Huntsman@securitasinc.com
Sent: Monday, December 29, 2008 3:35 PM
To: Richardson, Robert

Dear Mr. Richardson,

I am a tenant at 760 SW Madison and it is my understanding that the First Presbyterian Church has requested a variance to reduce on-site parking. I personally have a concern with reducing any parking in the this general vicinity due to the shortage of available parking spaces. As it stands now, a lot of the open parking spaces are taken by OSU students and downtown business employees leaving the tenants of our building and their customers with limited or no parking. During the summer time various events as well as visitors to the public park take up parking spaces as well.

I am requesting that you not reduce available parking in this area. I would appreciate your consideration regarding this matter.

Thanks,

Craig Huntsman
National Account Manager - HP Account
Securitas Security Services USA, Inc.
760 SW Madison Suite 207
Corvallis, Oregon 97333
Office Phone: 541-752-3280
Cell Phone 541-230-0163
Fax: 541-752-3281
E-Mail: craig.huntsman@securitasinc.com

==========
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Exhibit IV.19

Attachment I.6

#3

Richardson, Robert

From: Erica Prince [ericaprince@comcast.net]

Sent: Friday, December 26, 2008 10:14 PM

To: Richardson, Robert

Cc: nudelm@comcast.net

Subject: Parking concerns related to First Presbyterian Church

Dear Mr. Richardson:

I understand that you are considering granting a variance to the First Presbyterian Church that would reduce their on-site vehicle parking to less than the LDC minimum standard. I am a licensed psychologist with an independent practice at 223 SW 8th Street, and I am writing to object to this proposal.

LDC standards for on-site parking were established for good reason, otherwise such standards would not have been created. I think adding a 23 car burden to a neighborhood already over-stretched for parking by students, downtown employees, residents, those coming to use the park and art center, and those doing business in the immediate area.

In my psychology practice I serve many individuals with limited mobility. If they have trouble parking more than a block or two from my office, they are stressed, and my business suffers.

Please consider the Church's parking proposal in light of what is fair to all residents and professionals in the immediate area.

Thank you for your consideration.

Sincerely,

Erica D. Prince, Ph. D
Licensed Psychologist
223 SW 8th St.

Exhibit IV.20

Attachment I.4

#4

Richardson, Robert

From: Stan Nudleman [nudelm@comcast.net]
Sent: Friday, December 19, 2008 10:56 AM
To: Richardson, Robert
Subject: Parking concerns related to First Presbyterian Church requests

Dear Bob,

As per our conversation yesterday, I am writing to express my concern about parking in the area around 7th and 8th street between Jefferson and Monroe and Madison between 7th and 9th. I have been trying for years to find more parking for my tenants at 760 Madison and 223 8th street and am constantly bombarded with complaints from the tenants and clients of those tenants. I was able to create a few more private parking areas in cooperation with the Art Museum but they were unwilling to sacrifice any more. Prior to being a member of the downtown parking commission I was able to get barely enough 2 hour spaces to at least service some of the clients of those tenants. As a member of the parking commission and with the cooperation of the First Presbyterian Church the city agreed to stripe 8th street between Madison and Monroe which helped improve the parking situation somewhat (by creating more efficient parking on that street.)

Despite these few improvements parking has remained a major issue in our community. It is especially bad when the university is in session as students use available spaces to park. In addition downtown employees utilize many of the parking places for all day parking. In the past I have asked both the First Presbyterian Church and the First Christian Church if I could use some of their daytime parking and even suggested I pay for the usage and I was turned down by both churches as they felt they needed all the parking they had, even during weekdays. So as you can see I've tried over the years to solve the major parking issues in our community and the churches have noticed an issue as well or, in my opinion, they would have been more willing to open up some of their spaces.

The First Presbyterian Church apparently provided a study justifying their request to decrease their onsite parking by 23 spaces. I don't know when they did this study, and this seems important: for example, was the university in session? Was it during the work week? What hours of the day was it done? In my opinion, there is no way our community with its combined professional and residential usage can tolerate 23 less parking places. This could conceivably cause many of my tenants to leave the area. Further studies need be done at times most relevant to our community.

With the time limits imposed I will not be able to contact others in the community today but will do so as soon as possible and get them to also write of their concerns.

Thank you for your consideration and for taking the time to reevaluate the First Presbyterian Church's parking proposal, which I believe will have an extremely negative impact on the local community.

Sincerely, Stanley Nudelman, owner of 760 Madison and 219 and 223 8th Street.

Exhibit IV.21

Attachment I.1

#5

5/29/06

PresChur

Deb Weitzman
First Presbyterian Church
114 SW 8th Street
Corvallis, Or. 97333

S. Nudelman Rentals, LLC
By Stanley Nudelman, Member
2842 NW Larkspur Place
Corvallis, Or. 97330

Dear Ms Weitzman,

A number of months ago I spoke with you about the possibility of your church allowing MusicStrands to use four or five spaces that you have on the gravel part of the northwest portion of your parking lot. They may never use it but would like the potential of using it ideally from 8 AM to 5 PM, only Monday through Friday. Obviously if on any given day you need these spaces we could figure out a way to block it from their use.

The MusicStrands employees are reliable and respectful and I'm sure would not in any way cause a problem for you. I'm not sure if they are financially able to pay for the use of these spaces or in any other way repay you for your potential generosity. I would provide at my expense any signage needed. Perhaps the benefit to you would be the opening up of more "on street" parking near the church.

As you know I have worked hard to improve our local parking situation. I wish I could accommodate all the parking needs for our local area of Corvallis. Perhaps this would help alleviate some of the congestion and would certainly help me maintain the viability of the Central Park South building.

Thank you for your consideration. Let me know if I can meet with you to further iron out details of my request.

Sincerely,

Stanley Nudelman

Stanley Nudelman
(Cell) 602-3441
(Voice) 768-5029
(Pager) 967-5144

C: Francisco Martin, CEO, MusicStrands
Sue Foldom, Comptroller, MusicStrands

Exhibit IV.22

#6

FIRST PRESBYTERIAN CHURCH

114 SW Eighth Street, Corvallis, OR 97333-4596
TELEPHONE (541) 753-2228 • FAX (541) 754-5324
EMAIL church@1stpres.org

June 1, 2006

Dear Dr. Nudelman,

I received your letter regarding the parking spaces for MusicStrands in our lot. I do remember our conversation about this topic several months ago.

While there are days during the week that our lot seems to have empty spaces, with our childcare, preschool and the many church activities that occur on an everyday basis, I am sorry to say that it's just impossible for me to promise any spaces to an outside group. I wish I could help, really I do, but after careful consideration I have to say no. The church has been approached many times over the years with similar requests. Our Trustees appreciate the parking issues in the downtown area, but must reserve our lot for church business.

Thank you so much for the thoughtful request and for understanding my response.

Sincerely,

Debra Weitzman

Debra Weitzman
Church Administrator
deb-w@1stpres.org
753-2228 ext 201

Exhibit IV.23

11/6/07

#7

To: Hester, ArtCentric
From : Stan Nudelman
Re: Parking proposal

About four (?) years ago the city put six additional two hour spaces in the area near the 760 Madison Building (three on the northeast corner of 8th and Madison and three on the northwest corner of 8th and Madison.) These extra two hour spaces have been well utilized for both the 760 Madison (Central Park South) building and the visitors to Art Centric, and well as to central park.

Presently there are nine 2 hour parking spaces on Madison just west of the ArtCentric building. ArtCentric has 4 dedicated spaces for staff on the south side of the ArtCentric building. ArtCentric needs at least three of the 2 hour spaces to remain as is for use of volunteers who come and go.

At present the tenants at 760 Madison are in great need of more dedicated parking spaces. The six remaining spaces on the west side of the ArtCentric could in my opinion be better served as dedicated spaces for the 760 Madison building during the hours of 8AM to 5PM, Monday through Friday. To my observation these spaces are rarely occupied during the above hours unless there is an event at ArtCentric. Those events are usually held after 5PM or on weekends but in case an event falls during the daytime Mon - Fri hours mentioned above I would put signage up reserving those six spaces for ArtCentric use. Dedicating these six spaces to the 760 Madison building would open up more on street parking which is sorely lacking during weekdays in our area and would help the 760 Madison building remain viable.

In the past and hopefully in the future I have donated all my dedicated parking spaces (east side of the 760 Building) for use for the Spring Garden Festival, the Corvallis Fall Festival, and Da Vinci days in addition to donating space in my building for the storage of chairs for use of the "community band" that plays in central park. In addition I have allowed ArtCentric to use my dedicated parking (east side of 760 building) for the attendees at events that they have and hope to continue to do so.

In summary changing six of the two hour parking spaces (as above mentioned) for the dedicated use of the 760 building as specified above would be very helpful and greatly appreciated. If ArtCentric is comfortable with the above proposal and puts their consent in writing then I will present the proposal to the appropriate city officials for their approval. I will help to pay at least some of the costs in making this change and will guarantee there will be no costs to ArtCentric if approved.

Sincerely,

S. Nudelman Rentals, LLC
2842 NW Larkspur Place
Corvallis, Oregon

Exhibit IV.24

2003 DOWNTOWN PARKING COMMISSION SURVEY

Surveys - 2/2003

Staff conducted a parking utilization survey in the area of 8th Street and Madison Avenue (see Table 1- Madison Avenue and 8th Street Area Parking Utilization Survey). The survey was conducted on a variety of dates and times of the day.

#8

- Madison Avenue
  - 8th to 9th - At capacity during all checks, as early as 6:00 a.m. and as late as 6:20 p.m. Additional evening and weekend checks indicate high utilization on this block.
  - 8th to Art Center - At capacity from 8 a.m. to 5 p.m. Parking available before 8 a.m. and after 5 p.m.
  - 6th to 7th 2-hour parking spaces - Busy 8 a.m. to 5 p.m. and available other hours.
  - 6th to 7th no parking control spaces - At capacity 8 a.m. to 5 p.m. but available other hours.
- Monroe Avenue - 2-hour parking well utilized 10 a.m. to 3 p.m. Available spaces other hours. Serves library and Central Park.
- 6th Street - At capacity 8 a.m. to 5 p.m.
- 7th Street - At or near capacity from 8 a.m. to 5 p.m. Available other hours.
- 8th Street
  - Jefferson to Madison - Busy 10 a.m. to 5 p.m. with some spaces available. Available other hours.
  - Madison to Monroe - Busy 8 a.m. to 5 p.m. with a few spaces available.
- Off-Street Parking
  - Art Center Parking - Busy 10 a.m. to 5 p.m. with some spaces available.
  - Art Center 2-Hour Spaces - Varies with spaces available at many checks.
  - 760 Madison Avenue - Busy with some spaces available.

Exhibit IV.25

A duration survey was conducted hourly from 7 a.m. to 5 p.m on Madison Avenue, 7th Street and 8th Street to gauge parking turnover in uncontrolled areas. Previous surveys indicated there is little to no parking turnover on 6th Street due to employee parking so that area was not surveyed.

Madison - 8th to 9th

A total of 15 different vehicles parked on this block during the duration survey. Nine vehicles parked entire time, 11 of 15 for at least 9 checks with the remaining parking for shorter periods.

A subsequent check at 7:30 a.m. the next morning showed that 10 of the 11 vehicles parked that morning were parked the previous day.

Madison - 8th to Art Center

A total of 20 different vehicles parked on this block during the survey. Three vehicles parked for at least 8 checks, 8 vehicles for 4 or more checks, and 12 vehicles for 1-2 checks.

Madison - 6th to 7th

A total of 20 different vehicles parked on this block during the duration survey. Five of the vehicles parked for at least 8 checks, eight for at least 5 of the checks, and three for one check.

2/03 SURVEY (CONT)

7th - Jefferson to Madison
A total of 22 different vehicles parked on this block during the duration survey. Thirteen of the vehicles parked for at least 8 of the checks, two for 4 of the checks, and seven for 1-2 checks.

8th - Jefferson to Madison
A total of 20 different vehicles parked on this block during the duration survey. Five of the vehicles parked for 6 or more checks, nine for 3-4 checks, and eighteen for 1-2 checks.

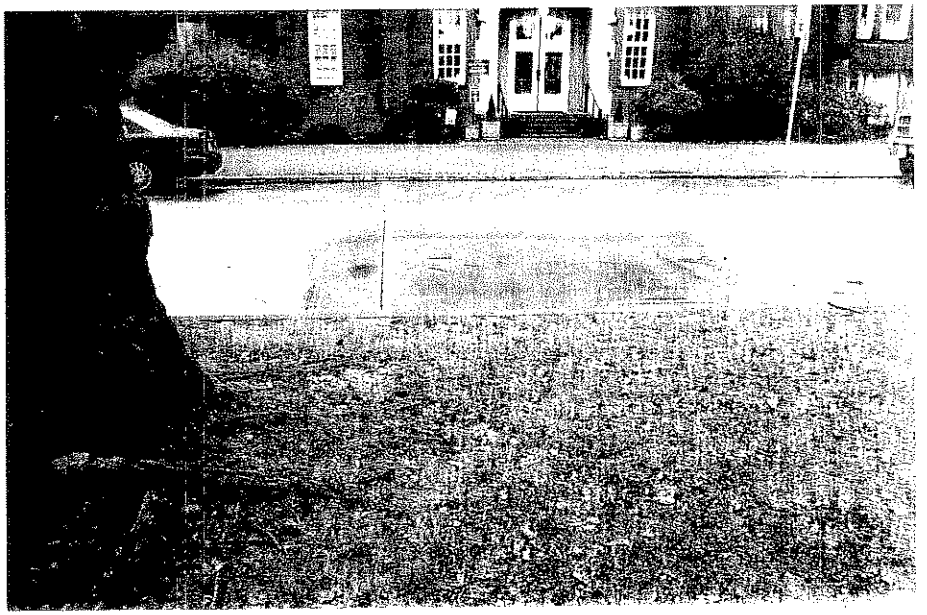
8th - Madison to Monroe
A total of 46 different vehicles parked on this block during the duration survey. Eight of the vehicles parked for at least 8 of the checks, 14 of the 46 vehicles parked for at least 5 of the checks, and 26 for 1-2 checks.

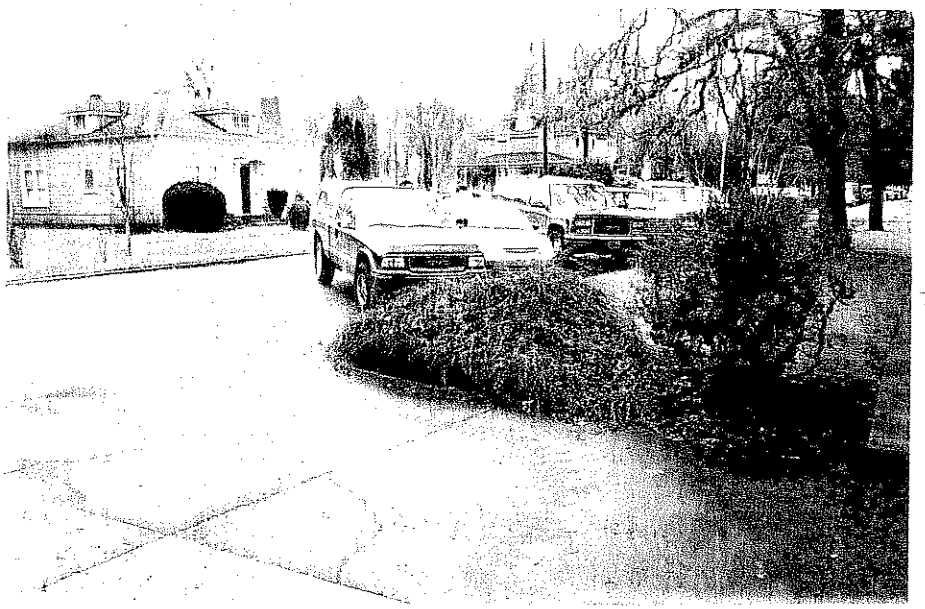
PAGE (2)

Exhibit IV.26

Pictures taken on
January 6, 2009,
between 3:00 pm and 3:30 pm

Exhibit IV.27





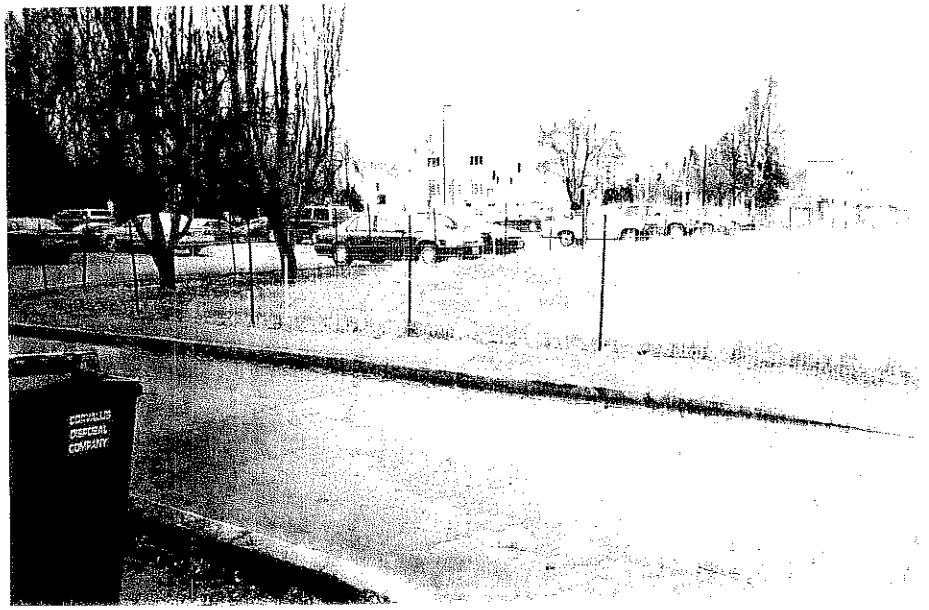


Exhibit IV.28

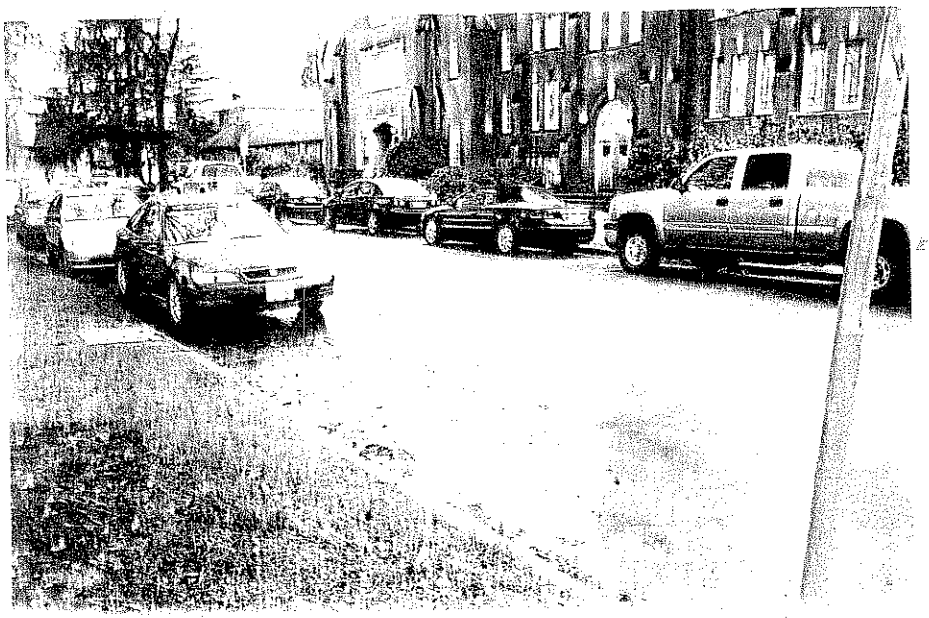


Exhibit IV.29

Exhibit IV.30

Exhibit IV.31

Exhibit IV.32

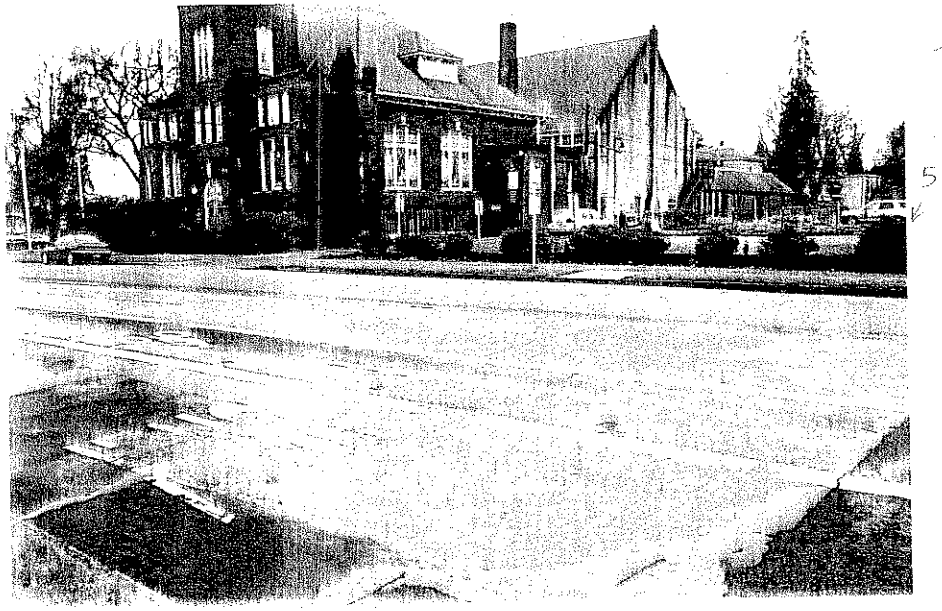
Exhibit IV.33

Exhibit IV.34

Pictures taken on
January 13, 2009,
between 3:00 pm and 3:30 pm

Exhibit IV.35

Exhibit IV.36



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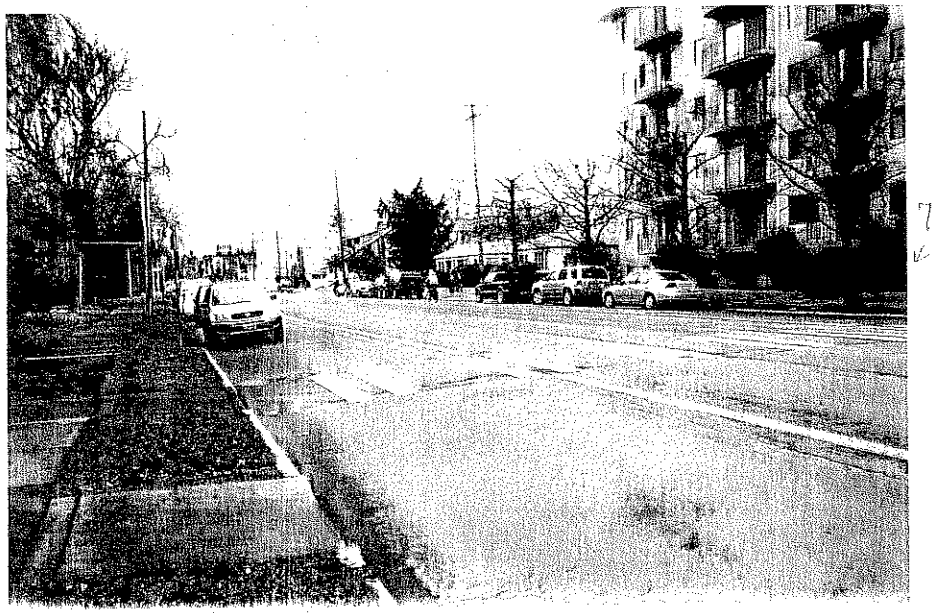

7

8

Exhibit IV.37

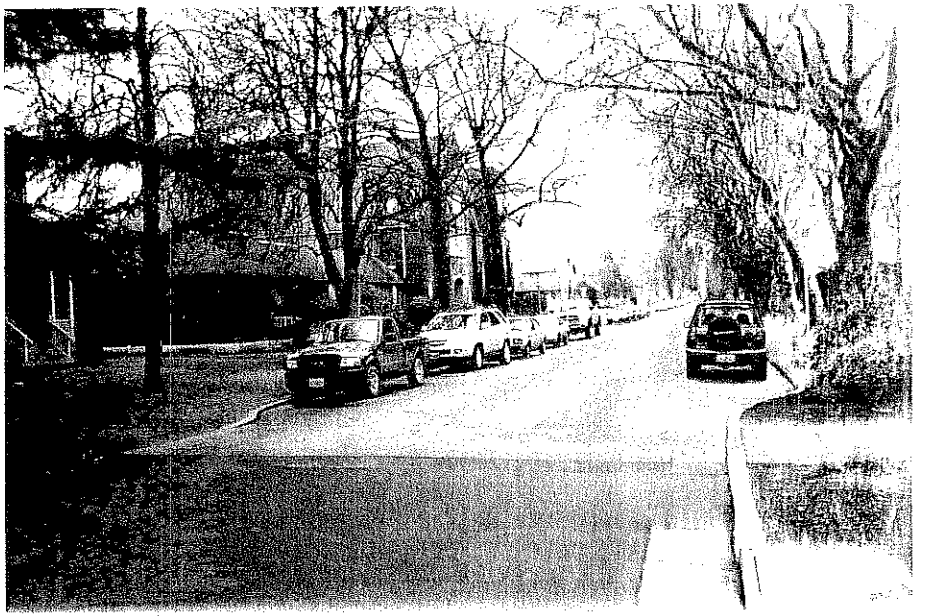

Exhibit IV.38

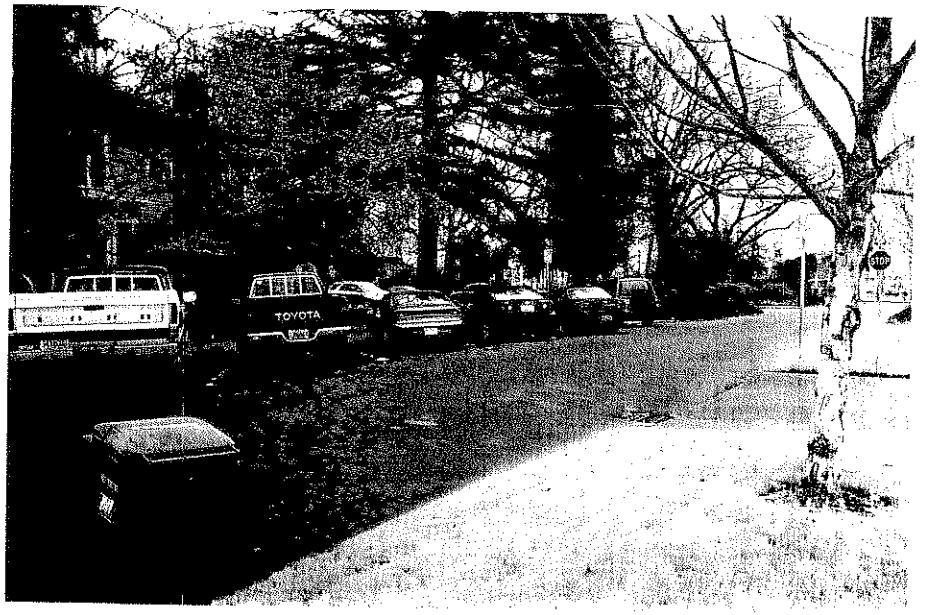

Exhibit IV.39

To the Members of the Planning Commission:

Thank you for this opportunity to provide this additional statement in the matter of PLD08-00012 and SUB08-00006 first heard by Planning Commission on January 7, 2009. We have previously submitted a statement to the Planning Commission on January 7, 2009.

I. Lack of Adequate Notice

In our previous statement we explained that the Staff Report was not published on the City's website until sometime after 4:00PM Wednesday, December 31, 2008 (New Year's Eve). Despite our diligence to request any additional documents from the City that might address deficiencies in the staff report, City offices were closed on Thursday January 1, 2009 and no one was available on January 2, 2009 so we were not able to secure additional documents relevant to our concerns until mid-day Monday.

We and the rest of the public were not been provided adequate time to review these documents and prepare for the hearing. Since our request for a continuance was not granted, we were not afforded sufficient time to examine the staff report and address our factual and procedural concerns to the Planning Commission for proper consideration.

II. Lack of Time to Respond to Issues Raised at Hearing

The Planning Commission granted our request to hold the record open. However, the Commission did not grant our request that the record be held open until any party wishing to address deficiencies in the staff report or in the January 7, 2009 has sufficient time to review the record. Instead the Planning Commission held the record open only until 5:00PM January 14, 2009.

We made requests to the City for a copy of the written minutes of the January 7, 2009 meeting on Friday, January 9, 2009 and again on Tuesday, January 13, 2009 so we could respond to issues raised in the hearing. We were told that an un-approved draft won't be ready until Tuesday, January 20, 2009 at the earliest. We did purchase a copy of the audio tape of the hearing. The unavailability of the written minutes and the excessive time required to listen the audio tapes and take notes did not afford us a sufficient time to respond to issues raised at the hearing.

Exhibit IV.40

III. Request for Continuance

Previously we requested that the Planning Commission continue the hearing on matter PLD08-00012/ SUB08-00006, and keep the record open until such time as all interested members of the public, and in particular all parties that would be negatively affected by the Applicant's request for a waiver of the LDC parking regulations to reduce its on-site parking, have had adequate time to respond to the Staff Report and the rest of the Application. We argued that the Planning Commission should grant the continuance because the final Staff Report was not made available to the public in sufficient time before the hearing on January 7, 2009, the Staff Report as published contains numerous factual errors and omissions, and the Applicant's request raises significant legal questions that are not adequately addressed in the Staff Report.

The Planning Commission did not grant the request. The document "Order of Proceedings, City of Corvallis, Quasi-Judicial Public Hearings (Revised July 20, 2007)" requested from the City provides in the text of section "III. Continuance or Close Public Hearing" only that:

1) there has been a request for a continuance, either in written or oral testimony;

2) the request is based on new documents or evidence that have been submitted;

RECEIVED

JAN 14 2009

Community Development
Planning Division

as conditions for granting a hearing. We maintain that statement we submitted documenting factual omissions in the staff report, including citations to the Corvallis Comprehensive Plan, was new evidence and that the Planning Commission's decision to grant our request should only have turned on whether the Planning Commission's determination on that issue, not whether we were the applicant. We renew our request for a continuance.

IV. Factual Deficiencies in the Staff Report

In our original statement we documented factual omissions in the staff report that the Planning Commission has not addressed to the best of our knowledge, and with the current unavailability of written minutes.

We again request that the hearing be continued because the substantive issues we have raised in our previous comment and here have not been properly addressed.

V. New Procedural Question

The staff report only presents arguments in support of the recommendation that the Planning Commission approve the application. We have requested any records the City has that specify the nature of the contents of staff reports and also made inquiries to the City. Specifically we seek an answer to question whether the role of staff is to advocate for approval of the application, or to present in a neutral fashion all information from the Land Use Code and the Comprehensive Plan that would support a decision by the Planning Commission to grant an application or to reject an application. We were not provided with any responsive records or definitive answers to our direct queries.

We request that the Planning Commission either grant a continuance or hold the record open until the Planning Commission places an answer to this question in the record.

Exhibit IV.41

VI. Other Questions

The Historic Resources Commission has conditionally approved the Applicant's plan to expand the original historic area, which was designated in 1989, to include the area west of the church. As the Staff Report states, "The HRC also approved a Zone Change request to expand the existing HPO to include the area west of the Church buildings." The area west of the church buildings is the current parking lot. There is no historic structure requiring preservation in the area west of the church. The expansion of the HRO appears to have been done purely for the purposes of avoiding the violation of the parking requirement. Moreover, although the Staff Report concludes that the Applicant is currently in compliance with the parking requirements because its uses have evolved in a "legally nonconforming manner," it is unclear why past violations by the Applicant would justify ongoing violations. LDC 4.1.20(d), cited by the Staff Report as supposedly supporting the idea that the past violations are excusable, does not provide any support for that proposition.

VII. Conclusion

The issues we have raised are germane to the decision making process. For the reasons stated, the Planning Commission should grant our request for continuation and hold the record open until these issues have been properly resolved.

The Commission should be aware that the Historic Resource Overlay previously granted to the Applicant is contingent on its approval of this application. That HRO would place constraints on the flexibility the City has for

approving the architectural form of any on-site parking options, regardless of whether the Planning Commission grants a waiver to parking requirements in the LDC. Interested members of the public including Strands might want to address the question of alternate on-site parking options the City could require of the Applicant, and this is another reason the public should be afforded more time to review this application. The Planning Commission should keep the record open as long as it takes for the record to be completed.

Sincerely,

Mary Beth Hughes, People Operations Director
On Behalf of Strands, Inc.

Exhibit IV.42

Date: January 14, 2009
From: Mark Knapp
To: Corvallis Planning Commission
Subject: First Presbyterian Church (PLD08-00012, SUB08-00006)

I strongly support the application, but approval requires compensating public benefit for the lost parking spaces for motor vehicles.

I heard the word "unconscionable" used in oral testimony against the application about the loss of parking. I say it would be truly unconscionable if the lack of incentives for more **carbon emissions** were to stop this project.

As you know, a principle of a Planned Development is that strict compliance with development codes can be negotiated, but only if there are compensating public benefits for noncompliance. This application provides the applicant and the City with an opportunity to do the right thing for future generations.

The loss of parking is a potential public traffic burden. That cost can be directly mitigated by providing parking for alternative modes of transit. In particular, accommodating more bicycle use is a nearly perfect solution.

I proposed the following additional condition of approval:

> Condition 17
>
> **Traffic** – Prior to issuance of building permits, the applicant shall submit construction details for 45 bicycle parking spaces -- at least 20 of which shall be covered, and at least 25 of which shall be located within 20 feet of a public right-of-way.

According to pages 8-15 of the Planning Division Report, the application would reduce the available parking for motor vehicles by 23 spaces. Page 20 of that same report states that LDC 4.0.30 requires the applicant to provide 22 bicycle parking spaces. Since these spaces are already required by the code, they cannot be applied as compensation for the loss of motor vehicle (MV) parking.

At a minimum, the loss of parking allows 23 fewer people to drive motor vehicles to destinations in the neighborhood of the First Presbyterian Church. That number would increase if there were more than one occupant per motor vehicle.

Exhibit IV.43

So the proposed Condition of Approval is conservative. It would replace each lost MV parking space with a bicycle parking space -- above what it already required by code.

The requirement for proximity to streets and sidewalks would ensure that the spaces are seen and used by the public. My suggestion is to removed one more MV parking space in the northwest corner of the property, and build a large sheltered area on the corner that would accommodate at least 25 bicycles.

Such bicycle parking would be near the entrance of the new building, and it would be highly visible for public use.

Finally, I acknowledge that not everyone is capable of riding a bicycle. But my proposed Condition of Approval would not eliminate motor vehicle use in the neighborhood. Far from such a scenario, motor vehicles would still outnumber bicycles and pedestrians.

According to the 2000 Census (attached), the median age of Corvallis was 27, and 89 percent of the population was younger than 62 years. So I think it's reasonable to expect that at least 75 percent of the population is physically capable of bicycling through a small city like Corvallis on a regular basis.

Exhibit IV.44

U.S. Census 2000

Corvallis Population:	49,322	100.00%
Sex and Age		
Male	24,564	49.8%
Female	24,758	50.2%
Under 5 years	2,396	4.86%
5 to 9 years	2,337	4.74%
10 to 14 years	2,455	4.98%
15 to 19 years	5,662	11.48%
20 to 24 years	9,896	20.06%
25 to 34 years	7,317	14.84%
35 to 44 years	5,991	12.15%
45 to 54 years	5,570	11.29%
55 to 59 years	1,603	3.25%
60 to 64 years	1,125	2.28%
65 to 74 years	2,194	4.45%
75 to 84 years	1,947	3.95%
85 years and over	829	1.68%
Median age (years)	27	
18 years and over	40,596	82.31%
21 years and over	33,758	68.44%
62 years and over	5,597	11.35%
65 years and over	4,970	10.08%

Source: http://corvallis.areaconnect.com/statistics.htm

Exhibit IV.45

EXHIBIT V.1

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

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
January 21, 2009

DRAFT

Present
Karyn Bird, *Chair*
Frank Hann
Tony Howell
Steve Reese
Jim Ridlington
Denise Saunders
Patricia Weber
Joel Hirsch, *Council Liaison*

Excused
Jennifer Gervais

Staff
David Coulombe, Deputy City Attorney
Ken Gibb, Community Development Director
Fred Towne, Planning Division Manager
Matt Grassel, Development Review Engineer
Bob Richardson, Associate Planner
Kelly Schlesener, Senior Planner
Jacqueline Rochefort, Parks Planner
Greg Gescher, Public Works Engineering Sup.
Mark Lindgren, Recorder

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			None.
II.	Deliberations **First Presbyterian Church, (PLD08-00012, SUB08-00006)**			Motion passed unanimously to approve the application as conditioned by the staff report, with new Condition #4. Motion passed unanimously to approve the major replat application.
III.	Annual Discussion **Annual Capital Improvement Program (CIP) Review**			Motion passed unanimously to send the Planning Commission recommendations to the CIP Commission and the City Council, with the amendments to the two assumptions placed in the record.

IV.	Planning Commission Minutes A. October 8, 2008 B. October 15, 2008 C. October 29, 2008 D. November 5, 2008 E. November 19, 2008 F. December 3, 2008			Frank Hann moved and Patricia Weber seconded to approve the minutes of October 8, 2008; October 15, 2008; and November 19, 2008, as corrected; and the October 29, 2008; November 5, 2008; and December 3, 2008, minutes as presented. Motion **passed** unanimously.
V.	Old Business			None.
VI.	New Business A. Planning Division Update			A draft Planning Division work task list will be forwarded to the commission. Citing work demands, Commission Saunders resigned.
VII.	Adjournment			Meeting adjourned at 9:53 p.m.

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Karyn Bird at 7:02 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. VISITOR'S PROPOSITIONS: There were no propositions brought forward.

II. DELIBERATIONS – First Presbyterian Church (PLD08-00012, SUB08-00006):

Chair Karyn Bird welcomed citizens and stated that the Public Hearing on this item was held on January 7, 2009. By request, the record was held open for 7 days for additional written public testimony. The applicant's final written comments were received on January 20, 2009. Planning Commissioners have received both the additional testimony **(Attachment A)** and the applicant's final written comments **(Attachment B)**. Deliberations will proceed this evening.

A. Discussion and Action by the Commission:

Chair Bird asked whether Commissioners had any declarations to make since the previous meeting. Commissioners expressed no conflicts of interest, ex parte contacts, or site visits, and no members of the public rebutted the declarations.

Commissioner Bird highlighted a letter from Mary Beth Hughes **(Attachment A-35)**, saying it brought up some issues that have recurred over the years. One of these is that the public didn't have adequate time to respond. Commissioner Bird stated that even though the full staff report may not be available until a week before the public hearing, as soon as the public is notified of the public hearing (usually about twenty days), the application is available from Planning Division staff and thus the public can be fully aware of what the applicant has proposed to do.

Another issue cited was the request to have a continuance. Ms. Hughes contended that leaving the record open didn't give her time to respond. Commissioner Bird responded that leaving the written record open is an accepted method of having the public respond to issues that may have come up during the public hearing that they would like further time to respond to, and also gives the applicant time to develop a final response to those issues.

Regarding Ms. Hughes' request for the continuance's length to be "as long as it takes", Commissioner Bird noted that continuances are always to a time certain. She noted that participants unhappy with a Commission decision can always appeal a decision to the City Council and have additional time to make their case there.

Commissioner Bird highlighted Ms. Hughes' contention that staff advocated for the applicant; she said that staff does not do so, it advocates for the Land Development Code. Staff works with the applicant, looks at how the Code applies to that application, and makes sure that if the applicant wants to vary from the Code, that the applicant has made some offer of benefit to the public to make that variance worthwhile. Staff works for the public, not the applicant, seeks to make the best compromise for everyone concerned, and tries to give their best advice on the interpretation of the Code.

Regarding Ms. Hughes' claim that the Historic Resources Commission (HRC) decision affected that of the Planning Commission, Commissioner Bird stated that it was a completely separate hearing. The HRC strictly operates from Land Development Code Chapter 2.9; it does not work from the entire Code, which is why the application had to then come to the Planning Commission for further consideration. The HRC's granting of a Historic Preservation Overlay to the parking lot was contingent on the Planning Commission's passing everything else in order to make it a unified property, with the same Overlay.

Regarding Ms. Hughes' reference to the Planning Commission having made decisions on this case, Commissioner Bird stated that the Commission only decided to hold the record open, not to grant the continuance, and to close the public hearing. Any other decisions will be made tonight. All the questions the Commissioners asked at the public hearing were regarding clarifications of the Land Development Code and the applicant's process.

Questions from the Commission:

MOTION: Commissioner Saunders moved to approve the First Presbyterian Church's Conceptual and Detailed Development Plan (PLD08-00012) as conditioned in the December 31, 2008, staff report to the Planning Commission. This motion is based on findings in support of the application presented in the December 31, 2008, staff report and on findings in support of the application that will be made by the Commission in support of the request. Commissioner Howell seconded the motion.

In discussion, Commissioner Ridlington asked how the issue regarding the swifts in the chimney cracks had been resolved. Planner Richardson replied that he understood the chimney is not proposed to be impacted by the development.

Commissioner Howell highlighted the testimony of Mr. Knapp regarding adding bicycle spaces as a substitute for the loss of some parking spaces, since the proposal is for less than the Land Development Code requirement in terms of the number of parking spaces. Manager Towne replied that a substitution could work. There is an opportunity to provide additional parking in some location; the issue would be figuring out the site for the parking. The Planning Commission would need to do that as a response to a review criterion of some sort. Deputy Attorney Coulombe cautioned that any additional structures built would likely have issues with the HRC and could force the applicant to go back before the HRC to ensure compatibility with those review criteria. Commissioner Howell noted that there is a requirement for a certain number of parking spaces, and there is a request for variance for reduction, with on-street parking substituting for off-street parking (the different parking studies dispute whether the full capacity is there). Attorney Coulombe said that it would not be unusual for the Commission to consider figuring in alternate modes of transportation.

Commissioner Howell asked whether staff had figured in a typical reduction for location near transit. Planner Richardson replied that that was considered to a degree; the applicant's proposal discussed reductions in parking as a result of proximity to transit, as well as providing more bicycle parking than required by the Land Development Code. However, the applicant used different numbers than staff used. The staff analysis found that if uses were occurring at different times and they were incidental uses, then the real parking issue is based on the displacement of parking. Therefore, staff did not do an evaluation of the reduction of parking from transit or biking.

Commissioner Howell asked whether the tables comparing the Land Development Code requirements with the parking study was the applicants' analysis; He wondered if staff looked just at the 23-space reduction in regard to Code requirements in relation to estimates of 112 spaces on Sunday, 190 on Tuesday evening, and 188 on Wednesday morning. Planner Richardson replied that staff did look at Code standards, but didn't include a reduction in parking as a result of proximity to transit or extra bicycle spaces; the number is simply the Code minimum. Commissioner Howell related that staff believes the capacity of on-street parking can absorb the difference between that and the provided off-street parking.

In response to Commissioner Howell's query, Planner Richardson answered that if a site is within 300 feet of transit, parking can be reduced by 10%. He recollected that parking can also be reduced to up to 10% for every eight extra bicycle spaces provided. He said the applicants' number of 222 parking spaces is based on the premise of all religious uses occurring at the same time, which is probably an inflated number. If that number is used, 22 bicycle spaces would have to be provided, with half covered. Since 16 covered bicycle parking spaces are proposed, the required number is exceeded by five.

Commissioner Howell stated that 190 was the highest number. He asked whether the bicycle numbers were typically calculated before any transit reductions were figured in. Manager Towne replied that each was calculated in regard to the total number, without any fractions. He stated that for every four bicycle spaces over the minimum requirement, vehicle parking may be reduced by one space, up to the maximum of a

10% vehicle parking reduction, and added that 50% of these additional bicycle parking spaces shall be covered, consistent with 4.1.70.d.1.

Commissioner Howell noted Mr. Knapp's suggestion that the applicant provide an additional 20 bicycle parking spaces, which would reduce the number of required car parking spaces by five. He asked whether, given the conflicting testimony regarding capacity, if the potential of improving off-street capacity by another five spaces was warranted and if there was enough in the record to require Planner Richardson to relate that the applicant had proposed locating the new bicycle spaces just south of the new addition in a covered area; Attachment 71 shows what the structure would look like. Commissioner Howell noted that the structure as proposed might accommodate another five covered spaces.

Commissioner Howell noted that if the number of bicycle spaces was increased to 32, half (16) would be covered, as proposed. The additional spaces could be placed near entrances. He noted the application would still be relying on on-street parking, with the Planning Commission varying from the Land Development Code requirement to request an additional amount of uncovered bike parking. Manager Towne concurred that it was a possibility.

Commissioner Saunders asked staff if existing bike parking spaces were fully utilized. Planner Richardson replied that staff has no information about that.

Commissioner Hann stated that the new structure proposed to replace activities of the 1928 addition, which had most of its activities on the second floor. This should allow some flexibility for the applicant to shift some internal uses in order to allow additional bike parking. He asked staff to address Mr. Knapp's assertion that the bicycle parking is already required, so that the Planning Commission should not consider that parking as a compensating benefit to offset the motor vehicle parking. Planner Richardson replied that the staff's rationale in the staff report was that the new structure, on its own, did not require new parking, since it didn't represent an intensification or expansion of use. Therefore, if no vehicle parking was required, then no new bicycle parking was required. The displacement of existing parking will have an impact, and one way to offset the impact would be to make it easier for people to bike.

Commissioner Saunders stated she would be willing to hear an amendment for additional bicycle parking as an offset to the negative impact on car parking. Manager Towne clarified that adding eight hoops would generate 32 total bike parking spaces, half of which are covered. Commissioner Ridlington noted that he prefers to use the covered spaces when biking, but availability of covered parking never determines whether he bikes or not. He believes covered parking spaces are overrated.

Commissioner Ridlington asked whether church members could be asked to pledge to walk, bicycle or take transit in order to compensate for the lost spots. Manager Towne replied that such a pledge would be difficult to enforce. He related that previously, a religious assembly had agreed to manage its parking lot in a manner that would not require its members to park in adjoining neighborhoods; however, there were subsequent complaints about such parking, and staff was able to monitor and enforce that.

Commissioner Howell **moved** to add a new Condition of Approval #4:

> *Standards for Bicycle Parking Access- Prior to issuance of building permits, the applicants shall submit construction details of the bicycle parking facility, for review and approval of Development Services Division staff. No less than 32 bike parking spaces shall be provided, with no less than 16 covered spaces, consistent with standards of bicycle access and parking in LDC section 4.1.70.*

Commissioner Reese **seconded** the motion. Commissioner Saunders asked whether this would require that the application go back to the HRC. Planner Richardson replied that it could be done as a Director-level decision. Commissioner Bird added that if the application did have to go back before the HRC, it would be at no cost for the applicant, though it would take additional time. Motion **passed** unanimously.

Commissioner Saunders noted the applicant had testified that they were exploring whether they could expand their use of their shuttle van service, and asked if that could be conditioned. Manager Towne replied that he didn't see any way to monitor the situation.

Commissioner Howell, citing the main motion, commented that the addition was nicely designed and that the goal of putting more of the activities on ground level was good for an aging population. The site is part of the larger downtown district, so it is not eligible for in-lieu-of fees; however, it is in a location that the community has decided that, for a successful mixed use area, should make primary use of on-street parking; and have enough off-street parking to serve customers, but not an excessive amount, in order to make the downtown compact and walkable. Over the long term, the area should look to parking structures and other designs, transit, and making it bicycle and pedestrian friendly in order to maintain a compact form.

Commissioner Howell related that the church, in evaluating its needs for long-term expansion, purchased two properties, moved the structures off-site, and donated them for low-income housing. Temporary off-street parking was created, but with the long-term goal of adding a new structure. The Planning Commission must evaluate the temporary long-term parking area that is now being proposed as the site for their initial building goal. The church is faced with being told that the building plan results in a reduction of their off-street parking. Commissioner Howell said that it could be argued that the church acquired half a block for an additional structure and any parking that comes along with it is new parking.

Commissioner Howell also said that the current on-street parking situation is impacted as much by many of the other businesses that testified as it is by the applicant. Many other businesses and institutions in the area must decide whether to designate parking spaces for employees or customers. Professional businesses in residences on 8th Streets are probably even more impacted; they clearly don't have enough on-site parking to serve their customers, prompting their letters of concern regarding access. All businesses downtown don't have parking capacity on-site by design. This situation surrounding the church is an extension of the downtown, where that is allowed and strategies are struggled with to deal with it. Long-term, the city could be required to place restrictions on where city employees park, or for the university, under a new master plan, to provide free parking on campus for those who are registered. The

area's parking problems are not the problem of any one applicant. This applicant is providing the standard of parking set for the area, and it is legitimate to approve their request.

Commissioner Hann agreed that the building plan was beautiful, but said he regretted that there was apparently no consideration given to placing some parking under the new addition, or of pulling back the footprint in order to put some of the uses into a basement under the addition. He concurred that the onus of the problems created by everyone in the neighborhood should not be placed only on the applicant. He suggested that in the future, an impact fee could be charged on such projects (or even existing businesses) to offset the costs of building parking structures.

Commissioner Ridlington related he had observed trash cans being placed in parking areas, blocking parking on the street, and he suggested the cans be placed within yellow zones instead. Manager Towne replied that a permit is required to place the garbage bins in the street; where a bin is placed depends on how a permit is being used.

Commissioner Ridlington suggested that with growing pressure for parking, perhaps the Planning Commission should ask the city to take another look at parking in this neighborhood (maybe including neighborhood parking permits). Manager Towne replied that it would not be helpful during this Planned Development hearing, but Commissioners will be hearing a discussion on the Capital Improvements Program later in this meeting. Also, the Planning Division's Work Program discussion on February 4 could be another opportunity to look at whether the concept fits into identified projects, or whether to suggest another work task for staff.

Chair Bird thanked Mr. Nudelman for coming forward and being a great advocate for parking in the area.

The main motion **passed** unanimously.

Commissioner Saunders moved to approve the First Presbyterian Church Major Replat application (SUB08-00006) as conditioned in the December 31, 2008, staff report to the Planning Commission. This motion is based on findings in support of the application presented in the December 31, 2008, staff report and findings in support of the application made by the Planning Commission during deliberations on the request. The motion was seconded by Commissioner Howell and **passed** unanimously.

B. Appeal Period:

The Chair explained that the decision will be effective 12 days from when the Notice of Disposition is signed, unless an appeal is filed with the City Recorder.

III. Annual Capital Improvement Program (CIP) Review

Commissioner Weber joined the Commission, having recused herself during the First Presbyterian Church deliberations. Manager Towne introduced Greg Gescher, Public Works Engineering Supervisor, stating that Mr. Gescher has worked on a series of meetings to develop the CIP and will request that the Commission recommend approval of the CIP to

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

Approved as corrected, February 4, 2009.

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
January 7, 2009

Present
Karyn Bird, *Chair*
Frank Hann
Tony Howell
Steve Reese
Jim Ridlington
Denise Saunders
Patricia Weber
Joel Hirsch, *Council Liaison*

Staff
David Coulombe, Deputy City Attorney
Fred Towne, Planning Division Manager
Jeff McConnell, Development Engineering Supervisor
Matt Grassel, Development Review Engineer
Bob Richardson, Associate Planner
Brian Latta, Assistant Planner
Terry Nix, Recorder

Excused
Jennifer Gervais

Exhibit V.8

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions	X		
II.	Public Hearing **Storage Depot** **(PLD08-00008, LLA08-00006)**			Approved as conditioned.
III.	Public Hearing **First Presbyterian Church** **(PLD08-00012, SUB08-00006)**		X	The record was held open until January 14, 2009, 5:00 p.m. for additional written testimony. Deliberations will be held on January 21, 2009.
IV.	Planning Commission Minutes: None for consideration	X		
V.	Old Business	X		
VI.	New Business A. Planning Division Update	X		
VII.	Adjournment – 11:00 p.m.			

III. PUBLIC HEARING – First Presbyterian Church (PLD08-00012, SUB08-00006):

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. There has been a request to hold the record open, so the Commission will not engage in deliberations or make a final decision this evening. 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 will recuse herself based upon the involvement of herself and her employer in this project. She left the meeting.
2. Ex Parte Contacts: None.
3. Site Visits: Commissioners Howell, Reese, and Ridlington declared site visits.
4. Objections on Jurisdictional Grounds: None.

C. Staff Overview:

Associate Planner Bob Richardson reviewed the Site and Vicinity, Comprehensive Plan Map designations, and Zoning Map designations of the subject site and surrounding properties. He advised that the church was listed in the Local Register of Historic Landmarks and Districts in 1989. In November 2008, the Historic Resources Commission (HRC) approved an application to apply a Historic Preservation Overlay to the lots west of the church contingent upon Replat approval. The HRC also reviewed the proposed addition for consistency with Land Development Code Chapter 2.9 and found the building design to be historically compatible.

Exhibit V.9

Planner Richardson reviewed the applicant's request for approval of a Conceptual and Detailed Development Plan and a Major Replat. The applicant proposes to consolidate multiple legal lots on the subject site into a single parcel, construct a 6,444 sq. ft. single-story addition to the existing church building, and make associated changes to the site, including reducing, improving, and reconfiguring vehicle parking areas, reconfiguring access ways, and adding sidewalks, landscaping, and a bicycle parking shelter. The applicant requests to vary from certain Land Development Code (LDC) standards, including reducing on-site vehicle parking to less than the LDC minimum standard.

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:

David Dodson, Willamette Valley Planning, introduced himself, Kurt Schultz of SERA Architects, Lyle Hutchens of Devco Engineering, and church member Tony VanVliet, all of whom will be available to answer questions. Mr. Dodson said the purpose of the proposed addition is to relocate the main fellowship hall from the second level to the ground floor, making it more convenient for elderly members of the church. The new fellowship hall will be used for church events, and the second floor area will be converted into a choir rehearsal room and education space. The proposed addition is not intended to increase church membership, but to provide a more accessible gathering area. Mr. Dodson reviewed the requested Detailed Development Plan. The parking area will be modified to accommodate 21 parking spaces with a new exit lane onto Ninth Street. A new covered bicycle shelter will provide parking for 16 bicycles. Although the church has owned and used 44 parking spaces west of the church since the 1980's, this parking has never been required. SERA Architects has designed the addition to closely mirror the prominent architectural features of the existing church, using building materials and architectural elements similar to those on the existing building. The design and materials of the proposed addition work in concert with the 1928 addition to frame the sanctuary when viewed from the intersection at NW Monroe Avenue and SW 8th Street.

Mr. Dodson said the request includes several variations from standards, the most significant of which is for vehicle parking. He reviewed the results of parking surveys done during times that the church is in use, which concluded that the proposed development, along with the reduction of 23 onsite spaces, resulted in 8 to 105 available parking spaces during Sunday services and 25 to 39 parking spaces

Exhibit V.10

available on Tuesday evenings. On Wednesday mornings between 7:00 and 11:00 a.m. there were vacant parking spaces at all times except between the 10:00 and 11:00 a.m., during which analysis found a worst case finding of a one to three space deficit. The analysis reflected an average surplus of vacant spaces. The alternative to allowing on-street parking is for the church to acquire and demolish neighboring structures to provide a paved parking lot. The compensating benefits of using on-street parking include an efficient use of land through shared on-street parking, facilitation of infill development near the downtown and other civic uses, prevention of new pollution generating impervious surfaces, preservation of a civic use in a centralized location, and preservation of the neighborhood by avoiding demolition to construct a parking lot. If the existing gravel parking area west of the church were paved to City standards, it would only accommodate 15 vehicles as opposed to the current 23. The Major Replat request to consolidate 12 lots into one would allow the HPO designation to be expanded and the new addition to comply with setbacks. Mr. Dodson said the applicant concurs with the staff recommendation to approve both requests.

F. Staff Report:

Planner Richardson briefly reviewed the requested variations from Land Development Code standards, as detailed in the staff report. He noted that the applicant proposes to reduce the parking onsite from 44 spaces to 21, displacing 23 spaces onto the street. The current situation is a legal nonconforming circumstance and the applicant does not propose to expand any uses. The applicant's parking analysis studied 155 spaces – 21 onsite and 134 on the street. On Sunday mornings, there were between 8 and 105 available spaces. As conditioned and as proposed, because uses would not occur in the addition at the same time as Sunday services, there would not be a change in condition with the exception of the loss of onsite parking. A second parking study was done on Tuesday and Wednesday. There were found to be 25 to 39 available spaces on Tuesday evenings and negative one to 119 spaces on Wednesday mornings. On average, there were spaces available on Wednesday mornings. Compensating benefits include efficient use of land through shared on-street parking, infill development in the Central City, prevention of pollution generating and impervious surfaces, proximity to transit and bicycle facilities, facilitation of civic and religious assembly uses in the Downtown Residential Neighborhood and Central City, support for uses in a historic building, and prevention of the demolition of adjacent structures for parking.

Planner Richardson highlighted the proposed conditions related to landscaping. He said the PODS require that 60 percent of street facing facades be composed of windows. The application requests to reduce the requirement to 49 percent. The compensating benefit is a more historically compatible building. The proposed right-out-only driveway is less than 150 feet from the intersection, and the City Engineer granted an exception based on an evaluation that it would not create safety hazards. The applicant is requesting to reduce the driveway from 24 feet to 20 feet. If that were to occur, there is a proposed Condition of Approval to require the driveway to be designed to meet current City standards. He reviewed the compatibility criteria from LDC Chapter 2.5, noting that the HRC found the design to be historically compatible and that staff did not find any problems with the design.

Exhibit V.11

Regarding the Major Replat, Planner Richardson stated that consolidation of the lots would create a through-lot. The LDC requires that a 20-foot wide, six-foot tall, 80 percent opaque screen be provided. Staff supports a variation because there are no unsightly views or visual conflicts, and because a screen would prevent "eyes on the street" and would detract from a pedestrian friendly environment. Staff finds that, as conditioned, the proposal complies with applicable LDC standards.

In response to inquiries from Commissioner Hann, Planner Richardson stated that the parking studies counted cars on the street, not making any distinction between those associated with the church and those associated with other uses. He further responded that the applicant has indicated that there is some level of van pooling, but it is not extensive.

Commissioner Reese asked if there is some irony in that the compensating benefit for not having parking is the reduction of impervious areas; i.e., not having parking. Manager Towne responded that the compensating benefit is not having the negative aspects of the impervious surface.

G. Public Testimony in favor of the application:

Lyle Hutchens advised that 16 citizens present have asked John Fenner to represent them this evening.

John Fenner, 910 NW Elizabeth Way, said he has been a member of the church since 1931. He said it is important to keep the community benefit of this church in mind; it is an old building with beautiful windows which has been in the same location for many years and which has helped to raise a lot of people. The change will help older people who can't walk very well. It will be good for Corvallis, good for the church, and good for both old and young people.

Mark Knapp, 131 NW 4th Street, noted that the proposal would reduce onsite parking by 23 spaces and that compensating public benefits are required. His perspective is that of a bicyclist who believes that society needs to drive much less. Global warming is real and about 20 percent of carbon emissions come from motor vehicles. He said he is fundamentally in favor the application. In keeping with the negotiating purpose of a PD, he proposes that the application do a better job of providing compensating benefits. Covered bicycle parking is a great incentive to get people out of their cars. He thinks the reduction of motor vehicle spaces would be nicely offset by covered bicycle spaces in excess of the 16 proposed, perhaps 32. He added that this application is for a space that would likely be used for public meetings, which is a public benefit.

H. Public Testimony in opposition to the applicant's request:

Stan Nudelman, 2842 NW Larkspur Place, said he owns property at 760 Madison and 223 SW 8th Street, near the subject site. He stated that the current 44 parking spaces are not adequate and the proposal would make the situation even more inadequate. He said the church is important, but so is the community of business people and professionals, of which there are many near this building. He said he has been a member of the Downtown Parking Commission for about five years and he is very

Exhibit V.12

concerned about parking in the area of the church. He summarized a chronology of letters and action he has taken since 2002 in an effort to address parking problems in the area. He recently took several photographs in the area between 3:00 and 3:30 p.m. and found only one parking space available. He said the parking studies done by the applicant are not adequate to address the needs of the area, which includes the Art Center, Central Park, the Corvallis Public Library, several churches, businesses and professionals and their clients, some of whom have disabilities that make it difficult to walk any distance. He is mainly concerned about weekdays between the hours of 8 a.m. and 5 p.m. when the area is inundated by employees from the downtown area and students from the university looking for free parking. He said parking problems in this area have been around a long time and the loss of another 23 spaces is unconscionable. He requested a continuance of the public hearing in order to do an adequate parking study. He said he just recently heard about this application and he knows of many other people who would like the opportunity to testify.

Mr. Nudelman submitted written testimony from Strands Labs, Inc. **(Attachment B)**, which he offered to read for the record. The Chair advised that the Planning Commission has received copies of the written testimony from Strands Labs, Inc. Mr. Nudelman noted that Strands Labs, Inc. also requests a continuance of the public hearing within the written testimony.

Chair Bird asked if Mr. Nudelman has pursued local permitting to prevent people from using the area for free parking. Mr. Nudelman said he has not pursued this option, but he appreciates the suggestion.

Commissioner Hann asked if Mr. Nudelman had considered contacting the Corvallis Public Library about the possibility of a leasing arrangement for parking on Sundays. Mr. Nudelman said he has not. He reiterated that his main concern is the lack of parking on weekdays.

Commissioner Saunders asked if Mr. Nudelman provides covered bike facilities for his tenants. He stated that he provides a total of 10 uncovered bicycle spaces. He said he has talked to bicyclists who believe that covered bicycle parking is not that helpful in that bikes get wet while they are riding and that they get wet under the covered spaces. He acknowledged that some bicyclists would argue against that reasoning.

I. Neutral testimony: None.

The Chair reminded people that speaking neutrally removes rebuttal rights.

Questions of Staff:

Commissioner Howell noted that the Central Business District has a system which allows for contributions in lieu of providing parking. He asked if that applies to this area. Manager Towne said that only applies to the Central Business District and Riverfront Zones at this time. In response to further inquiries, Manager Towne said that he is not aware that the Parking Commission has done any specific studies in the subject area, that he believes there is parking on at least one side of Madison between 9th and 11th Streets, and that existing office uses were grandfathered in with the

Exhibit V.13

adoption of the 2006 LDC but in some situations parking would continue to be nonconforming.

In discussion and in response to further inquiries, Manager Towne stated that the parking study done for the Downtown and Riverfront areas found that there was excess parking available and that walking distances were acceptable. That is one reason that the Council reduced parking requirements in the downtown area and grandfathered in all existing uses as not requiring additional parking. He is not aware of that same level of detailed study in the subject area.

J. Rebuttal by Applicant:

David Dodson referred to Mr. Knapp's suggestion that additional covered bicycle parking be provided as a compensating benefit for the reduction in vehicle parking. He noted that he proposal exceeds requirements for both covered and uncovered bicycle parking.

Mr. Dodson said he appreciates Mr. Nudelman's concerns about parking. He noted that parking demands on the neighborhood include employees from the downtown area and students from OSU. He noted that there are a number of uses in the area which are under-parked by City standards, including the buildings owned by Mr. Nudelman. He said the downtown parking study showed a high turnover of parking spaces and he thinks that may be the case in this area as well. He referred to Mr. Nudelman's testimony that there were not many spaces available between the hours of 3:00 to 3:30 p.m. He drew attention to Attachment H-81 showing the church's usage in half-hour increments, noting that, although the area is highly parked up between the hours of 3:00 to 3:30, it does not appear that this is necessarily due to people using the church at that time. He said the applicant believes that, in considering the tradeoffs and options, allowing on-street parking to continue to be used by the church is preferable to tearing down buildings in order to build a parking lot.

Tony VanVliet, 3671 NW Goldfinch, said he is Chairman of the Presbyterian Church Building and Grounds Committee. He said he also served on the Parking Commission and the Downtown Commission which recommended the downtown parking study that was completed in 2002. The study covered the downtown area and the area up to 7th Street from "B" to Tyler. The conclusion of that study was that there was parking space available. The consultants laid out a management plan and the belief was that the City would do everything possible to manage the situation. There was never a study done for the area between 7th Street and 11th Street and there is no City solution for that area. He said one property should not be held hostage for the larger parking problem in this area. He noted that, prior to removal of the large tree, there were 8 to 15 spaces rather than 21. He said he was surprised to hear that Mr. Nudelman had not heard about this project until recently since it has been ongoing since 1994. The seismic work was done first for safety reasons. Had the fellowship hall been done first, it would likely have been completed before the new rules. He stated that, if the church is not able to move forward on the project this year, the costs will likely increase by about $200,000.

Exhibit V.14

In response to an inquiry from Commissioner Howell, Mr. VanVliet affirmed that things done in preparation for this project temporarily increased parking and that the increased parking is now being considered lost parking. Mr. Hutchens added that all of the parking for the church was on the street prior to the 1960s when adjacent lots were purchased for parking. Mr. Dodson added that, more recently, removal of the large sequoia tree provided room for several parking spaces.

In response to an inquiry from Commissioner Hann, Mr. VanVliet said there is no basement in the proposed addition and there was no consideration given to providing underground parking.

In response to an inquiry from the Chair, Mr. VanVliet said the new minister is considering the possibility of rescheduling some of the Wednesday morning activities to other times in order to spread out usage of the church.

Mark Knapp clarified his position that having even more covered bicycle parking would be an opportunity to offset the loss of motor vehicle parking for public benefit.

John Fenner asked whether it isn't more important to Corvallis to have this lovely old church than it is to have space for parking cars.

K. Sur-rebuttal:

Mr. Nudelman said he does appreciate the church and is a strong advocate of historic buildings. One of his buildings is a historic building that was in disrepair when he purchased it, and he would hate to see that happen again because he cannot get tenants due to parking issues. He agreed that parking problems are contributed to by downtown employees and university students, but stated that this proposal represents a change to the parking situation. He clarified that he was aware that the church was doing work, but that he just recently received notification about the parking consideration. He reiterated his request for a continuance.

Commissioner Howell advised that the basis for a continuance is typically that the applicant presented new evidence and that the continued hearing would be limited to that new information. The Chair added that it is up to the Planning Commission's discretion whether to allow a continuance. A request to hold the record open to allow for additional written testimony would be done upon request. Mr. Nudelman stated that seven days is not enough to do a study that addresses the parking situation. If the continuance is denied, he would request that the record be held open. Planning Manager Towne advised that any Planning Commission decision is appealable to the City Council. An appeal would be a de novo hearing which would allow any person an opportunity to present additional information.

Commissioner Howell said he would prefer to follow typical procedure and consider a continuance only if the applicant brought new information. There was no new information in this case. Commissioner Hann noted that Planning Commission decisions are made based on the applicable criteria and whether the applicant has proposed adequate compensating benefits for the proposed variances. He said he would not support a continuance.

The record will be held open until January 14, 2009, 5:00 p.m. for additional written testimony. Deliberations will be held on January 21, 2009.

M. Close the public hearing:

MOTION: Commissioner Saunders moved to close the public hearing. Commissioner Hann seconded the motion and it **passed** unanimously.

IV. MINUTES: There were no minutes for consideration.

V. OLD BUSINESS:

VI. NEW BUSINESS:

A. Planning Division Update:

Planning Division Manager Fred Towne called attention to the new meeting schedule on the back of the agenda. He advised that the LDC Text Amendments that the Planning Commission forwarded to the City Council have been appealed to LUBA by Mark Knapp. The appeal is limited to the items that Mr. Knapp raised at the Planning Commission; he did not provide testimony to the City Council on this matter.

Commissioner Bird asked that, in future staff reports, references to attachments include page numbers to aid Commissioners and the public in locating specifically referenced materials in the attachments.

VII. ADJOURNMENT: The meeting was adjourned at 11:00 p.m.

Exhibit V.16

Corvallis Planning Division
Staff Report to the Planning Commission,
December 31, 2008
Public Hearing: January 7, 2009
Planner: Bob Richardson: (541) 766-6908

FIRST PRESBYTERIAN CHURCH

(PLD08-00012 and SUB08-00006)

CASE: Detailed and Conceptual Development Plan, and Major Replat Applications

REQUEST: The applicant requests approval of a Conceptual and Detailed Development Plan, and Major Replat. The applicant proposes to consolidate multiple legal lots on the subject site into a single parcel, construct a 6,444 sq. ft., single-story addition to the existing church building, and make associated changes to the site, including reducing, improving, and reconfiguring vehicle parking areas, reconfiguring accessways, and adding sidewalks, landscaping, and a bicycle parking shelter. The applicant requests to vary from certain Land Development Code (LDC) standards, including reducing on-site vehicle parking to less than the LDC minimum standard.

OWNER / APPLICANT: First Presbyterian Church
114 SW Eight Street
Corvallis, Oregon 97333

LOCATION / ACRES: The 1.3 acre subject site is located north of NW Madison Avenue, west of SW 8th Street, east of SW 9th Street, and south of NW Monroe Avenue **(Attachment A)**. The site contains 12 Legal Lots, identified on Benton County Assessor's Map 11-5-35 CC as Tax Lots 100-500.

COMPREHENSIVE PLAN: Medium-High Density Residential

Exhibit VI.1

ZONE: Medium-High Density Residential (RS-12). A Historic Preservation Overlay covers Tax Lots 100 and 200, which contains the First Presbyterian Church buildings.

PUBLIC COMMENT: 542 Public Notices were mailed and emailed, and public notice signs were posted on the site on December 11th, 2008. Written testimony received by December 30, 2008, is included as **Attachment I**.

ATTACHMENTS:

A. Surrounding Uses Map

B. Comprehensive Plan Map

C. Zoning Map

D. Benton County Assessor's Map 11-5-35 CC

E. Historic Preservation Permit approving proposed addition and applying Historic Preservation Overlay (HPO) to subject site (HPP08-00014, ZDC08-00006; Order # 2008-095)

F. Zone Change approval to apply an HPO over the First Presbyterian Church buildings (DC-HPO-89-57, Order # 89 -125)

G. Ordinance vacating alley between SW 8th and SW 9th Streets (Order # 85-41)

H. Subject Planned Development and Major Replat application (PLD08-00012, SUB08-00006)

I. Written Public Testimony

J. Staff-Identified Applicable Review Criteria

Exhibit VI.2

SITE AND VICINITY

The First Presbyterian Church owns the City block bordered on the north by NW Monroe Avenue, on the south by SW Madison Avenue, on the west by SW 9th Street, and the east by SW 8th Street. This block contains 12 legal lots and six tax lots. The First Presbyterian Church is a Designated Historic Resource listed in the Corvallis register of Historic Landmarks and Districts. Church buildings are located along SW 8th Street and at the corner of NW Monroe and SW 8th Street. The Church is comprised of three buildings: the 1909 Sanctuary on the corner of NW Monroe Ave and SW 8th Street, the 1928 Education Hall attached to the south Sanctuary elevation, and the 1969 Jones Wings, attached to the

south elevation of Education Hall. The existing Church buildings are on legal lots identified as numbers 2-6 on Benton County Assessor's Map 11-5-35 CC. The proposed addition would be placed on legal lots 7-9 as identified on Map 11-5-35 CC **(Attachment D)**. The lots where the addition would be constructed are vacant except for paved and gravel parking areas that can accommodate approximately 44 vehicles. The Jeffreys-Porter House, a Designated Historic Resource on the Local Register of Historic Landmarks and Districts is located on lot on the corner of SW Madison Avenue and SW 8th Street. The lot immediately west of the Jeffreys-Porter House, on the corner of SW Madison Ave and SW 9th Street, contains a single family residence.

The First Presbyterian Church overlooks Central Park to the east. The area north of the subject site is developed primarily with multi-family residential structures, the First Baptist Church of Corvallis is northwest of the site, and the Corvallis Benton County Library is northeast of the site. Oregon State University owns the land immediately west of the site, and lots directly south of the subject (south of SW Madison Ave) are developed with single family-detached homes.

The Comprehensive Plan Map designates the site and areas directly south of the site as Medium Density Residential. Central Park is designated as Open Space Conservation, areas north of the site are designated for Medium Density and High Density Residential development, and the OSU property west of the site is designated as Public Institutional. Corresponding with the Comprehensive Plan Map designations, the lots south of the site are zoned Medium Density Residential (RS-12), Central Park is zoned Agriculture-Open Space (AG-OS), lots north of the site are zoned Medium Density Residential - University (RS-9(U)), and High Density Residential (RS-20) and are within the North Campus Area. The lots owned by OSU west of the site carry the OSU zone.

In addition to the base zones, the First Presbyterian Church is a Designated Historic Resource listed in the Local Register of Historic Landmarks and Districts, and the lots containing the existing church buildings are under a Historic Preservation Overlay (HPO). In November, 2008, the Historic Resources Commission approved an application to expand the HPO to the area west of the Church buildings, contingent upon Major Replat approval **(Attachment E)**. The First Presbyterian Church and site are also within the Downtown Residential Area, which is defined in Article 50 of the Comprehensive Plan as,

Downtown Residential Neighborhood - The area generally bounded by 6th Street on the east, 9th Street on the west, the Marys River on the south, and Fillmore Avenue on the north (see map following finding 13.5.a). This area is intended to provide housing in close proximity to the Central Business District.

There are no significant trees or inventoried Natural Resources or Natural Hazards on the subject site.

Exhibit VI.3

PREVIOUS LAND USE REVIEWS AND APPROVALS

1985
An alley abutting the west side of the First Presbyterian Church, running north/south between SW Madison Avenue and NW Monroe Ave was vacated via Ordinance 85-41 **(Attachment G)**.

1989
A Historic Preservation Overlay was applied to the First Presbyterian Church, listing it in the Local Register of Historic Landmarks and Districts **(Attachment F)**.

2008
On November 12, 2008, the Corvallis Historic Resources Commission (HRC) approved an Alteration or New Construction Historic Preservation Permit application to construct the addition and make modifications to the subject site proposed in the Conceptual and Detailed Development Plan application that is the being evaluated in this report. The HPP approval is contingent upon approval of the subject Conceptual and Detailed Development Plan and Major Replat approval. The HRC also approved a Zone Change request to expand the existing HPO to include the area west of the Church buildings. The Zone Change request was approved contingent upon approval of a Major Replat to consolidate the multiple lots west of the buildings into a single parcel, the boundaries of which would match the boundaries of the expanded HPO **(Attachment E)**.

APPLICANT'S PROPOSAL

The applicant has submitted a Conceptual and Detailed Development application to construct a 6,444 sq. ft., single-story addition to the west side of the 1928 Education Hall. The addition contains a 3,000 sq. ft. fellowship hall, kitchen, and bathrooms. The parking areas and driveways are proposed to be reconfigured. The existing driveway on NW Monroe is proposed to be closed, and a new driveway on SW 9th Street is added. The parking area, which can hold approximately 44 vehicle parking spaces (some spaces are not striped), would be reduced and would be able to accommodate 21 parked vehicles. A bicycle parking shelter is proposed on the south side of the addition that will cover 16 bicycles. Sidewalks are proposed to connect the addition to NW Monroe Ave and SW 9th Street, and four new parking lot trees, seven new street trees, and site landscaping are proposed **(Attachment H.73)**.

Buildings may not be constructed over lot lines, so to construct the proposed addition, the applicant has proposed to consolidate lots through a Major Replat application (SUB08-00006). As proposed, lots on the subject block would be consolidated into three parcels. The legal lots containing the Jeffreys-Porter House and the house located along SW Madison Avenue would not be affected, but the other legal lots would be unified **(Attachment H.72)**. The existing Church buildings and the proposed addition would be located on Parcel 1.

The applicant is requesting to deviate from a number of LDC standards as summarized below.

Table 1: Summary of Proposed Code Deviations

LDC Standard Summary	Standard Summary	Proposed Variation
4.0.30.a.2	12 ft planter strip along collector streets	Retain 6 ft planter strip on NW Monroe Ave to retain street parking spaces.
4.0.60.e.1	Sub-standard street must be improved with abutting development.	Retain 6 ft planter strip on NW Monroe Ave to retain on-street parking spaces.
4.0.130.c	Water quality features shall be consistent with the Corvallis Design Criteria Manual.	Use of water quality manholes to treat water rather than above ground facilities.
4.120.g; 4.1.30.b.4, "8" ; and 4.1.30.c.1	On-site parking spaces shall be provided consistent with the LDC standards	The subject site does not contain the minimum amount of LDC required vehicle parking, and this amount is proposed to be reduced further through the Planned Development application.
4.10.70.05.b.6 .a	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.	49% of the NW Monroe facing elevation would be comprised of windows and/or glass doors.
4.2.50 and 4.4.20.03	Through lots shall be avoided. If created a 20 ft planting screen easement is required, vehicle access is prohibited through the easement, and required front yards shall be provided on each street.	The Major Replat would create a Through-lot. The applicant requests to vary from Through-lot standards.
Off-Street Parking and Access	Commercial access drives should be 24 feet wide.	The applicant proposes the two driveway entrances on SW 9th Street to be 20 feet wide.

Planned Developments provide an avenue to request variations from development standards while remaining consistent with other purposes of Planned Development and meeting the compatibility criteria in LDC Section 2.5.40.04. The proposal's consistency with the purposes and compatibility criteria of Planned Developments will be evaluated in the balance of this report.

CRITERIA, REPORT FORMAT & ACTIONS REQUIRED

This report responds to Conceptual and Detailed Development (Planned Development) and Major Replat review criteria, and applicable Land Development Code development standards. The adoption of the 2006 Land Development Code implements the Comprehensive Plan, as acknowledged by the Department of Land Conservation and Development (DLCD). Therefore, Comprehensive Plan Policies will only be addressed in this report to clarify ambiguous LDC standards or to address requested variations to LDC standards.

To facilitate review of the subject applications, the balance of this report is divided in two parts: Part I - Conceptual and Detailed Development Plan, and Part II - Major Replat. Each part contains discussion of the proposal's compliance with applicable LDC standards, and where applicable, consistency with Comprehensive Plan policies. Each part concludes with Staff recommendations to the Planning Commission.

Part I

CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

Analysis of the Conceptual and Detailed Development Plan request is organized based on the following applicable Land Development Code Chapters:

A. LDC Chapter 3.6: Medium-High Density Residential Zone (RS-12)
B. LDC Chapter 4.1: Parking, Loading, and Access Requirements
C. LDC Chapter 4.2: Landscaping, Buffering, Screening, and Lighting
D. LDC Chapter 4.10 - Pedestrian Oriented Design Standards
E. LDC Chapter 4.0: Improvements Required with Development
F. LDC Chapter 2.5: Planned Development

Part F of this report - LDC Chapter 2.5 Planned Development addresses criteria to determine if the proposal and requested Code variations are compatible with surrounding uses. Evaluation using compatibility criteria occurs last because the compatibility analysis will be informed by analysis of the proposal's compliance with applicable development standards. Based on the conclusions reached regarding compliance with Code standards and consistency with applicable compatibility review criteria, the Planning Commission is asked to either approve, approve with conditions, or deny, the request. Throughout the report **Attachment J** is referenced. This attachment contains complete excerpts of the applicable Land Development Code provisions and other City policies referenced in the report. It may be useful to the reader to detach **Attachment J** for easier reference.

A. RS-12 ZONE

PURPOSE AND PERMITTED USES

The RS-12 zone implements the Medium-High Density Residential Comprehensive Plan designation, and emphasizes residential development at densities of 12 to 20 dwelling units per acre. The RS-12 zone also permits outright a number of Civic Use Types and Accessory Uses (including development customarily incidental to primary uses). The primary use of the subject site is for religious assembly of the First Presbyterian Church congregation. Several other activities take place at the First Presbyterian Church as shown in **Attachments H.79-81**. No new activities are proposed through the current application, and existing activities are not proposed to expand. All uses except for the pre-school are considered incidental to the primary religious assembly use, and are permitted outright under LDC Section 3.6.20.01.b.8 - Other Development Customarily Incidental to the Primary Uses in Accordance with Chapter 4.3 - Accessory Development Regulations. The pre-school satisfies the LDC chapter 1.6 definition for Commercial Day Care Facility. Commercial Day Care Facilities are permitted in the RS-12 zone with a Conditional Development Permit. Such a permit has not been obtained by the First Presbyterian Church. However, because this is an existing use and is not proposed to be expanded, intensified, or moved to other buildings, a Conditional Development Permit is not required as part of the subject application. **Condition 2** requires Conditional Development approval prior to expansion or relocation of the day care.

RS-12 DEVELOPMENT STANDARDS

Through a concurrent Major Replat application, the applicant proposes to consolidate multiple legal lots into single parcel as shown in **Attachment H.72**. The Major Replat application is evaluated in detail in the second part of this report, and in summary, with minor variations that may be considered through the Planned Development process, the application complies with applicable LDC standards and Staff recommend approval, with conditions.

Assuming the Major Replat is approved, the resultant lot would have an area of 53,320 sq. ft., and would be wider than 25 feet, compliant with LDC Section 3.6.30.c and "d". The front yard would face SW 8th Street, the rear yard would front SW 9th Street, and the north exterior side yard would front NW Monroe Ave. The proposed addition would be set back 20 feet from NW Monroe Avenue, roughly matching the setback distance of the Sanctuary from NW Monroe Ave. The porte cochere on the addition is proposed to have an 11 foot setback from the west lot line, while the remainder of the building will be 55 feet from the west lot line. The south elevation of the addition is proposed to be over 100 feet from the south lot line. The proposed setback distances comply with setback standards in LDC Section 3.6.30.e which require five foot minimum side and rear yard setbacks and 10 to 25 foot front yard setbacks. Consistent with LDC Section 3.6.30.h, the building, at approximately 33.5 feet in height, is less than the maximum permitted height of 35 feet **(Attachments J, H.67, and H.75)**.

Exhibit VI.7

The building and vehicle parking and maneuvering areas would cover 34,348 sq ft, or 64.4% of the site. Approximately 18,972 sq. ft., or 35% of the site would be in Green Area, of which 14,418 sq. ft. or 76% would be improved with vegetation, consistent with LDC Sections 3.6.30.l and 3.6.50.01.a, regarding lot coverage and green area. Most of the new landscaped areas are located on the perimeter of the site and separate the parking area from adjacent sidewalks. The applicant also proposes to install six street trees along NW Monroe, and one street tree along SW 9th Street. The new landscaping will enhance the pedestrian experience in and along the site, and will improve the streetscape between the subject site and Central Park, consistent with LDC Sections 3.60.50.01.c, 3.6.50.06.c and "e" **(Attachment J)**.

Land Development Code Sections 3.6.40 and 3.6.50.02 through 3.6.50.05 apply only to residential development, and are therefore, not applicable to the subject proposal. Outdoor heat pumps or similar equipment are not proposed. Natural Hazards or Natural Resources, including Significant Trees are not present on the site. Parking, Landscaping, and Pedestrian Oriented Design Standards (PODS) will be addressed in subsequent sections of this report. Findings in those sections are incorporated here, as findings under LDC Section 3.6.30.j (off-street parking), LDC Sections 3.6.30.q, and 3.6.50.01.b (landscaping), and LDC Section 3.6.30.90 (PODS). Other applicable Development Standards in LDC Chapter 3.6 are addressed above, and the proposal has demonstrated compliance with those standards.

B. LDC CHAPTER 4.1 - PARKING, LOADING AND ACCESS REQUIREMENTS

The First Presbyterian Church has never had a vehicle parking area that would satisfy current or recent LDC standards, and visitors to the church have historically parked on nearby streets. As recently as the mid 1980's the lots where the existing parking is located were developed with single-family detached homes. Today those lots are owned by the First Presbyterian Church and contain an estimated 44 vehicle parking spaces, roughly half of which are paved and half are gravel. These spaces are on the west side of the building and are accessed via driveways on NW Monroe Avenue, SW 9th Street, and SW Madison Avenue. Should the application be approved, the number of on-site parking spaces would be reduced to 21, the parking lot would be improved to meet City standards, and the parking area would be reconfigured to make space for the proposed addition.

Reducing the number of required vehicle parking spaces can be considered through the Planned Development process. Requested variations and compliance with applicable standards related to parking are evaluated below. It should also be noted the Capital Improvement Program 2010 update identifies the need to install bicycle lanes along SW 9th Street, and design of this project is scheduled for 2010-2011. Installation of these bicycle lanes would likely result in the removal of the six vehicle parking spaces on SW 9th Street abutting the subject site.

GENERAL PROVISIONS AND OFF-STREET PARKING REQUIREMENTS

The following three factors were central in the evaluation of the subject application with respect to parking.

- First, the subject site does not have, and has never had, on-site vehicle parking consistent with current or recent LDC standards. This is because the original First Presbyterian Church was constructed in 1909, Education Hall was added in 1928, and the Jones Wing was added in 1969. During the earliest times, there were no vehicle parking requirements, and as recently as the mid 1980's the lots where parking is now located, were developed with single-family detached homes. As a result of this development pattern the First Presbyterian Church historically relied on on-street parking to accommodate parking needs.

- Second, because the uses within the church have evolved in a legally nonconforming manner, prior to the current Code's minimum on-site parking requirements, Section 4.1.20.d recognizes the current 44 on-site parking spaces as as satisfying the parking requirements for the current church facilities.

- Third, the application states on page 28,

> "...the intent of the proposed addition is to relocate activities from an existing space within the 1928 addition to the new building. An increase in overall capacity of the church is not the motivating force behind the subject proposal, and the applicant intends to maintain current activity levels at the church."

More detail regarding uses of the new addition is given on page 9 of the application, which states,

> "...The fellowship hall is used for a wide variety of functions, including bible study classes, after-service coffee hour, lectures, wedding receptions, and memorial services....As a result of relocating the fellowship hall, the existing second floor facility will be converted to a practice room for the church's choir and also used for adult education classes; activities that currently take place in other portions of the church."

These statements clarify that the primary purpose of the addition is not to expand or add uses, but to relocate existing uses to a more suitable facility. Land Development Code Section 4.1.20.g requires the total required vehicle and bicycle parking to be based on the sum of requirements of each individual use. However, in determining the sum of requirements for religious assembly uses, it is common to base the required parking area on the area where weekly services are held. This is because weekly services typically generate the largest parking demand. In the case of the First Presbyterian Church, weekly services are held on Sundays in the Sanctuary. Other uses, such as Sunday school, may occur during Sunday services but don't actually generate a need for additional parking. Likewise, office uses or meetings may occur within a religious assembly facility throughout the week, but additional parking would not be required if these activities generated less

Exhibit VI.9

parking demand than weekly services and would not occur synchronously with those weekly services.

As staff evaluated the subject proposal, the past practices for calculating parking for religious assembly uses were taken into consideration. Staff also considered that, if the two assumptions listed below could be demonstrated and ensured, the proposal would not create the need for additional parking spaces. This concept is discussed in more detail later in this parking discussion section. The assumptions that staff believe the applicant needed to demonstrate and ensure are:

- The minimum amount of current Code required parking for Religious Assembly uses in the existing Sanctuary exceeds requirements for minimum parking requirements for the the proposed addition; and

- Sunday services will only occur in the existing Sanctuary and no other Religious Assembly use will occur at the same time as Sunday services.

Staff believe that if the above assumptions are demonstrated and ensured, parking impacts should be considered based on existing uses proposed to continue, and effects to on-street parking caused by the proposed reduction in 23 on-site parking spaces and the corresponding displacement of vehicles to surrounding streets. To understand impacts to on-street parking if the application be approved, it is necessary to understand the parking demand created by current uses within in church. According to the applicant's building use and parking studies, the three days with the greatest parking demand are Sunday, Tuesday, and Wednesday **(Attachments H.96-103)**. Effects to on-street parking caused by the proposal on each of these days are evaluated below.

Exhibit VI.10

PARKING ANALYSIS

The following evaluates impacts to on-street parking caused by the proposal based on parking utilization studies performed by PTV America, Inc. and Devco Engineering. An summary explanation of the figures used in the parking two studies, and by the applicant, is found in Table 3, pages 14-15, of this report.

Sunday

When considering parking impacts on Sundays, Staff agree with applicants that the maximum parking demand should be based on religious assembly uses, which is the only use type that occurs on Sunday. As shown in **Attachment H. 81** Sunday services are held between 9:00 -10:00 AM and 11:00 -12:00 AM, with youth and adult Sunday school scheduled between services. Sunday school classes are considered incidental to the two services and do not add to the parking demand. Because both services occur in the existing sanctuary, but at different times, parking calculations should only be based on one service.

Per LDC Section 4.1.30.c.8, standard vehicle parking for new religious assembly uses is as follows:

<u>Religious Assembly</u> - One space per four fixed seats, where 24 lineal in. of bench shall be considered one seat, and one space per 50 sq. ft. of public assembly area where there are no fixed seats.

Based on the above standard, the current LDC would require 112 vehicle parking spaces to accommodate the 896 linear feet of sanctuary seating, the largest religious assembly area where Sunday services are held. The 222 spaces noted by the applicant would not be required because the various religious assembly uses do not all occur at the same time, and the most intensive uses are the two Sunday services.

If the proposed addition were an independent structure, or was intended to provide Religious Assembly activities concurrent with Religious Assembly activities in the existing sanctuary, it would be required by the LDC to provide 60 vehicle parking spaces for its 3,000 sq ft fellowship hall. However, the applicant does not propose to use the new addition for Sunday services, or at the same time that Sunday services occur in the sanctuary. Therefore, analysis of parking demand should be based on LDC requirements for the existing sanctuary, which is the larger of the two Religious Assembly areas and generates the greatest parking demand. **Condition of Approval 2** ensures that Religious Assembly uses would not occur in the proposed addition at the same time as those uses occur in the Sanctuary.

To determine if there is sufficient on-street parking capacity to accommodate peak church service demand on Sundays, the applicant hired PTV America, Inc. (PTV) to conduct a parking utilization study. PTV analyzed the parking situation under the proposed development which included 21 post-development on-site parking spaces, and 134 on-street spaces for a total of 155 parking spaces **(Attachments H.83 - 85)**(see Table 3).

This study found that within the 155 space parking study area there would be 105 vacant spaces at 8:15 AM, 55 vacant spaces at 9:15 AM, 8 vacant spaces at 11:15 AM, and 110 vacant spaces at 12:45 PM (see Table 2, below). This study, conducted on June 1, and June 8, 2008, suggests that even with the reduction of 23 on-site parking spaces there would be between 8 and 105 available parking spaces during the most intensive religious assembly use times on Sundays. The parking study counted all cars parked on streets and made no distinction between those associated with the First Presbyterian Church and those associated with nearby churches, residences, or office uses. The availability of spaces, even considering the proposed reduction of 23 on-site parking spaces indicates that the proposal would not create negative off-site parking impacts on Sundays.

Exhibit VI.11

Table 2: Parking use compared to LDC requirements within study area

Most Intensive Days	Most Intensive Times	Available on-street and on-site parking (Two-day study worst case scenario)	Two-day average of available spaces	LDC Required Parking
Sunday Morning*	8:15 9:15 11:15 12:45 PM	105 55 8 110	No information	112
Tuesday Evening**	6:30 7:00 7:30	39 34 25	65 61 59	190 Multiple rooms used at once.
Wednesday Morning**	7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00	119 104 84 60 21 37 -3 -3 -1	120 110 87 64 40 26 4 2 4	188 Multiple rooms used at once.

* Sunday PTV study based on 155-space area
** Tuesday and Wednesday Devco study based on 176 space area

Exhibit VI.12

Tuesday and Wednesday

According to the building use and parking demand tables in the application **(Attachment H.81, 82)**, there are days/times that could potentially generate a greater parking demand than during Sunday services (see Table 2, above). To satisfy current LDC parking standards, Tuesday evening uses (weekly meetings and kids choir) would generate a need for 190 parking spaces and Wednesday morning uses (Office, Preschool, Quilters, Meeting, Handbells) would generate a need for 188 parking spaces. It is important to note that LDC parking requirements are based on the size of rooms in which uses occur, and/or the number of fixed seats or linear footage of pews. For example, the LDC would require 50 parking spaces for 25 quilters (1 parking space per 50 sq ft) meeting in the 2,505 sq. ft. room in Education Hall, and 112 parking spaces would be required for the 12 members of the handbells group because they meet in the sanctuary. Additionally, some uses like the Children's choir have a large number of participants, most of whom cannot legally drive and are dropped-off and picked-up from the church. As such, the actual parking demand at these times is much less than anticipated by the LDC.

To determine if there is sufficient on-street parking to accommodate peak weeknight and weekday uses, the applicant employed Devco Engineering to conduct a second parking

study **(Attachment H. 98, 99, 103)**. This study was based on the proposed 21 on-site parking spaces and155 on-street spaces (Table 3). These 176 spaces were monitored in 30-minute intervals on two Tuesday evenings and two Wednesday mornings in November, 2008 (The 155 space area is the geographical areas as monitored by PTV America, Inc. on Sunday mornings, except for the 15 spaces shown on SW 7th Street, spaces numbered 141-155).

As summarized in Table 2, above, the Devco study found that on the Tuesday evenings studied there were between 25 and 39 on-site and on-street parking spaces available between 6:30 and 7:30 PM, the first hour of the most intensive period of use. The uses occurring during this time (Kids Choir, and weekly meetings) continue to 9:00 PM, but because no other uses begin after 7:00 PM, the parking demand would not increase compared to the hour studied. This information indicates that even with an on-site parking reduction of 23 spaces, there would be sufficient parking to accommodate existing uses within the First Presbyterian Church site and surrounding area.

The Wednesday morning study monitored on-site parking and 155 on-street spaces around the church in half hour intervals between 7:00 AM and 11:00 AM. Based on current uses and room sizes, LDC standards would require a minimum of 188 on-site parking spaces during the most parking intensive time (10:00 - 11:00 AM). The applicant's study shows that between 7:00 and 11:00 AM there were vacant parking spaces at all times within the monitored area, except the hour between 10:00 and 11:00 AM. During this hour there was a "deficit" of three spaces at 10:00 and 10:30 AM, and a deficit of one space at 11:00 AM. The applicant's two-day study also finds, on average, there were 2 - 4 vacant spaces during this period, indicating that on the other day studied vacant spaces were available.

The deficit or surplus parking figures are based on the number of vacant parking spaces within an assumed 21 space on-site parking area and 155 on-street spaces. For example, at 7:00 AM on November 5, 2008, there was one car parked on-site and 56 cars on-street, for a total of 57 cars, equaling 119 spaces available (176 - 57=119). At 10:00 AM on the same day, 39 cars were parked on-site and all 155 monitored on-street spaces were filled, totaling 179 spaces, thus exceeding the anticipated 176-space maximum demand and monitored area, resulting in a 3-space "deficit". This deficit is not expected to adversely affect on-street parking in the subject area because the three parking spaces would likely be accommodated in the larger on-street parking area identified in the parking study site map **(Attachment H.86).** Additionally, the average parking demand for Wednesday morning shows up to 4 on-street vacant spaces, indicating that a deficit would not always occur.

Given the above, the greatest weekday parking demand occurs on Tuesday evening and Wednesday morning. Tuesday evening would require 190 parking spaces per the LDC, but the Devco study shows that the actual demand can be satisfied using a combination of 176 on-site and on-street spaces, while still leaving vacant parking spaces. Wednesday

Exhibit VI.13

morning uses would require 188 spaces, but the study shows that on average, the actual demand can be satisfied with 176 parking spaces. This study indicates that the actual weekday parking demand is less than LDC minimimum requirements, and can be satisfied with a combination of 176 on-site and on-street parking spaces, a number which accounts for the proposed reduction of 23 on-site spaces.

Parking Analysis Summary

The First Presbyterian Church has always relied on on-street parking to satisfy its parking needs, and new or expanded uses are not proposed to occur in the new addition, and uses would not occur in the addition at the same time as Sunday services, the most intensive weekend use. **Condition 2** will ensure that new or expanded uses will not occur at the same time as existing uses. The parking demands of the existing church facilities are greater than those associated with the proposed addition. Since the uses won't occur simultaneously, the real change, with respect to parking, is the displacement of 23 spaces from the site to the street.

The applicant submitted two studies indicating that the 23 spaces can be absorbed on nearby streets without using all available on-street parking spaces. One exception to this may occur on Wednesday mornings when a 1 to 3 space "deficit" occurred on one of the days studied. These studies did not differentiate between parking associated with the First Presbyterian Church or other surrounding uses. Because parking spaces would be available even if 23 additional vehicles parked on-street, negative impacts to surrounding uses are expected to be minimal. It is also important to note that LDC parking requirements are based on a room-size to use ratio, and not the actual number of people participating in an activity. This means that to comply with LDC standards, a small number of people using a large room would require more parking spaces than were actually needed. The discrepancy between LDC standards and actual demand is revealed in the above analysis, which shows that the during the time of greatest LDC parking demand190 parking spaces would be required. However, during this time vacant spaces were available within a lesser, 176-parking space study area. Similarly, on Sundays the PTV study found that even with the loss of 23 on-site spaces, vacant spaces remained on streets surrounding the First Presbyterian Church.

Table 3: Explanation of applicant's parking calculations

Item	Number	Explanation
Applicant Proposed Baseline figure	222	LDC requirement based on sum of all Religious Assembly Uses as if occurring at same time.
Proposed Baseline Reductions	25	Extra bicycle parking and proximity to transit
On-site Parking	21	44 spaces less 23, as proposed

Exhibit VI.14

Item	Number	Explanation
Needed On-street Parking	176	Applicant proposed baseline parking figure, less reductions, less on-site parking spaces
PTV America Study		
Existing On-site spaces	44	Some gravel, some paved
Existing On-site and On-street Parking	178	44 on-site spaces and 134 on-street spaces in area shown on Attachment H.83.
New On-site and On-street Parking	155	21 on-site and 134 on-street spaces in area shown on Attachment H.83.
Devco Engineering Study		
Total On-street Parking Study Area	176	176 spaces near church as shown in Attachment H.86
On-street Parking Area Monitored	155	155 spaces closest to church (Attachment H.86)
On-site Parking Expected	21	44 spaces less 23, as proposed
Total Parking Area Monitored / Anticipated Maximum Parking Demand	176	21 on-site spaces + 155 on-street spaces

Exhibit VI.15

COMPENSATING BENEFITS AND CONSISTENCY WITH COMPREHENSIVE PLAN POLICIES

Land Development Code Section 2.5.40.04.a(1) requires compensating benefits for variations being requested. The applicant identifies two off-setting benefits associated with the proposed variations from parking standards: a comparative decrease in impervious and pollution generating surfaces, and protection of surrounding neighborhood characteristics that may be impacted if a new parking lot needed to be built. There are also a number of Comprehensive Plan policies (CCP) that support the applicant's request to reduce parking and rely more heavily on streets to satisfy parking needs. These policies are provided in full in **Attachment J** and discussed below.

The application states that approximately 1 acre of land would be required to provide minimum LDC required parking for uses occurring on the subject site. To provide this amount of space, or some portion of it greater than currently available, one of three events would need to occur: the proposed addition would not be constructed; adjacent lots would be developed as a parking lot; or the First Presbyterian Church would relocate where code standard parking could be provided.

Using available on-street parking spaces eliminates the need to construct a new private parking lot downtown, and facilitates the variety of religious assembly and civic uses provided by the First Presbyterian Church to the Central City and Downtown Residential Neighborhood. Supporting development that reflects current, and historic, characteristics of the neighborhood is consistent with CCP 9.2.5 and CCP 5.4.2. Policy 5.4.2 encourages the preservation of historic structures, such as the First Presbyterian Church, while allowing the structure to be used in an economically viable manner. There has been no claim that approval of the proposal is related to the economic viability of the First Presbyterian Church. However, the development patterns of the past 100 years have left the subject site without room to supply the required amount of current LDC required parking spaces, and as the church has grown since 1909 it has met its parking needs primarily through on-street parking. Considering that the surrounding areas have also developed over the past 100 years with the First Presbyterian Church relying on on-street parking, the proposed scenario will not be new to adjacent property owners, or visitors and employees in the surrounding neighborhoods. As discussed previously, the surrounding streets could absorb displaced on-site parking spaces, and the resulting facility could support the modern needs of the historic church.

Facilitating the continued use of the First Presbyterian Church without LDC-compliant on-site parking is also consistent with 13.5.2, which states that the City shall help overcome limitations that would otherwise lead to a declining downtown, including providing additional parking. In the case of the subject application, additional parking is provided to the applicant through the use of on-street spaces. Approval to use on-street spaces supports the Civic Uses of the First Presbyterian Church, which is located in the Central City and Downtown Residential Neighborhood as defined in Article 50 of the Comprehensive Plan.

The Corvallis Transit System currently serves the site with Routes 1,2,3,5,7,8,C1,C3, & PLANNING COMMISSION. There is an existing transit shelter on SW 9th Street at the SW corner of the site, and the site is located four blocks west of the Corvallis Transit Center. Existing bicycle lanes pass the site on NW Monroe Avenue, and bicycle lanes are expected to be installed within five years on SW 9th Street. Supporting intensive uses that can support alternative modes of transportation and transit services is consistent with CCP 3.2.1 and 9.2.5.B. The availability of these services, and the mix of uses occurring at the First Presbyterian Church would support alternative transportation and reduce the current vehicle parking demand.

Policies 9.2.5, 11.4.7, and 13.5.13.C also address parking. CCP 9.2.5.J states that on-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity, CCP 11.4.7 states the city shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street parking facilities, and CCP 13.5.13.C states that the "main street" character of the downtown area is enhanced by "parking requirements that focus on shared parking and district-wide parking options rather than strict on-site requirements." The policies cited above support the concept of using on-street parking when it would not result in negative compatibility

impacts. The applicant's two traffic utilization studies have demonstrated that the surrounding streets could accommodate additional vehicles while still retaining open parking spaces. The streets surrounding the church are an example of shared parking for a mix of civic, religious assembly, residential, and commercial uses. Given the history of shared parking in the area, and the ability of the streets to absorb parking displaced by the proposed addition, negative compatibility impacts are not anticipated.

CCP 3.2.1 states that the desired land use pattern within the Corvallis Urban Growth Boundary will emphasize an efficient use of land and energy, and a compact urban form. Facilitating the health and vitality of the First Presbyterian Church at its current location will allow for a more compact and efficient urban form than if the Church were to relocate elsewhere. CCP 7.5.5 directs the City to limit unnecessary increases in impervious surfaces. By permitting additional parking to be located on streets, new impervious surfaces will not be created, representing an efficient use of existing resources and supporting infill development in the City center.

As demonstrated through the consistency with Comprehensive Plan policies noted above, the proposal provides compensating benefits for parking variations being requested. Benefits include:

- An efficient use of land through shared on-street parking;
- Facilitation of infill development in the Central City which helps maintain a compact urban form;
- Prevention of new pollution-generating and impervious surfaces;
- Facilitation of civic and religious assembly uses in the Downtown Residential Neighborhood and Central City;
- Support for uses in a historic building, which facilitates its continued viability;
- Continuation of existing and desired neighborhood characteristics which would potentially be damaged through requirements for a 1 acre parking lot, or on-site parking structure.
- Location of uses near transit services and bicycle lanes, which can promote alternative modes of transportation and potentially alleviate vehicle parking demands.

For these reasons, Staff support the requested variations to LDC parking requirements.

STANDARDS FOR OFF-STREET PARKING AND ACCESS

Land Development Code section 4.1.40 incorporates the City's Off-street Parking and Access Standards, as established by the City Engineer into the Land Development Code as provided below.

In the introductory paragraph of LDC Section 4.1.40.

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this Section and the City's Off-street Parking and Access Standards, established

Exhibit VI.17

by the City Engineer and as amended over time. A permit from the Development Services Division shall be required to construct parking, loading, and access facilities, except for Single Detached, Duplex, Single Attached, and Attached Building Types; and Manufactured Dwellings.

The proposed parking lot has been reviewed by Staff and found to be consistent with the City's Off-Street Parking and Access standards. Per LDC Section 4.1.40 a building permit is required to construct the proposed parking facilities. Prior to approval of building permits, the applicant is required to submit full construction plans demonstrating continued compliance with the City's Off-street Parking and Access Standards **(Condition of Approval 3)**.

Land Development Code section 4.1.40 provides additional standards for off-street parking and access. Applicable standards in the Land Development Code are provided in full in **Attachment J** of this report, and are addressed in the following paragraphs.

Land Development Code Section 4.1.40.a requires off-street facilities to be designed to prevent back-up movement onto Arterial Streets. The subject site does not abut arterial streets, so LDC Section 4.1.40.a.1 does not apply. However, the site has been designed such that vehicles would not back onto streets, or cross public sidewalks, in conformance with LDC Section 4.1.40.d. Land Development Code Section 4.1.40.a.2 states that accesses to collector streets shall be located a minimum of 150 feet from street intersections and other driveways, unless an exception is granted by the City Engineer. The applicant proposes to retain the existing south driveway, and construct a new right-out only driveway further north on the site. The new driveway would be approximately 75 feet from the SW 9th Street / NW Monroe Avenue intersection and 130 feet from the existing driveway. While these distances do not meet the 150 foot separation standard, the City Engineer has found that this distance is sufficient and has granted an exception to the 150 foot spacing requirement, as permitted through LDC Section 4.1.40.a.2.

Southwest 9th Street is not currently built to City standards because bicycle lanes are not present. It is likely that the reconstruction of SW 9th Street between SW Jefferson Avenue and SW Monroe Avenue, as identified in the draft Capital Improvement Program 2010 update, will include installation of bike lanes, and the applicant is not required to prepay the City for these improvements. As such, access to SW 9th Street will comply with LDC Section 4.1.40.1.b, which requires infil development to prepay for future street improvements if accessing a substandard public street.

Land Development Code Section 4.1.40.c requires vision clearance areas at the intersections of all streets and at the intersections of driveways to promote pedestrian, bicycle, and vehicular safety. It appears that sufficient vision clearance areas are provided consistent with this standard **(Development Related Concern 8)**.

Per Land Development Code Section 4.1.40.e and "f", landscape screening is required, and parking lot lighting must comply with standards in LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Proposed parking lot landscaping and lighting are

addressed in the Landscape section of this report. In summary, analysis in the Landscape section of this report finds that applicable standards are satisfied. Findings from that section are incorporated by reference as findings under LDC Section 4.1.40.e and "f".

As noted above, vehicles would not be backing out of a driveway to the public right-of-way. Therefore, LDC Section 4.1.40.g - Setbacks does not apply

Land Development Code Section 4.1.40.h requires sidewalks in accordance with the provisions of Section 4.0.40 of LDC Chapter 4.0 - Improvements Required With Development. Staff believe the Code errantly references Section 4.0.40 - Bicycle Requirements, and should correctly reference Section 4.0.30 - Pedestrian Requirements. Applicable pedestrian requirements are listed below. Public pedestrian and bicycle facilities will be discussed under Part D of this report, Improvements Required with Development.

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:

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.

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.

The site is currently served by standard public sidewalks, and as shown in **Attachment H.67**, new sidewalks ranging in width from 6 feet to 9 feet are designed to connect public sidewalks to entrances of the proposed addition, consistent with "a" and "c" above. The pedestrian connection between SW 9th Street and the west entrance of the addition

Exhibit VI.19

crosses the driveway under the porte cochere. The application states that where a walkway passes through the parking lot it will be differentiated from the vehicular driving surface by an alternate paving material. Staff concur with the applicant that an alternate paving material where the walkway crosses the driveway is appropriate. A different material will make vehicle drivers more aware of the pedestrian crossing, potentially reducing pedestrian / vehicle conflicts. **Condition of Approval 8** requires the walkway under the porte cochere to be a different material and texture than the driving surface. As conditioned, the proposal complies with LDC Sections 4.1.40.b.h, and 4.0.30.b.3.

Land Development Code Section 4.1.40.l requires driveways to be surfaced to City standards, and prohibits driveways with slopes in excess of 15%. The driveway would not exceed a slope of 15%. **Condition of Approval 3** requires construction plans to be submitted to the Development Services Division demonstrating consistency with construction standards for commercial driveways prior to issuance of building permits. As conditioned, the proposal will comply with LDC Section 4.1.40.i.

MODIFICATION TO PARKING REQUIREMENTS

Land Development Code Section 4.1.50.01 permits up to 40 percent of required vehicle parking spaces to be compact. The applicant proposes to construct five compact spaces, which is less than 40% of the 21 spaces proposed.

STANDARDS FOR BICYCLE ACCESS AND PARKING

Land Development Code Section 4.1.70 provides standards for bicycle access and parking, these standards are provided in **Attachment J**, and are addressed below.

Location

According to the application, eight bicycle parking spaces are provided along the east elevation of the sanctuary, and 16 covered bicycle spaces are proposed on the south side of the addition. The new parking spaces would be near the main entrance of the proposed addition and could be directly accessed from the SW 9th Street and SW Madison Avenue driveways. As such, the proposal complies with Location criteria in LDC Section 4.1.70.a.

Dimensions, and Enclosures and Racks

To comply with LDC standards for bicycle parking dimensions, spaces must be a minimum of six feet by two feet, have an overhead clearance in covered areas of at least seven feet, and have at least a five foot wide aisle between each row of bicycle racks. The proposed bicycle enclosure has an eight foot clearance at its lowest point, and is 10 feet wide by 20 feet long. Eight racks on a concrete surface, are separated by 2.5 feet, providing 16 covered bicycle parking spaces **(Attachments H.67 and 71)**.

Covering and Lighting

The applicant is required to provide 10% of the amount of required vehicle parking spaces as bicycle parking, and 50% of required bicycle parking must be covered. Assuming that LDC vehicle parking was based on the sum of all religious assembly activities occurring at the same time, 222 vehicle parking spaces, and 22 bicycle parking spaces, would be

required. The applicant proposes 24 bicycle parking spaces, which exceeds 10% of 222. Sixteen of the bicycle parking spaces, or 66%, will be covered. As shown in **Attachment H.71**, the bicycle shelter will be permanent, and is designed to provide protection from precipitation. Bicycle parking areas are proposed to be lit by existing light poles in surrounding streets.

The above demonstrates that the proposal complies with applicable standards for bicycle access and parking in LDC Section 4.1.70. As a Condition of Approval the applicant shall include details of bicycle parking areas with construction drawings to ensure consistency with the proposal and LDC standards prior to issuance of Building Permits **(Condition 4)**.

CONCLUSION ON COMPLIANCE WITH LDC CHAPTER 4.1 STANDARDS

The preceding analysis evaluated the proposal for compliance with standards in LDC Chapter 4.1 - Parking, Loading, and Access Requirements, as well as for consistency with relevant Comprehensive Plan policies. As conditioned, the applicant has demonstrated compliance with all applicable LDC Chapter 4.1 standards except for those where flexibility is requested. The applicant has requested flexibility with LDC standards so that less than the minimum amount of on-site vehicle parking spaces can be provided, and that the maximum parking demand is based on the most intensive uses, rather than the sum of all uses. LDC Standards associated with these requests are LDC Section 4.1.20.g, 4.1.20.d, 4.1.20.b(4) and (8), and 4.1.30.c(1).

The parking utilization studies provided by the applicant demonstrate that the surrounding streets can accommodate more vehicles while still retaining vacant spaces at all times except for one hour on Wednesday mornings. During this hour, there is a projected "deficit" of three on-street spaces within the 155-space area monitored. However, it is expected that these three spaces could be found within the larger 176-space area around the First Presbyterian Church, shown in the Devco parking study site plan. The Church has never had LDC standard on-site parking and has historically relied on on-street parking to meet parking needs. As such, continuing to rely on on-street parking does not represent a significant change from current circumstances. There are also a number of Comprehensive Plan policies that support the use of on-street and shared parking, especially when it would facilitate energy efficiency, desired neighborhood characteristics, and a vibrant central city. The efficient use of land in the form of shared parking and infill development, limiting additional pervious surface area, and retention of civic and religious assembly uses leading to the maintenance of historic building in the downtown area, and potential support of transit services are all benefits that compensate for the proposed variations to parking standards. For these reasons, Staff support the requested variations from Code standards, and find that the proposal complies with applicable LDC Standards and is consistent with applicable Comprehensive Plan policies.

C. LDC CHAPTER 4.2 - LANDSCAPING, BUFFERING, SCREENING, AND LIGHTING

Land Development Code Section 4.2.20 requires detailed planting and irrigation plans, financial guarantees of landscape installation, and financial guarantees that landscaping

will provide a minimum of 90% ground coverage within three years **(Attachment J)**. The application states that a final landscaping and irrigation plan that achieves 90% ground coverage within three years will be submitted prior to recording the final Major Replat. **Condition of Approval 5**, ensures that all requirements of LDC Section 4.2.20 will be achieved prior to Certificate of Occupancy.

REQUIRED TREE PLANTINGS AND MAINTENANCE

Tree Plantings

Land Development Code Section 4.2.30 **(Attachment J)** contains provisions for street and parking lot tree plantings for developments with parking lots containing four or more spaces and fronting public streets. It also identifies areas where trees may not be planted.

The planter strip along NW Monroe Ave fronting the subject site is six feet wide and does not contain trees. As discussed in *Section E - Improvements Require With Development* of this report, City standard planter strips along collector streets like Monroe Ave should be 12-feet wide. The applicant could be required to widen the planter strip along the site's frontage, but because this would result in the removal of on-street parking, the applicant has requested to vary from the 12 foot standard to maintain the existing six foot wide planter strip. The applicant proposes to plant 6 medium canopy trees in the Monroe Ave planter strip. Because of the need for on-street parking in this area, and the ability of the six foot wide planter strip to accommodate street trees, Staff support the requested variation. Planting street trees in the Monroe Avenue planter strip complies with LDC Section 4.2.30.a.1(a), which requires trees to be planted in designated landscape areas. This number of trees also complies with LDC Table 4.2-1 - Street Trees, which requires trees to be planted at least every 30 feet on center.

Four trees are planted in the SW 9th Street planter strip, one of which is damaged and proposed to be replaced. As shown in the applicant's landscape plant, there is a 30 feet long by 12 feet wide section of planter strip abutting the north SW 9th Street driveway. This area is large enough to support a tree. **Condition 6** requires the applicant to plant a medium canopy tree in this location. A large canopy tree is not appropriate because of the overhead power lines.

Land Development Code Table 4.2-2 - Parking Lot Trees specifies that one medium canopy parking lot tree must be planted for every eight vehicle parking spaces. The applicant proposes 21 parking spaces, requiring at least 3 medium canopy trees. Four parking lot trees are proposed; however, the proposed tree at the southern driveway could not be planted as shown because of the presence of a transformer pad vault. Discounting this tree, the applicant has provided the minimum number of required parking lot trees, and they are dispersed throughout the lot consistent with LDC Section 4.2.30.a.6. However, as discussed below under *Buffer Plantings*, the parking lot tree near the southwest corner of the addition would be planted within 5 feet of permanent hard surface area, and the overall size of the planting area would be less than 80 sq. ft., the minimum that would be

required if this planting space were a landscape island. Given this staff have concerns about the long term viability of a tree in this location. To address this concern, **Condtion 6** requires special planting techniques be used for this tree. It also requires an additional parking lot tree to be planted in the larger landscape area abutting the northwest corner of the porte cochere.

Areas Where Trees May Not be Planted

Land Development Code Section 4.2.30.b describes areas where trees may not be planted **(Attachment J)**. Areas where trees may not be planted include within five feet of permanent hard surface paving or walkways unless special planting techniques and specifications are used, and particular species of trees are planted, and the following other areas listed in LDC Section 4.2.30.b.2:

> **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.**

The street trees would be located within five feet of permanent hard surface areas (public sidewalks). **Condition of Approval 6** requires trees to be separated from hard surfaces and utilities per LDC standards. Where this is not possible **Condition of Approval 6** requires planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with the above distance standards.

BUFFER PLANTINGS

Land Development Code Section 4.2.40 provides standards for landscaping buffers. Landscape buffering is used to provide transitions and mitigate incompatible or undesirable views, and is required for parking areas containing four or more spaces, such as the proposed development. Per LDC Section 4.2.40.a, a minimum five-foot wide boundary planting is required around parking areas unless vehicle bumpers are proposed to overhang the boundary area, in which case 2.5 additional feet are required for a total boundary buffer area of 7.5 feet. Additionally, a 10-foot wide perimeter landscaping buffer is required around trees in parking areas.

The applicant's landscape plan **(Attachment H.73)** shows approximately 10 feet of landscape area along the west property line, between the SW 9th Street sidewalk and on-

site vehicle parking. The internal sidewalk along the east side of the parking area is 7.5 feet wide to provide space for vehicle bumpers. Except for the tree near the southwest corner of the addition, parking lot trees are in planting areas that are 10 feet wide, consistent with LDC Section 4.2.40.a.

Buffer plantings are also required between vehicle maneuvering areas and adjacent properties. The existing south driveway is adjacent to a lot that is not part of the subject site. The house on this lot is separated from the driveway by approximately 10 feet, which is planted with grass and a few shrubs. The applicant is not required to modify the driveway to provide an additional five feet of landscaping because the location of the driveway is an existing condition. The current separation between the driveway and house achieves similar results as if an additional five feet of landscaping were to be provided. It should also be noted that the applicant is also the owner of the lot abutting the existing driveway, and negative impacts resulting from the lack of a buffer would only be felt by the owner.

SCREENING

Land Development Code Section 4.1.40.e - Standards for Off-Street Parking and Access requires all parking areas containing four or more spaces to be screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. At a minimum, screening along public rights-of-way must include a minimum five foot wide plant buffer. As discussed above, the applicant has provided a plant buffer along parking areas abutting public streets that is at least 10 feet wide. Land Development Code Section 4.2.50 provides additional screening standards. Those that are applicable to the subject application are addressed below.

Screening Service Facilities and Outdoor Storage Areas

Land Development Code Section 4.2.50.02 contains provisions for screening outdoor facilities such as dumpsters, gas meters, air conditioning units and other mechanical equipment. This section states,

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.**

A trash and recycling enclosure is proposed to be located on the lot containing the Youth House, which abuts the subject site, but is not part of this application. Condition of approval

4 of Order 2008-095 requires the trash and recycling bins to be enclosed on all sides with a 6 foot tall wood fence and access gate **(Attachment E)**. The enclosure's footprint was limited to 200 sq. ft., and it could not be visible from public rights-of-way. Outdoor mechanical equipment and other storage facilities are not proposed. As required by the previous Condition, this standard is met.

SITE AND STREET LIGHTING

Land Development Code Section 4.2.80 contains provisions regarding site and street lighting **(Attachment J)** pursuant to City Council Policy 91-9.04.

The application narrative states that there are several cut-off light fixtures that illuminate the existing parking lot. These fixtures are proposed to be retained in their current locations. The applicant also proposes to install new full cut-off exterior lighting. The application does not contain details of existing or proposed lighting. To ensure compliance with LDC Section 4.2.80, prior to issuance of building permits, the applicant shall submit a lighting plan, light specifications, or other information as necessary to the Development Services Division, demonstrating compliance with the provisions in LDC Section 4.2.80. Lights shall be shielded and down-directed to prevent light trespass on adjacent properties and glare into the night sky, and existing lights shall be modified to include, or be replaced with, full cut-off fixtures, if necessary **(Condition of Approval 7)**.

CONCLUSION ON CHAPTER 4.2 - LANDSCAPING

The preceding evaluated the subject application for compliance with standards in LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. As proposed, flexibility from LDC standards would be required. In particular, one parking lot tree is within five feet of permanent hard surface and does not have a 10-foot wide perimeter landscaping buffer as required by LDC Sections 4.2.30.b and 4.2.40.a. Non-compliance with these standards would not negatively impact surrounding properties, and as conditioned, compensating benefits for the variations would be provided. Except for the noted deviation, the proposal conforms with all other applicable LDC Chapter 4.2 standards.

D. LDC CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS

Land Development Code Section 4.10.70 contains Pedestrian Oriented Design Standards (PODS) for Civic development. The applicant proposes a 6,444 sq. ft. addition to the existing 30,142 sq. ft. church complex. Per LDC Section 4.10.70.01, the addition is subject to PODS because it is greater than 3,000 sq. ft., and is greater than 20% of the existing structure's gross floor area. Specifically, the proposed development is subject to the standards referenced in 4.10.70.01.d(1-5). To facilitate evaluation of compliance with these standards, sub-sections 1-5 are provided below, followed by staff analysis.

1. BUILDING ORIENTATION, AND PEDESTRIAN CIRCULATION STANDARDS

1. **Applicants shall choose at least four standards from Sections 4.10.70.02 - Building Orientation and 4.10.70.03 - Pedestrian Circulation Standards, with a minimum of one standard from each. This criterion does not apply if the expansion/enlargement is an upper story addition only. If**

the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.02 and two standards from Section 4.10.70.03.

Section 4.10.70.02 - Building Orientation

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.**

The proposed addition faces NW Monroe Ave and SW 9th Street. The primary entrance to the addition is under the west facing porte cochere, and a secondary, recessed, entrance facing NW Monroe Ave is provided on the north elevation of the addition. The north entrance is approximately 35 feet from the public sidewalk, and is connected to it by a 9-foot concrete walkway. The west entrance is approximately 55 feet from the SW 9th Street sidewalk, and pedestrians would access the entrance via a walkway under the proposed porte cochere. The number and location of building entrances results in compliance with LDC Section 4.10.70.02.b. However, the main entrance to the church is on SW 8th Street, which will continue to be the building's primary orientation.

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.**

Exhibit VI.26

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.**

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.**

As discussed above regarding LDC Section 4.10.70.02.b, the applicant has provided walkways connecting public sidewalks to public entrances of the addition. In addition to the two street-facing entrances, a south-facing entrance is accessed via a sidewalk that is part of a continuous on-site sidewalk that can lead from SW 8th Street across the entire site to SW 9th Street and to NW Monroe Ave. All new internal sidewalks are at least five feet wide. Provision of a continuous internal sidewalk connecting public entrances to the addition complies with LDC Section 4.10.70.03.a(1).

Compliant with LDC Section 4.10.70.03.a(2), the applicant proposes a 7.5 foot wide sidewalk along the portion of the west building elevation which abuts the parking lot. Part of this sidewalk is covered by a porte cochere. The sidewalk abutting the parking area is shown with curbs. To ensure this is the case, **Condition 8** requires sidewalks to be raised at least 6-inches, and sidewalks and planter areas abutting parking and vehicle maneuvering areas to be separated with a 6-inch raised curb. The walkway connecting SW 9th Street to the west entrance of the addition crosses a driveway. The applicant has proposed to distinguish the walkway by using an alternative paving material. **Condition 8** requires this material to be of a different material and texture than the driving surface. As conditioned, the proposal complies with LDC Sections 4.10.70.03.a(2), (3), and (5).

The above analysis finds that the proposal complies with at least four standards from Sections 4.10.70.02 - Building Orientation and 4.10.70.03 - Pedestrian Circulation Standards as required by LDC Section 4.10.70.01.d(1).

2. VEHICLE CIRCULATION AND DESIGN STANDARDS

2. New parking shall comply with the Vehicle Circulation and Design Standards in Sections 4.10.70.04.a.2, 4.10.70.04.b through 4.10.70.04.d. For new drive-throughs, 4.10.70.04.e shall apply. Site improvements and expansions shall comply with the grading requirements of Section 4.10.70.02.f.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

Exhibit VI.27

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.**

4.10.70.02 - Building Orientation

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 applicant is not proposing any new parking, however, the existing parking lot is proposed to be redesigned. LDC Section 4.10.70.04.a.2 requires compliance with other LDC Chapters noted above. There are no identified natural hazards or resources on the subject site, and the site is not on a hillside. As a result LDC Chapters 4.5, 4.12, and 4.13 do not apply. Previous analysis in this report finds the proposal, as conditioned, complies with applicable standards in LDC Chapter 4.2, regarding landscaping. The applicant is requesting to vary from standards in LDC Chapter 4.1, which is permitted through the Planned Development process, and Staff find that the requested variations could occur without negatively impacting surrounding uses.

The reconfigured parking area would not be within 30 feet of a roadway intersection, consistent with LDC Section 4.10.70.04.b. A commercial driveway approach is proposed to be installed approximately 75 feet from the SW 9th Street / NW Monroe Ave intersection, which is closer than normal standards for accessways near collector streets. However, as permitted through LDC Section 4.1.40.i.1, the City Engineer has granted an exception to this requirement. Section 4.10.70.04.d applies only to Neighborhood Center zones, which are not applicable to this site.

The subject site is essentially flat and contains no regulated slopes. There are no natural hazards or natural resources on the site, nor does the site contain significant vegetation subject to provisions of LDC Chapter 4.12. The site does not contain wetlands or riparian corridors. Not having these natural hazards or features, the site is not constrained in a manner that makes LDC Chapter 4.11 - Minimum Assured Development Area applicable. The previous section of this report evaluated the proposal for compliance with standards in LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting and found that, as conditioned, the proposal was in compliance with this chapter. Given the above, the proposal complies with LDC Section 4.10.70.02.f as required by Section 4.10.70.01.d(2).

3. <u>DESIGN STANDARDS AND DESIGN VARIETY MENUS</u>

3. **Applicants shall choose the option in Section 4.10.70.05.b.6.a or the option in Section 4.10.70.05.b.6.b and, if in the Neighborhood Center (NC) Zone, applicants shall also comply with Section 4.10.70.05.b.6.c.**

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**

Exhibit VI.29

qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

The north facing elevation is 51 feet long and contains one glass door that is 6 feet wide, two windows that are each 2 feet wide, and a larger central window that is 15 feet wide. In total, the north elevation contains 25 feet in width of windows and glass doors. This is equivalent to 49% of the width of the entire elevation. The door is approximately 12 feet tall, including the transom, and the center window is approximately 17 feet tall and raised 3 feet above grade. As proposed, the addition does not meet the above standard that requires a minimum of 60% of the length of any street-facing facade to contain windows and/or glass doors. The applicant has requested to vary from this standard, and states,

> *In justification of this variance, the applicant notes that the building has been intentionally designed to achieve architectural compatibility with the historic portions of the original church building. The style, placement, size, and number of windows and doors provided on the north elevation reflects similar architectural elements found on the sanctuary building and the 1928 addition, (Attachment K). Providing additional windows and doors would disrupt the balance achieved by the proposed design. As mitigation for this variance, the applicant notes that the largest window exceeds the requirement of accounting for at least 25 percent of the first twelve feet in height of the wall by over 100%.*

Staff concur with the applicant's reasons for requesting to vary from the above standard, and notes that the design of the building as proposed has been reviewed by the Historic Resources Commission and found to be historically compatible with the existing First Presbyterian Church buildings. Because the windows and elevations have been found to be historically compatible, Staff support the requested variation. Staff also concur with the applicant that the west elevation is not considered a street facing facade because it is separated from NW 9th Street by the parking area, and is therefore not subject to the above standards. If the west elevation is considered a street facing facade, it would not comply with the 60% requirement, as only 29% of the width of this elevation is in windows or glass doors. If the west elevation is considered street facing, Staff would support flexibility with the window coverage standards for the reasons just given with respect to the north elevation.

As shown in the elevation drawings, all ground floor windows are treated with concrete surrounds and/or concrete header-casings and sills. The concrete surrounds contrast, but are integrated with the brick walls and concrete water-table. The applicant has also noted that, consistent with the Base Treatment and Top Treatment standards in LDC Sections 4.10.70.05.b.7.d and "e", the building includes a recessed main building entrance sheltered by a porte cochere, a continuous concrete watertable that acts as an exterior wall base treatment, and a 12:12 slope roof with stepped parapets on the north and south building elevations. Incorporation of the above elements results in compliance with LDC Section 4.10.70.05.b.6.a(1). Ground floor windows are less than four feet above grade and **Condition 9** ensures that windows not exceed 60% opacity. As conditioned the proposal complies with LDC Section 4.10.70.05.b.6.a as required by Section 4.10.70.01.d.3.

4. **DESIGN VARIETY MENU**

Land Development Code Section 4.10.70.01.d.4 requires compliance with two of five standards from the design variety menu in LDC Section 4.10.70.05.b.7. The applicant has identified three standards satisfied by the proposal.

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.**

Consistent with the Entrances standard, the primary entrance to the addition would be covered by a porte cochere. A water table would separate the upper portions of the building, proposed to be constructed with brick facing, from the lowest 3 feet of the building, proposed to be made of concrete. The combination of brick and concrete, and use of a water table is consistent with Base Treatment requirements. Consistent with Top Treatment requirements, the south and north elevations of the buildings are designed with stepped parapets and the roof would have a 12:12 pitch. These design elements result in compliance with LDC Section 4.10.70.01.d.4

CONCLUSION ON LDC CHAPTER 4.10 - PODS

The above finds that, as conditioned, the proposal complies with applicable Pedestrian Oriented Design Standards. The applicant requests to deviate from the standard that requires 60% of street facing elevations to contain glass windows and/or doors, in order to provide 49% of the north elevation in windows/doors. Staff support the requested

variation because it results in greater historic compatibility, as evidenced by the fact that the Historic Resources Commission approved the design of the proposed addition. The application did not contain information stating the degree to which windows would be transparent, however **Condition 9**, ensures that windows will not exceed 60% opacity, as required. All other Pedestrian Oriented Design Standards are satisfied by the proposal.

E. LDC CHAPTER 4.0 - IMPROVEMENTS REQUIRED WITH DEVELOPMENT

The following evaluates the proposal's compliance with applicable standards in LDC Chapter 4.0 - Improvements required with development. Evaluation occurs under two broad areas: Circulation, and Public Facilities.

CIRCULATION

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

Vehicular Circulation

Existing access to the site is provided by SW 9th Street on the west side, SW Monroe Avenue on the north side, SW 8th Street on the east side and SW Madison Avenue on the south side. Southwest 9th Street is classified as a collector street and has an existing ROW of 77 feet. Southwest Monroe Avenue is a collector street with 80 feet of ROW. Southwest 8th Street is a local street with 76.5 feet of ROW, and SW Madison Avenue is a local street with 80 feet of ROW. These streets are currently improved with sidewalks and planting strips. The planting strips are in excess of current standards except on SW Monroe Avenue. The planter strips on SW Monroe Avenue are six feet wide due to the on-street parking. The parking located on SW 9th Street and along SW Monroe Avenue is not typical for collector streets. The existing alley was vacated per Ordinance 85-41 **(Attachment G)**. With that ordinance, easements were reserved for utilities.

Improvements to the existing streets proposed by the applicant are limited to relocation and modifications to existing driveway access points. A new right out only driveway access is proposed on SW 9th Street and the existing driveway on SW Monroe Avenue at the old alley is to be abandon and removed. The applicant also shows the existing driveway on SW 9th Street being narrowed from 24 feet to 20 feet.

Per LDC section 4.0.60.a, a trip generation study was included in the application on page 39. The trip generation study is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual. Trip numbers for the estimated peak hour of generator (10-12 AM and 7-10 PM) were provided by the applicant. The City typically evaluates traffic based on the PM peak hour of the adjacent street traffic (4-6 PM). It is estimated that the site will generate approximately 4.63 trips in the AM peak hour of the adjacent street (7-9 am) and 4.25 trips in the PM peak hour of the adjacent street (4-6 PM). In either case, the number of trips generated by the site is below the typical threshold for additional analysis, and can be accommodated by the existing street network.

According to LDC Table 4.0-1- Street Functional Classification System, the minimum collector street standards are 11-foot travel lanes, 6-foot on-street bike lanes, 12-foot planter strips, and 5-foot setback sidewalks located within a 68-foot ROW (34 feet from centerline on each side). For a local street, the minimum standards are 28 feet of pavement, 6-foot planter strips and 5-foot sidewalks located within a 50-foot ROW (25 feet from centerline on each side). The existing ROW adjacent to the site is adequate to accommodate these improvements. The draft Capital Improvement Program document proposes the reconstruction of SW 9th Street in fiscal year 2011-2012. It is likely that the reconstruction of SW 9th Street will include installation of bike lanes and may remove parking. Design has not been initiated yet.

Per LDC section 4.1.40.a.2, 4.1.40.a.3 and 4.10.70.04.c access to collector streets is to be spaced 150 feet from any other access point or street intersection. The existing access to SW 9th Street and the proposed new access, as shown by the applicant, do not meet this standard. The applicant has provided an acceptable proposal on page 45 of the application narrative to allow the existing access to remain. Additionally, the proposed new access is acceptable based on it being a right-out only. According to ODOT Access Management, Background Standards for Access Spacing, where left turns in and out are prohibited, the spacing may be half the Safe Stopping Sight Distance (SSD). The minimum SSD based on AASHTO standards is 150 feet for a speed of 25mph. Half that distance is 75 feet. With the restricted right-out access, the site should meet this standard **(Condition 10)**.

According to City Off-Street Parking and Access Standards, the minimum widths for driveway approaches are 12-18 feet for a one way access drive and 24 feet for a two-way commercial access drive. The applicant proposes to vary from the 24-foot two-way standard and reduce the width of the two-way driveway access to 20 feet. To allow this variation, the driveway will need to be designed and stamped by a registered professional engineer. The design shall include applicable modifications to the City standard radius of the driveway approach based on the reduced width and consider the design vehicle **(Condition 11)**.

Given the discussion above, and **Conditions 10 & 11**, the anticipated development-related trips are expected to be accommodated by the proposed and existing street network.

Bicycle/Pedestrian Circulation

Bicycle facilities are provided by on street bike lanes along SW Monroe Avenue and shared street surfaces on SW 8th Street and SW Madison Avenue. There are currently no bike lanes on SW 9th street in this area. It is likely that the reconstruction of SW 9th Street between SW Jefferson Avenue and SW Monroe Avenue as identified in the draft Capital Improvement Program 2010 update will include installation of bike lanes. Design is scheduled for fiscal year 2010-1011, and construction for 2011-1012. Since the design is not complete, the exact street cross section is unknown. Parking may be eliminated in

some areas of SW 9th Street to accommodate the bike lanes. There should be adequate ROW for these improvements.

There are existing sidewalks along the site frontages. Planting strips in excess of the current City standards are provided on all streets except SW Monroe Avenue where it is 6 feet instead of 12. The planting strip would be the appropriate width if the on-street parking were removed and replaced with a planting strip. However, Staff determined that removal of parking in this area would not be appropriate due to the existing demand for on street parking in the downtown area.

The anticipated development-related pedestrian and bicycle trips are expected to be accommodated by the proposed and existing bicycle and pedestrian network.

Internal sidewalks directly connect the primary entrances of the addition to public sidewalks on SW 9th Street and NW Monroe Ave. The sidewalk connecting SW 9th Street to the west entrance of the addition crosses a proposed driveway. This is the only pedestrian driveway-crossing and will be separated from the driving surface by different materials, per **Condition 8**. The proposed locations of internal sidewalks results in safe and convenient pedestrian connections consistent with applicable standards in LDC Section 4.0.30.b.

Transit

The Corvallis Transit System currently serves the site with Routes 1,2,3,5,7,8,C1,C3, & P C. There is an existing transit shelter on SW 9th Street at the SW corner of the site. Additionally the site is located 4 blocks west of the Corvallis Transit Center. Pedestrian access to and from the shelter on SW 9th Street, would be achieved by proposed internal sidewalk connections as required by LDC Section 4.0.30.b.

The site is fully served by transit and no additional improvements to the transit system are required to meet applicable Comprehensive Plan policies and Land Development Code criteria.

OVERALL CONCLUSION ON CIRCULATION

Given the preceding discussion and **Conditions 10 and 11** above, the requirements of the Land Development Code will be met.

PUBLIC FACILITIES AND SERVICES

Water

The site is located in the first level service area (210' - 290'). There are exiting waterlines in SW 9th Street (12-inch), Monroe Avenue (12-inch), and SW 8th Street (6-inch). The applicant's plans show a new 6-inch water service for the site on NW 9th Street. This line is for a fire service and a new domestic meter. With development of the site, Public Improvements by Private Contract (PIPC) permits will be required for construction of the public waterline up to the fire double check assembly **(Condition 12)**.

Sanitary Sewer

The site is located within the Jefferson Sewer Basin. There is an existing 8-inch public sewer line located within the vacated alley. An easement was reserved when the alley was vacated per Ordinance 85-41.

Plans for the building expansion show building over a portion of the existing public sewer that is located in the abandon alley. Based on City maps, it appears that this portion of sewer only serves the Subject site. With construction plans, the applicant will need to verify that no other parcels are served by this line. If no other parcels are served, the existing public line can be removed/abandoned under the proposed building. As shown in the applicant's plans, they will need to install a new manhole at the property line which will serve as the end of the public sewer. The abandoned portion of the public sewer will need to be removed, unless there is a formal agreement that transfers ownership and locating responsibilities for the abandon sewer. To release the sewer easement, the applicant will need to follow the procedures outlined in LDC Section 2.8.20 **(Conditions 12 & 13)**. With building permits, they may apply for any additional sewer lateral connections.

Storm Drainage

Storm drainage for the site is provided by a separate storm system that is piped to the Willamette River. The storm pipe in SW Monroe Avenue flows to SW 8th Street then to SW Madison Avenue and east underneath SW Madison to the River.

The applicant proposes installing a new public storm drain lateral consisting of a new manhole in SW Monroe over the existing line, a water quality facility (manholes), and a clean-out at the ROW. A new private storm drain system is proposed under the new parking lot. Roof drains connect to this system. The private system flows north to SW Monroe Avenue where it connects to the new public storm drain lateral at a clean-out.

Since this development will be creating more than 5000 ft^2 of new pollution generating impervious surface, water quality facilities are required. Water quality facilities shall be designed in accordance with design standards outlined in Appendix F of the Storm Water Master Plan, and the most recent version of the *King County, Washington, Surface Water Design Manual*. While these standards typically require an open system (Swale), due to site constraints a closed system (treatment manhole) is being proposed by the applicant. As with an open system, the closed system 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. The facility design will need to safely pass a 100 year, 24-hour storm. A public storm drainage easement will be required for all public drainage facilities located outside the ROW **(Condition 12 & 14)**.

Per SWMP Appendix F, K.2.a, detention is not required for sites directly draining to the Mary's River or the Willamette River. This is interpreted as sites that are directly piped to the River, such as the subject site.

Street Lights
There are existing street lights in the area and new lights are not required as part of the proposed development.

Overall Conclusion on Public Utilities
Given the preceding discussion and **Conditions 12-16,** above, the requirements of the Land Development Code will be met.

FRANCHISE UTILITIES
The applicant proposes to grant a 7-foot utility easement adjacent to the ROW line. With development of the site, applicable franchise utilities will need to be installed to serve the site **(Condition 16).**

CONCLUSION ON LDC CHAPTER 4.0 - IMPROVEMENTS REQUIRED WITH DEVELOPMENT
The above analysis finds that, as conditioned, the proposal complies with applicable LDC Chapter 4.0 standards.

F. LDC CHAPTER 2.5 - PLANNED DEVELOPMENT

Requests for Planned Developments are required to demonstrate compatibility with surrounding uses based on the following areas, as applicable:

- Compensating benefits for requested variations
- Basic site design
- Visual elements
- Noise attenuation
- Odors and emissions
- Lighting
- Signage
- Landscaping for Buffering and Screening
- Transportation Facilities
- Traffic and off-site parking impacts
- Utility infrastructure
- Effects on air and water quality
- Design equal to or in excess of requirements in LDC Chapter 4.10 - Pedestrian Oriented Design Standards
- Preservation or protection of Significant Natural Features

The balance of this section of the report will evaluate the proposal for consistency with each of the above compatibility criteria.

BASIC SITE DESIGN
The subject site is bordered to the north by NW Monroe Avenue, to the west by SW 9th Street, and the east by SW 8th Street. The First Presbyterian Church is located along SW 8th Street, and consists of three connected buildings. The original 1909 sanctuary is oriented toward the intersection of NW Monroe Ave and SW 8th Street. In 1928, Education Hall was connected to the south elevation of the sanctuary, and in 1969 the Jones Wing was added to the south elevation of Education Hall. The lots containing the buildings were historically bordered on the west by a public alley, and lots developed with single family detached homes. In 1985 the alley was vacated, and the First Presbyterian Church

congregation has since purchased all the lots on the block surrounding the buildings. Lots west of the buildings have been developed as a parking area for the church and contain 44 parking spaces on gravel and paved surfaces.

Access to the site currently occurs via the vacated alley which connects to SW Madison Avenue on the south side of the block, and from NW Monroe Ave on the north side. A third driveway connects the parking area to SW 9th Street. The applicant proposes to close the NW Monroe Ave access and install a second access on SW 9th Street. The existing accessways from SW 9th Street and SW Madison Ave are proposed to remain. The 6,444 sq. ft. addition proposed by the applicants would connect to the west side of the 1928 Education Hall. The addition's main entrance would face SW 9th Street and would be covered by a relatively large porte cochere that would extend over the parking lot drive aisle. Other entrances to the addition are incorporated into the north and south elevations. All entrances served by hard surfaced sidewalks, and the west and north entrances are directly accessed from abutting streets. The 44 space parking lot is proposed to be reduced and reconfigured to make room for the proposed addition and to comply with LDC Standards regarding landscaping. The site layout, landscaping plan, and proposed elevation drawings are found in **Attachment H**.

The various elements of the site design have been evaluated in preceding sections of this report. Basic design aspects such as location of buildings, accessways, and vehicle and pedestrian circulation would create no negative impacts on surrounding uses. Specific aspects such as visual elements, parking, and landscaping will be discussed separately below.

VISUAL ELEMENTS, NOISE ATTENUATION, AND ODORS AND EMISSIONS

The proposed addition would be constructed of brick with pre-cast concrete surrounds and foundation walls. It includes a 12:12 pitched roof, dormers, stepped parapets, arches and columns, and other features that reflect the architectural characteristics of the First Presbyterian Church, a Designated Historic Resource in the Corvallis Register of Historic Landmarks and Districts. The proposed building design was reviewed by the Historic Resources Commission and found to be compatible with the First Presbyterian Church buildings based on consideration of aspects including architectural features, pattern of window and door openings, scale and proportion, materials, building orientation, and site development patterns **(Attachment E)**. As conditioned, the proposal also complies with applicable design standards in LDC Chapter 4.10 - Pedestrian Oriented Design Standards. Compliance with applicable PODS, and the HRC approval of the design as visually compatible with the First Presbyterian Church demonstrate that the addition is also visually compatible per LDC Section 2.5.40.a.3. The visual elements of the parking lot would be improved through the addition of LDC Standard landscaping that will provide buffering in the form of planter strips and parking lot trees.

The proposed development would not increase noise or emission generated on the site. Outdoor garbage and recycling bins will be located on an adjacent lot, and will be screened according to LDC Chapter 4.2 standards. This will minimize any odors created by the trash.

Given the above, the proposal would not adversely affect neighboring uses with respect to visual elements, noise attenuation, and odors and emissions.

LIGHTING AND SIGNAGE

Lighting is discussed under section C of this report, LDC Chapter 4.2 - Landscaping, Buffering, Lighting, and Screening, and findings from that section regarding lighting are incorporated here by reference. In summary, the previous analysis finds that new lighting will not create negative impacts because it is required to comply with the site and street lighting standards in LDC Section 4.2.80 **(Condition 7)**. This section, and **Condition 7**, require full cut-off fixtures on all new lights and existing lights, and all light bulbs shall not be visible from a point four feet above ground from adjacent properties. No new signs are proposed. As conditioned, lighting and signage will not create negative compatibility impacts.

LANDSCAPING FOR BUFFERING AND SCREENING

Landscaping for buffering and screening is discussed under section C of this report, LDC Chapter 4.2 - Landscaping, Buffering, Lighting, and Screening. Findings from that section regarding lighting are incorporated here by reference. In summary, the above analysis finds that the proposal, as conditioned, complies with applicable LDC standards concerning Landscaping for Buffering and Screening. By providing LDC standard landscaping, the negative visual impacts caused by the site in its current condition will be minimized and the pedestrian environment will be enhanced.

TRANSPORTATION FACILITIES AND TRAFFIC

Transportation Facilities and Traffic related aspects of the proposal are discussed above in *Section E - LDC Chapter 4.0 - Improvements Required With Development*. Findings from that section are incorporated here by reference. Analysis in this section finds that the proposal complies with applicable LDC standards. With specific regards to transportation and traffic, the applicant submitted a trip generation study based on the Institute of Transportation Engineers (ITE) Trip Generation Manual. Based on this study it is estimated that the site will generate approximately 4.63 trips in the AM peak hour of the adjacent street (7-9 am) and 4.25 trips in the PM peak hour of the adjacent street (4-6 PM). The number of anticipated trips generated by the site is below the typical threshold for additional analysis, and can be accommodated by the existing street network. The site is also served by all transit routes and bicycle lanes, along NW Monroe Avenue, providing opportunities to support alternative transportation modes. Because the transportation network can accommodate additional trips generated by the development, and the site is served by public transit and bicycle lanes, negative impacts related to transportation facilities and traffic are not expected.

OFF-SITE PARKING IMPACTS

A detailed analysis of off-site parking impacts is provided above in Section B - LDC Chapter 4.1 -Parking, Loading, and Access Requirements. Findings in that section are incorporated here by reference. Previous analysis finds that parking impacts would be created by the displacement of 23 parking spaces onto surrounding streets, as proposed, to make space for the proposed addition. Since the subject site does not currently provide the minimum amount of LDC required parking, further reductions require variations to the LDC. Variations to LDC standards may be permitted if they would not result in negative compatibility impacts and compensating benefits for variations are provided. Compatibility impacts and compensating benefits for varying from standards are addressed above. Though impacts would occur, Staff find that sufficient benefits are provided by the proposal to off-set any negative impacts, and as conditioned, support the proposal with respect to off-site parking.

UTILITY INFRASTRUCTURE

Utility infrastructure is evaluated above in *Section E - LDC Chapter 4.0 - Improvements Required With Development*. Findings from that section are incorporated here by reference. Analysis in this section finds that the proposal complies with applicable LDC standards, hence, negative impacts to surrounding uses are not expected.

EFFECTS ON AIR AND WATER QUALITY

Corvallis is currently in compliance with State and Federal air and water quality regulations. Water quality issues related to stormwater and sewer are discussed above in the Utility Infrastructure section of this report. In summary, that section finds that, as conditioned, the site would collect and treat stormwater to the satisfaction of LDC standards. The proposal would not increase vehicle trips to the site, and the use of the site is not proposed to change. Therefore, emissions and air pollution generated on site is not expected to increase or negatively impact surrounding uses.

DESIGN EQUAL TO PODS

The Pedestrian Oriented Design Standards in LDC Chapter 4.10 relate to a wide range of site and design elements. Compliance with PODS is addressed in detail in Section D - LDC Chapter 4.10 - PODS, of this report. Findings from that section are incorporated here. Except for one variation to the amount of window on the north elevation of the building, the proposed development complies with all applicable POD standards. This variation is proposed in order to achieve greater compatibility with the historic character of the existing First Presbyterian Church buildings. Providing a more historically compatible design compensates for the requested variation. Given the above, the proposal is equal to or exceeds applicable Pedestrian Oriented Design Standards.

PRESERVATION AND/OR PROTECTION OF SIGNIFICANT NATURAL FEATURES

There are no Natural Features or Hazards, including steep hillsides, and no Riparian Corridors or protected wetlands on the site. Therefore, provisions in LDC 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 do not apply. Because the site is flat and does not contain regulated natural features or hazards, compatibility impacts with respect to these elements will not occur.

SUMMARY OF CONCLUSIONS AND RECOMMENDATION

Staff analysis of the Planned Development application finds that, as conditioned, it complies with applicable LDC standards. The application requests to vary from a number of standards, most significant is the reduction in on-site parking. To help evaluate the merits of the proposed variation, Staff looked to applicable Comprehensive Plan policies. These policies give support for the applicants request to rely more heavily on surrounding streets to accommodate parking needs. While accepting 23 additional vehicles on the streets is possible, it would still create impacts that may affect surrounding uses. Negative impacts are compensated for by limiting the increase in impervious surfaces, encouragement of civic uses in the downtown area, and ongoing use and maintenance of a historic structure. In other areas the applicant either complies with LDC standards, or provides compensating benefits for proposed variations. Staff, therefore, recommend approval of the Conceptual and Detailed Development Plan (Planned Development) application.

RECOMMENDED ACTION

The Planning Commission has three options with respect to the subject Planned Development application:

Option 1: Approve the application as proposed; or

Option 2: Approve the application with conditions; or

Option 3: Deny the application.

Based on the analysis in this report, staff recommend the Planning Commission approve the application subject to the Conditions of Approval provided at the end of this report. If the Planning Commission accepts this recommendation, the following motion to approve is suggested:

RECOMMENDED MOTION FOR PLD08-00012

MOTION: *I move to approve the First Presbyterian Church Conceptual and Detailed Development Plan, Permit number 2008-00012, as conditioned in the December 31, 2008, staff report to the Planning Commission. This motion is based on findings in support of the application presented in the December 31, 2008, staff report to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request.*

Exhibit VI.40

PART II

MAJOR REPLAT

The First Presbyterian Church owns the City block bordered on the north by NW Monroe Avenue, on the south by SW Madison Avenue, on the west by SW 9th Street, and the east by SW 8th Street. This block contains 12 legal lots and six tax lots. The First Presbyterian Church buildings are located along SW 8th Street and at the corner of NW Monroe and SW 8th Street. The Church is comprised of three buildings: the 1909 Sanctuary on the corner of NW Monroe Ave and SW 8th Street, the 1928 Education Hall attached to the south Sanctuary elevation, and the 1969 Jones Wings, attached to the south elevation of Education Hall. The existing Church buildings are on legal lots identified as numbers 2-6 on Benton County Assessor's Map 11-5-35 CC. The proposed addition and parking lot improvements would occur on legal lots 7-11 as identified on Map 11-5-35 CC **(Attachments D and H.72)**. The lots where the addition would be constructed are vacant except for paved and gravel parking areas that can accommodate approximately 44 vehicles. The Jeffreys-Porter House, a Designated Historic Resource on the Local Register of Historic Landmarks and Districts is located on lot on the corner of SW Madison Avenue and SW 8th Street (legal lot #1). The lot immediately west of the Jeffreys-Porter House (legal lot #12), on the corner of SW Madison Ave and SW 9th Street, contains a single family residence.

The applicant proposes to consolidate legal lots 2-11 into a single parcel identified as Parcel 1 in **Attachment H.72**, and lots 1 and 12 would remain as separate lots, identified as Parcels 2 and 3. Deleting four or more lots in a calender year is defined as a major replat in LDC Chapter 1.6, and must be reviewed for consistency with criteria in LDC Chapter 2.4.Subdivisions and Major Replats, and LDC Chapter 4.4 - Land Division Standards.

LDC CHAPTER 2.4 - SUBDIVISIONS AND MAJOR REPLATS

The applicable review criteria in LDC Chapter 2.4 are essentially the same criteria as those in LDC Chapter 2.5 - Planned Development, which were evaluated previously. One exception is that, because variations from LDC standards are not permitted through the Major Replat process alone, evaluation of compensating benefits for variations is not required for Major Replat applications. Staff analysis of the Planned Development application finds that as conditioned, the proposal, including consideration of the Major Replat request, demonstrated compatibility in the following areas.

- Compensating benefits for requested variations
- Basic site design
- Transportation Facilities
- Traffic and off-site parking impacts
- Utility infrastructure

Exhibit VI.41

- Visual elements
- Noise attenuation
- Odors and emissions
- Lighting
- Signage
- Landscaping for Buffering and Screening
- Effects on air and water quality
- Design equal to or in excess of requirements in LDC Chapter 4.10 - Pedestrian Oriented Design Standards
- Preservation or protection of Significant Natural Features

As the projects compatibility with surrounding uses has already been evaluated based on the above compatibility areas, findings from the previous analysis are incorporated here as findings under LDC Section 2.4.30.04 - (Major Replat) Review Criteria **(Attachment J)**.

LDC CHAPTER 4.4 - LAND DIVISION STANDARDS

Major Replat requests must also be evaluated for compliance with standards in LDC Chapter 4.4 - Land Division Standards.

BLOCKS

Land Development Code section 4.4.20.02- Blocks, requires the length, width, and shape of blocks to be based on the provision of adequate lot size, street width, and circulation; and on the limits of topography. Additionally, lot sizes must be in accordance with the Block Perimeter standards in LDC Section 4.0.60.n, which are listed below.

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 proposed Major Replat would not alter the size or shape of the existing block that contains the subject site. The application states that the total perimeter of the block is

approximately 1,035 feet, with the longest block face being roughly 301 feet. However, according to the application graphics including the tentative replat survey materials, the north and south block faces are approximately 217 feet and the east and west block faces are approximately 334 feet, resulting in a block perimeter of 1,102 feet. This perimeter length is consistent with sub-criterion "b" above, though the longest face exceeds the 300 foot standard. Sub-criterion "c", above, permits variations of up to 30% to block perimeter distances based on existing street patterns and existing development. With the permitted 30% variation, and the fact that the street pattern has long been established, a block face of 334 feet complies with the above standards. Consistent with sub-criterion "a", the block is complete in that it is bounded on all sides by public streets with sidewalks, and the proposed development proposes internal sidewalks connecting to main entrances of buildings, and through the site.

LOT REQUIREMENTS

No lot is proposed to contain part of an existing or proposed street. As reconfigured the lots would be buildable and lot depths would not exceed 2.5 times the widths. All lots would abut a street for a distance of at least 25 feet. Consequently, the proposal is consistent with LDC Sections 4.4.20.03.a and "b".

By consolidating lots into a single parcel bordered on the west by SW 9th Street and the east by SW 8th Street, a through lot is created. Land Development Code Section 4.4.20.03.d addresses Through-lots.

c. **Through Lots - Through Lots shall be avoided except where essential to overcome specific disadvantages of topography and orientation. A planting screen easement at least 20 ft. wide shall be required between Through Lots and adjacent streets, in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. No vehicular rights of access shall be permitted across this planting screen easement. All Through Lots with frontage on parallel or approximately parallel streets shall provide the required front yard on each street, except as specified in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

Based on the above standard a 20-feet wide planting screen easement would be required along either SW 8th or SW 9th Street. Since the front of existing buildings are oriented towards SW 8th Street, the logical location for a screening easement would be along SW 9th Street. However, should a planting screen easement be required along SW 9th Street, vehicle access would not be permitted and this is the location of existing and proposed driveways.

The purpose of a planting screen easement is to restrict or consolidate access and support the identity of a front yard. On the subject site, access would be consolidated on SW 9th Street through closing the NW Monroe Ave driveway. The front yard of the site is established and understandable by the orientation and proximity of buildings to SW 8th Street. Planting screens are used to obscure or block unsightly views or visual conflicts, or to create privacy and security. To satisfy screening requirements a fence, wall, vegetation, or a combination of the three must be at least 6 feet tall and 80% opaque as seen from a perpendicular line of site. The parking lot, as proposed, would include new

trees and landscaping, and neither it, nor the proposed addition are considered unsightly where views must be blocked. The site is downtown, adjacent to central park and major pedestrian, bicycle and vehicle thorough-fares. For safety purposes, is it desirable for site and building design to encourage "eyes on the street" and for general pedestrian scale development, entrances should be oriented toward streets as directed through CCP 9.2.5.

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:

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.

The main entrance of the addition is oriented toward SW 9th Street, and the windows in the building and visitors using the parking area would have clear visibility of street activity, and those on the street would have clear visibility of activity on the subject site, consistent with CCP 9.2.5. Requiring a 80% opaque, 6-foot tall screen, along SW 9th Street would severely impair the ability to place "eyes on the street" and would make it difficult for people to understand the orientation of the addition on the site, and how to access the site. Additionally, through-lot standards are typically applied to residential development, and not to civic, commercial, and industrial development. For these reasons, Staff support eliminating the requirement for a 20-foot planting screen easement associated with the creation of a through-lot.

The parcel created through the Major Replat would have lines at right angles to streets. Grading associated with the project would be minimal and is required to conform with excavation and fill provisions. Proposed building setback lines comply with the LDC RS-3.6 standards, and no Significant Vegetation is present on the site. Consequently, the application complies with Lot Side Lines, Lot Grading, and Building Lines criteria in LDC Section 4.4.20.03.

The site is not being divided into lots, so a conversion plan is not required. Natural Hazards and Natural Resources do not constrain the site, therefore, provisions for Minimum Assured Development Area do not apply.

MAJOR REPLAT CONCLUSION

The above analysis evaluated the Major Replat application for consistency with criteria and standards in LDC Chapter 2.4 - Subdivisions and Major Replats, and LDC Chapter 4.4 - Land Division Standards. The compatibility review criteria in LDC Chapter 2.4 are nearly identical to the compatibility review criteria in LDC Chapter 2.5 - Planned Development, which were evaluated in Part I of this report. Findings regarding the compatibility of the proposed Planned Development are incorporated as findings regarding the criteria in LDC Chapter 2.4. In summary, the proposal was found to be compatible with surrounding uses based on consideration of the listed compatibility review criteria. The above also finds that the application, as conditioned, complies with applicable standards for a tentative Major Replat. Based on this conclusion, and the conclusion that the proposed Conceptual and Detailed Development Plan satisfies applicable standards and criteria, Staff recommend approval of the Major Replat application.

RECOMMENDED ACTION

The Planning Commission has three options with respect to the Major Replat application:

Option 1: Approve the application as proposed; or

Option 2: Approve the application with conditions; or

Option 3: Deny the application.

Based on the analysis in this report, staff recommend the Planning Commission approve the application subject to the Conditions of Approval provided at the end of this report. If the Planning Commission accepts this recommendation, the following motion is suggested:

RECOMMENDED MOTION FOR PLD08-00012

MOTION: *I move to approve the First Presbyterian Major Replat application (SUB08-00006) as conditioned in the December 31, 2008, staff report to the Planning Commission. This motion is based on findings in support of the application presented in the December 31, 2008, staff report to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request.*

Exhibit VI.45

STAFF 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.

Page No.	Condition No.	Condition
All	1	**Consistency with Plans** – Development shall comply with the narrative and plans identified in **Attachment H** of the December 31, 2008, Staff Report, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code. Development shall also comply with previous approvals including Order # 2008-095 for HPP08-00014 and ZDC08-00006. Any modifications to the Planned Development and Major Replat applications that result in modifications to the HPP or ZDC applications as approved by Order # 2008-095 shall also require a HPP and/or ZDC approval.
6, 8	2	**Permitted Uses, Times, and Locations** - The current commercial day care uses shall not be expanded, intensified, or relocated to other buildings or rooms unless a Conditional Development Permit is obtained. Religious Assembly uses shall continue to occur in the existing Sanctuary, and only incidental uses shall occur at the same time in all other areas of the church.
12, 14	3	**Off-Street Parking and Access Standards** - Prior to approval of building permits, the applicant is required to submit full construction plans demonstrating compliance with the City's Off-street Parking and Access Standards, except as modified through this approval, as reflected in the conditions of approval.

Exhibit VI.46

Page No.	Condition No.	Condition
15	4	**Standards for Bicycle Access and Parking** - Prior to issuance of building permits, the applicant shall submit construction details of the bicycle parking facility, for review and approval by Development Services Division Staff demonstrating compliance with Standards for Bicycle Access and Parking in LDC Section 4.1.70.
16	5	**Landscape Installation and Maintenance** – Prior to issuance of building permits, the applicant shall submit detailed landscaping plans that demonstrate compliance with the provisions of Land Development Code Chapter 4.2, and applicable Conditions of Approval for this land use request. The following landscaping provisions shall apply to overall development of the site: a. Landscape Construction Documents – Prior to issuance of necessary building or occupancy permits, the applicant shall submit for approval by the Community Development Director, landscape construction documents for this site, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall comply with LDC Chapter 4.2 and other conditions of this approval. All trees shall have at least a 1½-inch trunk caliper, four feet above the ground, at the time of installation. Overall, landscaping installed as a requirement of this proposal shall be designed to achieve a minimum coverage of 90 percent within three years of installation. b. Required landscaping shall be installed and inspected or financially secured, prior to issuance of occupancy permits for the addition. Required landscaping shall be illustrated on the landscape plan submitted to comply with item (a) above, except where, due to plant availability or performance, minor changes that meet the Code performance criteria and maintain at least the minimum plant density and plant size are authorized. Consistent with Section 4.2.20(a), a

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Page No.	Condition No.	Condition
		three-year landscaping maintenance bond that covers all landscaping required for this proposal shall be provided to the City prior to issuance of the occupancy permit.
16	6	**Parking Lot and Street Trees** - All new trees shall be planted in locations that are five feet from hard surface areas and 10 feet from utilities. Where this is not possible, the applicant shall submit an arborists report or include planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with location / distance standards. One 1.5 inch caliper, medium canopy tree shall be planted in the landscape area abutting the northwest corner of the porte cohere, and one 1.5 inch caliper, medium canopy street tree shall be planted in the portion of the street planter strip abutting the south side of the north driveway. Trees planted on or adjacent to SW 9th Street shall be a species that will not create conflicts with overhead utility lines, as approved by the City Forester.
18, 29	7	**Lighting Plan** - All new exterior lighting fixtures shall be of a shielded, full cut-off design and all existing light fixtures shall be modified to also be shielded and full cut-off. Prior to Building Permit approval, the applicant shall submit a light plan with information identifying exterior light locations, manufacturer specifications, and other information deemed necessary by the Community Development Director to determine compliance with LDC Section 4.2.80 and LDC 4.1.70.e.
12, 20	8	**Internal Sidewalks and Planters** - Internal sidewalks adjacent to parking areas shall be constructed of concrete, and raised 6 inches above the driving surface. The walkway through the drive aisle on the west side of the addition shall be a different material and texture from the driving surface. Planter areas shall be separated from driving surfaces by a 6-inch raised curb consistent with standards in LDC Section 4.10.70.03

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Page No.	Condition No.	Condition
23, 24	9	**Ground Floor Window Opacity and Height** - To comply with LDC Section 4.10.70.05.b.6.a(2), ground floor windows on street facing facades or adjacent to sidewalks shall be placed no higher than four feet above grade and shall not have an opacity greater than 60%.
25	10	**New Driveway Access to NW 9th Street** - The new access to SW 9th Street shall restrict vehicle movements to right-out only.
25, 26	11	**Reduction in Two-Way Commercial Driveway Width on SW 9th Street** - The applicant may reduce the driveway width to 20 feet if the geometry of the approach is designed and stamped by a registered professional engineer. The design shall include applicable modifications to the City standard radius of the driveway approach, based on the reduced width and the design vehicle turning movement.
26, 27	12	**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 by Private Contract (PIPC) 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. Street signs and curb markings will be reviewed and approved with the PIPC plans. 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. Easements for water, sewer, and storm drainage shall be provided for facilities located outside the ROW.
27	13	**Sanitary Sewer & Abandonment** - As shown in the applicant's plans, a new manhole shall be installed as part

Exhibit VI.49

Page No.	Condition No.	Condition
		of the PIPC plans on the southern property line which will serve as the end of the public sewer. The abandoned portion of the public sewer will need to be removed unless there is a formal agreement that transfers ownership and locating responsibilities for the abandoned sewer to the property owner. The applicant will be required to follow the procedures outlined in LDC Section 2.8.20 to release the existing easement.
27	14	**Water Quality Facility Design** - As part of the PIPC plans the developer shall provide engineered calculations for storm water quality facilities demonstrating compliance with design criteria outlined in the LDC, Appendix F of the Storm Water Master Plan, and design criteria outlined in the King County Washington, Surface Water Design Manual. Infiltration facilities are a recommended means of meeting water quality requirements where soil and slope conditions (not more than 10%) permit the use of infiltration facilities and where the facilities will not have an adverse impact on the subject site, adjacent or downhill properties. 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. The facility shall be designed to allow a 100-year storm event to pass through or a separate bypass provided.
27	15	**Private Storm Drainage** - Installation of the private storm drainage system will be subject to permitting through the City's Development Services Division.
27	16	**Franchise Utility Easements** - On the final plat, a minimum 7-foot utility easement shall be granted behind and adjacent to the ROW for franchise utility purposes.

Exhibit VI.50

DEVELOPMENT RELATED CONCERNS

1. **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.

2. **Sidewalk Ramps** - Concurrent with building construction permits, the applicant will reconstruct the sidewalks at the street corners adjacent to their site where those connections do not meet City standards.

3. **Sidewalk Stamps** - Existing sidewalk stamps need to be identified on the construction plans and protected per LDC 4.0.30.f.

4. **Sewer Abandonment** - It is recommended that the applicant abandon and remove or fill the existing sanitary sewer line located under the building in conjunction with the condition of approval listed above.

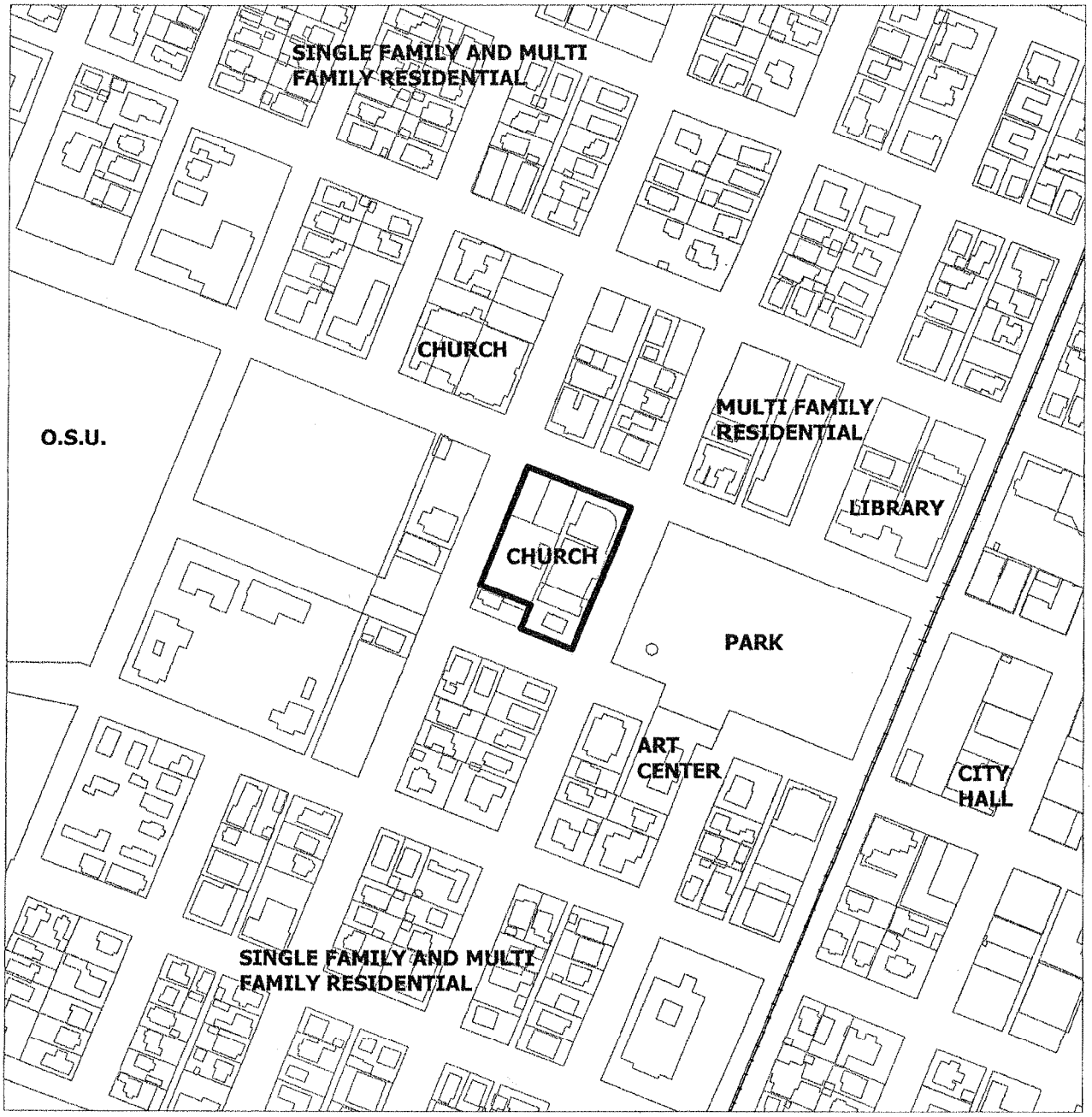
5. **Other Permits** - Prior to issuance of any construction permits, the applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit if construction activity will disturb, through clearing, grading, and/or excavation, one acre of the site. Additionally, any permits required 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.

6. **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.

7. **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.

8. **Vision Clearance** - The City's Off-Street Parking and Access Standards require driveway accesses to arterial or collector streets have a vision clearance triangle of 25 feet maintained between an elevation of 2 feet and 8 feet above the driveways.

SURROUNDING USES



Subject Property

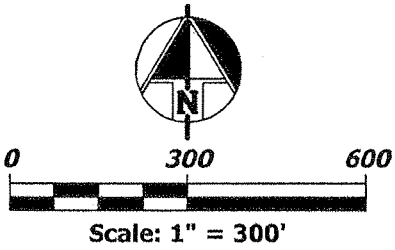


Exhibit VI.52

Attachment A.1

EXISTING COMPREHENSIVE PLAN DESIGNATIONS

- Subject Property
- Residential Medium Density
- Residential Medium High Density
- Residential High Density
- Central Business
- Professional Office
- Public Institutional
- Open Space Conservation

N

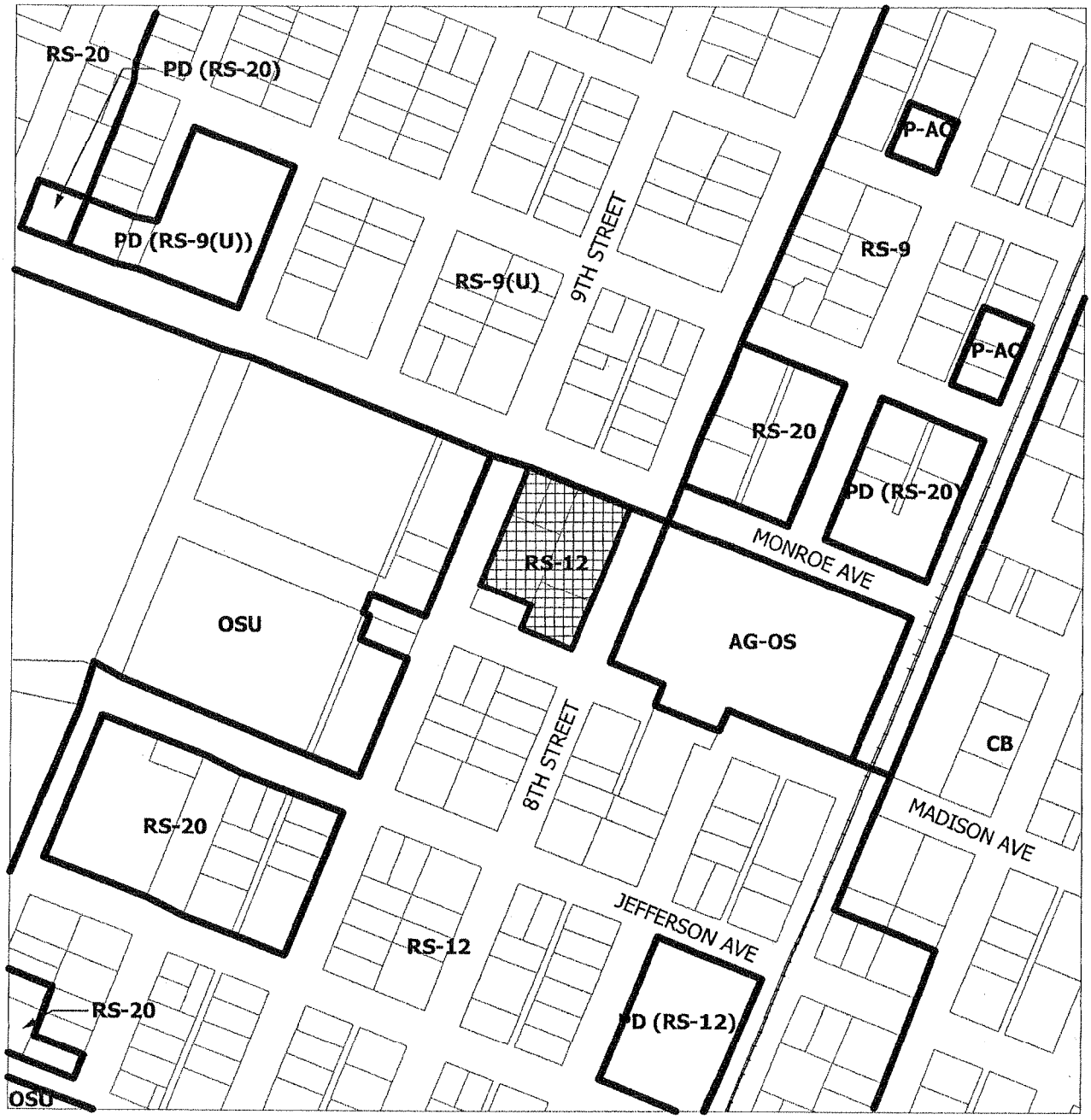
0 300 600

Scale: 1" = 300'

Exhibit VI.53

Attachment B.1

EXISTING ZONING DESIGNATIONS



Subject Property

N

0 300 600

Scale: 1" = 300'

Exhibit VI.54

Attachment C.1

SW1/4 SW1/4 Sec. 35 T.11S. R.5 W. W. M.
BENTON COUNTY
1" = 100'

11 5 35CC
CORVALLIS

REV. 10-21-2005

CANCELLED
1000
1300 thru 1600
2000 thru 2300
2500 thru 2800
7300 thru 7800
1900
500A1
600A1
600
700
6000 thru 6300
6500 thru 7100
101

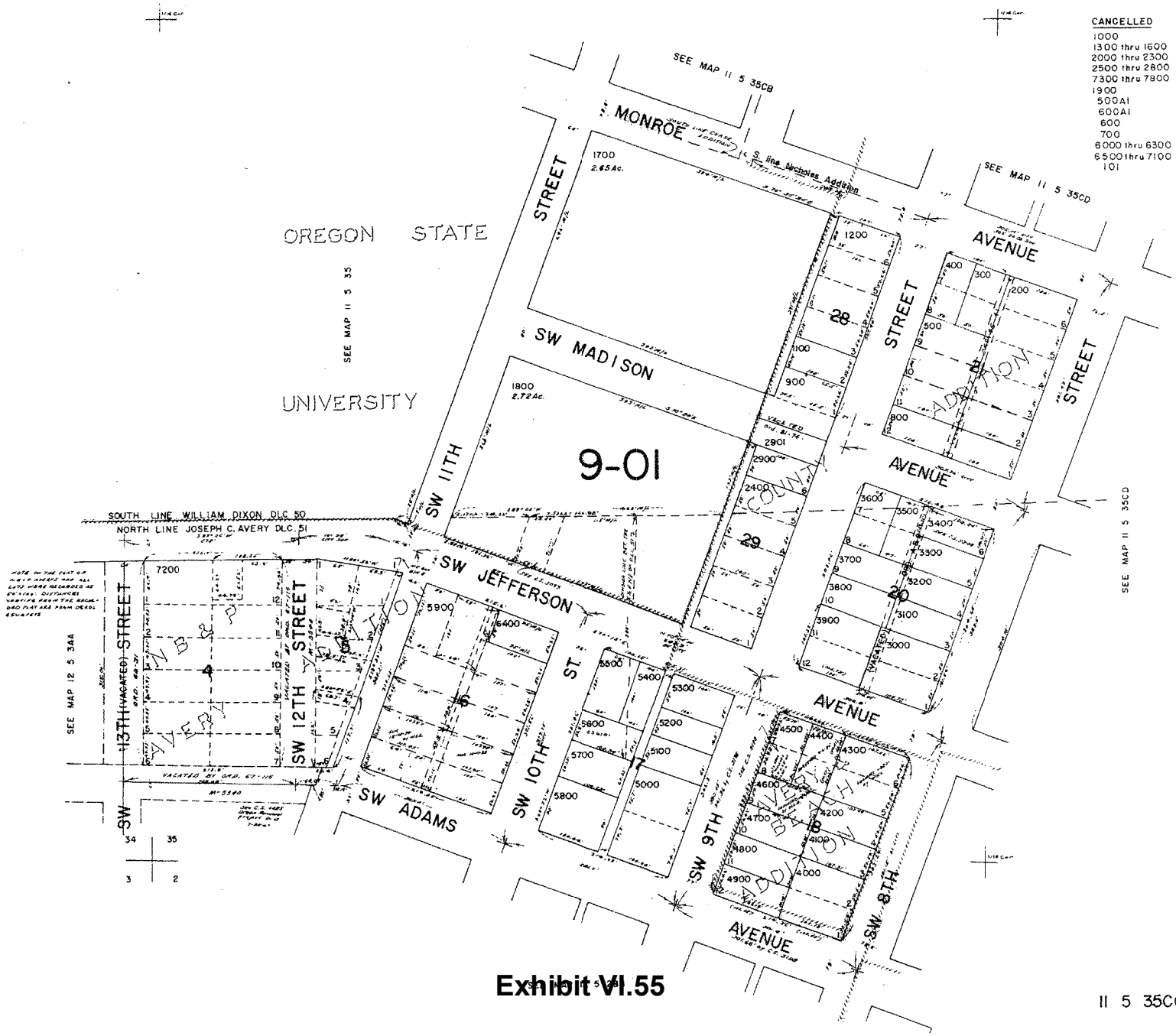
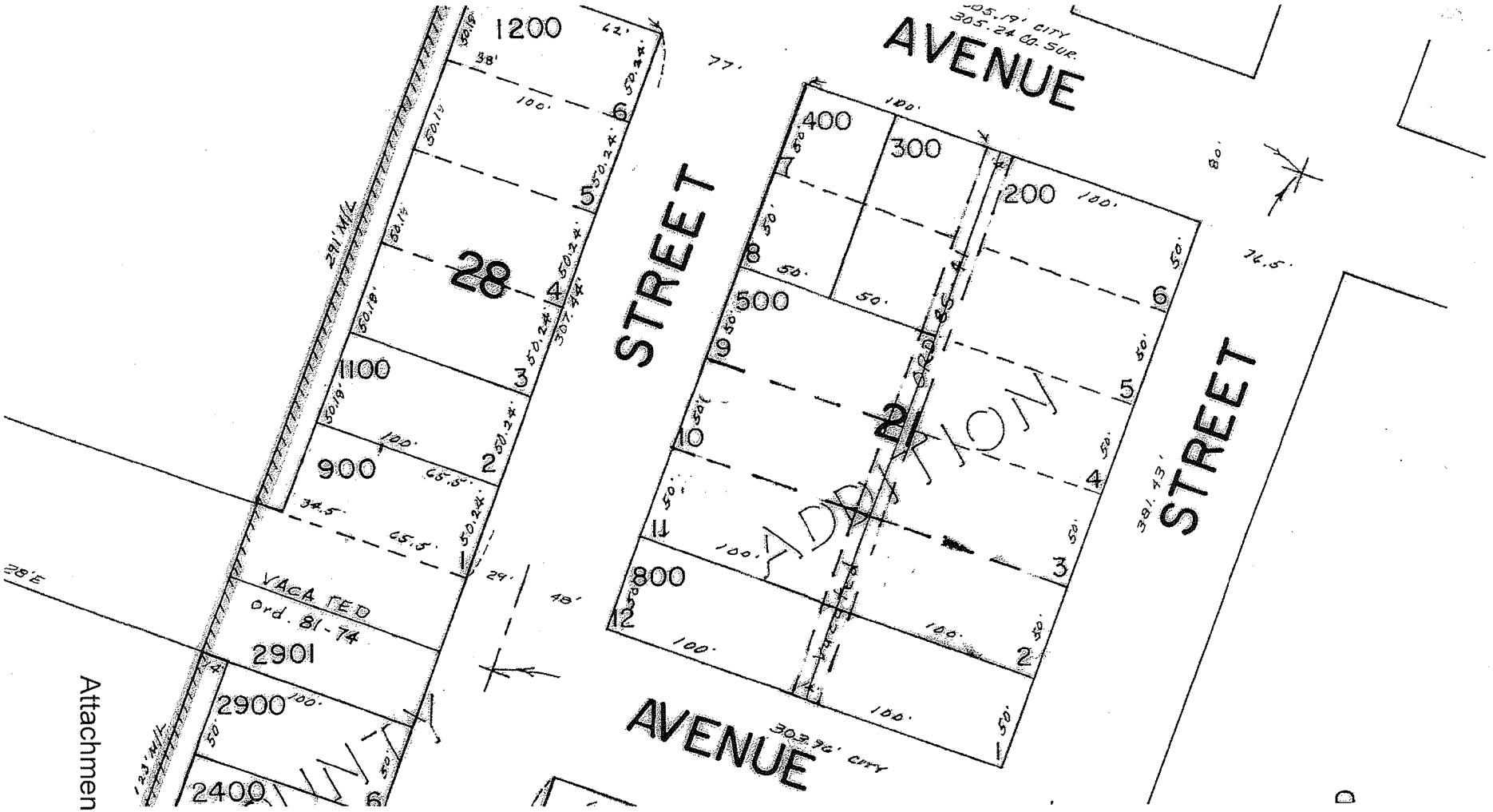


Exhibit VI.55

11 5 35CC

Attachment D.1



Attachment D.2

Exhibit VI.56

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

HISTORIC RESOURCES COMMISSION
NOTICE OF DISPOSITION

ORDER: 2008-095

CASE **First Presbyterian Church- (HPP08-00014, ZDC08-00006)**

REQUESTS The applicant requests approval of an Alteration or New Construction Historic Preservation Permit application to construct a 6,444 sq. ft. one-story addition to the west side of the church, modify the existing parking area, and construct a bicycle shelter. The applicant also requests approval of a Zone Change application to apply a Historic Preservation Overlay to the property immediately west of the church where the addition is proposed to be located. Application of the Historic Preservation Overlay would list the site in the Corvallis Register of Historic Landmarks and Districts (Local Register).

OWNER / APPLICANT First Presbyterian Church
114 SW Eight Street
Corvallis, Oregon 97333

LOCATION: The 1.3 acre subject site is located north of SW Madison Avenue, west of SW 8th Street, east of SW 9th Street, and south of NW Monroe Avenue. The site contains 10 Legal Lots, which are identified on Benton County Assessor's Map 11-5-35 CC as Tax Lots 100-500.

Exhibit VI.57

The Corvallis Historic Resources Commission conducted a review of the above case on November 12, 2008. The Commission approved the Zone Change request **contingent upon approval of a Major Replat** application that would consolidate lots as shown in Attachment D.42 of the November 4, 2008 Staff Report to the Commission. The Commission also approved the Alteration or New Construction Historic Preservation Permit application subject to the Conditions of Approval at the end of this Disposition. The Commission adopted findings contained in the November 4, 2008, staff report to the Commission, and findings in support of the Commission's decisions, which were made during deliberations during the November 12, 2008, Historic Resources Commission meeting, as reflected in the minutes from that meeting.

If you are an affected party and wish to appeal these decisions, appeals must be filed in writing with the City Recorder within 12 days from the date the order is signed. The following information must be included:

1. Name and address of the appellant(s).
2. Reference the subject development and case number, if any.
3. A statement of the specific grounds for appeal.

4. A statement as to how you are an affected party.
5. 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.

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

Cynthia Solie, Acting Chair
Historic Resources Commission

Signed: November 14, 2008

Appeal Deadline: November 26, 2008

Effective Period of Approval for HPP08-00014: November 26, 2008, through November 26, 2010 (if not appealed)

The Zone Change shall become effective contingent upon Final Major Replat to consolidate into one parcel, the lots within the proposed Historic Preservation Overlay.

Historic Preservation Permits shall be effective for a two-year period from the date of approval. In the event that the applicant has not begun the development or its identified and approved phases prior to the expiration of the established effective period, the approval shall expire.

Conditions of Approval for HPP08-00014

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.

Page No.	Condition No.	Condition
All	1	**Consistency with Plans** – Development shall comply with the narrative and plans identified in **Attachment D** of the November 4 , 2008, Staff Report, except as modified by the conditions below, or unless a requested modification otherwise meets applicable LDC standards and review criteria. Such changes may be processed in accordance with Chapter 2.9 of the Land Development Code.

Exhibit VI.58

Page No.	Condition No.	Condition
2	2	**Major Replat** - Prior to issuance of building permits for the proposed addition, the applicant shall obtain approval for, and record with Benton County, a Major Replat to consolidate lots so that the addition is not constructed over lot lines.
23	3	**Consistency with LDC Development Standards -** Prior to issuance of building permits, the applicant shall submit plans to the Development Services Division and shall demonstrate that all applicable LDC Development Standards will be met, and/or that development will comply with Conditions of Approval from this and other Land Use approvals associated with the subject site and proposed development.
23	4	**Trash/Recycling Enclosure -** The trash/recycling bins shall be located where proposed in the September 24, 2008 application. The bins shall be enclosed on all sides (except top and bottom) with a 6 foot tall wood fence with an access gate. The enclosure footprint shall not exceed 200 sq ft, and shall obstruct views of the bins to the satisfaction of the LDC Chapter 1.6 definition for *Visible from Public Rights-of-Way*.

Attachments

Selected Application Graphics

Exhibit VI.59

SW1/4 SW1/4 Sec. 35 T.11S. R.5 W. W. M
BENTON COUNTY
1" = 100'

11 5 35CC
CORVALLIS

REV. 10-21-2005

CANCELLED
1000
1300 thru 1600
2000 thru 2300
2500 thru 2800
7300 thru 7800
1900
500A1
600A1
600
700
6000 thru 6300
6500 thru 7100
101

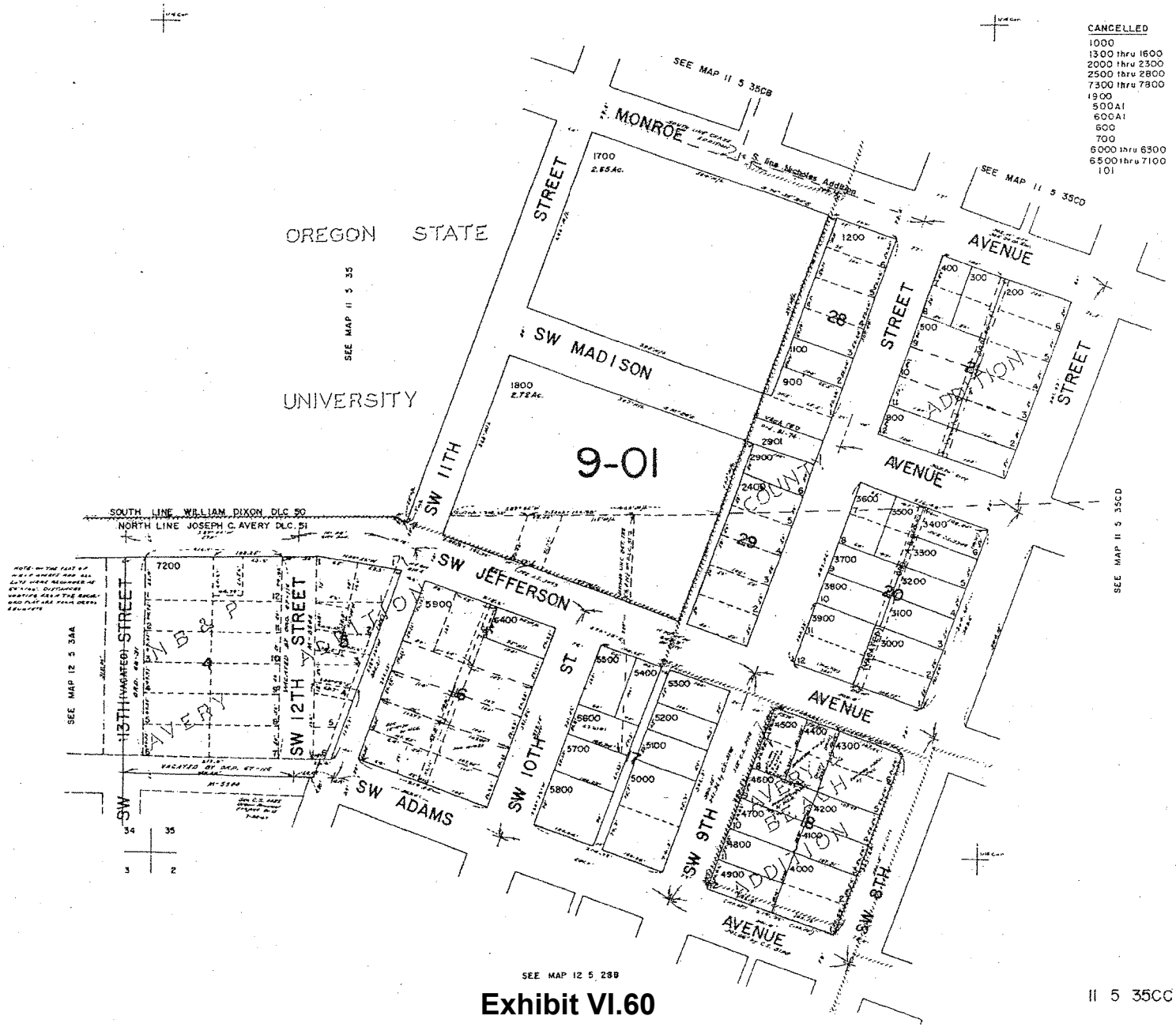
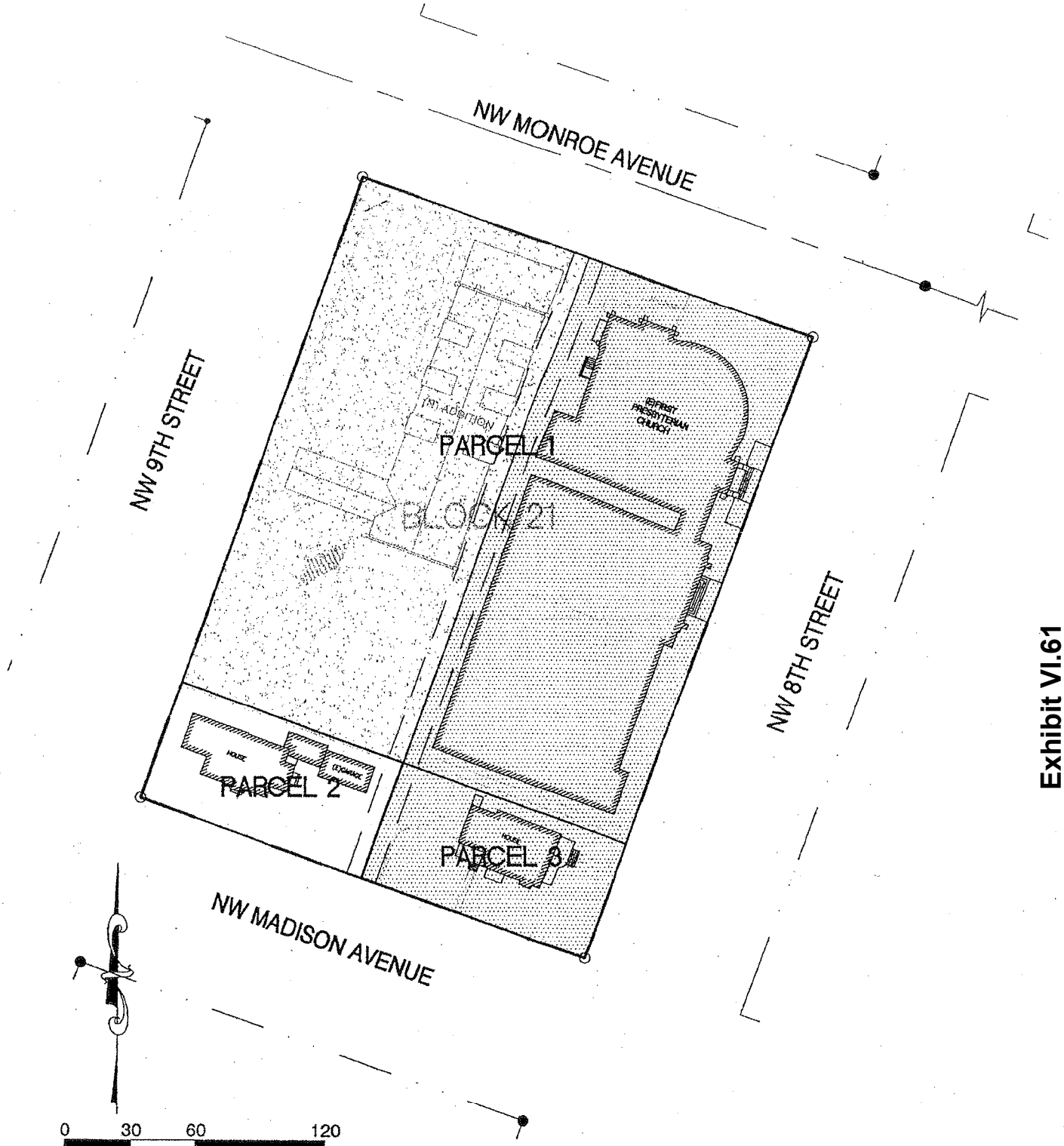


Exhibit VI.60

11 5 35CC

Attachment E.4



EXISTING HISTORIC PRESERVATION OVERLAY

NEW HISTORIC PRESERVATION OVERLAY

EXISTING AND PROPOSED
HISTORIC PRESERVATION OVERLAY

FIRST PRESBYTERIAN CHURCH
114 SW 8th STREET
CORVALLIS, OREGON

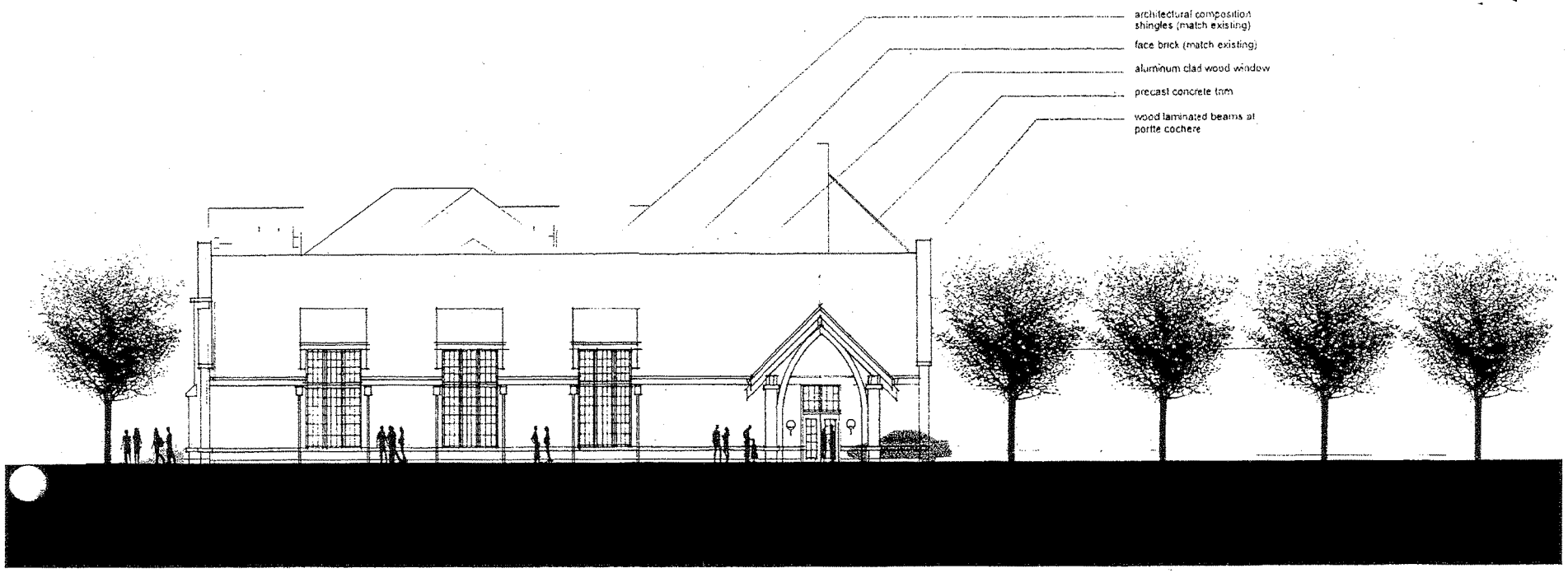
July 18, 2008

Attachment E.5

Exhibit VI.61

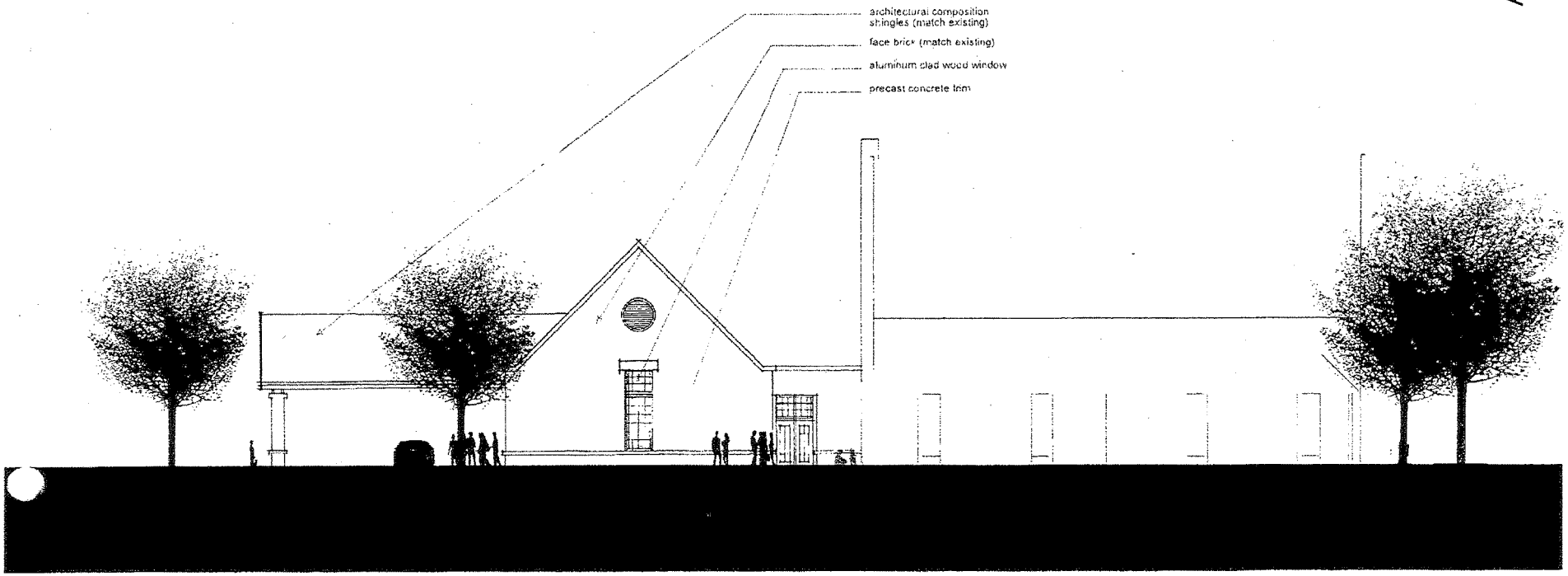
FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'
north elevation



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

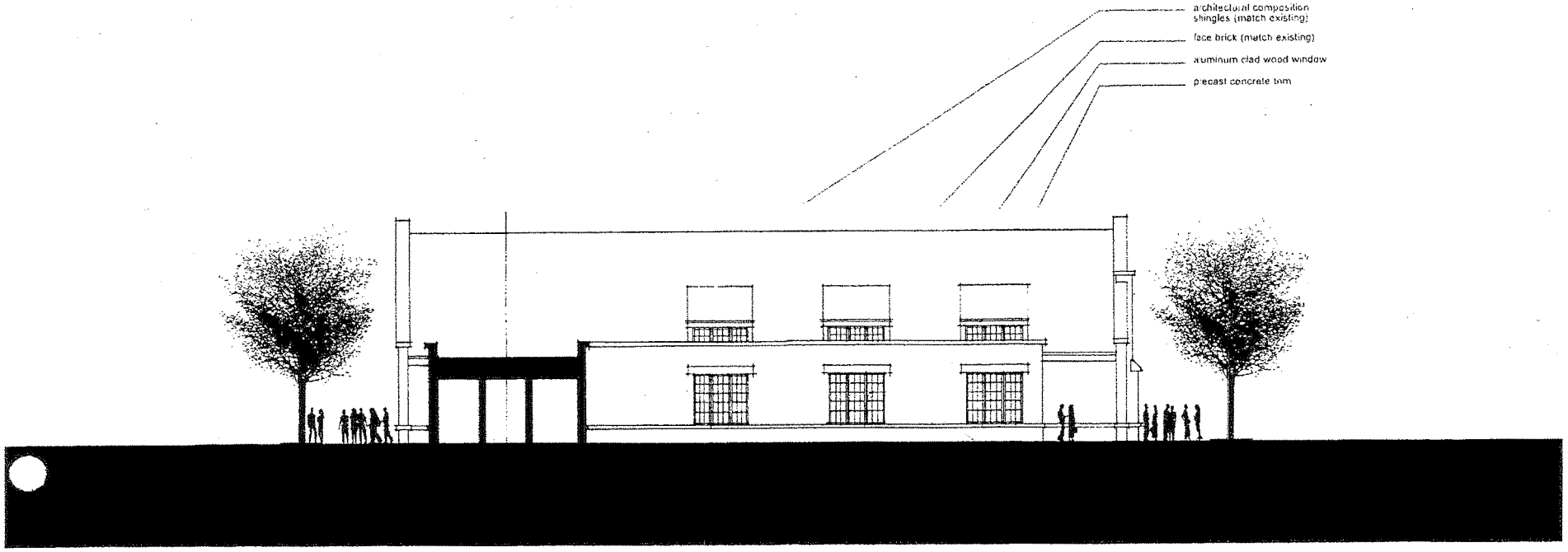
0' 4' 8' 16'
west elevation



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'

south elevation



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 5' 10' 20'
east elevation 16

Community Development
Planning Division
501 SW Madison
P.O. Box 1083
Corvallis, OR 97339-1083
FAX (503) 757-6936
(503) 757-6908

NOTICE OF DISPOSITION

ORDER 89-125

CASE DC(HPO)-89-57, Presbyterian Church

APPLICANT First Presbyterian Church

LOCATION 114 SW 8th Street
Corvallis, OR 97333

REQUEST This property be listed on the Corvallis Register of Historic Landmarks and Districts and requests that the Historic Preservation Overlay (HPO) designation be added to this property.

The Land Development Hearings Board conducted a review of the proposed request on November 21, 1989 and found that the request should be approved and adopts the findings of fact and conclusions contained in the staff report, dated November 14, 1989.

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 $92.00 (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 Attorney's office in the Central Park Municipal Building, 760 SW Madison Avenue.

Gary Beck, Chairman
Land Development Hearings Board

Exhibit VI.66

Attachment F.1

V-85-1

ORDINANCE 85-41

AN ORDINANCE vacating an alley between 8th and 9th Streets from Monroe to Madison Avenues, all as located in the City of Corvallis, Oregon.

At their regular meeting of September 3, 1985, the City Council of the City of Corvallis fixed October 21, 1985, at 7:45 p.m. in the LaSells Stewart Center, 875 S.W. 26th Street, Corvallis, Oregon, as the date, time and place for the Council to hold a public hearing. The purpose of the hearing is to hear objections regarding the proposed vacation, initiated by the First Presbyterian Church, of the alley between 8th and 9th Streets from Monroe to Madison Avenues. Proof of publication of notice has been made and filed with the City Recorder showing publication of notice in the Corvallis Gazette-Times, a newspaper of general circulation published in Corvallis, on September 20, 27, October 4, 11 and 18, 1985.

The City Council has held that public hearing, heard and considered any and all objections.

Based upon the information presented, the Council finds:

1. The procedures for vacating the alley described in this ordinance have been correctly followed;

2. There is not a public necessity for the use of the alley described in this ordinance;

3. It is in the public interest that the alley described in this ordinance be vacated; and

4. The public interest will not be prejudiced by the vacation.

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

Section 1. The alley between 8th and 9th Streets from Monroe to Madison Avenues described below is vacated and the described alley from the effective date of this ordinance is no longer a public way for any purposes whatsoever, excepted as provided herein:

Alley in Block 21, County Addition.

More particularly described as follows:

Beginning at a point which is South 70° 35'30" East, 100 feet from the intersection of the easterly right-of-way line of 9th Street (a 77-foot right-of-way) and the

Exhibit VI.67

Attachment G.1

southerly right-of-way line of Monroe Avenue (an 80-foot right-of-way), public rights-of-way in southwest quarter of the southwest quarter of Section 35, Township 11 South, Range 5 West of the Willamette Meridian, running; thence, southwesterly 300 feet more or less to a point on the northerly right-of-way line of Madison Avenue (an 80-foot right-of-way), said point also being South 70° 35'30" East from the intersection of the easterly right-of-way line at 9th Street and the northerly right-of-way line of Madison Avenue; thence, southeasterly 14 feet along said northerly right-of-way of Madison Avenue; thence, northeasterly 300 feet more or less to a point on the southerly right-of-way line of Monroe Avenue; thence, North 70° 35'30" West, 14 feet along said southerly right-of-way line of Monroe Avenue to the Point of Beginning.

Reserving, however, unto the City of Corvallis a permanent easement over and along the full width and length of the described premises for sewer and utility purposes incidental thereto, together with a right of ingress and egress for the purpose of using and enjoying that easement.

PASSED by the Council this 21st day of October, 1985.

APPROVED by the Mayor this 21st day of October, 1985.

Effective this 1st day of November, 1985.

Alan B Berg
Mayor

ATTEST:

Kathy Field
Acting City Recorder

Exhibit VI.68

Attachment G.2

First Presbyterian Church

An Application for 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:

First Presbyterian Church
114 SW Eighth Street
Corvallis, Oregon 97333

RECEIVED
DEC 17 2008
Community Development
Planning Division

Revised
November 20, 2008

Exhibit VI.69

Attachment H.1

Planned Development Narrative

INTRODUCTION

First Presbyterian Church of Corvallis is one of the oldest Presbyterian churches in the entire West. While the church had several different sites until the current building was erected in 1909, at SW 8th Street and NW Monroe Avenue, it was always in the center of the city. Since then, two additions to the original building have been completed. The two-story 1928 addition is immediately south of the original structure and is used for a variety of purposes related to the religious functions of the church. In 1969, the third addition was constructed south of and abutting the 1928 addition. It is currently used for educational and childcare purposes. About a decade ago when the original church building needed major repairs and the congregation discussed possibly relocating. Instead there was an intentional decision to remain near Downtown Corvallis as an urban church close to the campus of Oregon State University. Major renovations to the building occurred in the 1990s. The facility frequently hosts many community groups and events, including the daycare/childcare center.

REQUEST

The applicant is requesting approval of a Conceptual and Detailed Development Plan that would allow construction of a 6,444 square foot, single-story addition to the existing church building. The addition has been designed to include a 3,000 square-foot fellowship hall, a separate kitchen, and associated bathrooms. Accompanying improvements to the existing vehicular parking area and accessways would also be made, including the reconfiguration of the parking lot with angled spaces and a one-way drive aisle, (Attachment G). Vehicular access to the site would remain similar to existing conditions. However, the driveway and private alley that provide access to the site from NW Monroe Avenue will be eliminated to facilitate construction of the proposed building addition. The existing driveway on SW 9th Street will remain in its current location but be slightly reduced in width from 26 feet to 20 feet. A new driveway access is proposed along the site's SW 9th Street frontage to allow for two-way circulation through the reconfigured parking lot.

In addition to the Planned Development request, the applicant is also proposing a Major Replat to consolidate some of the platted lots that comprise the site, (Attachment H). Doing so will ensure that the new addition is not constructed over existing lots lines, as well as remove lot lines that currently intersect existing buildings.

SITE AND VICINITY

The 1.3-acre site is located north of NW Madison Avenue, west of SW 8th Street, and east of SW 9th Street, and south of NW Monroe Avenue, (Attachment A). Vehicular access to

Exhibit VI.70

the property is gained from SW 9th Street, NW Madison Avenue, and NW Monroe Avenue. The site is centrally situated near Downtown Corvallis. Central Park is located immediately to the east, across SW 8th Street. Properties north and south of the site are primarily developed with residential uses but also contain small professional offices, as well as another large community church. The campus of Oregon State University borders the site on its west side, across SW 9th Street, (Attachment B).

As noted above, the site is currently developed with three attached buildings and one separate building, each of which is listed on the Corvallis Local Register of Historic Landmarks and Districts. The buildings occupy a portion of the eastern half of the site, while the western half currently contains the on-site parking area and an outdoor playground. The site is essentially flat and contains no identified significant Natural resources or Natural hazards. Mature landscaping has been installed around the perimeter of the site and between buildings where possible. A small monument sign for the church is located at the northeast corner of the property and faces the intersection at SW 8th Street and NW Monroe Avenue.

The site is zoned Medium-high Density Residential (RS-12), as are properties immediately to the south and southeast, across NW Madison Avenue. Properties to the north of the site are also zoned for residential use, but are designated as either Medium Density – University (RS-9U) or High Density Residential (RS-20). Central Park is zoned Agriculture – Open Space (AG-OS), while the portions of Oregon State University's camps located west of the site are zoned OSU, (Attachment D). Comprehensive Plan designations for each of these properties is consistent with the corresponding assigned zone, (Attachment C).

Exhibit VI.71

ATTACHMENTS

A - Vicinity Map
B - Surrounding Uses
C - Comprehensive Plan Designations
D - Existing Zoning Designations
E - Proposed Zoning Designations
F - Existing Site Plan
G - Detailed Development Plan
H - Major Replat
I - Landscape Plan
J - Utility Plan
K - Building Elevations
L - Estimated Building Use
M - Parking Utilization Study
N - Parking Plan

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 – Conceptual and Detailed Development Plan*
- *Part II – Major Subdivision Replat*

Exhibit VI.72

PART I

CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

REVIEW CRITERIA

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

Exhibit VI.73

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 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 2.14, 3.6, 4.0, 4.1, 4.2, 4.4, and 4.10, an approval of the proposed design would allow the following variances described below in Table 1.

---

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.

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	*Compensating Benefit*
LDC Sections 4.0.30.a(2), 4.0.60.e(1) – Planter strips along the site's NW Monroe Avenue frontage are currently less than 12 feet wide due to the presence of on-street parking spaces. The applicant proposes to retain the existing six-foot wide planter strip so that these spaces may be used by the general public and church attendees.	*The applicant notes that the existing conditions are the result of on-street parking spaces located along the south side of NW Monroe Avenue. This street is designated as a Collector street by the Corvallis Transportation Master Plan, which typically does not include on-street parking. Sufficient right-of-way exists for a 12-foot wide planter strip along the site's street frontage if these space were removed. However, given the proximity of Central Park to the site, the applicant believes these parking spaces are of more value to the general public than a full-width planter strip. The existing planter strip is six feet wide, and provides sufficient area to install medium canopy street trees, which the applicant proposes to do as part of this proposal.*
LDC Section 4.0.130© – The subject proposal will introduce more than 5,000 square feet of redeveloped pollution generating impervious surface, which is the square footage threshold for providing water quality facilities. However, the site is constrained by grade and area to the extent that an open, above ground facility would be difficult to construct and maintain. The applicant requests a variance to satisfy this standard by installing water quality manholes, which are not one of the types of water quality facilities listed in the Corvallis Design Criteria Manual or Storm Water Master Plan.	*Water quality manholes have been demonstrated to satisfy the Corvallis water quality standards on sites where above ground facilities are not feasible. While it is possible that the applicant could construct an above ground facilities (e.g., open swale), it is likely that, over time, the integrity and performance of such facilities would degrade to a level that does not achieve the applicable water quality standards. Thus, by allowing the use of water quality manholes, the City can be confident that these facilities will have a comparatively greater likelihood of achieving performance standards over the life of the project.*

Exhibit VI.75

Code Variance	*Compensating Benefit*
<u>LDC Sections 4.1.20(g); 4.1.30.b, Parts (4) and (8); and 4.1.30.c(1)</u> – The existing on-site parking area will be redesigned to accommodate construction of the new building addition. This parking area does not currently contain enough vehicle spaces to satisfy the minimum parking demand associated with the mixture of uses occurring at the site, and neither will the redesigned parking lot. The applicant proposes to rely on on-street parking spaces to meet a portion of the minimum demand.	*The applicant notes that continued reliance on existing on-street parking spaces represents a comparative decrease in the amount of pollution generating impervious surface area that would otherwise result from constructing a parking lot large enough to satisfy the church's entire parking demand. Given the church's location, constructing a parking lot of this size would also likely require the demolition of one or more nearby existing buildings, some of which contribute to the historic character of the neighborhood. Thus, using on-street parking spaces also eliminates the need to take such unnecessary steps.*
<u>LDC Section 4.10.70.05.b.6.(a)</u> – The north elevation of the proposed addition, which faces NW Monroe Avenue, does not contain windows and doors for 60 percent of its length. As shown on Attachment 'N', the north elevation is 51 feet long. Windows and doors occupy 25 feet of this total length, which equates to 49 percent of the elevation.	*In justification of this variance, the applicant notes that the building has been intentionally designed to achieve architectural compatibility with the historic portions of the original church building. The style, placement, size, and number of windows and doors provided on the north elevation reflects similar architectural elements found on the sanctuary building and its 1928 addition, (Attachment K). Providing additional windows and doors would disrupt the balance achieved by the proposed design. As mitigation for this variance, the applicant notes that the largest window on the north elevation exceeds the requirement of accounting for at least 25 percent of the first twelve feet in height of the wall by over 100 percent.*

Exhibit VI.76

Code Variance	*Compensating Benefit*
LDC Sections 4.2.50 and 4.4.20.03 – As a result of the proposed Major Replat, the parcel containing the new building addition will have frontage on two parallel streets, SW 9th Street and SW 8th Street, and be considered a through-lot. The applicant requests that a variance be granted so that a planting screen easement is not required along the frontage that isn't used for vehicular access to the site.	*In support of this request, the applicant notes that the arrangement of uses on the site is well-established and unlikely to significantly change to the extent that vehicular access would ever be established from SW 8th Street. While providing a planting screen easement could be accomplished, doing so would unreasonably impact the prominent historic buildings on the site. The benefit of not providing the planting screen is that the east facade of these buildings remains visible in its entirety to be enjoyed by the general public.*
Off-street Parking and Access Standards - Section II.D – The applicant requests that a variance be granted to allow both of the driveway entrances on SW 9th Street to be constructed with a pavement width of 20 feet as opposed to 24 feet.	*Driveways with a 20-foot wide pavement width will allow at least two more on-site parking spaces to be provided on the site, and decrease the amount of pollution generating impervious cover that would result from constructing 24-foot wide driveways.*

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.

The requested variances permit the applicant to meet the evolving needs of its congregation by building a historically compatible addition on an in-fill site within the center of the City. Most of the variances requested are the result of taking advantage of a centrally-located site that has been owned and occupied by the church for more than 100 years. Within this period of time, development patterns have been established around the site, making compliance with all applicable development standards infeasible. Two of the four requested variances are directly related to the applicant's desire and commitment to ensure that the proposed addition is consistent with applicable historic preservation standards. Admittedly, while reliance on on-street vehicular parking spaces is not the solution preferred by LDC standards, the applicant notes that the use of on-street spaces has occurred for several years. Continuing this practice decreases the amount of pollution generating impervious surface area that would otherwise result from constructing a parking lot large enough to satisfy the church's entire vehicular parking demand.

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 four parts:

- *Land Use*
- *Compatibility*
- *Circulation*
- *Public Facilities and Services*

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.

5.4.2 The City shall encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.

The proposed Conceptual and Detailed Development Plan is consistent with Comprehensive Plan Policies cited above for the following reasons. While expanding the church as proposed is not intended to increase its actual day-to-day capacity, the new addition will enable members of the church to more easily attend services and other functions. As the needs of the congregation have grown and evolved over time, members of the leadership at First Presbyterian Church have come to realize that the existing fellowship hall on the second floor of the 1928 addition is inconvenient and too distant from the main sanctuary. The fellowship hall is used for a wide variety of functions, including bible study classes, after-service coffee hour, lectures, wedding receptions, and memorial services. Relocating this portion of the facilities to the groung floor will allow elderly and disabled persons to freely access an important part of the church. As a result of relocating the fellowship hall, the existing second floor facility will be converted to a practice room for the church's choir and also used for adult education classes; activities that currently take place in other portions of the church.

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Adapting and expanding the building to meet these needs allows the congregation of First Presbyterian Church to continue using a historically significant building that was intentionally designed for religious purposes. The subject site is conveniently located in a central portion of the City and served by all necessary utility and transportation facilities. Absent the proposed addition, it is possible that as the congregation's needs continue to evolve over time, a decision to relocate to a new facility would be necessary to efficiently serve its members. Such a move would likely require the construction of a new building at a currently undeveloped site, as it is uncommon for large established church congregations to find existing buildings that accommodate each of their religious and community-oriented programs. Given the existing land use patterns observed in Corvallis, a new facility would have to be constructed away from the central portion of the City, meaning that most members of the congregation would have to travel farther than they do now to reach the church and use more energy to do so. Obviously, new construction materials would be used to build the facility, which would also involve the expenditure of comparatively more energy than if the current building were simply expanded. Lastly, while members of the congregation stand to benefit most from the proposal, other members of the community rely on First Presbyterian Church to provide education and child care services. These people would also be adversely impacted if the church were forced to relocate to a new location.

Applicable Land Development Code Sections:

Section 3.6.20 - PERMITTED USES

3.6.20.01 - Ministerial Development

a. Primary Uses Permitted Outright

3. <u>Civic Use Types</u> -

d) Religious Assembly

In general, the proposed building addition will be used for religious assembly a majority of the time. This use is permitted outright in the RS-12 zone per criterion cited above.

<u>COMPATIBILITY</u>

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

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;**

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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:

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:**

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.**

D. **Neighborhood development provides for compatible building transitions in**

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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.

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terms of scale, mass, and orientation.

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.**

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.**

The proposed Conceptual and Detailed Development Plan will maintain the existing characteristics of the surrounding neighborhood, as required by the Comprehensive Plan Policies cited above. The expansion is not intended to increase the service capacity of the church, but instead allow for a more convenient space in which to conduct on-going activities. The applicant does not anticipate a notable increase in the number of people attending the various religious and social events at the church as a result of the proposed expansion. While Sunday is the day of the week on which the greatest number of people attend a single event at the church, Sunday Services specifically, religious, social, and educational activities occur at the church each day of the week. These include, but are not limited to: music groups that practice at the church, civic clubs that hold meetings there,

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and a pre-school and daycare that operate at the church during the work week. In general, these activities do not overlap one another, which means that the traffic volume and parking demand generated by each is not additive. The type and schedule of typical events occurring at the church is not expected to change due to the proposed building addition. Thus, the traffic volume and parking demand associated with these activities should be similar to that currently experienced within the surrounding neighborhood once the building addition is completed. Please see the 'Traffic and Off-street Parking' section, below, for further discussion on the anticipated parking and traffic impacts related to this proposal.

In addition to two other large churches that are located just west of the subject site (i.e., the First Baptist Church of Corvallis and the First Methodist Church), the neighborhood within the immediate vicinity of the First Presbyterian Church also contains Central Park, undeveloped portions of the Oregon State University campus, small professional office buildings, and the City of Corvallis/Benton County Library, (Attachment B). A mixture of multi-family dwellings and detached single family houses can also be found within a few blocks of the site. This broad mixture of uses contributes to the composition of the larger comprehensive neighborhoods of Downtown and the North Campus Area. In general, buildings within this portion of Corvallis are oriented toward public streets through the use of minimal setbacks, regardless of the respective use or size. For example, within a few blocks to the east and west of the site along NW Monroe Avenue, buildings are setback an average of roughly 15 feet from public sidewalks. These buildings include multi-story residential structures; the aforementioned churches, which are also multiple stories; as well as single story offices and residential dwellings. The existing First Presbyterian Church building is setback from NW Monroe Avenue at a comparable distance and the proposed addition will maintain this relationship to the street, (Attachment G). While the new portion of the church will expand the overall footprint of the building, it has been intentionally designed as a single-story so as to not detract from the architectural and historic significance of the original structure. However, the massing of the expanded building will continue to balance the park-like streetscape along the south side of NW Monroe Avenue against the north side of the street, which contains several multiple story structures.

One of the defining features of the Downtown and North Campus Area neighborhoods is NW Monroe Avenue, which serves as a major transportation corridor through these portions of Corvallis. Ninth Street is equally important in this regard. Besides carrying a large volume of vehicular traffic, these streets are also heavily used by pedestrians, bicyclists, and mass-transit services. The subject site is prominently situated at the southeast corner of the intersection of these two streets. As shown on Attachments 'G' and 'N', the proposed addition is oriented toward NW Monroe Avenue and SW 9th Street, with pedestrian walkways that connect public sidewalks to main entrances on the west and north building elevations. The proposed site design maintains existing vehicular connections with NW Monroe Avenue and SW 9th Street as well. A reconfigured parking lot is located on the west side of the proposed addition and will be accessed via two-way drive aisle designed so that vehicles may enter and exit from SW 9th Street. However, one of the two

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driveways proposed along SW Ninth Street is configured as 'right-turn-only' in order to decrease the potential for traffic circulation conflicts at the NW Monroe Avenue intersection. An existing one-way access from NW Madison will remain unchanged. While a majority of the site and its street frontage already contains mature landscaping, new landscaping will be installed around the new building addition and redesigned parking area to buffer the site. New medium canopy street trees will also be installed in the planter strip along the NW Monroe Avenue frontage, while large canopy street trees will be installed along the SW 9th Street frontage, (Attachment I).

Applicable Land Development Code Sections:

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

	Standard
c. Minimum Lot Area	2,200 sq. ft. per dwelling unit
d. Minimum Lot Width	25 ft.
e. Setbacks	
1. Front yard	10 ft. minimum; 25 ft. maximum 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	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.

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	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
I. Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.

A Major Replat is proposed as part of the Conceptual and Detailed Development Plan, (Attachment H). Ten of the existing lots that constitute the site will be combined into one lot with an area of approximately 65,000 square feet and a minimum width of roughly 216 feet.

The new building addition will connect with the west elevation of the 1928 addition to the original church building. These structures are oriented so that the primary entrances to each building face SW 8th Street. The applicant has used this street frontage for determining compliance with applicable setbacks. A front yard setback distance of at least 10 feet is provided along the east elevation of the existing buildings that face SW 8th Street, while a side yard setback of approximately 15 feet is maintained by the original church building and the proposed addition along the NW Monroe Avenue frontage. A setback of at least five feet is provided in the opposite interior side yard shared by the 1969 addition and the Youth House. Along the SW 9th Street frontage of the site, the new addition will be setback from the associated sidewalk by a distance of roughly 13 feet at the porte cochere, while the remainder of the building will be about 55 feet from the west lot line.

As shown on Attachment 'K', the proposed addition is less than 35 feet tall at the mid-point of the tallest roof gable.

Due to combining each of the ten existing legal lots into one lot through the proposed Major Replat, compliance with LDC Section 3.6.30(I) is determined based on the existing and proposed improvements that fall within the boundaries of the resulting parcel (i.e., Parcel 1). As indicated on Attachment 'H', Parcel 1 will contain the sanctuary building, the 1928 addition, the 1969 addition, the proposed addition, and the reconfigured parking area. Parcel 1 is dimensioned to have an area of 53,320 square feet, approximately 23,243 square feet of which will be covered by buildings. Another 11,105 square feet of the parcel will contain vehicle maneuvering areas. The resultant lot coverage is 64.4 percent.

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

Exhibit VI.85

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.

The applicant has submitted a conceptual landscaping plan that demonstrates consistency with the criteria cited above, (Attachment I). As discussed, 64 percent of the site will contain building footprint or vehicle maneuvering areas. Green Area will constitute the balance of the affected area, which equates to 18,972 square feet, or 36 percent. Of this area, 14,418 square feet, or 76 percent, will be improved with vegetation.

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 Green Area within the portion of the site affected by the new building addition and reconfigured parking area has been arranged to buffer the site from adjacent streets, to

Exhibit VI.86

enhance separation between the parking lot and existing playground, and to soften outdoor areas between the existing and proposed buildings, (Attachment I).

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;

Please see below for a response to applicable standards from LDC Chapter 4.10.

Visual Elements

The existing church building is listed on the Corvallis Local Register of Historic Landmarks and Districts. As a result the proposed addition has been designed to compliment and protect the historic significance of this structure, as required by applicable standards from LDC Chapter 2.9. A brief summary of the design elements is provided below.

The applicant has designed the addition to closely mirror the prominent architectural features, form, massing, and proportions integrated with the existing church, (Attachment K). Building materials and architectural elements similar to those used on the existing building will be used on the proposed addition. These include:

- *Materials of red face brick with cast stone (precast concrete) trim that matching both buildings;*
- *Brick buttresses facing Monroe Avenue, as used on both existing buildings;*
- *An arched and recessed window opening facing Monroe Avenue matching the 1928 addition;*
- *Rectangular casement windows with multiple divided lights matching both buildings;*
- *"Catslide" dormers matching the 1928 wing;*
- *A gabled roof with a pitch and parapet that match with the 1928 addition;*
- *Round vent at upper gable of the south elevation, matching the 1928 wing;*
- *Roof material (dark slate colored architectural shingle) matching both buildings;*
- *Gothic pointed arch at the porte cochere entry matching the main sanctuary entrances;*
- *Flat roof with parapets at the eastern side of the new addition that match both the height and the proportions of the flat roof side bays of the sanctuary.*

Combining these elements to form the architectural signature of the proposed addition protects and perpetuates the historical significance of the existing church buildings. As shown on Attachment 'K', the design of the new addition uses the gabled roof massing of

Exhibit VI.87

the 1928, 2-1/2 story wing in combination with the height of the abutting exterior sanctuary wall to create a proportion that relates to both of the existing buildings. Stone accented buttresses on the north elevation of the proposed addition are dimensioned to mirror those of the sanctuary and the 1928 addition. Similar to the 1928 addition, these buttresses are extended into the parapet of the new addition, the squared portions of which horizontally align with the parapet of the sanctuary. The design of the proposed addition works in concert with the 1928 addition to "frame" the sanctuary when viewed from the intersection at NW Monroe Avenue and NW 8th street, with two gabled brick wings acting as bookends to the dominant curved corner and towers of the sanctuary.

Given the considerable attention paid to ensuring that the new addition is historically compatible with the existing church, the applicant has attempted to integrate the on-site parking lot with the overall site in a manner that does not detract from the project. By using a porte cochere on the west elevation of the building, the parking lot is visually "cradled" by the building rather than setting it apart. Landscaping installed along the boundary of the parking area will buffer it from the building and the adjacent public sidewalk.

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 and lighting patterns for the proposed development will be similar to what is currently experienced at the site. There are several cut-off fixtures that currently illuminate the existing paved parking lot. The applicant intends to retain these fixtures in their current location as they will enhance safety of the parking lot when it is dark.

Consistent with LDC Chapter 4.2, the applicant proposes that all new exterior on-site lighting have fully cut-off fixtures. Nevertheless, an increase in exterior ambient lighting would be expected in comparison to existing conditions due to new exterior fixtures installed on the proposed addition and within the parking lot. However, a change in noise patterns is not anticipated given that the same types of activities will be occurring at the church.

No impacts from odors or signage associated with the development are anticipated by the applicant. Refuse generated at the church will be gathered for collection, as it is currently. A small monument sign that displays the name of the church is located at the northeast corner of the site. No new signage is proposed for the as part of this application.

Exhibit VI.88

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.

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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.

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 conceptual landscape plan for the proposed development, (Attachment I). A final landscaping and irrigation plan that achieves the coverage requirements noted in LDC Section 4.2.20.a(3) will be submitted to the City prior to the proposed Major Replat recording with Benton County. This plan currently accounts for landscaping within the parking area, around the perimeter of the proposed building addition. Landscaping installed throughout these areas will include trees, shrubs, and groundcover. New street trees will be installed along portions of the site's frontage on NW Monroe Avenue, SW 9th Street, and SW 8th Street where they are currently missing or damaged.

As shown on Attachment 'I', planters and boundary areas have a minimum diameter of at least five feet consistent with LDC 4.2.20(e). In instances where planters are used as tire stops, the diameter is increased to at least 7.5 feet.

Proposed landscaping features have been placed consistent with the City's transportation plan standards so that requisite vision clearance areas are maintained at each commercial driveway intersection on SW 9th Street.

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,

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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;

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

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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**

The site's NW Monroe Avenue frontage currently contains a substandard planter strip due to the presence of on-street parking spaces. However, it is wide enough to support medium canopy street trees, which the applicant will install at the interval noted in Table 4.2-1. Consistent with the ratio noted in Table 4.2-1, the applicant will also install two large canopy street trees along the site's SW 8th Street frontage. Along the site's SW 9th Street frontage, a damaged large canopy tree will be replaced.

A total of 21 spaces are provided in the reconfigured parking lot. Four medium canopy trees are distributed throughout the parking area in planters to provide shade and visual relief.

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.

As shown on Attachments 'I' and 'J', trees installed through the proposed Detailed Development Plan will be separated from hard surfaces and public utilities by distances stipulated in LDC Section 4.2.30(b).

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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 around the perimeter of the site and throughout the parking lot. In general, the perimeter buffer treatment is at least five feet wide. Where trees are proposed, the width will be at least 10 feet, (Attachment I).

Exhibit VI.93

The applicant has designed each of the parking lot planter islands to be consistent with the dimensions noted LDC Section 4.2.40(b). Each of the planters will contain at least one shade tree and be bound by a raised concrete curb.

4.4.20.03 - Lot Requirements

c. Through Lots - Through Lots shall be avoided except where essential to overcome specific disadvantages of topography and orientation. A planting screen easement at least 20 ft. wide shall be required between Through Lots and adjacent streets, in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. No vehicular rights of access shall be permitted across this planting screen easement. All Through Lots with frontage on parallel or approximately parallel streets shall provide the required front yard on each street, except as specified in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

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.

A through-lot is created as a result of consolidating each of the 10 legal lots that comprise the site into one parcel through the proposed Major Replat. In order to be consistent with LDC Sections 4.4.20.03 and 4.2.50, a 20-foot wide planting screen easement is required along one street frontage to preclude vehicular access from two parallel street frontages. In this case, the new parcel would have the theoretical potential for vehicular access from both SW 9th Street and SW 8th Street. The established access pattern is from SW 9th Street with buildings occupying most of the frontage length along SW 8th Street.

The applicant suggests that it is not practical, nor appropriate, to establish the required planting screen easement for the following reasons. So long as the parking area is maintained on the western portion of the site and vehicular access to it is from SW 9th Street, a planting screen easement would have to be created along the SW 8th Street frontage. Buildings are situated no more than 18 feet from the east property line for the majority of its length. Thus, portions of these buildings would be within the planting screen easement. Additionally, LDC Section 4.2.50 requires that the landscaping treatment established within the easement area must be at least six feet in height and achieve 80 percent opacity within 18 months of the primary use of the site being established. Installing such a treatment along one of the primary facades of the church, which includes prominent historic buildings, would create obvious conflicts with pedestrian access, as well

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as negatively impact the historic integrity of the site.

Having taken these concerns into consideration, the applicant requests a variance from providing a through-lot planting screen easement. In support of this request, the applicant notes that the arrangement of uses on the site is well-established and unlikely to significantly change to the extent that vehicular access would ever be established from SW 8th Street. While providing a planting screen easement could be accomplished, doing so would unreasonably impact the prominent historic buildings on the site. The benefit of not providing the planting screen is that the east facade of these buildings remains visible in its entirety to be enjoyed by the general public.

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.

The only new outdoor service facility proposed through the subject project is a trash enclosure that will be situated immediately northwest of the Youth House, (Attachment G). A six-foot tall wooden fence is proposed to form the enclosure and screen common garbage and recycling containers from view.

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.**

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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 site has frontage on four streets; NW Monroe Avenue, SW 8th Street, NW Madison Avenue, and SW 9th Street. Development activities related to the proposed building addition and reconfigured parking lot only affect SW 9th Street and NW Monroe Avenue. The site's NW Monroe Avenue frontage is improved consistent with the standards for a Collector street, except for the presence of on-street parking spaces and a substandard planter strip. On-street parking spaces are also available along the site's SW 9th Street frontage, which currently occupy a portion of the street width that would otherwise be used as a bicycle lane.

Collector streets are typically improved with 12-foot wide planter strips, but in the case of this section of NW Monroe Avenue, on-street parking spaces occupy the area that would otherwise be occupied by a full width planter strip. While the applicant does not propose to alter this design, new medium canopy street trees will be planted in the existing six-foot wide planter strip.

Within the site, a network of pedestrian walkways connects the various buildings with one another and the public sidewalks that are adjacent to the site. Direct access to transit facilities located along NW Monroe Avenue and SW 9th street is maintained by the proposed design.

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Traffic and Parking

Applicable Comprehensive Plan Policies:

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

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:

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.

9.6.3 The City shall amend the Land Development Code to encourage the following in the Downtown Residential Neighborhood.

B. **Reduction of on-site parking requirements; and**

C. **Maintenance of historic character.**

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.

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.

11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

As discussed above, the intent of the proposed addition is to relocate activities from an existing space within the 1928 addition to the new building. An increase in overall capacity of the church is not the motivating force behind the subject proposal, and the applicant intends to maintain current activity levels at the church. As a result, existing traffic volume generated by the various uses occurring at the church is not anticipated to increase.

The reconfigured parking lot will contain a total of 21 spaces to accommodate a portion of the vehicle parking demand generated by the church. The applicant has requested that on-street parking spaces be allowed to satisfy the remainder of the vehicle parking demand, as discussed further, below. An analysis of the availability of on-street parking spaces within the immediate vicinity of the site has been submitted with this application, (Attachments L, M, and N). The applicant has found that, in conjunction with the proposed 21 on-site parking spaces, public streets identified in the submitted parking study have adequate parking capacity to meet the demand generated by the church, while maintaining sufficient parking availability for other uses within the area. Please see below for further discussion on this aspect of the proposal.

By allowing the applicant to use on-street parking spaces to satisfy a portion of the parking demand generated throughout the week, several benefits result for the surrounding area.

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First, using existing on-street spaces represents a significant decrease in the square footage of pollution generating impervious surface area that would otherwise result from constructing a new parking lot. Second, as discussed below, the applicant has determined that 176 on-street spaces would be necessary to satisfy the LDC requirements for minimum parking demand generated by the church, which reflects the mixture of uses currently occurring and accounts for the proposed addition. If a new parking lot were constructed to provide these spaces, the new pavement would cover approximately one acre of land, even if 40 percent of the spaces were dimensioned as compact spaces. Third, given that a majority of the properties surrounding the church are developed, some of which with historic structures, the only way for the applicant to build a new parking lot of this size and satisfy the proximity requirements contained in LDC Chapter 4.1 would be to demolish existing structures. For reference, the subject site is 1.3 acres, which means that a developed property almost as large as the site would be razed. These steps would cause detrimental impacts to the character of the Downtown Residential Neighborhood area, and can only be viewed as excessive given the information presented through a parking study submitted by the applicant.

Comprehensive Plan Policies 9.2.5(J), 9.6.3, and 11.4.7 each support the use of on-street parking spaces in situations where it would not negatively effect the pedestrian environment and where adequate spaces exist. Each of the streets identified in the parking study are constructed with planter strips that separate public sidewalks from the paved surface of each street. This separation supports a safe pedestrian environment, and the use of on-street parking spaces by the church will not change these existing physical conditions. Even if the Church provided all of the required parking on-site, existing on-street spaces would continue to be used by other surrounding uses, which means that the quality of the pedestrian environment would not change as a result excluding the Church from using these spaces. As discussed further, below, the parking study has demonstrated that not only do the identified streets have adequate on-street parking capacity to satisfy a potential need of 176 spaces, but there are typically spaces available for other uses when the most parking intensive uses are occurring at the church. Lastly, it is evident that constructing a new one-acre parking lot would unnecessarily increase the amount of impervious surface area in Corvallis, which is contrary to Comprehensive Plan Policy 7.5.5.

A trip generation analysis has been completed for the proposed building addition. Less than 30 trips are generated during either the AM and PM peak hours, which is the threshold for completing a Level of Service (LOS) analysis. Please see below for further findings regarding potential traffic impacts related to the proposed building addition.

Applicable Land Development Code Sections:

Section 4.1.20 - GENERAL PROVISIONS

g. Mixed Uses - When several Uses occupy a single structure or lot, the total required vehicle and bicycle parking shall be the sum of the requirements of individual Uses. Exceptions to this provision for shared parking may be considered through

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the Planned Development process outlined in Chapter 2.5 - Planned Development.

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.

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.

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.

2. A reduction of up to 10 percent of required vehicle parking may be obtained through the provision of bicycle parking as follows:

a) For every eight required bicycle parking spaces, required vehicle parking may be reduced by one space, up to the maximum of a 10 percent vehicle parking reduction; or

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.

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.

1. Administrative Services - One space per 400 sq. ft. of gross floor area.

4. Day Care/Small Schools - Two spaces per classroom.

8. Religious Assembly - One space per four fixed seats, where 24 lineal in. of bench shall be considered one seat, and one space per 50 sq. ft. of public assembly area where there are no fixed seats.

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The following table presents the maximum parking demand for the church based on a compilation of all potential uses occurring at the site and in light of the proposed building addition. The applicant notes that the site currently provides for a total of 44 improved and unimproved on-site parking spaces.

Table 2 – Vehicular Parking Demand Disposition

Building	***Existing and Proposed Building Use***	***Use Demand Variable***	***Parking Demand Ratio***	***Number of Spaces Required***
Sanctuary	*General Office*	*456 sf*	*1 per 400 sq. ft.*	*1*
	Daycare/ Preschool	*3 Classrooms*	*2 per Classroom*	*6*
	Religious Assembly	*896 lineal feet of pew seating*	*1 per four fixed seats, where two feet of bench equals one seat*	*112*
1928 Addition	*General Office*	*1,457 sf*	*1 per 400 sf*	*4*
	Religious Assembly	*2,505 sf*	*1 per 50 sq. ft. of gross floor area*	*50*
Jones Wing (School)	*General Office*	*863 sf*	*1 per 400 sq. ft.*	*2*
	Daycare/ Preschool	*4 Classrooms*	*2 per Classroom*	*8*
Proposed Addition	*Religious Assembly*	*3,000 sf*	*1 per 50 sq. ft. of gross floor area*	*60*
			TOTAL	***243***

Per LDC Section 4.1.20(g), the total parking demand for the church should be based on the sum of each use. The applicant requests to vary from this standard for the following reasons. Several activities occur at the church throughout any given week. However, none of these generates a greater potential demand for parking spaces than the Religious Assembly use. The information presented in Table 2 confirms that the combined parking demand for all other uses is less than that of the Religious Assembly use. As shown on Attachment 'L', uses that could be construed as Religious Assembly occur at the church throughout the week. However, Sunday services generate the greatest number of driving age participants. During the remaining days of the week, a wide variety of uses occurs at the church, and while some of these could be classified as Religious Assembly (e.g., choir practice), such uses occur at different times of the day than other uses with moderate

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parking demands. Therefore, it is reasonable to allow the maximum parking demand for the church to be based on the Religious Assembly use, as the parking demand of this use subsumes the total parking demand of all other uses combined.

From this perspective, a total of 222 parking spaces would be required. As shown on the submitted site plan, 21 on-site parking spaces are proposed to be provided west of the building addition. Transit service routes use portions of NW Monroe Avenue and SW 9th Street that front the site, as noted above. A formal bus shelter currently exists immediately south of the site's SW 9th Street frontage, (Attachment G). In response to criteria related to the provision of bicycle parking spaces (see below), the applicant notes that a total of 22 spaces are required. By relying on the portions LDC Section 4.1.20(q) cited above, the total vehicle parking demand may be reduced by 25 spaces as a result of these factors (i.e., a 22 space reduction due to transit proximity, and a three space reduction due to required bicycle parking). The applicant requests that the balance of the total vehicular parking demand, 176 spaces, be satisfied through the use of on-street parking spaces available along 8th Street, SW 9th Street, SW Madison Avenue, and NW Monroe Avenue, as shown on Attachment 'N'.

To determine if the noted streets can support the potential demand of 176 vehicle parking spaces, the applicant conducted a parking utilization study, (Attachments M and N). The study captured existing on-street parking demand on two different Sundays, before, during, and after religious services, as well as on two Tuesday evenings and two Wednesday mornings. It should be noted that the parking study conducted on Sundays monitored fewer than 176 on-street parking spaces because demand for on-street spaces was projected to be less than this amount. It is also important to note that only four on-street spaces immediately adjacent to other nearby churches were monitored for availability. The study completed for Tuesdays and Wednesdays did account for 176 on-street parking spaces, but only monitored 155 spaces for similar reasons, (Attachment N). For both studies, parking spaces were counted visually, in person, and reviewed by licensed engineers. Where pavement markings were not provided to identify the size of a parallel space, the actual number of vehicles parked was used or a length of 22 feet for each space. A total of 34 on-street spaces abut the site, most of which are assumed to be available for use by people attending the church during the most parking intensive activities (e.g., Sunday services, seasonal concerts, and civic club meetings).

Sunday is the day of the week assumed to give the best representation of the use of on-street spaces along the identified neighborhood streets, as residents are more likely to be at home instead of working. Additionally, Sunday service is the activity that regularly generates the greatest number of participants of legal driving age of any activity occurring at the church, and represents the largest magnitude parking impact on surrounding streets, (Attachment L). The Sunday parking study concluded that, not only is there sufficient capacity along the noted streets to satisfy the demand projected by LDC parking ratios, but that the church actually generates substantially less demand than what is expected by the LDC parking standards. Additionally, the parking demand generated by the church during Sunday services did not saturate all available on-street parking spaces, which means that on-street

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spaces remained available for use by other people not attending activities at the church. This observation is notable given that three other large community churches are found within roughly one-eighth of a mile of the site and each has religious services that overlap with those of First Presbyterian Church. Further support for the request to rely on on-street parking spaces is garnered from the fact that the church operates a shuttle service on Sundays to bring members of the congregation to site. While the average number of riders from week to week is approximately 15 people, it arguably decreases the demand for parking spaces, whether they be on-street or on-site.

During the remainder of the week, a wide variety of activities occur at the church, as noted above and documented on Attachment 'L'. With the exception of days when seasonal events, such as concerts, occur, Monday and Tuesday are the only days of the week on which a greater number of activity participants are at the church at any one time than what occurs during religious services on Sunday. However, because these instances of greater numbers of participants are primarily influenced by children's choir practice, it is reasonable to assume that these particular instances generate less of a vehicle parking demand than Sunday services. Since children cannot legally drive, it is likely that more vehicles carry multiple participants to children's choir practice when compared to vehicles associated with Sunday service attendees. Additionally, the applicant notes that most parents simply drop off their children for choir practice rather than staying at the church for the duration of the practice. This means that very few parking spaces are actually needed to satisfy the participant load generated by choir practice. A similar situation exists for the preschool/daycare use. Therefore, Sunday is still considered to represent the day of the week that regularly generates the greatest demand for on-street parking spaces.

It is also assumed that on-street parking spaces would be available more frequently between the hours of 8:00AM and 5:00PM during the work week because most of the buildings that front portions of NW Monroe Avenue, SW Madison Avenue, SW 9th Street, and 8th Street identified through the parking availability study are used for residential purposes. Residents of these buildings would typically be at work or conducting other activities away from their homes on weekdays between the hours of 8:00AM and 5:00PM. This means that these on-street spaces are available for use by the church and other non-residential uses in the area. Such uses typically generate a higher parking space turnover rate than residential uses. For example, the April 2001, Corvallis Downtown Parking Study found that each space within the Downtown Core is used an average of five times each day, resulting in a significant, informal shared parking dynamic by commercial and civic uses in this area of the city. The subject site abuts the western boundary of the Downtown Core, so it is reasonable to assume that similar weekday parking dynamics would be observed on streets around the church. After 5:00PM on weekdays, the on-street parking availability is presumed to be similar to that occurring on Sunday mornings during religious services.

Two tables are presented in Attachment 'L', one presents the number of individuals participating in each activity occurring at the church on a half-hour basis, (Attachment L-2). The other table presents the minimum number of parking spaces required for each of

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these activities on a half-hour basis given the room in which the activity occurs and the corresponding LDC parking demand ratio assigned to each use, (Attachment L-3). A close comparison of these two tables quickly demonstrates that Attachment L-2 likely provides a more accurate depiction of the potential demand for parking spaces. For example, on Thursdays, the Praise Team meets in the Assembly Room at Education Hall. This room is roughly 2,500 square feet in area, which results in a minimum parking demand of 50 spaces when the corresponding parking demand ratio for Religious Assembly is applied (i.e., one space per 50 square feet of floor area). However, only six people participate in this activity. A similar situation exists when the Sound Team uses the same room on Saturday afternoons, and when the Quilters use it on Wednesday mornings. This discrepancy will continue once the proposed addition is built because most of the activities currently taking place in the Assembly Room will be relocated to the 3,000 square foot Fellowship Hall of the new addition. In other instances, the number of participants and the projected parking demand are closely matched, as observed for the evening weekly meeting that occurs on Mondays. Thus, while the information presented in these tables provides an indication of the need for parking generated by the church, reality is likely to be somewhere in between.

To help substantiate this assumption, the applicant performed a weekday parking study. A total of 155 on-street parking spaces were monitored for a period of one hour on two consecutive Tuesday evenings and for a period of four hours on two consecutive Wednesday mornings, (Attachment N). These times were chosen because Tuesday evening has the greatest activity participant load of any weekday evening, while Wednesday morning has the greatest activity participant load of any weekday morning, (Attachment L-2). The total number of on-street spaces occupied by a vehicle was tallied on a half-hour basis, as was the total number of cars parked in the paved portion of the existing on-site parking lot at the church. Based on this information, there were only three half-hour periods when the number of on-site and on-street spaces would be insufficient to satisfy the observed parking demand once the proposed addition is built. The activities that occurred during the period between 10:00AM and 11:00AM on Wednesday, November 5, generated a demand for 39, 36, and 32 on-site parking spaces, respectively. A total of 140, 143, and 145 on-street parking spaces were occupied during these half-hour periods. Once the proposed addition is built, only 21 on-site parking spaces will be available, meaning that 18 additional on-street spaces would be necessary at 10:00AM, 15 additional on-street spaces would be necessary at 10:30AM, and 11 additional on-street spaces would be necessary at 11:00AM. When added to the number of on-street spaces observed to have been occupied at those times, this would result in the need for 158 spaces at 10:00AM and 10:30AM, and the need for 156 spaces at 11:00AM. The applicant notes that there are additional on-street parking spaces available along the south side of SW Madison Avenue, west of SW 6th Street, as well as along the south side of NW Monroe Avenue, west of SW 6th Street, that were accounted for but not monitored in the weekday study. It is likely that these spaces could satisfy the additional one to two on-street spaces not accommodated by the spaces monitored during these times.

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Finally, the applicant points out that the parking demand generated during Sunday services, on Tuesday evenings, and on Wednesday mornings was substantially less than 176 spaces. During Sunday services, a combination of no more than 147 on-street and on-site spaces were occupied during this activity, and at least some of those spaces were likely used by individuals not attending the church. A similar situation exists for the highest count of occupied parking spaces on Tuesday evening (151 spaces on November 11th at 7:30PM) and on Wednesday morning (158 spaces on November 5th between 10:00AM and 10:30PM). Therefore, while the applicant is requesting that the balance of the total minimum number of required parking spaces required by LDC standards that cannot provided on site be satisfied through the use of 176 on-street spaces, the parking studies have demonstrated that the peak weekend and weekday use times at the church do not regularly generate a demand for significantly more than 176 spaces. This means that activities at the church will not regularly saturate available parking spaces identified through the parking study, and that surrounding uses may continue to rely on these spaces even after the proposed addition in constructed.

In compensation for allowing on-street parking spaces to continue satisfying a portion of the church's vehicular parking demand, the applicant notes that this practice results in several benefits for the immediate area. First, relying on available on-street parking spaces reduces the amount of pollution generating impervious surface area that would otherwise result from constructing a 176-space parking lot. Second, as discussed above, regardless of its potential location, a new 176-space parking lot would have a considerable potential to impact the aesthetics of the historic neighborhood surrounding the church, regardless of whether or not existing buildings had to be demolished to facilitate its construction. Given that the submitted parking studies have demonstrated constructing the proposed addition to the church will have little or no impact on the availability of on-street spaces for surrounding uses, the applicant considers these benefits to sufficiently mitigate potential impacts resulting from the requested variance.

Section 4.1.50 - MODIFICATION TO PARKING REQUIREMENTS

Vehicle parking requirements may be modified as follows:

4.1.50.01 - Compact Car Spaces

Up to 40 percent of the required parking spaces may be reduced in size to accommodate compact cars. Compact car spaces should be located near the entrance to any lot or parking aisle.

As shown on Attachment 'J', five of the 21 on-site parking spaces would be dimensioned as 'compact spaces'. Regardless of whether the total number of spaces provided or the minimum number of spaces required by LDC standards is used as the basis for determining consistency with the criterion cited above, five compact spaces equates to less than 40 percent of either number.

Section 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING

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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.

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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.**

There are eight bicycle parking spaces along the east elevation of the sanctuary building. The applicant proposes to install 16 new bicycle parking spaces in conjunction with the building addition, for a total of 24 spaces on the site. This number of spaces exceeds the minimum required by LDC Section 4.1.30(b) based on a total vehicular parking demand of 222 spaces, assuming that the request to determine the site's minimum vehicle parking demand based only on the Religious Assembly use is granted. If that is not the case, then a total of 24 bicycle parking spaces would be required and the proposed plan would still comply with applicable standards.

The 16 new bicycle parking spaces will be situated between the addition and the existing playground to the south. This location is visible from various portions of the site and readily accessible from SW 9th Street and NW Madison Avenue via the parking area drive aisles. Each of the new spaces will be protected from inclement weather by a new free-standing structure, (Attachment G-19).

No new lighting fixtures are proposed to be installed within or around the vehicle parking area. Existing public light poles along SW 9th Street and NW Monroe Avenue provide sufficient illumination to ensure the security of the site.

Applicable Off-street Parking and Access Standards:

II. Access

D. **Commercial and Multi-Family Residential Driveway Approaches - The standard size and configuration for driveway approaches for commercial use is shown in Standard Detail 109. Commercial driveway approaches shall be constructed out of 4,000 PSI concrete (minimum). Commercial driveway approaches may be required on all parking lots with more than 10 spaces or on other approaches from major streets where directed by the City Engineer. The driveway widths in Table 1 shall also be**

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minimum design requirements.

Table 1
Minimum Driveway Widths

Description	Two-Way Traffic Minimum Driveway Width
Commercial access drive	24 feet
Single access drive for four dwelling units to arterial or collector street	20 feet
Any access drive for five or more dwelling units shall be considered a private street and shall be constructed to City standards	20 feet
Any drive required for fire service access	20 feet (unobstructed)
One-way access drives shall be considered by the City (case by case) basis	12 to 18 feet wide on a case-by-case

One new driveway access is proposed along the site's SW 9th Street frontage in order to allow for two-way vehicular circulation through the parking lot. While the existing driveway access is 25 feet wide, reconfiguration of the parking lot requires this access to be reduced in width to 20 feet. Consistent with guidance from City Public Works staff, the new driveway access is designed as one-way, 'right-turn-only' with a width of 14 feet. Access standards presented in LDC Chapter 4.1 are supplemented by the Corvallis Off-street Parking and Access Standards, which establish minimum widths for driveway approaches among other things. As noted above in the cited table, a two-way commercial driveway access must be at least 24 feet wide, while one-way drives may, allowed on a case-by-case basis, may have a width ranging between 12 to 18 feet. While no minimum width is stipulated for civic uses, Section II.D notes that commercial driveway approaches may be required on all parking lots with 10 or more spaces or on approaches from major streets, as required by the City Engineer.

The applicant notes that the church does not function as a typical commercial use, in that large trucks (e.g., semi trailers) do not currently use the parking area to make deliveries. Additionally, fire apparatus responding to an emergency call at the church are likely to stage from the abutting public streets rather than attempt to negotiate the parking lot. In general, the vehicles that would typically use the driveways to circulate through the parking lot are passenger vehicles. The proposed driveway widths are more than adequate to accommodate these types of vehicles, the size range of which would be similar to that experienced at a multi-family development.

Nevertheless, the applicant requests that a variance be granted to allow construction of the redesigned driveway with a pavement width of 20 feet. If a typical 24-foot wide

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commercial driveway were used, at least two more on-site parking spaces would be eliminated from the westerly row of spaces due to the additional frontage width occupied by the driveway. Alternatively, these spaces could be retained but areas proposed to contain landscaping along both sides of porte cochere's west end would have to be reduced in width to accommodate a wider driveway. Either of these options would result in unnecessary impacts (i.e., an increased reliance on on-street parking spaces or an increase in pollution-generating impervious surfaces). Given the likely usage patterns of the driveway, the applicant believes that it is reasonable to grant the requested variance.

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.

As noted above, the applicant has completed a trip generation analysis for the proposed building addition. Trip generation rates for a church (ITE land use code 560) were used to determine the number of weekday trips resulting during the AM and PM peak hours. The following table summarizes the findings.

Table 3 – AM and PM Weekday Peak Hour Trip Generation

Building Square Footage	*Trip Generation Rate*	*Number of Weekday Trips*
6,444sf	*AM – 1.28 per 1,000sf*	*8 trips*
	PM – 1.41 per 1,000sf	*9 trips*

Given the minimal number of weekday trips generated by the proposed addition, adverse traffic circulation impacts are not anticipated.

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

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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.

All necessary public utilities are available to the site, (Attachment J). Storm sewer lines are adjacent to the property within the rights-of-way for NW Monroe Avenue, SW 8th Street, NW Madison Avenue, and SW 9th Street. Public water lines are located within SW 9th Street, NW Monroe Avenue, and SW 8th Street. A sanitary sewer line currently extends into the site from the south and is located within a public utility easement.

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 addition will be minimal and related to motor vehicle traffic associated with people traveling to the church.

The applicant does not anticipate adverse water quality impacts resulting from the proposed development. The proposed addition will be connected to public water lines. Stormwater run-off generated by an increase in impervious materials will be managed by new drainage lines, water quality 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 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

4.10.70.01 - Applicability

c. Independent or cumulative expansions of a commercial, industrial, or civic structure in existence and in compliance with the Code on December 31, 2006, or constructed

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after December 31, 2006, pursuant to a valid Conceptual or Detailed Development Plan approved on or before December 31, 2006, shall comply with the requirements of Sections 4.10.70.02 through 4.10.70.05, subject to the provisions in "d," below, that allow choices among some standards, provided that:

1. The expansion adds floor area of more than 3,000 sq. ft.; or

2. The expansion adds floor area of more than 500 sq. ft. and is equivalent to more than 20 percent of the existing structure's gross floor area.

d. Pedestrian oriented design requirements for commercial, industrial, or civic structure expansions identified in Section 4.10.70.01.c, above, are as follows:

1. Applicants shall choose at least four standards from Sections 4.10.70.02 - Building Orientation and 4.10.70.03 - Pedestrian Circulation Standards, with a minimum of one standard from each. This criterion does not apply if the expansion/enlargement is an upper story addition only. If the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.02 and two standards from Section 4.10.70.03.

2. New parking shall comply with the Vehicle Circulation and Design Standards in Sections 4.10.70.04.a.2, 4.10.70.04.b through 4.10.70.04.d. For new drive-throughs, 4.10.70.04.e shall apply. Site improvements and expansions shall comply with the grading requirements of Section 4.10.70.02.f.

3. Applicants shall choose the option in Section 4.10.70.05.b.6.a or the option in Section 4.10.70.05.b.6.b and, if in the Neighborhood Center (NC) Zone, applicants shall also comply with Section 4.10.70.05.b.6.c.

4. Applicants shall choose at least two of the five standards from Section 4.10.70.05.b.7.a through 4.10.70.05.b.7.e. If the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.05.b.7.a through 4.10.70.05.b.7.e.

The subject proposal includes the construction of a 6,444 square foot addition to the existing church building. A discussion of the proposal's consistency with applicable standards listed in Section 4.10.70.01(d) is presented 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

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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.**

As discussed above, the site's SW 8th Street frontage is considered to be the front yard. The proposed addition will connect with the other existing buildings at an internal hallway that runs through the 1928 addition. Thus, the front yard setback, as applied to the new addition, will continue to be referenced from the SW 8th Street property line. The east elevation of the existing church building is approximately 215 feet long, and roughly 98 percent of this length is located with the maximum front yard setback of 25 feet stipulated for the RS-12 zone.

Each of the expanded building's facades either has or will have at least one entrance that faces an adjacent street, (Attachment K). In the case of the proposed addition, an entrance is provided on each street facing facade of the building. Internal pathways connect these entrances with the corresponding public sidewalks, none of which are more than 100 feet long, (Attachment G).

As with the determination of building orientation, the applicant considered the proposed addition and site plan to be consistent with Section 4.10.70.02© because the parking lot is located to the rear of the structure and not between building and SW 8th Street. Perimeter landscaping will be installed around the parking lot to buffer it from the public street and sidewalk, as required by standards contained in LDC Chapter 4.2, (Attachment I).

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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 site is essentially flat. Grading activities conducted in preparation for construction of the proposed addition and reconfigured parking lot will be minor and limited to creating a stable, compacted base.

None of the natural resources or natural hazards regulated by the LDC Chapters cited above are found on the site.

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.**

3. **<u>Separation and Distinction from Driving Surfaces</u> - 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. **<u>Sidewalk and Multi-use Path Surface Treatment</u> - 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. **<u>Crossings</u> - 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.**

The project has been designed to include a continuous network of internal pathways that will connect the various building entrances to adjacent public sidewalks, (Attachment G).

These pathways will be at least five feet wide and constructed with concrete. Where pathways abut parking areas, a curb at least six inches tall will vertically separate the facility from the parking lot. Where it crosses the parking lot drive aisle, contrasting paving materials will be used to construct the portion of the walkway that connects the west building entrance with the public sidewalk along SW 9th Street.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

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.

The subject site does not contain any of the natural resources or natural hazards regulated by the LDC Chapters cited Section 4.10.70.04.a(2). As discussed above, the perimeter of the parking lot will be landscaped according to standards contained in LDC Chapter 4.2.

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.

The proposed parking lot is located in the northwest corner of the property, which is adjacent to the intersection at SW 9th Street and NW Monroe Avenue. As shown on Attachment 'G', the nearest curb of the parking area is approximately 34 feet from the center of the curb radius of the intersection.

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.

Section 4.1.40 - STANDARDS FOR OFF-STREET PARKING AND ACCESS

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

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

2. **Location and design of all accesses to and/or from Arterial, Collector, and Neighborhood Collector Streets, as designated in the Corvallis Transportation Plan, are subject to review and approval by the City Engineer. Accesses shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions to this requirements may be granted by the City Engineer. Evaluations of exceptions shall consider the posted speed for the street on which access is proposed, constraints due to lot patterns, and effects on the safety and capacity of the adjacent public street, bicycle, and pedestrian facilities.**

The driveway at the north end of the reconfigured parking lot is separated from the intersection at SW 9th Street and NW Monroe Avenue by a distance of approximately 100 feet. A distance of roughly 75 feet separates the existing driveway access on SW 9th Street from the intersection at SW 9th Street and NW Madison Avenue; however, the locations of this existing access will not be altered by the proposal.

Section 4.1.40.a(2) allows a driveway access to be separated from other points of access and intersections along Collector streets based on the factors noted in the criterion. The applicant notes that the posted speed limit along this portion of SW 9th Street is 25 miles per hour, which is the posted speed limit on most Local streets. Section 4.10.70.04.c allows points of access along Local streets to be as close as 50 feet from one another. Given that most of the site and surrounding properties are already developed, the new access is situated in a location that maximizes the potential separation distance from the existing access and the intersection at SW 9th Street and NW Monroe Avenue. The two driveways will be separated from one another by roughly 115 feet, which will provide sufficient spacing between vehicles simultaneously turning right out of both driveways, and between vehicles completing crossing turn movements. Sight distance is clear in this location for several hundred feet to the north and south, which will allow motorists leaving the parking lot to see oncoming vehicles, bicycles, and pedestrians traveling along SW 9th Street. Given these factors, the applicant requests that an exception be granted by the City Engineer for both of the subject driveway locations.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

b. Design Standards and Design Variety Menus

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,**

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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.

Only the north elevation of the proposed addition is considered to be a street-facing facade by the applicant. The west elevation faces the reconfigured parking lot, while the south and east elevations face other buildings.

As shown on Attachment 'K', the north elevation is 51 feet long. Windows and a door occupy 25 feet of this total length, which equates to 49 percent of the elevation. However, the windows and door provided do account for at least 25 percent of the first twelve feet in height of the wall from the adjacent grade. In fact, the large, arched central window accounts for up to approximately 57 percent of the wall, not including the height of the gable end. Each of the windows and doors provided allows views from the adjacent public sidewalks into functional areas of the proposed addition, and will be no more than 60 percent opaque, (Attachment K). Precast concrete trim will frame each of the windows.

As noted above in Table 1, the applicant has requested to vary from Section 4.10.70.05.b.6(a) due to less than 60 percent of the north building elevation containing windows and doors. In justification of this variance, the applicant notes that the building has been intentionally designed to achieve architectural compatibility with the historic portions of the original church building. The style, placement, size, and number of windows and doors provided on the north elevation reflects similar architectural elements found on the sanctuary building and the 1928 addition, (Attachment K). Providing additional windows and doors would disrupt the balance achieved by the proposed design. As mitigation for this variance, the applicant notes that the largest window exceeds the requirement of accounting for at least 25 percent of the first twelve feet in height of the wall by over 100 percent.

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.

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.

In satisfaction of the corresponding architectural design menu, the applicant has chosen the following options, (Attachment K):

- *A recessed main building entrance that is sheltered by a porte cochere;*
- *A continuous concrete watertable that acts as an exterior wall base treatment; and*
- *A 12:12 sloped roof with stepped parapets on the north and south building elevations.*

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Natural Resources and Natural Hazards

The subject site does not contain any of the natural resources or natural hazards regulated by LDC Chapters 4.5, 4.12, and 4.13.

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:

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

11.3.4 **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.**

Applicable Land Development Code Sections:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

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

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improved to City standards along the full frontage of the property concurrently with development.

As noted above, the site has frontage on four public streets. Two of these, NW Monroe Avenue and SW 9th Street, are designated as Collector streets, while NW Madison Avenue and SW 8th Street are Local streets. Except for the presence of on-street parking along portions of NW Monroe Avenue and SW 9th Street that front the site, each of these streets is constructed to meet or exceed the respective design requirements for its corresponding transportation facility classification. The presence of on-street parking along these two Collector streets has resulted in a portion of the NW Monroe Avenue planter strip being less than 12 feet wide, which is the minimum width required for a Collector street, and prevents an on-street bicycle lane from being provided along SW 9th Street. Sufficient right-of-way width exists for NW Monroe Avenue and SW 9th Street to be improved consistent with standards from LDC Chapter 4.0 and the Corvallis Transportation Plan, so the applicant does not propose to dedicate additional right-of-way. However, given that the on-street parking spaces fronting the site are conveniently located for satisfying some of the parking demand generated by the church, the applicant does not intend to reconstruct the planter strip along NW Monroe Avenue to be 12 feet wide either. Instead, new medium canopy street trees will be installed in the existing planter strip to buffer the site from this public street and improve the overall aesthetics of the streetscape.

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.**

11.6.4 **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:

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

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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:

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.

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, a network of pedestrian pathways will be constructed on the portion of the site affected by the proposed building expansion. Walkways will connect each of the building entrances to one another, as well as extend to and through the parking lot to connect with adjacent public sidewalks. Where a walkway is either adjacent to or passes through the parking lot, it will be either vertically separated or differentiated from the vehicular driving surface by an alternate paving material, as the standards cited above dictate.

In conjunction with the adjacent public sidewalks, internal walkways will enable pedestrians to directly reach nearby recreational facilities (e.g., Central Park), as well as

public transit services that utilize both SW 9th Street and NW Monroe Avenue. With the exception of a portion of the planter strip along NW Monroe Avenue, each of the public pedestrian facilities adjacent to the site is currently constructed to meet or exceed relevant LDC Chapter 4.0 standards and those of the Corvallis Transportation Plan. Each of the planter strips adjacent to the site is 12 feet wide, except for NW Monroe Avenue, and each sidewalk is at least five feet wide and constructed of concrete.

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.

The only dedicated bicycle facilities adjacent to the site are the bike lanes that extend along NW Monroe Avenue. None of the other streets adjacent to the site have bike lanes, including SW 9th Street despite its designation as a Collector street. Sufficient right-of-way exists to have dedicated bike lanes along this street, but the area that would otherwise be used for this purpose is currently used for on-street parking. Both SW 8th Street and NW Madison Avenue are designated as Local streets, the design of which does not include bike lanes.

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.**

All routes of the Corvallis Transit System current travel past the site on either SW 9th Street or NW Monroe Avenue. The Transit Mall is located approximately two tenths of a mile east of the site on NW Monroe Avenue. Pathways internal to the site and adjacent public sidewalks provide direct access to these services. A transit shelter is located at the southwest corner of the site, along SW 9th Street. No additional transit facilities should be required as a result of this proposal to achieve consistency with the Corvallis Transit Master Plan.

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**

Exhibit VI.121

adjacent properties shall be constructed concurrently with development.

d. To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).

e. All required public utility installations shall conform to the City's adopted facilities master plans.

Section 4.0.130 - STORM WATER MANAGEMENT MEASURES

c. Use of water quality features shall be consistent with the Corvallis Design Criteria Manual. Water quality features within the regulated Riparian Corridor shall be located outside of the applicable riparian easement area. The riparian easement shall be re-vegetated consistent with Sections 4.13.50.d.1 and 4.13.50.d.2 of Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The applicant has submitted a utility plan that shows the locations and alignments of new and existing private and public utilities, (Attachment J). The following discussion responds to Comprehensive Plan Policies and LDC criteria pertaining to the provision of public facilities and services.

Public Water Facilities

The site is bounded by 12" public water main in 9th Street and Monroe Avenue, and a 6" main in 8th Street.

Domestic water and fire service for the new addition will be provided by new service connections to the existing 12-inch diameter main in SW 9th Street.

Sanitary Sewer Facilities

A new service lateral will be connected to the existing 8" main line located in the mid-block area of the church's property. Where the existing sanitary sewer main that currently extends along the private alley will be impacted by the construction of the new addition, that portion of the main is proposed to become private and will be upgraded as required by plumbing code requirements. A new public sanitary sewer manhole will be constructed at the transition point of public to private, (Attachment J). Any existing public sanitary sewer mainline to be abandoned shall be removed, in its entirety, from the ground.

Storm Sewer Facilities

The existing parking area storm drainage appears to be connected to the mid-block sanitary sewer line. The new storm drainage is proposed to discharge to the existing public storm drain line in Monroe Avenue.

The site is located in the Fillmore Drainage Basin, from which all storm drainage is piped directly to the Willamette River. Per SWMP Appendix F, K.2.a, detention is not required

Exhibit VI.122

for sites directly draining to the Mary's River or the Willamette River. We understand Staff has interpreted this to include sites that are directly piped to the river. Thus, on-site detention is not required.

Storm water quality will be achieved by passing water quality flows through an approved structure. This site is constrained by grade and land area such that a vegetated surface type water quality feature is not feasible. As a result, the applicant has chosen water quality manholes as the best-available design alternative for achieving consistency with City of Corvallis water quality parameters. However, such facilities are not listed in the King County, Washington, Stormwater Design Manual as an approved water quality facility. Therefore, the applicant requests that a variance be granted to use water quality manholes given the site conditions noted above. The City typically approves water quality manholes if they meet the performance standards of SWMP Appendix F. The water quality structure will be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hour rainfall event with NRCS Type 1A distribution. Public access to and maintenance of the water quality manhole will be facilitated by placing the manhole immediately adjacent to the public right-of-way for NW Monroe Avenue, (Attachment J).

Franchise Utilities

Existing mid-block overhead power and telephone lines will be relocated if so directed by the servicing utility where the new structure conflicts with these utilities. This is most likely at the connecting corridor between existing and new structures.

Exhibit VI.123

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 County Addition to Marysville plat, (Attachment H). Ten of the existing lots will be combine to form one lot that contains the entire church building.

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

a. **Nonresidential Subdivisions - Requests for the approval of a nonresidential Tentative Subdivision Plat shall be reviewed to ensure consistency with the purposes of this Chapter and 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; the adopted City Off-street Parking Standards; and any other applicable policies and standards adopted by the City Council. Additionally, pursuant to Comprehensive Plan Policy 3.2.7, the application shall also demonstrate compatibility in the areas in "1-13" below, as applicable.**

Exhibit VI.124

1. **Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);**

2. **Visual elements (scale of potential development, etc.);**

3. **Noise attenuation;**

4. **Odors and emissions;**

5. **Lighting;**

6. **Signage;**

7. **Landscaping for buffering and screening;**

8. **Transportation facilities;**

9. **Traffic and off-site parking impacts;**

10. **Utility infrastructure;**

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

12. **Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards; and**

13. **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.**

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 those related to the dedication of public easements in Chapter 4.0. 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.**

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. **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 proposed Major Replat will not alter the existing block perimeter formed by NW Monroe Avenue, SW 8th Street, NW Madison Avenue, and SW 9th Street. The total perimeter of this block is approximately 1,035 feet, with the longest block face being roughly 301 feet, (Attachment H). The applicant requests that a variance to Section 4.0.60.n.1(b) be allowed to account for the existing development and street pattern, as permitted by Section 4.0.60.n.1.(c).

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.**

The dimensions of the resultant lot are consistent with Section 4.4.20.03(a). The depth of the lot is not greater than 2½ times its width.

b. **Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:**

Exhibit VI.126

The proposed lot fronts on four public streets for a width 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.**

All proposed lot lines are at right angles to the streets the lot faces.

e. **Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.**

As noted above, grading activities associated with the project will be minimal and conform to the City's excavation and fill provisions. None of the natural resources regulated by LDC Chapter 4.12 are present on the site.

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.**

While the proposed lot could be subdivided into smaller lots again at some point in the future, the existing and planned buildings would have to be demolished first. The applicant has no intention of subdividing the land.

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.

VICINITY MAP

Subject Property

N

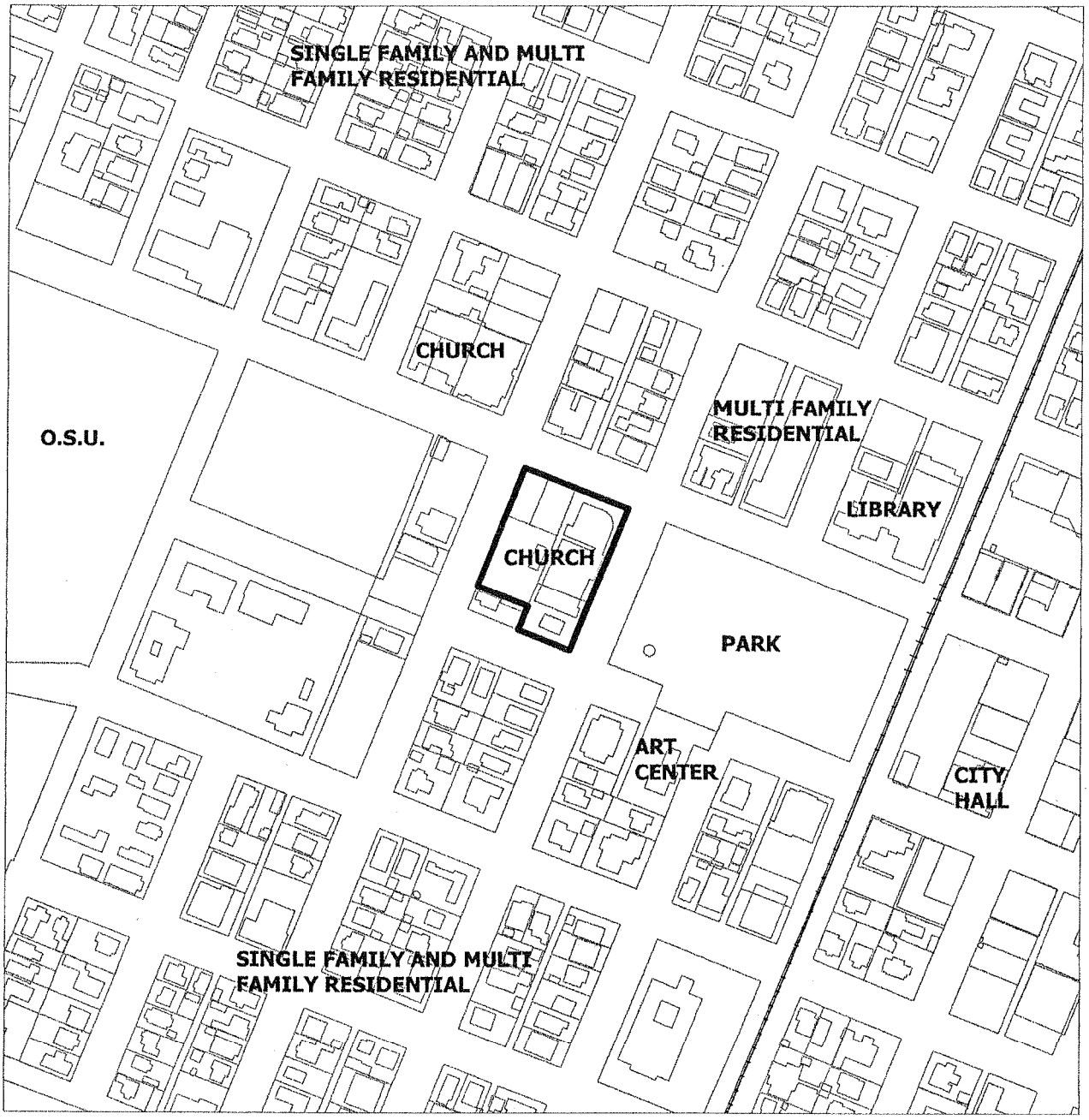
0 400 800

Scale: 1" = 400'

ATTACHMENT A

Exhibit VI.128

SURROUNDING USES



Subject Property

N

0 300 600

Scale: 1" = 300'

ATTACHMENT B

Exhibit VI.129

EXISTING COMPREHENSIVE PLAN DESIGNATIONS

- Subject Property
- Residential Medium Density
- Residential Medium High Density
- Residential High Density
- Central Business
- Professional Office
- Public Institutional
- Open Space Conservation

N

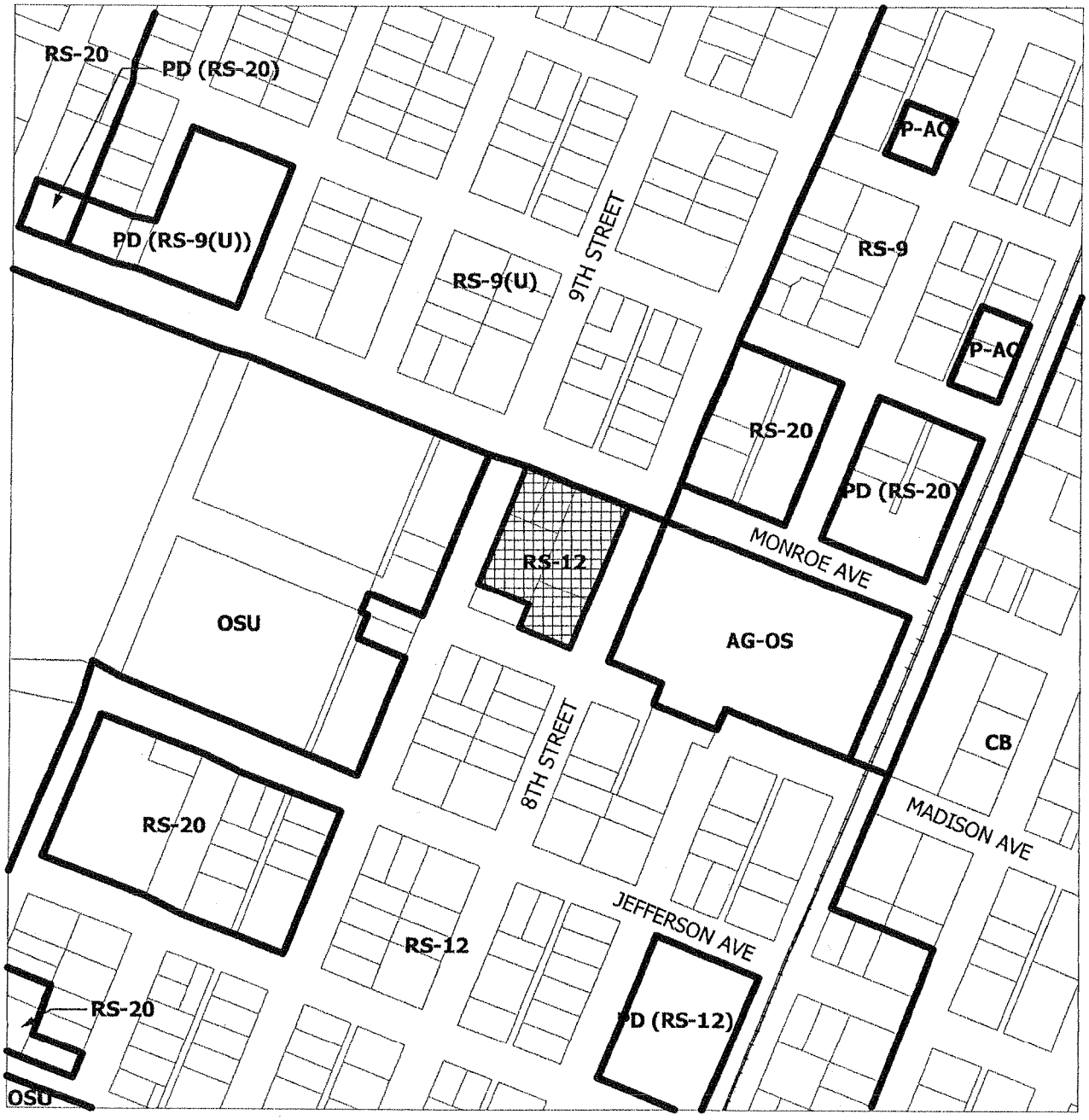
0 300 600

Scale: 1" = 300'

ATTACHMENT C

Exhibit VI.130

EXISTING ZONING DESIGNATIONS



Subject Property

N

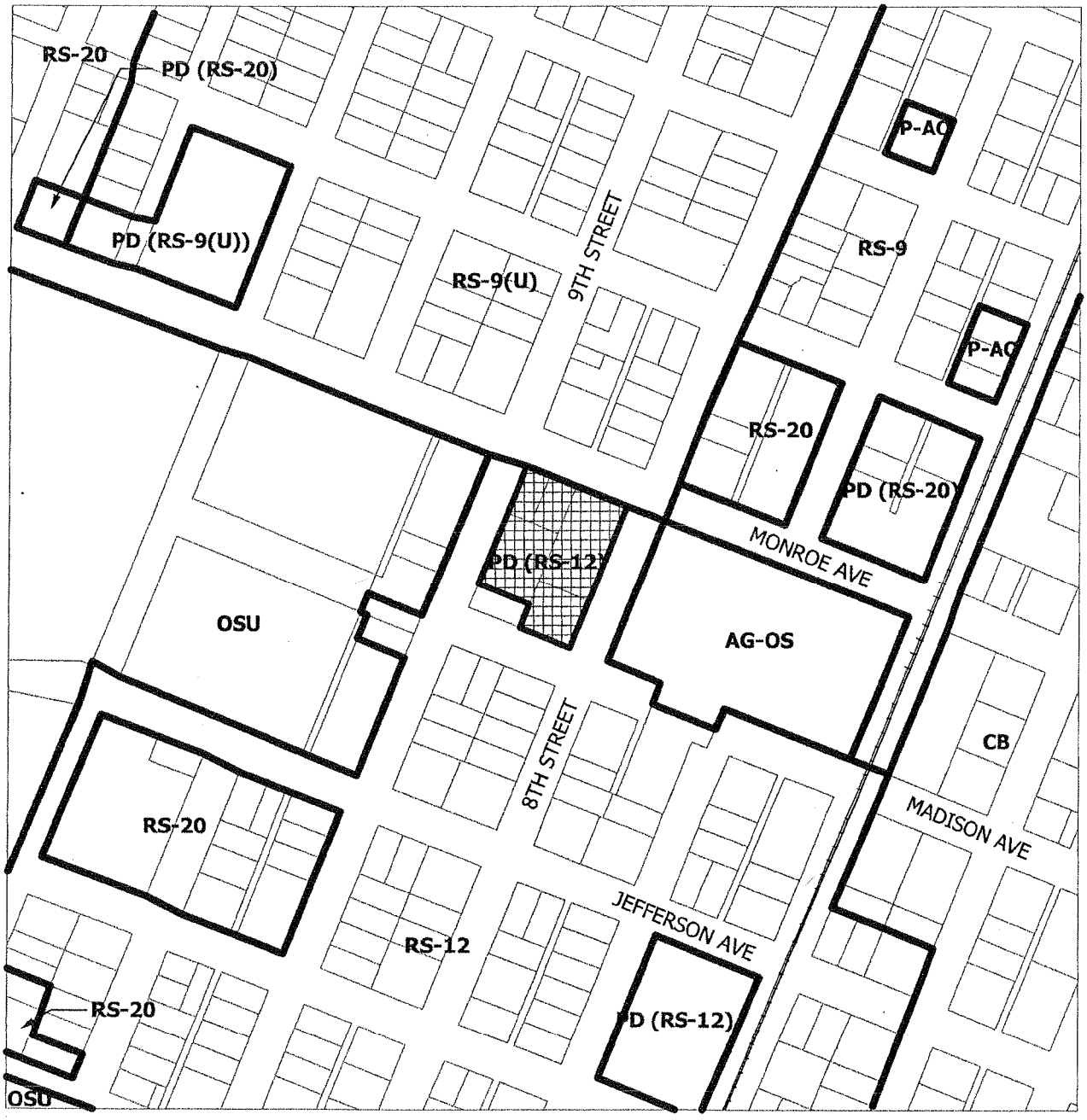
0 300 600

Scale: 1" = 300'

ATTACHMENT D

Exhibit VI.131

PROPOSED ZONING DESIGNATIONS



Subject Property

N

0 300 600

Scale: 1" = 300'

ATTACHMENT E

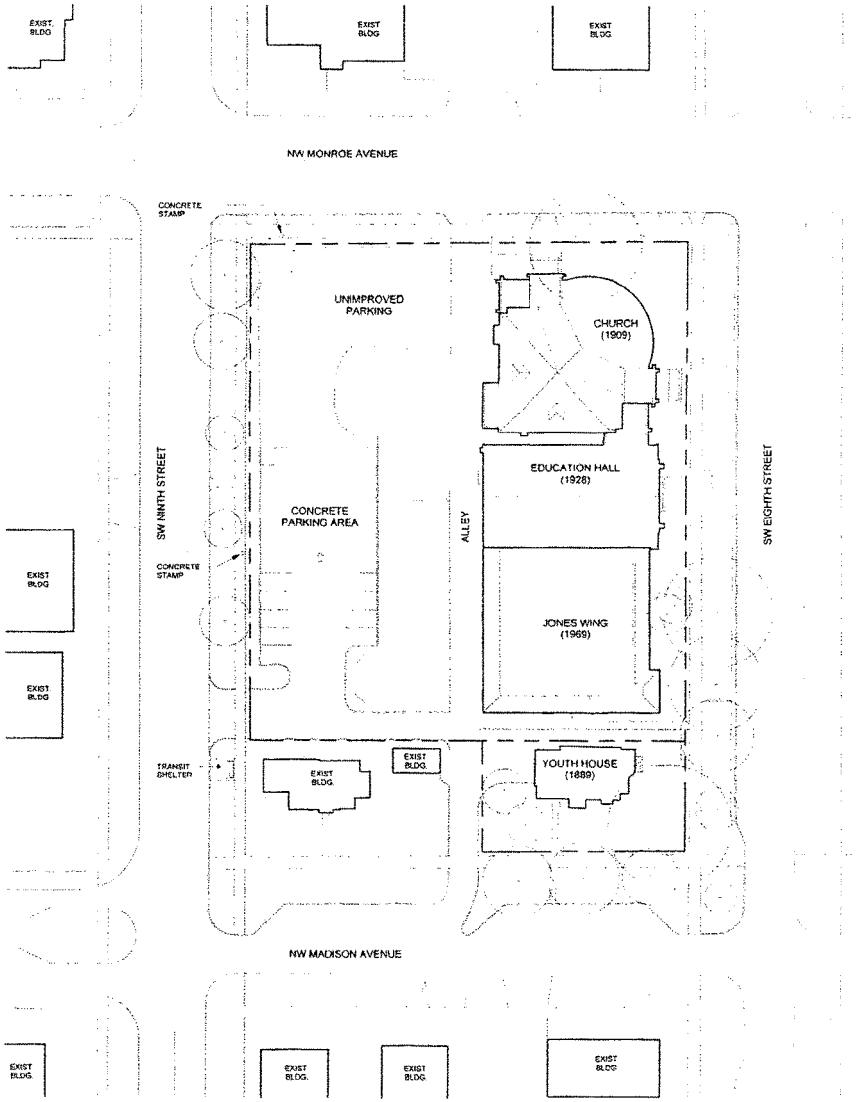
Exhibit VI.132

SITE PLAN LEGEND

PROPERTY LINE

TREE

DIRECTION OF VEHICULAR TRAFFIC



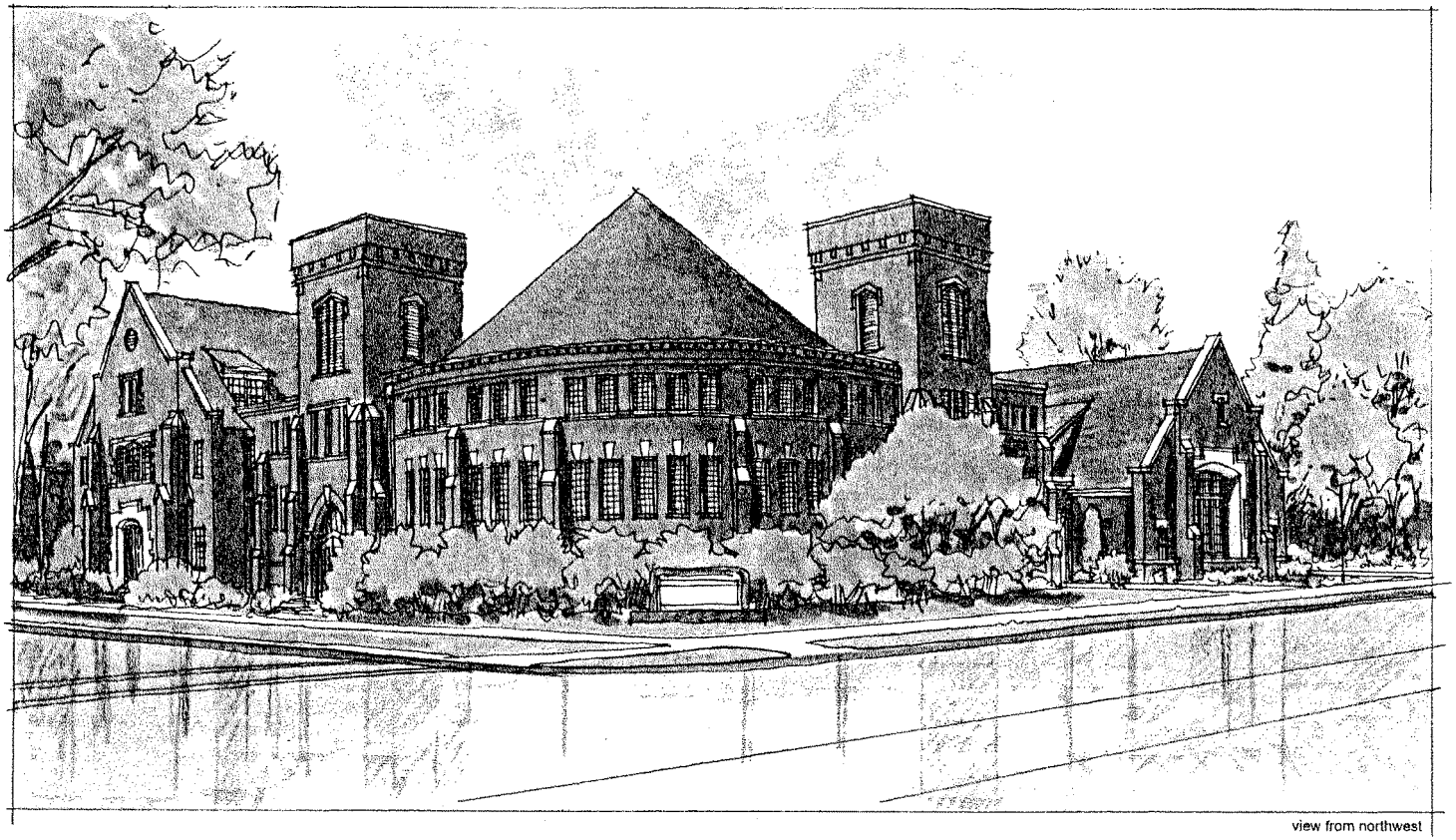
FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

ATTACHMENT F

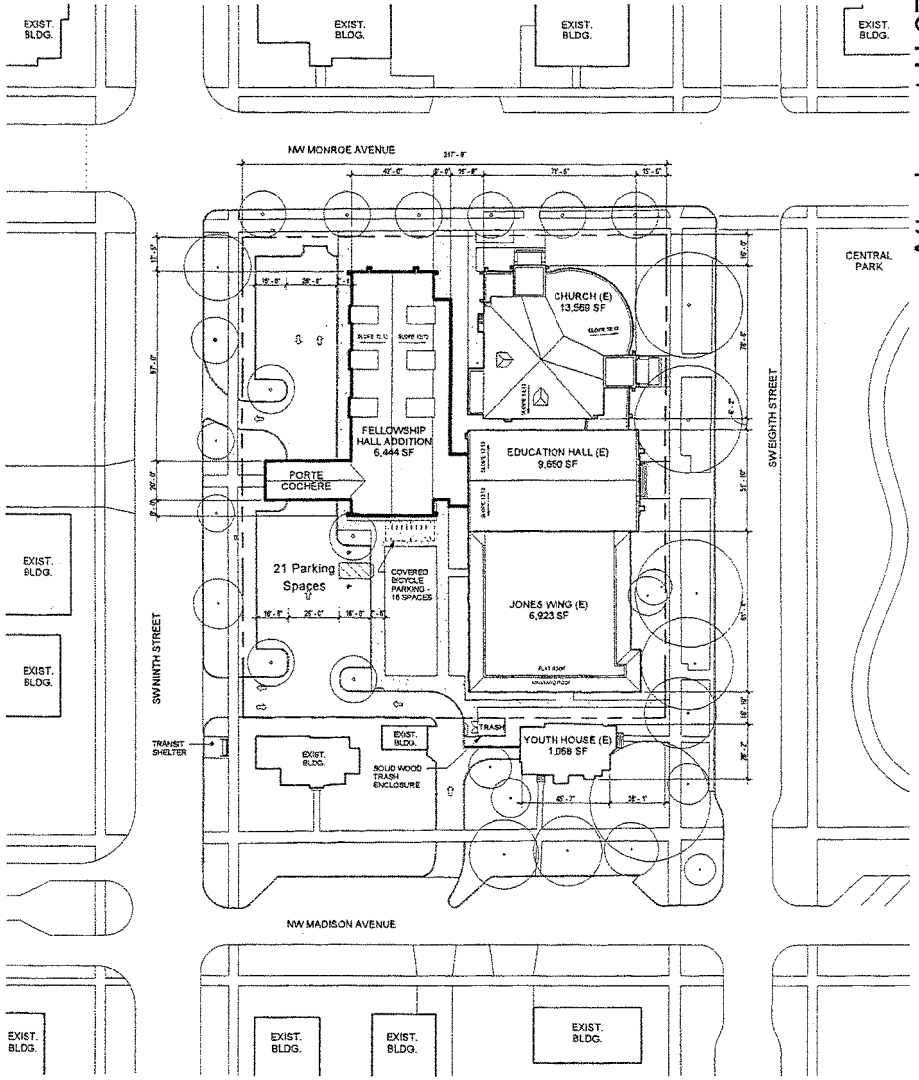
0' 15' 30' 60'
existing site plan

SERA

ATTACHMENT G



view from northwest



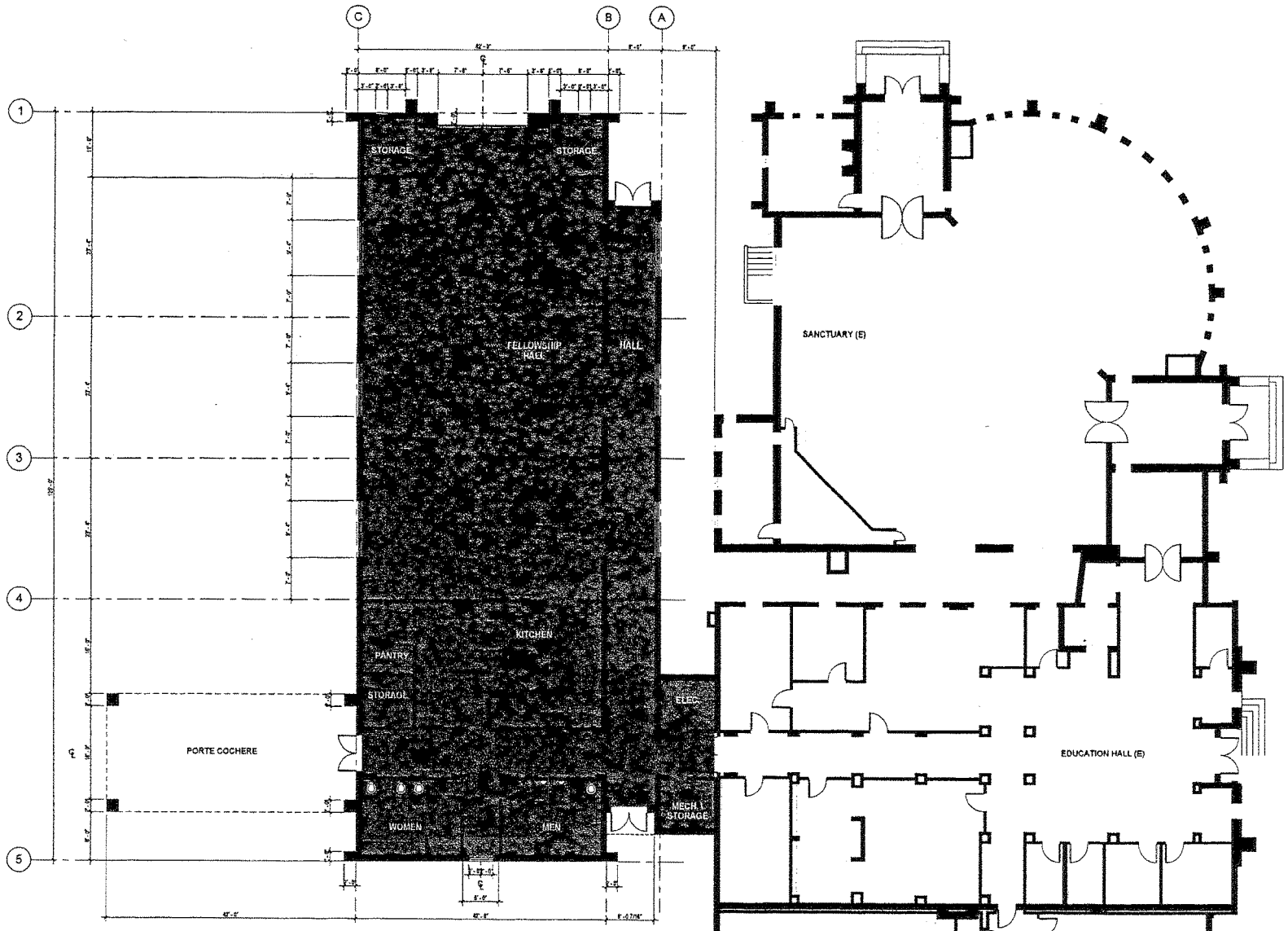
SITE PLAN LEGEND

- PROPERTY LINE
- TREE
- DIRECTION OF VEHICULAR TRAFFIC
- SIDEWALK

FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

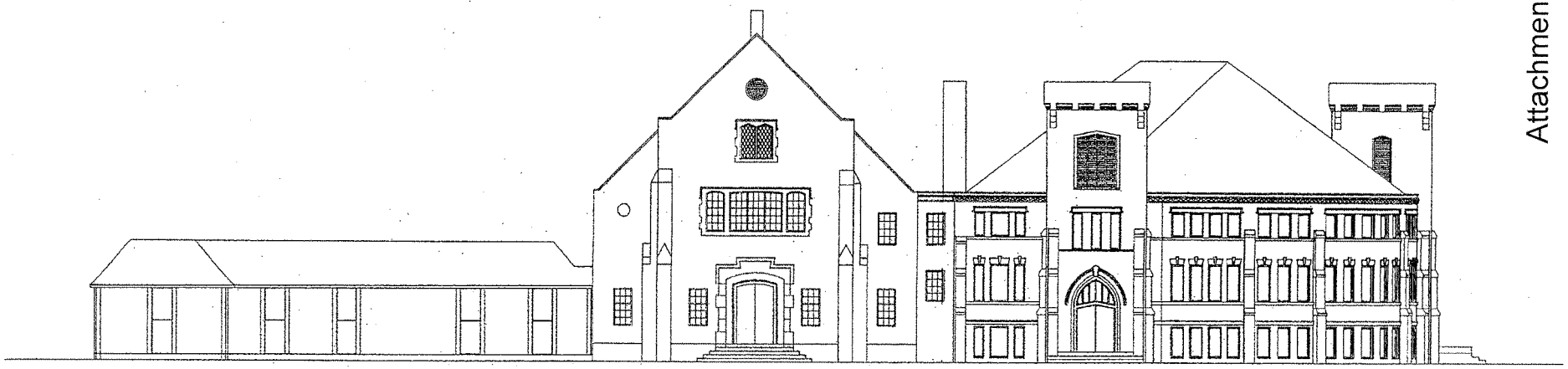
0' 15' 30' 60'

site plan



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'
ground floor plan



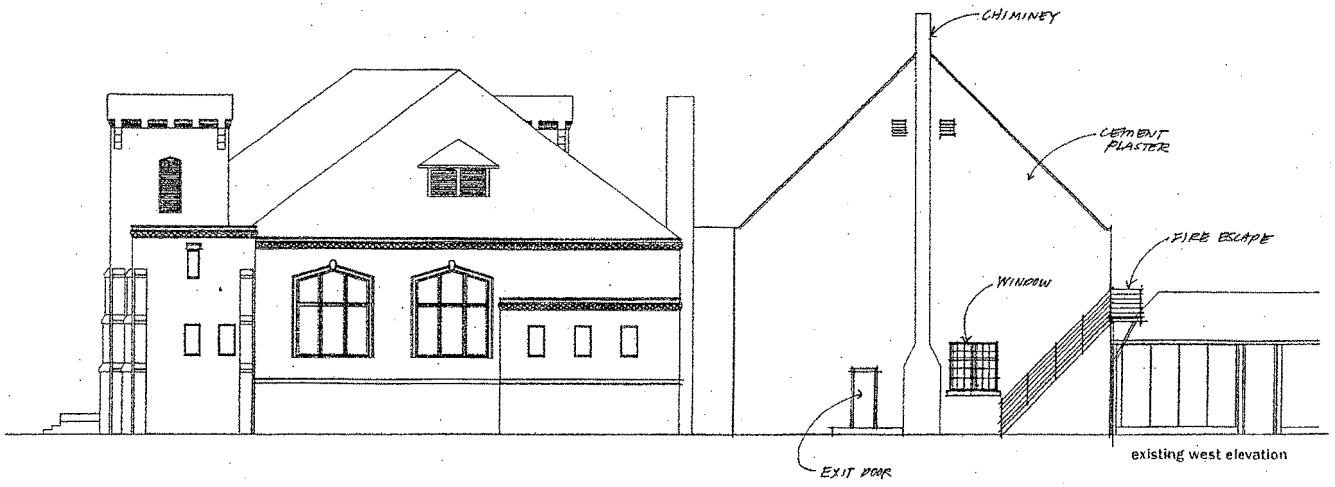
existing east elevation

existing north elevation

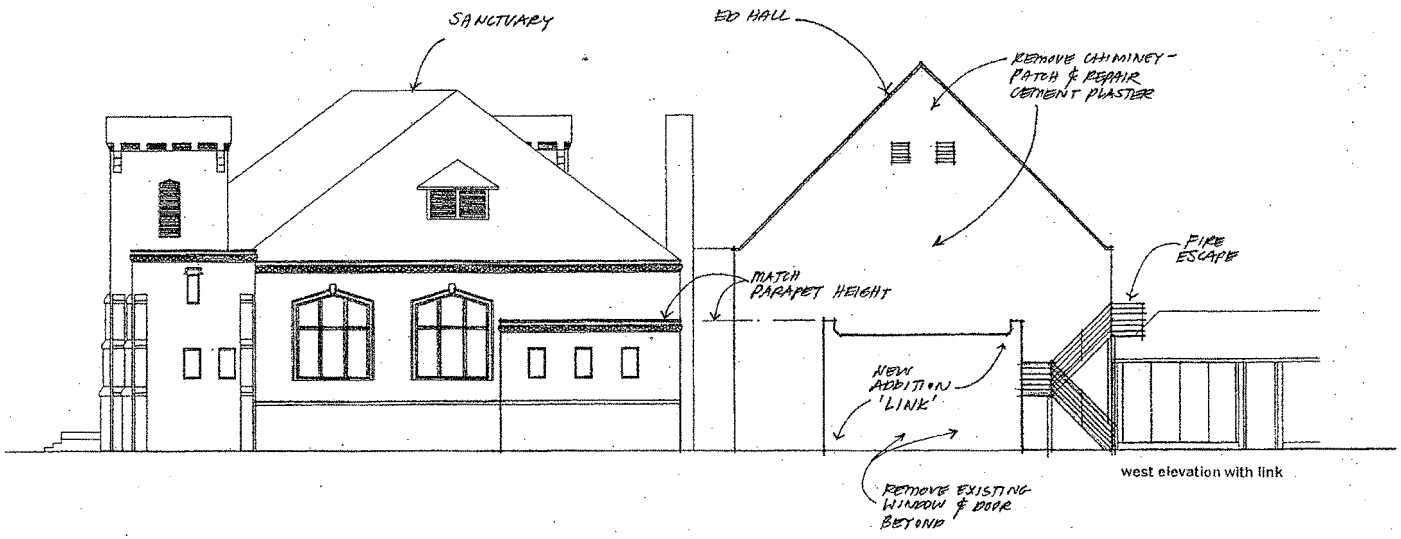
FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'

existing elevations



existing west elevation



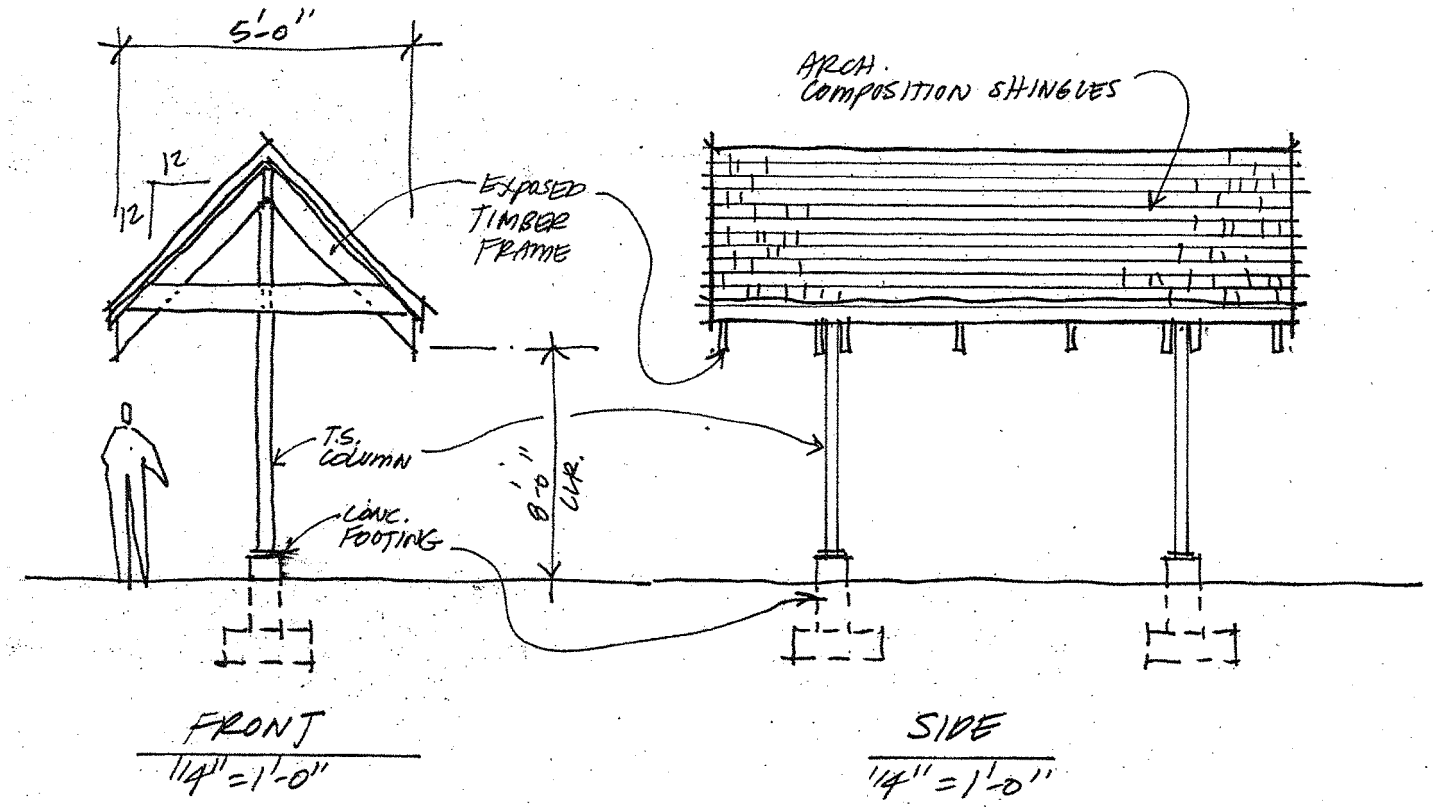
west elevation with link

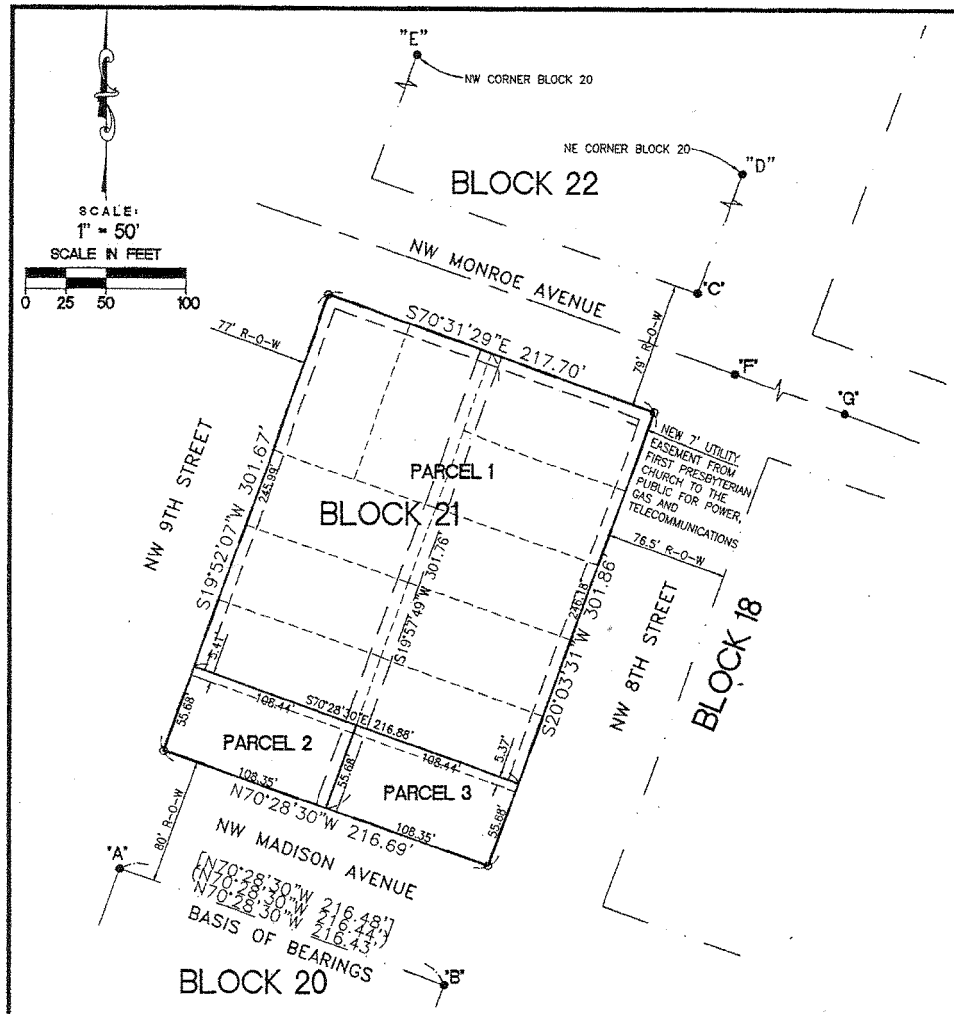
FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'

existing elevations 12

Exhibit VI.138


5'-0"
12
12
EXPOSED TIMBER FRAME
T.S. column
CONC. FOOTING
8'-0" U.N.
ARCH. COMPOSITION SHINGLES
FRONT
1/4" = 1'-0"
SIDE
1/4" = 1'-0"



MAJOR REPLAT

A MAJOR REPLAT OF BLOCK 21, BENTON COUNTY SURVEY RECORD PLAT "COUNTY ADDITION", IN THE WILLIAM F. DIXON DLC, THE SW ¼ SEC. 35, T 11 S, R 5 W, WILLAMETTE MERIDIAN, CORVALLIS, BENTON COUNTY, OREGON

BY: DEVCO Engineering, Inc.
COLE SURVEYING, LLC
P.O. BOX 1211
CORVALLIS, OR 97339

FOR: FIRST PRESBYTERIAN CHURCH
114 SW 8TH STREET
CORVALLIS, OR 97330

DATE: JUNE 6, 2008

FOUND MONUMENT TABLE:

- FOUND ½" HOLE DRILLED INTO SIDEWALK PER CS 7677.
- FOUND ¾" IRON ROD PER CS 8529.
- FOUND ⅝" IRON ROD WITH A R.P.C. STAMPED "NORTHSTAR PLS 1823" PER CS 8529.
- FOUND ⅝" IRON ROD WITH A R.P.C. STAMPED "NORTHSTAR PLS 1823" PER CS 9691.
- FOUND ⅝" IRON ROD PER CS 8529.
- FD 1" INSIDE DIAMETER IRON PIPE IN MONUMENT BOX AT CENTERLINE INTERSECTION PER CS 8529.
- FD 1" INSIDE DIAMETER IRON PIPE IN MONUMENT BOX AT CENTERLINE INTERSECTION PER CS 8529.

LEGEND:

- FOUND MONUMENTS OF RECORD (AS NOTED)
- SET ⅝" X 30" IRON ROD WITH Y.P.C. STAMPED "DEVCO ENG. LS 1496"
- CALCULATED POINT
- CS BENTON COUNTY SURVEY RECORD
- M– BENTON COUNTY MICROFILM RECORD NUMBER
- Y.P.C. YELLOW PLASTIC CAP
- R.P.C. RED PLASTIC CAP
- BCDR BENTON COUNTY DEED RECORDS
- MONUMENT OF RECORD
- BK#,PG# BOOK No., PAGE No.
- ( ) RECORD DATA PER CITY PLAT #11
- [ ] RECORD DATA PER CS 7677
- OLD PROPERTY LINE
- NEW PROPERTY LINE
- EASEMENT

NOTES

THE ALLEY WAS VACATED IN ORD 85-41 AND DOES NOT NEED TO BE RE-ESTABLISHED.

NARRATIVE

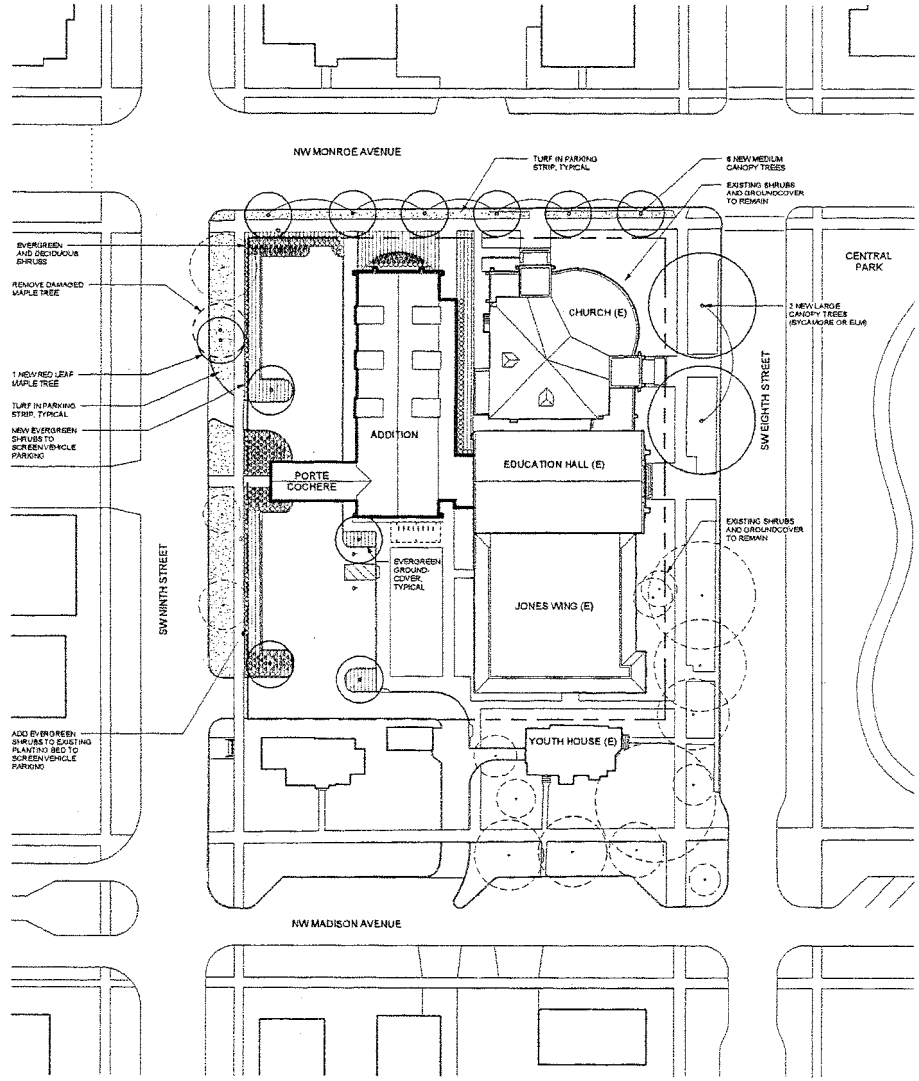
PURPOSE:

THE PURPOSE OF THIS MAJOR REPLAT IS TO CONSOLIDATE THE EXISTING (6) SIX TAX LOTS: 100, 200, 300, 400, 500, 800, OF BLOCK 21 COUNTY ADDITION INTO (3) THREE RESULTANT PARCELS.

FOR LAND USE APPLICATION ONLY

ATTACHMENT "H"

SHEET 1 of 1



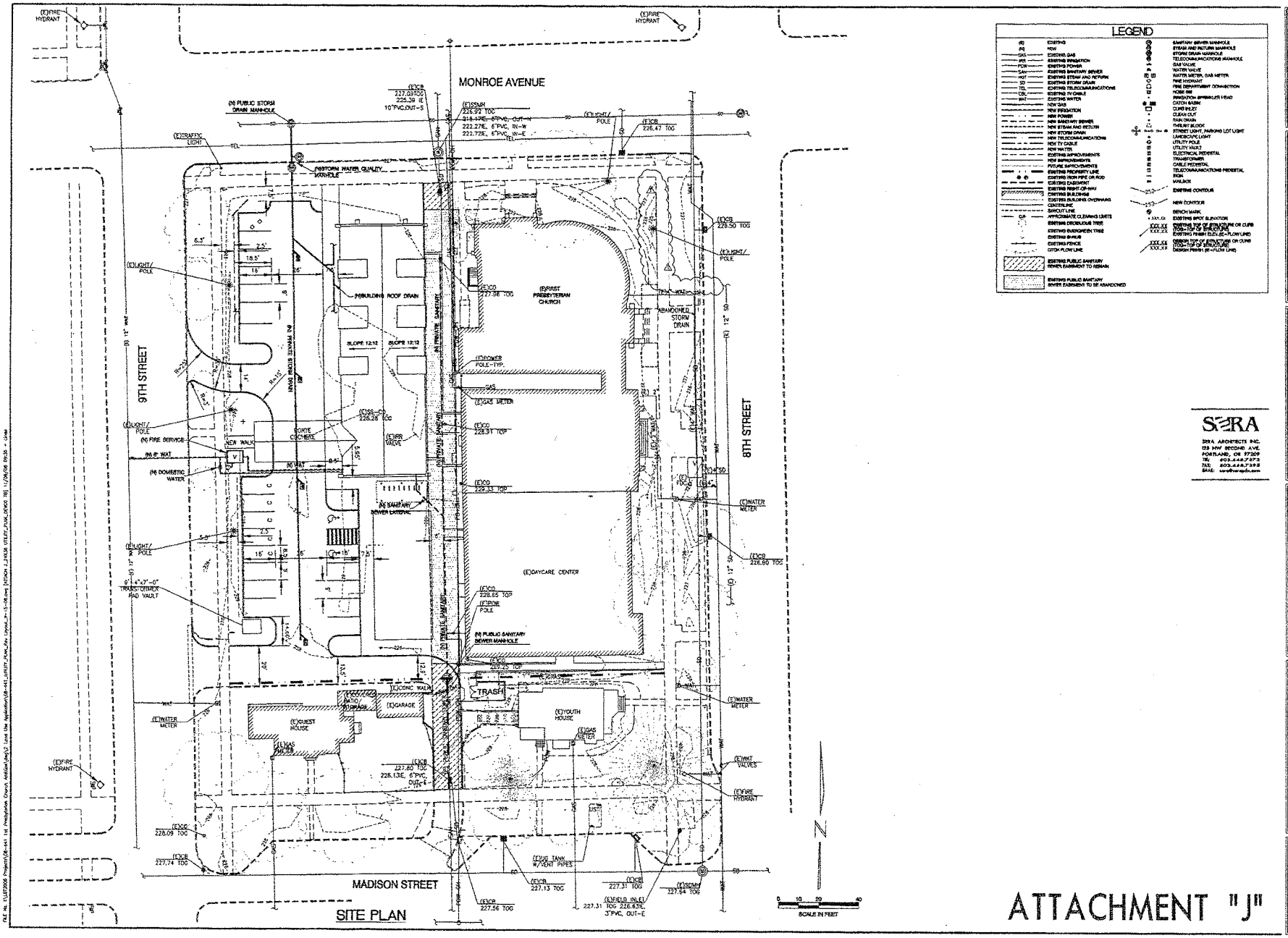
LANDSCAPEPLAN LEGEND

- PROPERTY LINE
- EXISTING TREE
- NEW TREE
- ANNUAL
- SHRUB
- GROUND COVER

FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

ATTACHMENT I

0' 15' 30' 60'
landscape plan



SITE PLAN

ATTACHMENT "J"

SERA ARCHITECTS INC.
338 NW SECOND AVE.
PORTLAND, OR 97209
TEL 503.248.7373
FAX 503.248.7372
EMAIL sera@seraarch.com

DEVCO ENGINEERING INC.
245 SW CONGER, P.O. BOX 121
CORVALLIS, OR 97339
WWW.DEVCOENGINEERING.COM
Corvallis Oregon 541-752-4606

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No.	REVISION:	DATE:
1	PER CITY REVIEW	11/05/08

FOR LAND USE APPLICATION PURPOSES ONLY

Attachment H-74

PROJECT: FIRST PRESBYTERIAN CHURCH

PROJECT LOCATION: 114 SW 8th STREET CORVALLIS, OREGON

CLIENT: SERA ARCHITECTS, INC.

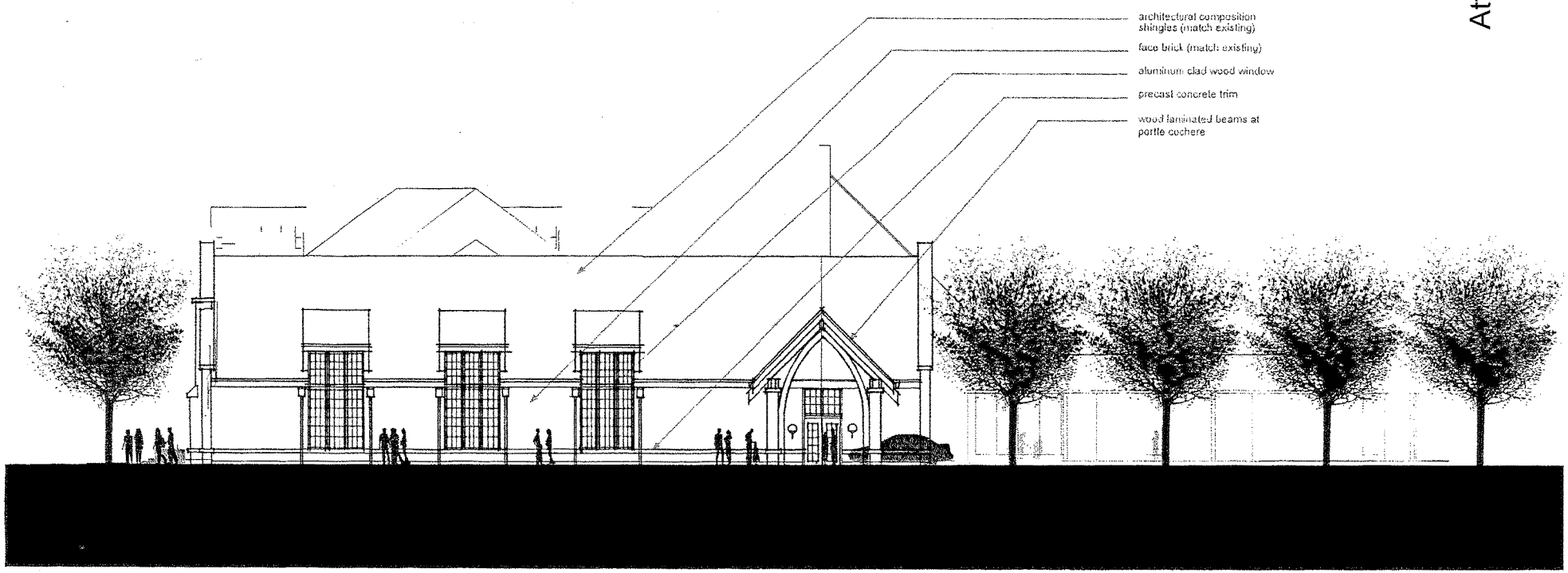
SHEET TITLE: SITE UTILITIES

JOB NO.	05-441
ISSUED:	10/03/08
DRAWN BY:	DEVCO
DRAWING:	

FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

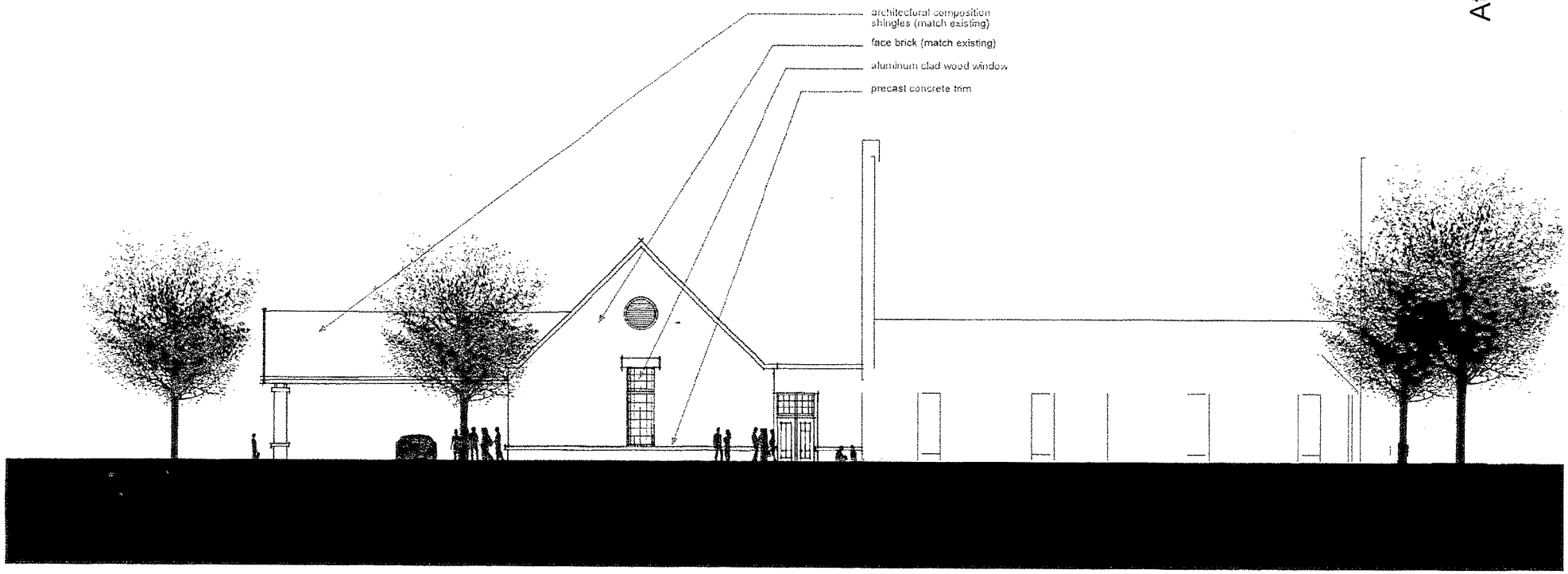
ATTACHMENT K

0' 4' 8' 16'
north elevation



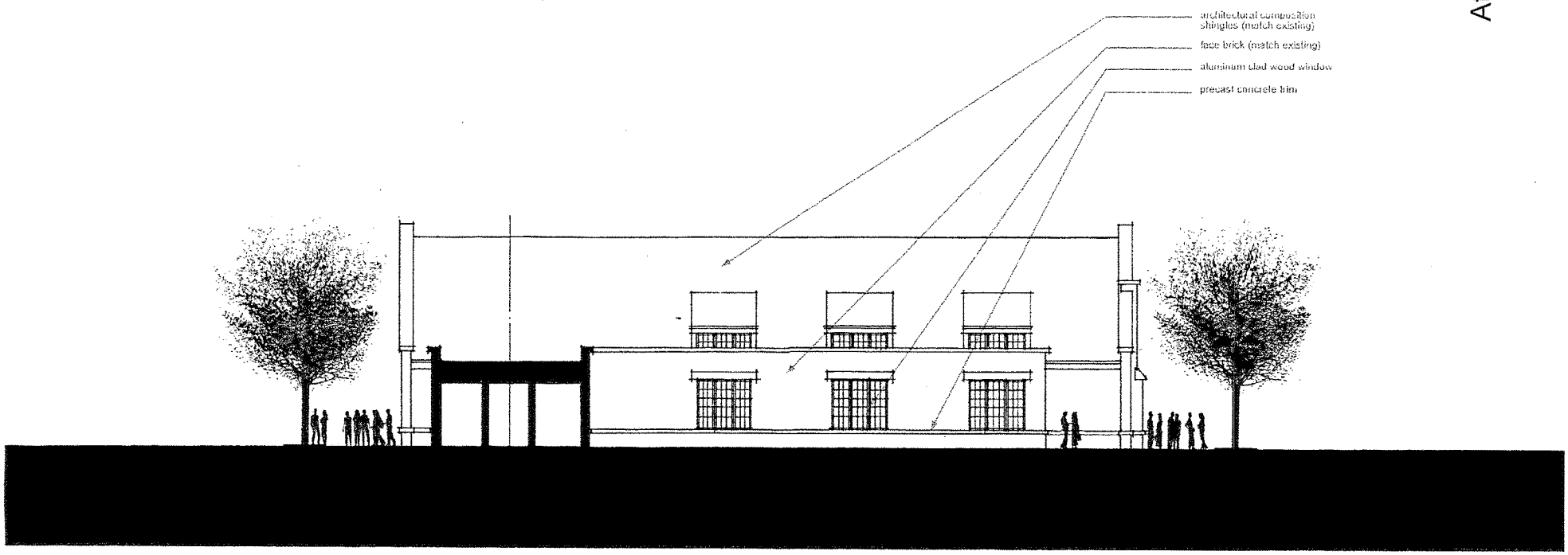
FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'
west elevation



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 4' 8' 16'
south elevation 15



FIRST PRESBYTERIAN CHURCH CORVALLIS
12 september 2008
historic preservation permit application

0' 5' 10' 20'
east elevation

Estimated Building Use
First Presbyterian Church

Caveat: This is a summary of January building use. Use is heavier than this in the fall months and lighter than this during the summer months, but this should serve as a reasonable average.

Sunday:	8 —10am	Sunday Service	120
	10 – 11am	Youth Sunday School	25
	10 – 11am	Adult Sunday School	25
	11 —12am	Sunday Service	180
	7— 8:30 pm	Adult Class	25
Monday:	8—4:30	Office hours	10
	7:30—5:30	Preschool/childcare	91
	11-2	Monthly city club meeting	125
	6—9:30 pm	Children's choir	290
	7:30 pm	Bible study	10
	7—9 pm	Two monthly meetings	15
Tuesday	8—4:30	Office hours	10
	7:30—5:30	Preschool/childcare	91
	4—5 pm	Four weekly meetings	10
	6—9 pm	Children's choir	290
	7—8:30 pm	Meeting	10
	7—9 pm	Three weekly meetings	45
Wednesday	8—4:30	Office hours	10
	7:30—5:30	Preschool/childcare	91
	9—12 am	Quilters	25
	9:30—11	Monthly meeting	10
	10—11:30	Handbells rehearsal	12
	12—1 pm	Book study	8
	12:30 pm	Monthly meeting	6
	7—9 pm	Three monthly meetings	25
Thursday	8—4:30	Office hours	10
	7:30—5:30	Preschool/childcare	91
	5:30—6:30	Praise team practice	6
	7—9 pm	Choir practice	30
	7—10	Monthly meeting	75

Exhibit VI.147

Friday	8—4:30	Office hours	10
	7:30—5:30	Preschool/childcare	91
	10—11 am	Weekly Meeting	6
	7—10 pm	Two concerts this month	175
Saturday	8:30—noon	Meeting	30
	9:45—11	Brunch	40
	3—4 pm	Sound Team set-up	4
	3:30—5:30	Monthly event	25
	3—6 pm	Concert	150
	7—10 pm	Concert	200

Exhibit VI.148

Exhibit VI.149

First Presbyterian Church

Estimated Half-hour Building Use

Day of the Week	Activity	Participants per Half Hour																												
		7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Sunday	Services				120	120			180	180	180																				
	Youth Sunday School						25	25																							
	Adult Sunday School						100	100																							
	Adult Class																								25	25	25	25			
	TOTAL PARTICIPANTS				**120**	**120**	**125**	**125**	**180**	**180**	**180**														**25**	**25**	**25**	**25**			
Monday	Office Hours		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10											
	Preschool	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91									
	City Club (monthly)								125	125	125	125	125	125	125																
	Kids Choir																						290	290	290	290	290	290	290	290	
	Bible Study																									10	10	10			
	Two Weekly Meetings																								15	15	15	15	15		
	TOTAL PARTICIPANTS	**91**	**101**	**101**	**101**	**101**	**101**	**101**	**226**	**226**	**226**	**226**	**226**	**226**	**226**	**101**	**101**	**101**	**101**	**101**	**91**	**91**	**290**	**290**	**305**	**315**	**315**	**315**	**305**	**290**	
Tuesday	Office Hours		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10											
	Preschool	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91									
	Weekly Meeting																		10	10	10										
	Kids Choir																						290	290	290	290	290	290	290		
	Weekly Meeting																								10	10	10	10			
	Three Weekly Meetings																								45	45	45	45	45		
	TOTAL PARTICIPANTS	**91**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**111**	**111**	**101**	**91**	**290**	**290**	**345**	**345**	**345**	**345**	**335**		
Wednesday	Office Hours		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10											
	Preschool	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91									
	Quilters				25	25	25	25	25	25	25																				
	Monthly Meeting					10	10	10	10																						
	Handbells						12	12	12	12																					
	Book Study										8	8	8																		
	Monthly Meeting											6	6	6																	
	Three Weekly Meetings																								25	25	25	25	25		
	TOTAL PARTICIPANTS	**91**	**101**	**101**	**126**	**136**	**148**	**148**	**148**	**138**	**134**	**115**	**115**	**107**	**101**	**101**	**101**	**101**	**101**	**101**	**91**	**91**			**25**	**25**	**25**	**25**	**25**		
Thursday	Office Hours		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10											
	Preschool	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91									
	Praise Team																					6	6	6							
	Choir practice																								30	30	30	30	30		
	Monthly Meeting																								75	75	75	75	75	75	75
	TOTAL PARTICIPANTS	**91**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**91**	**97**	**6**	**6**	**105**	**105**	**105**	**105**	**105**	**75**	**75**
Friday	Office Hours		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10											
	Preschool	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91	91									
	Weekly Meeting						6	6	6																						
	Two Monthly Concerts (January only)																								175	175	175	175	175	175	175
	TOTAL PARTICIPANTS	**91**	**101**	**101**	**101**	**101**	**107**	**107**	**107**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**101**	**91**	**91**			**175**	**175**	**175**	**175**	**175**	**175**	**175**
Saturday	Choir practice			30	30	30	30	30	30	30	30																				
	Brunch					40	40	40	40																						
	Sound Team																4	4	4												
	Monthly event																	25	25	25	25	25									
	Concert (January Only)																150	150	150	150	150	150	150								
	Concert (January Only)																								200	200	200	200	200	200	200
	TOTAL PARTICIPANTS			**30**	**30**	**70**	**70**	**70**	**70**	**30**	**30**						**154**	**179**	**179**	**175**	**175**	**175**	**150**		**200**	**200**	**200**	**200**	**200**	**200**	**200**

Attachment H.81

Exhibit VI.150

First Presbyterian Church
Half-hour Parking Demand

Day of the Week	Activity	Building(s)/Room(s)	LDC Parking Demand Ratio	Parking Spaces per Half Hour																													
				7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Sunday	Services	Sanctuary/Seating	1sp./4 fixed seats				112	112			112	112	112																				
	Youth Sunday School	Jones/2 Classrooms	2sp./classroom						4	4																							
	Adult Sunday School	Ed. Hall/Assembly	1sp./50sf						50	50																							
	Adult Class	Ed. Hall/Library	1sp./50sf																								13	13	13	13			
			TOTAL SPACES				112	112	54	54	112	112	112														13	13	13	13			
Monday	Office Hours	Ed. Hall/4 Offices																															
		Sanctuary/1 Office	1sp./400sf		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3											
	Preschool/Daycare	Jones/5 Classrooms	2sp./classroom	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
	City Club (monthly)	Ed. Hall/Assembly	1sp./50sf								50	50	50	50	50	50	50																
	Kids Choir	Ed. Hall/Assembly	1sp./50sf																						50	50	50	50	50	50	50	50	
		Sanctuary/Seating	1sp./4 fixed seats																						112	112	112	112	112	112	112	112	
	Bible Study	Sanctuary/Classroom	1sp./50sf																									10	10	10			
	Two Weekly Meetings	Ed. Hall/Classroom	1sp./50sf																								15	15	15	15	15		
			TOTAL SPACES	10	13	13	13	13	13	13	63	63	63	63	63	63	63	13	13	13	13	13	10	10	162	162	177	187	187	187	177	162	
Tuesday	Office Hours	Ed. Hall/4 Offices																															
		Sanctuary/1 Office	1sp./400sf		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3											
	Preschool/Daycare	Jones/5 Classrooms	2sp./classroom	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
	Weekly Meeting	Ed. Hall/Library	1sp./50sf																		13	13	13										
	Kids Choir	Ed. Hall/Assembly	1sp./50sf																						50	50	50	50	50	50	50		
		Sanctuary/Seating	1sp./4 fixed seats																						112	112	112	112	112	112	112		
	Weekly Meeting	Ed. Hall/Library	1sp./50sf																								13	13	13	13			
	Three Weekly Meetings	Ed. Hall/Classroom																									15	15	15	15	15		
			TOTAL SPACES	10	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	26	26	23	10	162	162	190	190	190	190	177		
Wednesday	Office Hours	Ed. Hall/4 Offices																															
		Sanctuary/1 Office	1sp./400sf		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3											
	Preschool/Daycare	Jones/5 Classrooms	2sp./classroom	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
	Quilters	Ed. Hall/Assembly	1sp./50sf				50	50	50	50	50	50	50																				
	Monthly Meeting	Ed. Hall/Library	1sp./50sf					13	13	13	13																						
	Handbells	Sanctuary/Seating	1sp./4 fixed seats						112	112	112	112																					
	Book Study	Ed. Hall/Library	1sp./50sf										13	13	13																		
	Monthly Meeting	Ed. Hall/Classroom	1sp./50sf											15	15	15																	
	Three Weekly Meetings	Ed. Hall/Classroom	1sp./50sf																								15	15	15	15	15		
			TOTAL SPACES	10	13	13	63	76	188	188	188	175	76	41	41	28	13	13	13	13	13	13	10	10			15	15	15	15	15		
Thursday	Office Hours	Ed. Hall/4 Offices																															
		Sanctuary/1 Office	1sp./400sf		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3											
	Preschool/Daycare	Jones/5 Classrooms	2sp./classroom	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
	Praise Team	Ed. Hall/Assembly	1sp./50sf																					50	50	50							
	Choir practice	Sanctuary/Seating	1sp./4 fixed seats																								112	112	112	112	112		
	Monthly Meeting	Ed. Hall/Assembly	1sp./50sf																								50	50	50	50	50	50	50
			TOTAL SPACES	10	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	10	60	50	50	162	162	162	162	162	50	50
Friday	Office Hours	Ed. Hall/4 Offices																															
		Sanctuary/1 Office	1sp./400sf		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3											
	Preschool/Daycare	Jones/5 Classrooms	2sp./classroom	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10									
	Weekly Meeting	Ed. Hall/Library	1sp./50sf						13	13	13																						
	Two Monthly Concerts (January only)	Sanctuary/Seating	1sp./4 fixed seats																								112	112	112	112	112	112	112
			TOTAL SPACES	10	13	13	13	13	26	26	26	13	13	13	13	13	13	13	13	13	13	13	10	10			112	112	112	112	112	112	112
Saturday	Choir practice	Sanctuary/2 Classrooms	1sp./50sf			19	19	19	19	19	19	19	19																				
	Brunch	Ed. Hall/Assembly	1sp./50sf					50	50	50	50																						
	Sound Team	Ed. Hall/Assembly	1sp./50sf																50	50	50												
	Monthly event	Sanctuary/Classroom	1sp./50sf																	15	15	15	15	15									
	Concert (January Only)	Sanctuary/Seating	1sp./4 fixed seats																112	112	112	112	112	112	112								
	Concert (January Only)	Sanctuary/Seating	1sp./4 fixed seats																								112	112	112	112	112	112	112
			TOTAL SPACES			19	19	69	69	69	69	19	19						162	177	177	127	127	127	112		112	112	112	112	112	112	112

Attachment H-82

Attachment L-3

Memo

ATTACHMENT M

traffic mobility logistics.

To:	From:	Date:
Kurt Schultz, SERA Architects	***Randy Johnson, P.E. PTV America, Inc.*** ***Thomas Bauer, P.E., PTOE***	***10/23/2008***

Subject: ***Corvallis First Presbyterian Parking Study***

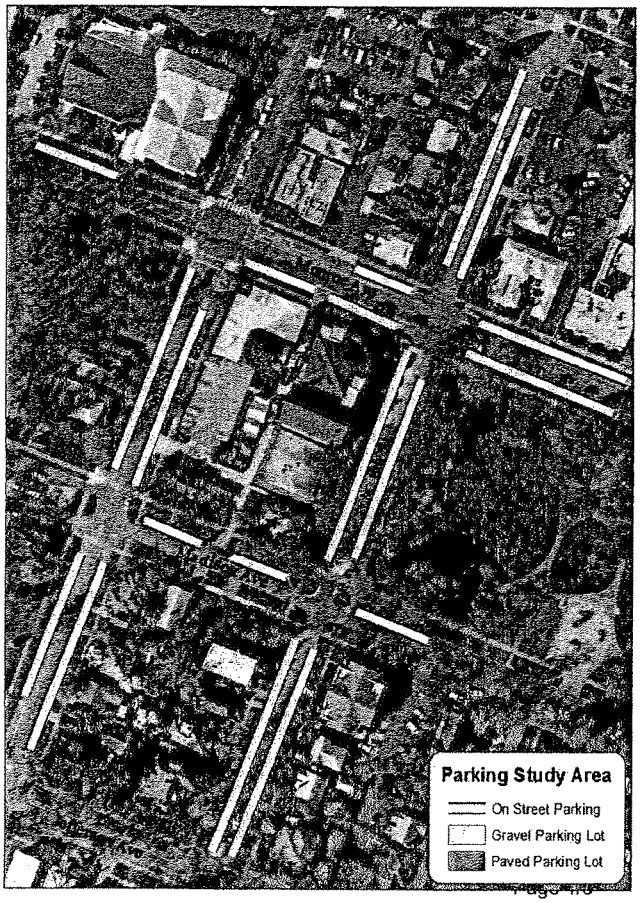
REVISED 10/23/08: New parking lot capacity reduced from 23 to 21 spaces.

Memo Objectives & Project Description

PTV has conducted a field parking utilization inventory for the church's parking lots as well as on-street parking for the surrounding streets:

- 9th Street between Jefferson Ave and Monroe Ave
- 8th Street between Jefferson Ave and Jackson Ave
- Monroe Ave between 10th Street and 7th Street
- Madison Ave between 9th Street and 7th Street

Exact on-street parking segments included in this study are highlighted in the figure to the right.



The purpose of this study is to determine if there is sufficient on-street parking capacity to accommodate the peak church service demand with the closure of the existing parking lots and the construction of a new 21 stall parking lot. The renovated and expanded facility will add a new fellowship hall; however the sanctuary will remain unchanged.

This parking utilization study was performed on Sunday June 1st and Sunday June 8th during the following times:

- 8:15 AM (before service attendees arrive)
- 9:15 AM (during 9:00 AM service)
- 11:15 AM (during 11:00 AM service)
- 12:45 PM (after all services have finished including after service social events)

The 8:15 and 12:45 counts provide the baseline parking utilization of neighboring residents and businesses in the vicinity, whereas the service counts provide the church parking demand.

Results

Parking demand and utilization data were averaged between the two collection dates. There were no data outliers or anomalies between the two count days. Total parking capacity, demand, and utilization analysis results are summarized in Table 1. The 11 AM service produces an overall parking demand approximately 50 percent higher than the 9 AM service. There is currently a combined parking capacity of 178 vehicles when including the paved and gravel church parking lots, as well as the abovementioned on-street parking. There is parking demand for 147 vehicles during the 11 AM service, including residents, church attendees, and other business patrons. The current parking utilization during the 11 AM service is 83 percent of all parking areas included in this study, leaving 31 available parking spaces within a reasonable walking distance to the First Presbyterian Church. The expanded facility will remove the current church parking lots and construct a new 21 stall lot. This reduces the overall available parking capacity by 23 spaces, increasing the total parking utilization to 95 percent with 8 available parking spaces. The non church service time parking utilization is approximately 25 percent.

Table 1. Parking Capacity and Utilization

	TOTAL Capacity	9:15 AM Parking Demand	% Utilization	Available Parking	11:15 AM Parking Demand	% Utilization	Available Parking
Existing Church Lots and On-Street Parking	178	100	56%	79	147	83%	31
New Lot and On-Street Parking	155	100	65%	55	147	95%	8
	TOTAL Capacity	8:15 AM Parking Demand	% Utilization	Available Parking	12:45 PM Parking Demand	% Utilization	Available Parking
Existing Church Lots and On-Street Parking	178	50	28%	129	45	25%	133
New Lot and On-Street Parking	155	50	32%	105	45	29%	110

Exhibit VI.152

Memo

traffic mobility logistics.

Summary

The church sanctuary will remain unchanged with no intensification of use and will continue to govern as the primary generator for parking demand. Therefore no additional parking capacity is required as per section 4.1.20 D of the City of Corvallis Parking Requirements.

Based on this parking utilization study of the First Presbyterian Church parking lots and the surrounding on-street parking, there is sufficient on-street parking capacity to accommodate the peak church service demand with the closure of the existing parking lots and the construction of a new 21 stall parking lot.

Exhibit VI.153

WEEKDAY PARKING COUNTS

DATE	TIME	NUMBER OF CARS PARKED ON SITE		NUMBER OF CARS PARKED ON STREET		TOTAL NUMBER OF ON STREET SPACES STUDIED	FUTURE NUMBER OF ON SITE SPACES	TOTAL ON SITE AND ON STREET PARKING SURPLUS (+) OR DEFICIT (-): WORST CASE	TOTAL ON SITE AND ON STREET PARKING SURPLUS (+) OR DEFICIT (-): TWO DAY AVERAGE	NUMBER OF CARS PARKED ON STREET FOR CHURCH VISITS	
		11/04/08	11/11/08	11/04/08	11/11/08						
TUESDAY EVENING	6:30 PM	8	40	77	97	155	21	39	65		
	7:00 PM	7	42	82	100	155	21	34	61		
	7:30 PM	6	42	77	109	155	21	25	59		
		11/05/08	11/12/08	11/05/08	11/12/08					11/05/08	11/12/08
WEDNESDAY MORNING	7:00 AM	1	1	54	56	155	21	119	120	3	0
	7:30 AM	4	3	57	65	155	21	104	110	11	1
	8:00 AM	11	9	78	81	155	21	84	87	15	1
	8:30 AM	17	14	84	89	155	21	60	64	13	3
	9:00 AM	23	18	116	118	155	21	21	40	15	7
	9:30 AM	33	23	122	122	155	21	37	26	13	6
	10:00 AM	39	29	140	137	155	21	-3	4	16	7
	10:30 AM	36	31	143	139	155	21	-3	2	15	5
	11:00 AM	32	29	145	139	155	21	-1	4	16	5

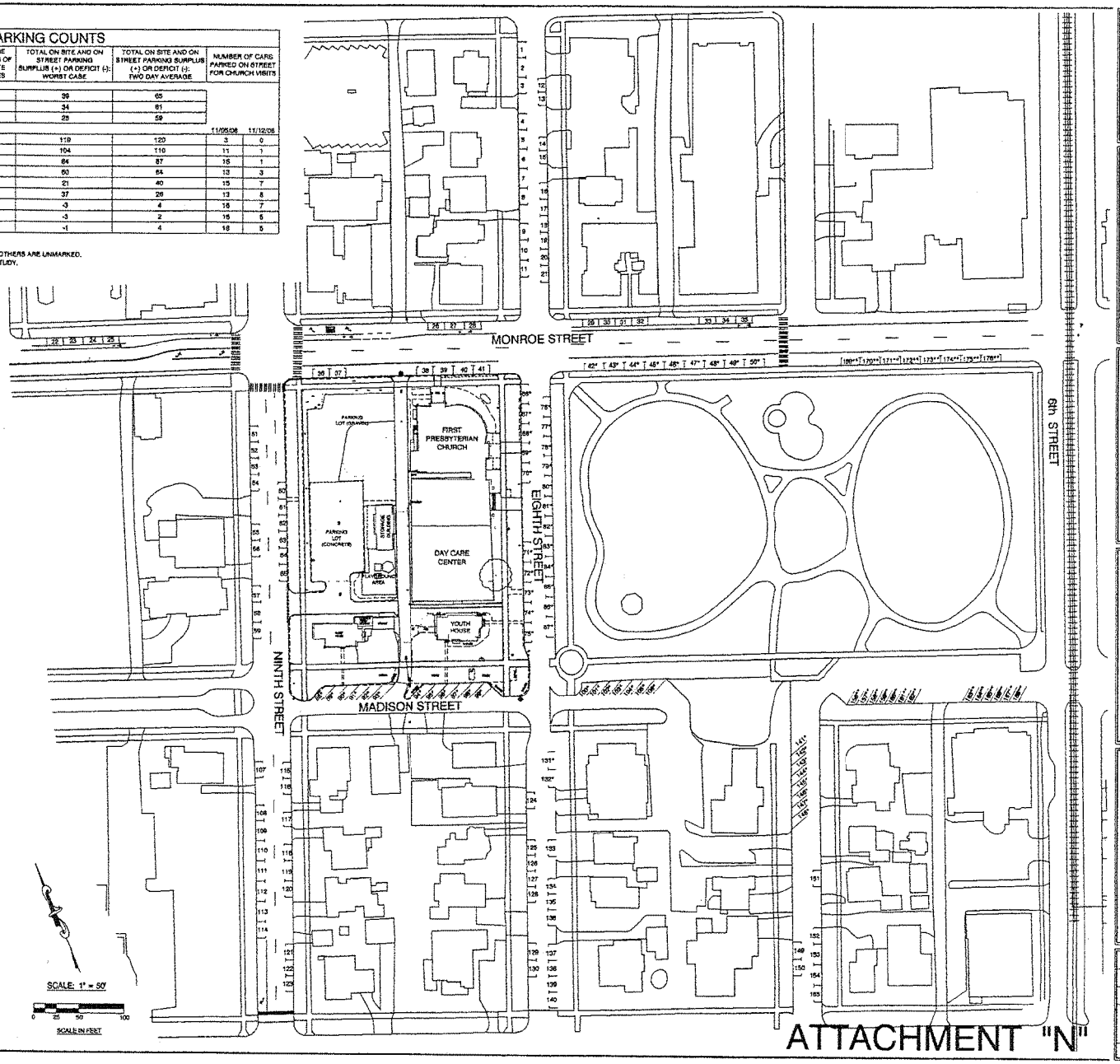
NOTES:

1. PARKING SPACE NUMBERS WITH " (I.E., 82") ARE SPACES WITH PAINTED MARKINGS. ALL OTHERS ARE UNMARKED.
2. PARKING SPACE NUMBERS WITH "-" (I.E. 170"-") ARE SPACES NOT MONITORED FOR THIS STUDY.

GENERAL NOTES:

1. EXCEPT FOR THOSE ON-STREET PARKING SPACES WHICH ARE STRIPED, ALL OTHER ON-STREET PARKING SPACES ARE SHOWN DESCRIPTIVELY WITH RESPECT TO HOW THE PARKING IS USED.

2. THE EXISTING CHURCH PARKING AREA INCLUDES 23 PAVED, LDC COMPLIANT PARKING SPACES, ALONG WITH UNPAVED AREAS WHICH CAN ACCOMMODATE 19 ADDITIONAL VEHICLES.



ATTACHMENT "N"

FOR LAND USE PURPOSES ONLY

Attachment H-1-08

No.	REVISION:	DATE:

DEVCO ENGINEERING INC.
Corvallis 541-757-1944
Salem 503-362-9225
360 SW COLLEGE, STE. 102
CORVALLIS, OR 97333
WWW.DEVCOENGINEERING.COM

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PROJECT: FIRST PRESBYTERIAN CHURCH
PROJECT LOCATION: 114 SW 8th STREET CORVALLIS, OREGON
CLIENT:

SHEET TITLE: PARKING PLAN

JOB NO.	08-441
ISSUED:	11/15/08
DRAWN BY:	DEVCO
DRAWING:	
# OF SHEETS IN SET:	

FILE No. 1:\JOB2008 Projects\08-441 1st Presbyterian Church Addition\dwg\2 Land Use Application\08-441_PARKING_PLAN.dwg [24x36] 11/15/08 08:43 - Devo

Richardson, Robert

From: Stan Nudleman [nudelm@comcast.net]
Sent: Friday, December 19, 2008 10:56 AM
To: Richardson, Robert
Subject: Parking concerns related to First Presbyterian Church requests

Dear Bob,

As per our conversation yesterday, I am writing to express my concern about parking in the area around 7th and 8th street between Jefferson and Monroe and Madison between 7th and 9th. I have been trying for years to find more parking for my tenants at 760 Madison and 223 8th street and am constantly bombarded with complaints from the tenants and clients of those tenants. I was able to create a few more private parking areas in cooperation with the Art Museum but they were unwilling to sacrifice any more. Prior to being a member of the downtown parking commission I was able to get barely enough 2 hour spaces to at least service some of the clients of those tenants. As a member of the parking commission and with the cooperation of the First Presbyterian Church the city agreed to stripe 8th street between Madison and Monroe which helped improve the parking situation somewhat (by creating more efficient parking on that street.)

Despite these few improvements parking has remained a major issue in our community. It is especially bad when the university is in session as students use available spaces to park. In addition downtown employees utilize many of the parking places for all day parking. In the past I have asked both the First Presbyterian Church and the First Christian Church if I could use some of their daytime parking and even suggested I pay for the usage and I was turned down by both churches as they felt they needed all the parking they had, even during weekdays. So as you can see I've tried over the years to solve the major parking issues in our community and the churches have noticed an issue as well or, in my opinion, they would have been more willing to open up some of their spaces.

The First Presbyterian Church apparently provided a study justifying their request to decrease their onsite parking by 23 spaces. I don't know when they did this study, and this seems important: for example, was the university in session? Was it during the work week? What hours of the day was it done? In my opinion, there is no way our community with its combined professional and residential usage can tolerate 23 less parking places. This could conceivably cause many of my tenants to leave the area. Further studies need be done at times most relevant to our community.

With the time limits imposed I will not be able to contact others in the community today but will do so as soon as possible and get them to also write of their concerns.

Thank you for your consideration and for taking the time to reevaluate the First Presbyterian Church's parking proposal, which I believe will have an extremely negative impact on the local community.

Sincerely, Stanley Nudelman, owner of 760 Madison and 219 and 223 8th Street.

Exhibit VI.155

Attachment I.1

Richardson, Robert

From: Sara Swanberg [sara@theartscenter.net]
Sent: Tuesday, December 23, 2008 4:47 PM
To: Richardson, Robert
Cc: Hester Coucke
Subject: Parking issues and First Presbyterian Church

Dear Bob,

I am writing in reference to the recent First Presbyterian Church planning proposal. Since The Arts Center is located within a block of the parking spaces referenced in the proposal, I am concerned as to the overall effect of the loss of 23 parking places to the neighborhood. Can you tell me if there has been a study done by the City to estimate the effect? Parking is always at a premium here surrounding Central Park, and at The Arts Center. This proposal should not be granted without adequate research into current parking issues.

Thank you for your consideration of this concern.

Sara Swanberg
Director
The Arts Center

Exhibit VI.156

Attachment I.2

Richardson, Robert

From: Francisco J Martin [martin@strands.com]
Sent: Tuesday, December 23, 2008 9:20 PM
To: Richardson, Robert
Cc: David Silverman; legal@strands.com; Lauri Morris
Subject: Reduction of Parking Spaces

Mr. Robert Richardson
City of Corvallis

Dear Bob,

I am the CEO of Strands Labs, Inc., headquartered at 760 SW Madison Ave. in Corvallis. I write to express my opposition to the proposed reduction of parking spaces in and around the company's headquarters at the intersection of Madison and 8th. The parking situation around our offices is already critical, especially now that the university is in session. There is a shortage, at times a severe shortage, of parking in the blocks around our offices, negatively affecting our employees and business visitors. Passage of the proposed reduction would make a bad situation worse. If the proposed reduction is enacted, I would have no choice but to seriously consider moving the company headquarters out of downtown Corvallis. I urge that the reduction proposed by the First Presbyterian Church be rejected.

Yours, Francisco

Francisco J Martin, Ph.D. | CEO | **Strands, Inc**
760 SW Madison Avenue, Suite 106 | Corvallis | OR 97333
#o 541 753 4426 | #m **541 829 0205** | martin@strands.com

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Exhibit VI.157

Attachment I.3

Richardson, Robert

From: Erica Prince [ericaprince@comcast.net]
Sent: Friday, December 26, 2008 10:14 PM
To: Richardson, Robert
Cc: nudelm@comcast.net
Subject: Parking concerns related to First Presbyterian Church

Dear Mr. Richardson:

I understand that you are considering granting a variance to the First Presbyterian Church that would reduce their on-site vehicle parking to less than the LDC minimum standard. I am a licensed psychologist with an independent practice at 223 SW 8th Street, and I am writing to object to this proposal.

LDC standards for on-site parking were established for good reason, otherwise such standards would not have been created. I think adding a 23 car burden to a neighborhood already over-stretched for parking by students, downtown employees, residents, those coming to use the park and art center, and those doing business in the immediate area.

In my psychology practice I serve many individuals with limited mobility. If they have trouble parking more than a block or two from my office, they are stressed, and my business suffers.

Please consider the Church's parking proposal in light of what is fair to all residents and professionals in the immediate area.

Thank you for your consideration.

Sincerely,

Erica D. Prince, Ph. D
Licensed Psychologist
223 SW 8th St.

Exhibit VI.158

Attachment I.4

Richardson, Robert

From: Gregg Ferry [greggferry@earthlink.net]
Sent: Saturday, December 27, 2008 8:58 AM
To: Richardson, Robert
Cc: 'Robert Hearn'
Subject: First Presbyterian Church (PLD08
Attachments: Notice of Land Use Public Hearing 2 of 2.jpg; Notice of Land Use Public Hearing 1 of 2.jpg

Dear Mr. Richardson,

I would like to provide the following written testimony to the Planning Commission for the Hearing to be held 7 January 2009 at 7:00 PM. Since you are the only contact given, I submit this testimony to you.

I own the property at 147 NW 11th Street. I have serious concerns about the "reducing … of vehicle parking areas." Every Sunday morning, there is no parking available near my house. The parking is so much at a premium, the owners of the two houses at the SW corner of 10th and Jackson, The First Baptist Church, is giving serious consideration of tearing down these houses in order to build a parking lot.

At the very least, don't make the parking concerns worse, but use this opportunity to alleviate them.

Thank you

Gregg Ferry

Exhibit VI.159

Attachment I.5

Richardson, Robert

From: Craig.Huntsman@securitasinc.com
Sent: Monday, December 29, 2008 3:35 PM
To: Richardson, Robert

Dear Mr. Richardson,

I am a tenant at 760 SW Madison and it is my understanding that the First Presbyterian Church has requested a variance to reduce on-site parking. I personally have a concern with reducing any parking in the this general vicinity due to the shortage of available parking spaces. As it stands now, a lot of the open parking spaces are taken by OSU students and downtown business employees leaving the tenants of our building and their customers with limited or no parking. During the summer time various events as well as visitors to the public park take up parking spaces as well.

I am requesting that you not reduce available parking in this area. I would appreciate your consideration regarding this matter.

Thanks,

Craig Huntsman
National Account Manager - HP Account
Securitas Security Services USA, Inc.
760 SW Madison Suite 207
Corvallis, Oregon 97333
Office Phone: 541-752-3280
Cell Phone 541-230-0163
Fax: 541-752-3281
E-Mail: craig.huntsman@securitasinc.com

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Attachment I.6

STAFF IDENTIFIED REVIEW CRITERIA

This document contains Land Development Code review criteria and standards, and Comprehensive Plan policies identified by Staff as applicable to the First Presbyterian Church Planned Development and Major Replat applications (PLD08-00012, SUB08-00006). The applicable parts of the criteria, standards, and policies referred to in the Staff Report to the Planning Commission are presented in full below, and are organized by LDC Chapter and Comprehensive Plan policy.

LDC CHAPTER 2.4 - SUBDIVISIONS AND MAJOR REPLATS

2.4.30.03 - Staff Evaluation

a. **Nonresidential Subdivisions** - For a Nonresidential Subdivision, the Director shall prepare a report that evaluates whether the proposal complies with the review criteria outlined in Section 2.4.30.04.a below. The report shall include a recommendation for approval or denial and, if needed, a list of Conditions of Approval for the Planning Commission to consider if an approval is granted.

2.4.30.04 - Review Criteria

a. **Nonresidential Subdivisions** - Requests for the approval of a nonresidential Tentative Subdivision Plat shall be reviewed to ensure consistency with the purposes of this Chapter and 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; the adopted City Off-street Parking Standards; and any other applicable policies and standards adopted by the City Council. Additionally, pursuant to Comprehensive Plan Policy 3.2.7, the application shall also demonstrate compatibility in the areas in "1-13" below, as applicable.

1. Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);

2. Visual elements (scale of potential development, etc.);

3. Noise attenuation;

4. Odors and emissions;

5. Lighting;

Exhibit VI.161

6. Signage;

7. Landscaping for buffering and screening;

8. Transportation facilities;

9. Traffic and off-site parking impacts;

10. Utility infrastructure;

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

12. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards; and

13. 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.

LDC CHAPTER 2.5 - PLANNED DEVELOPMENT

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 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

[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.

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.

2.5.50.03 - Staff Evaluation

The Director shall prepare a report that evaluates whether the Detailed Development Plan complies with the review criteria in Section 2.5.50.04 below. The report shall include a recommendation for approval or denial and, if needed, a list of conditions for the Planning Commission to consider if an approval is granted.

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.

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LDC CHAPTER 3.0 - USE TYPES

3.0.30.02 - Civic Use Types

Civic Use Types include the performance of utility, educational, recreational, cultural, protective, governmental, and other Uses strongly vested with public or social importance. Also included is development that is Accessory to these Uses, as specified in Chapter 4.3 - Accessory Development Regulations.

I. **Religious Assembly** - Religious services involving public assembly such as customarily occurs in synagogues, temples, and churches.

LDC CHAPTER 3.6 - MEDIUM-HIGH DENSITY (RS-12) ZONE

Section 3.6.10 - PURPOSE

This is the primary zone that implements the Medium-high Density Residential Comprehensive Plan designation, which allows from 12 to 20 dwelling units per acre. It is intended to accommodate a wide variety of Housing Types and to serve as a transition

area between lands with lower density and higher density residential designations.

Section 3.6.20 - PERMITTED USES

3.6.20.01 - Ministerial Development

a. Primary Uses Permitted Outright

3. Civic Use Types -

a) Community Recreation

d) Religious Assembly

4. Commercial Use Types -

c) Offices, as defined in Chapter 1.6 - Definitions, and existing prior to December 31, 2006. Expansions shall be subject to Conditional Development Review, as noted in Section 3.6.20.02, below

b. Accessory Uses Permitted Outright

8. Other development customarily incidental to the Primary Uses in accordance with Chapter 4.3 - Accessory Development Regulations

3.6.20.02 - Special Development

Conditional Development - Subject to review in accordance with Chapter 2.3 - Conditional Development and all other applicable provisions of this Code.

c. Day Care, Commercial Facility, as defined in Chapter 1.6 - Definitions

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

		Standard
c.	Minimum Lot Area	2,200 sq. ft. per dwelling unit
d.	Minimum Lot Width	25 ft.
e.	Setbacks 1. Front yard 2. Rear yard and Side yards	 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. 5 ft. minimum and each lot must have a minimum

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	Interior attached townhouses exempt from interior side yard setbacks.) a) Single Detached b) Single Attached and Zero Lot Line Detached c) Duplex and Multi-Dwelling d) Abutting a more restrictive zone 3. Corner Lot See also "k," and "l," below.	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. 5 ft. minimum each side yard 0 ft. one side; 8 ft. minimum on opposite side 10 ft. minimum each side 10 ft. minimum 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 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.
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
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.
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 3.6.50 - 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.

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;

c. Independent or cumulative expansion of a nonresidential structure in existence and in compliance with the Code on December 31, 2006, or constructed after December 31, 2006 pursuant to a valid Conceptual or Detailed Development Plan approved on or before December 31, 2006, shall comply with the pedestrian requirements of Chapter 4.10 - Pedestrian Oriented Design Standards as outlined in Section 4.10.70.01.

Section 3.6.100 - VARIATIONS

Except as limited by provisions within the chapters listed in Section 3.6.30 "m" through "q", variations from development and design standards, such as the standards in this Chapter and in other chapters of this Code addressing parking, landscaping, public improvements, and Pedestrian Oriented Design Standards, may be allowed through the processes outlined in Chapter 2.5 - Planned Development and Chapter 2.12 - Lot Development Option.

LDC CHAPTER 4.0 - IMPROVEMENTS REQUIRED WITH DEVELOPMENT

Section 4.0.20 - TIMING OF IMPROVEMENTS

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

1. Where a Land Division is proposed, each proposed lot shall have required public and franchise utility improvements installed or secured prior to approval of the Final Plat, in accordance with the provisions of Section 2.4.40.08 of Chapter 2.4 - Subdivisions and Major Replats.

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

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

1. Sidewalks on Local, Local Connector, and Cul-de-sac Streets - Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de-sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except that this separated tree planting area shall not be provided

adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 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:

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.

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.

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

a. **On-street Bike Lanes** - On-street bike lanes shall be required on all Arterial, Collector, and Neighborhood Collector Streets and constructed at the time of street improvements.

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.

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

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:

1. All Commercial and Civic Use developments shall provide a prominent entrance oriented toward Arterial, Collector, and Neighborhood Collector Streets, with front setbacks reduced as much as possible to provide access for pedestrians, bicycles, and transit.

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.

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.

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.

I. 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.

Table 4.0-1- Street Functional Classification System[1]

	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local

Exhibit VI.171

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
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

Exhibit VI.172

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.**

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.

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 4.0.80 - PUBLIC IMPROVEMENT PROCEDURES

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

Whenever any work is done contrary to the provisions of this Code, the Director may order the work stopped via a written notice served on the persons performing the work or otherwise in charge of the work. The work shall stop until the Director authorizes that it

proceed or authorizes corrective action to remedy existing substandard work.

Section 4.0.90 - FRANCHISE UTILITY INSTALLATIONS

These standards are intended to supplement, not replace or supersede, requirements contained within individual franchise agreements that the City has with providers of electrical power, telecommunication, cable television, and natural gas services, hereafter referred to as Franchise Utilities.

a. Where a Land Division is proposed, the developer shall provide Franchise Utilities to the development site. Each lot in a Subdivision shall have an individual service available or secured prior to approval of the Final Plat, in accordance with Section 2.4.40 of Chapter 2.4 - Subdivisions and Major Replats.

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.

4.0.130 - STORM WATER MANAGEMENT MEASURES

a. To reduce the risk of causing downstream properties to become flooded and to help maintain or restore the Properly Functioning Conditions of receiving waters, new development, expansions to existing development, or redevelopment shall be required to provide storm water detention and retention in accordance with "b," of this Section.

b. **When Detention and/or Retention are Required** - See also Section 4.2.50.04 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

1. New development projects that create impervious surfaces in excess of 25,000 sq. ft. are required to implement storm water detention and/or retention measures as specified in the Corvallis Design Criteria Manual. Impervious surfaces include such elements as roads, driveways, parking lots, walks, patios, and roofs, etc. Detention facilities shall be designed to maximize storm water infiltration. Detention or retention facilities shall be located outside the 10-year Floodplain or the riparian easement area, whichever is greater. The riparian easement area is identified in Section 4.13.70 of Chapter 4.13 - Riparian Corridor and Wetland Provisions, and this standard shall apply regardless of whether or not an easement has been

granted.

2. Expansion and Redevelopment -

a) Development projects that create new or redeveloped impervious area totaling at least 10,000 sq. ft. and resulting in at least 25,000 sq. ft. of post-development impervious area are required to implement storm water detention and/or retention measures for the new and redeveloped impervious area as specified in the Corvallis Design Criteria Manual. Redeveloped impervious area consists of roof area and replaced impervious area, minus any reduction in overall impervious area, associated with substantial improvement or replacement of structures.

b) Detention facilities shall be designed to maximize storm water infiltration. Detention or retention facilities shall be located outside the 10-year Floodplain or the riparian easement area, whichever is greater. The riparian easement area is identified in Section 4.13.70 and this standard shall apply regardless of whether or not an easement has been granted.

c) Pre-developed runoff conditions for redeveloped impervious area shall assume a runoff pattern based on good condition grass and the corresponding native hydrologic soil group for the site. Detention shall not be required beyond the point at which gravity flow to the existing abutting storm drainage system cannot be feasibly maintained, as determined during development plan review.

c. Use of water quality features shall be consistent with the Corvallis Design Criteria Manual. Water quality features within the regulated Riparian Corridor shall be located outside of the applicable riparian easement area. The riparian easement shall be re-vegetated consistent with Sections 4.13.50.d.1 and 4.13.50.d.2 of Chapter 4.13 - Riparian Corridor and Wetland Provisions.

LDC CHAPTER 4.1 - PARKING, LOADING, AND ACCESS REQUIREMENTS

Section 4.1.20 - GENERAL PROVISIONS

d. Alteration of Existing Structures - When an existing structure is altered to the extent that the existing Use is intensified, vehicle and bicycle parking shall be provided in the amount required for such intensification.

When increased intensity requires no more than two additional vehicle and/or bicycle spaces, no additional parking facilities shall be required. However, the effects of changes, additions, or enlargements shall be cumulative, and when the net effect of one or more changes generates a need for more than two spaces, they shall be provided in accordance with the provisions of this Chapter. Additional spaces shall

be required for the intensification but not for the original Use. New vehicle and bicycle parking spaces shall be provided in accordance with the provisions of this Code.

g. **Mixed Uses** - When several Uses occupy a single structure or lot, the total required vehicle and bicycle parking shall be the sum of the requirements of individual Uses. Exceptions to this provision for shared parking may be considered through the Planned Development process outlined in Chapter 2.5 - Planned Development.

LDC CHAPTER 4.2 - LANDSCAPING, BUFFERING, SCREENING, AND LIGHTING

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.

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.

f. **Irrigation Systems** - With the exception of individual lots for single-family and Duplex development, irrigation systems shall be required, provided, and maintained for all required landscape areas in all zones, unless waived by the Director. These irrigation systems are for the purpose of ensuring survival of plant materials in required landscape areas. The Director may waive the requirement for irrigation systems in areas containing established trees and shrubs that are more than five years old, and are retained as significant vegetation in common, open space tracts and areas. Irrigation systems needed to establish trees and shrubs in Natural Resource and Natural Hazard areas are required. Where required, a detailed irrigation system plan shall be submitted with Building Permit applications. The plan shall indicate source of water, pipe location and size, and specifications of backflow device. The irrigation system shall utilize 100 percent sprinkler head-to-head coverage or sufficient coverage to ensure 90 percent coverage of plant materials in three years.

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.

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

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

Exhibit VI.179

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.

LDC CHAPTER 4.4 - LAND DIVISION STANDARDS

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.**

b) **Commercial, Industrial, and Residential lots other than those described in "a," above, provided:**

1) **Front doors are less than 200 ft. from a street and are accessed by a sidewalk or multi-use path; and**

2) **Vehicular access is provided via an alley.**

c. **Through Lots** - Through Lots shall be avoided except where essential to overcome specific disadvantages of topography and orientation. A planting screen easement at least 20 ft. wide shall be required between Through Lots and adjacent streets, in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. No vehicular rights of access shall be permitted across this planting screen easement. All Through Lots with frontage on parallel or approximately parallel streets shall provide the required front yard on each street, except as specified in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

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.

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

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.

h. **Minimum Assured Development Area** - For property with Natural Resources or Natural Hazards subject to Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions, lots created through a Subdivision, Partition, or Lot Line Adjustment process shall be consistent with the provisions of Chapter 4.11 - Minimum Assured Development Area (MADA) are met.

LDC CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS

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

4.10.70.01 - Applicability

c. Independent or cumulative expansions of a commercial, industrial, or civic structure in existence and in compliance with the Code on December 31, 2006, or constructed after December 31, 2006, pursuant to a valid Conceptual or Detailed Development Plan approved on or before December 31, 2006, shall comply with the requirements of Sections 4.10.70.02 through 4.10.70.05, subject to the provisions in "d," below, that allow choices among some standards, provided that:

1. The expansion adds floor area of more than 3,000 sq. ft.; or

2. The expansion adds floor area of more than 500 sq. ft. and is equivalent to more than 20 percent of the existing structure's gross floor area.

d. Pedestrian oriented design requirements for commercial, industrial, or civic structure expansions identified in Section 4.10.70.01.c, above, are as follows:

1. Applicants shall choose at least four standards from Sections 4.10.70.02 - Building Orientation and 4.10.70.03 - Pedestrian Circulation Standards, with a minimum of one standard from each. This criterion does not apply if the expansion/enlargement is an upper story addition only. If the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.02 and two standards from Section 4.10.70.03.

2. New parking shall comply with the Vehicle Circulation and Design Standards in Sections 4.10.70.04.a.2, 4.10.70.04.b through 4.10.70.04.d. For new drive-throughs, 4.10.70.04.e shall apply. Site improvements and expansions shall comply with the grading requirements of Section 4.10.70.02.f.

3. Applicants shall choose the option in Section 4.10.70.05.b.6.a or the option in Section 4.10.70.05.b.6.b and, if in the Neighborhood Center (NC) Zone, applicants shall also comply with Section 4.10.70.05.b.6.c.

4. Applicants shall choose at least two of the five standards from Section 4.10.70.05.b.7.a through 4.10.70.05.b.7.e. If the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.05.b.7.a through 4.10.70.05.b.7.e.

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:

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. (SEE PAGE 28 BELOW, FOR GRAPHIC 4.10-19)

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.

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.

4.10.70.04 - Vehicle Circulation and Design Standards

a. **Parking Lots -**

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

b. Design Standards and Design Variety Menus

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.

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.

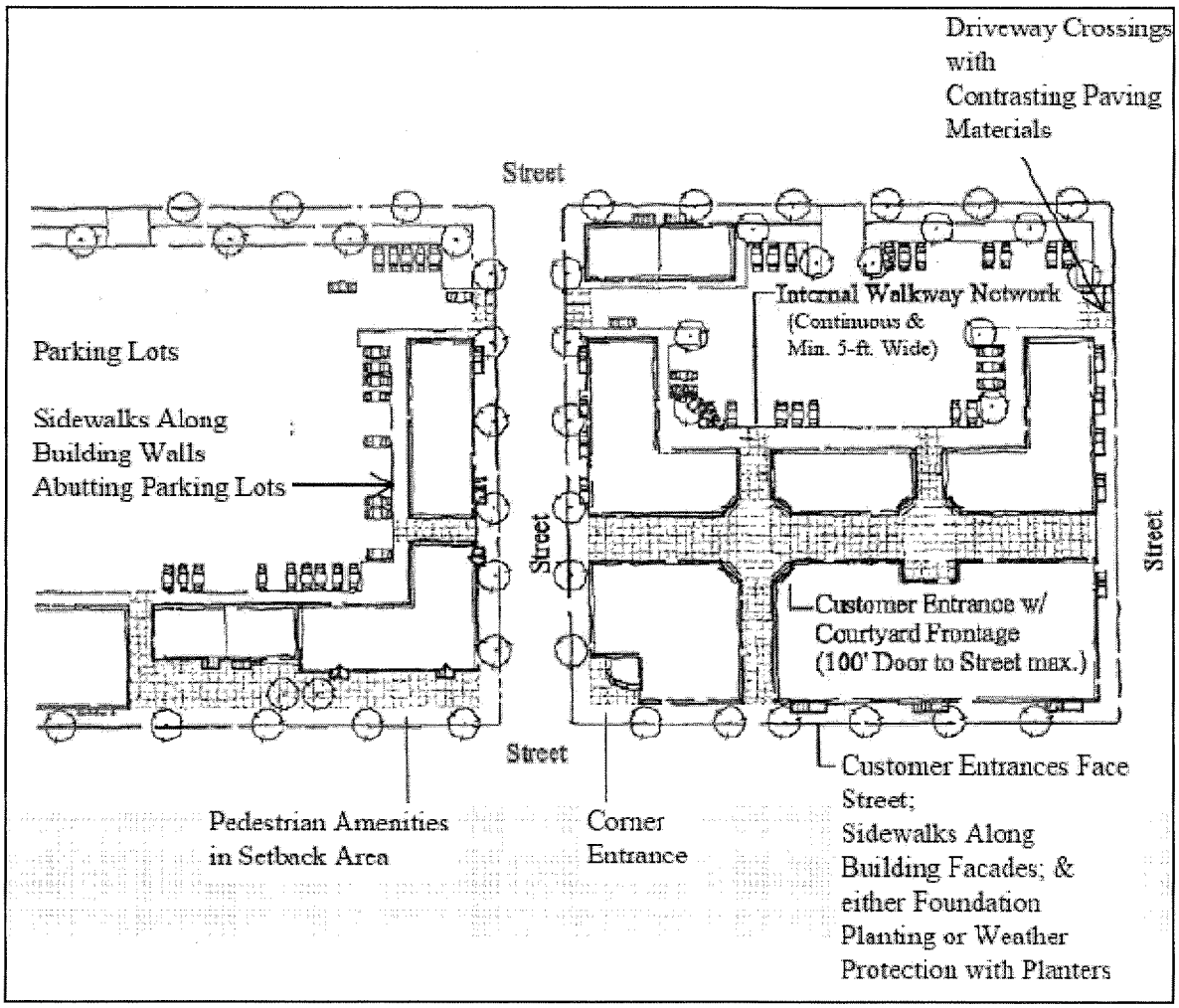


Figure 4.10-19 - Site Development Element Locations

Exhibit VI.188

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.

5.4.1 The City shall continue to use the Corvallis Register of Historic Landmarks and Districts as the City's official historic site listing. The intent of this inventory is to increase community awareness of historic structures and to ensure that these structures are given due consideration prior to alterations that may affect the historic integrity of the structure.

5.4.2 The City shall encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.

5.4.5 Special architectural review criteria for historic structures shall be maintained in the Land Development Code.

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

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.

9.6.3 The City shall amend the Land Development Code to encourage the following in the Downtown Residential Neighborhood:

B. Reduction of on-site parking requirements; and

C. Maintenance of historic character.

10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.

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.

11.4.7 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.

11.6.6 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.

12.2.5 The City shall encourage land use patterns and development that promote clustering and multiple stories, take advantage of energy efficient designs, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City.

13.5.2 The City shall help overcome limitations that would otherwise lead to a declining downtown. Opportunities to enhance the downtown include providing additional parking, establishing a sidewalk weather protection program, and leading an effort to produce a long-range plan for the downtown.

13.5.13 The City shall ensure that the traditional "Main Street" character of the downtown area is maintained and enhanced over time by incorporating standards that require the following in the Central City:

A. Traditional downtown building layout with orientation to the street;

B. New buildings and building facade improvements that emphasize human-scaled design and architectural compatibility;

C. Parking requirements that focus on shared parking and district-wide parking options rather than strict on-site requirements;

D. Two-story minimum for new construction within the Central Business District;

E. The provision of incentives for the integration of multiple uses, especially mixed commercial, residential, and office uses, within single buildings; and

F. The installation and maintenance of weather protection (such as awnings) on all buildings that directly front Central City sidewalks. This standard shall be enforced at the time of new construction and major building improvements.

13.6.1 Madison Avenue shall continue to be developed as a pedestrian link between Oregon State University and the Willamette River. Development in this area shall be compatible with and enhance the abutting land uses and allow for this area's continued use for cultural and civic purposes.

Article 50 - Definitions

Central City - The area bordered generally by Buchanan Avenue, 9th Street, the Marys River, and the Willamette River.

Downtown Residential Neighborhood - The area generally bounded by 6th Street on the east, 9th Street on the west, the Marys River on the south, and Fillmore Avenue on the north (see map following finding 13.5.a). This area is intended to provide housing in close proximity to the Central Business District.

NOTICE OF LAND USE PUBLIC HEARING

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

Wednesday, January 7, 2009, 7:00 PM

City of Corvallis Planning Commission
City Fire Station Meeting Room, 400 NW Harrison Boulevard

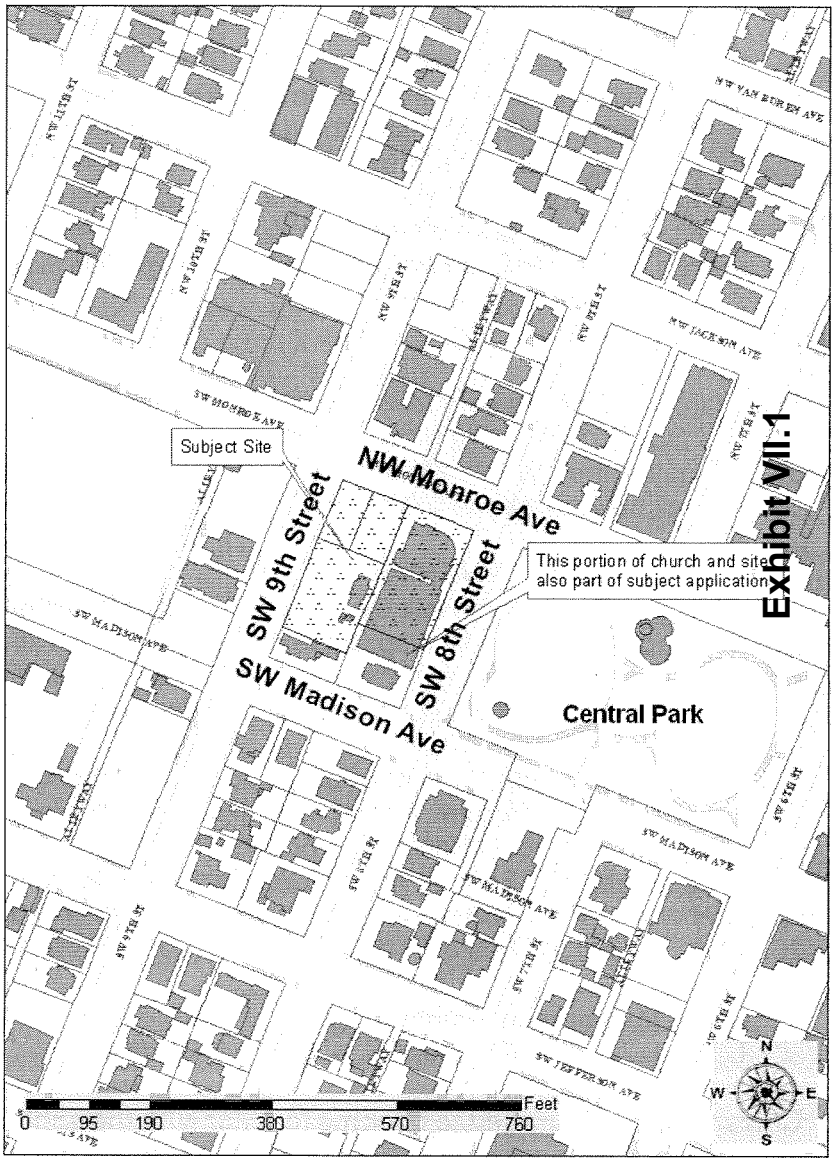
CASE: **First Presbyterian Church (PLD08-00012, SUB08-00006)**

HEARING TOPIC: Review of a Conceptual and Detailed Development Plan, and Major Replat

APPLICANT/ OWNER
First Presbyterian Church
114 SW 8th Street
Corvallis, Oregon 97333

SITE LOCATION
The 1.3 acre site is located north of SW Madison Avenue, south of NW Monroe Avenue, west of SW 8th Street, and east of SW 9th Street. It is identified on Benton County Assessors Map 11-5-35 CC as Tax Lots 100, 200, 300, 400, and, 500.

First Presbyterian Church



REQUEST
The applicant requests approval of a Conceptual and Detailed Development Plan, and Major Replat. The applicant proposes to consolidate multiple legal lots on the subject site into a single parcel, construct a 6,444 sq. ft., single-story addition to the existing church building, and make associated changes to the site, including reducing and reconfiguring vehicle parking areas, reconfiguring accessways, and adding sidewalks, landscaping, and a bicycle parking shelter. The applicant requests to vary from certain Land Development Code (LDC) standards, including reducing on-site vehicle parking to less than the LDC minimum standard.

The proposed addition and a request to apply a Historic Preservation Overlay to the subject site were reviewed by the Historic Resources Commission (HRC) for consistency with applicable criteria in LDC Chapter 2.9 - Historic Preservation Provisions and LDC Chapter 2.2 - Zone Change in a separate application (HPP08-00014 and ZDC08-00006). The HRC approved (Order 2008-095) the Historic Preservation Permit and Zone Change application, subject to conditions and contingent on approval of the application that is the subject of this notice.

WHOM TO CONTACT FOR MORE INFORMATION
Bob Richardson (541) 766-6908, robert.richardson@ci.corvallis.or.us
Mailing Address: City of Corvallis, Planning Division, P.O. Box 1083, Corvallis, OR 97339
Office Location: City Hall, Main Level, 501 SW Madison Avenue

PLEASE TURN OVER FOR MORE INFORMATION

NOTICE OF LAND USE PUBLIC HEARING: First Presbyterian Church (PLD08-00012, SUB08-00006)

THE HEARING PROCESS / OPTIONS FOR PROVIDING COMMENT:

- At the hearing, the Planning Commission receives public testimony, deliberates, and typically makes its decision before adjourning the meeting.
- The Planning Commission may approve, modify, or deny the proposed application.
- If you wish to testify on the proposal, you may provide written or oral testimony to the Planning Commission.
- The Chairperson will set a time limit of three minutes per person for oral testimony at the public hearing. Written testimony is encouraged. While written testimony will be accepted up to and including the night of the public hearing, written testimony submitted to the Planning Division by noon, eight days prior to the public hearing, will be included in the Planning Commission packets that are delivered prior to the hearing.
- Any person participating in the hearing is entitled to request that the hearing be continued to a second hearing if new evidence or documents are submitted in favor of the application. The "continuance" hearing will be limited to the issues related to the new documents or evidence for which the continuance was requested.
- A person testifying also may request to have the written record remain open for seven days to allow for the submittal of additional written testimony.
- "Raise it or waive it": Failure to raise an issue in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision makers an opportunity to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA) based on that issue. This means that in order to appeal the City's decision to LUBA based on a particular issue, you must raise that issue at the City's public hearing. 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.

DECISION:

The Planning Commission decision on this matter will be final unless the case is appealed to the City Council. Appeals may be filed within 12 days of the date a notice of disposition is signed and must be filed by 5:00 p.m. on the final day of the appeal period. Where 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 next work day.

DECISION-MAKING CRITERIA:

The Planning Commission will evaluate this request based on specific review criteria from the Corvallis Land Development Code and other applicable requirements. The staff-identified decision-making criteria are listed below. Generally, these criteria specify that developments address compatibility with the surrounding neighborhood, traffic and circulation, site design, landscaping requirements, and parking and pedestrian accessibility.

Because the adoption of the 2006 Land Development Code fully implements the Comprehensive Plan, Comprehensive Plan Policies are not considered to be decision criteria, per se. If a variation to a standard has been requested, as allowed through the Planned Development process, the Planning Commission may look to Comprehensive Plan Policies for direction regarding the requested variation. Staff have preliminarily identified Comprehensive Plan Policies 3.2.1, 5.4.1, 5.4.2, 5.4.5, 7.5.5, 9.2.5, 9.6.3, 10.2.9, 11.3.4, 11.4.5, 11.4.7, 12.2.5, 13.5.2, 13.5.13, 13.6.1 as policies that may be considered in relation to requested variations from standards.

- **Land Development Code chapters:**
  1.2, 1.6, 2.0, 2.4, 2.5, 3.6, 4.0, 4.1, 4.2, 4.4, and 4.10

Citizens are encouraged to become familiar with the application and applicable review criteria. A staff report discussing the request in relation to the criteria will be available seven days before the hearing (www.ci.corvallis.or.us/cd/staffreports). All documents may be reviewed at the Planning Division office without charge; copies will be provided upon request. The Land Development Code and Comprehensive Plan documents are available in the Corvallis-Benton County Public Library (645 NW Monroe Avenue), and on the City's web site (www.ci.corvallis.or.us/cd/planning).

THE CORVALLIS PLANNING DIVISION ENCOURAGES YOU TO NOTIFY YOUR NEIGHBORS AND OTHER PERSONS YOU BELIEVE WOULD BE AFFECTED BY THIS MATTER.

Mail: December 16, 2008

Exhibit VII.2

City of Corvallis
Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333
(541)766-6908

AFFIDAVIT OF MAILING

FOR PC NOTICE

Case Number PLD08-00012, SUB08-00006

Case Name First Presbyterian Church

Notices mailed: 488

emailed: 54

Total 542

I, Joan A. Extrom, do hereby certify that a true and correct copy of the attached notice was mailed to the addressees as attached, by first class mail, on the 16th day of December, 2008.

Joan A. Extrom

Joan A. Extrom
Community Development Department
Administrative Specialist

Exhibit VII.3

L:\CD\Planning\Development Review\PLD - Planned Development\PLD08 Cases\PLD08-00012 First Presbyterian Church\Notices\Lbls pc notice 12.16.08 final.wpd

201
525 MONROE CORP
504 NW 3RD ST
CORVALLIS OR 97330-6405

201
OCCUPANT
659 NW JACKSON AVE
CORVALLIS OR 97330

201
OCCUPANT
661 NW JACKSON AVE
CORVALLIS OR 97330

201
OCCUPANT
663 NW JACKSON AVE
CORVALLIS OR 97330

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OCCUPANT
673 NW JACKSON AVE
CORVALLIS OR 97330

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OCCUPANT
677 NW JACKSON AVE
CORVALLIS OR 97330

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OCCUPANT
681 NW JACKSON AVE
CORVALLIS OR 97330

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OCCUPANT
685 NW JACKSON AVE
CORVALLIS OR 97330

201
OCCUPANT
689 NW JACKSON AVE
CORVALLIS OR 97330

201
OCCUPANT
693 NW JACKSON AVE
CORVALLIS OR 97330

201
OCCUPANT
697 NW JACKSON AVE
CORVALLIS OR 97330

101
ABRAHAM GILLIAN L
221 NW 10TH ST
CORVALLIS OR 97330

ANDERSON C PETER & DEBORAH J,TR
518 SW 3RD ST
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #1
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #2
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #3
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #4
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #5
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #6
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #7
CORVALLIS OR 97333

701YES
OCCUPANT
136 SW 9TH ST #8
CORVALLIS OR 97333

101
BACH AUDREY JEAN
320 SW 8TH ST
CORVALLIS OR 97333-4543

101
BADE MARY,TR
215 NW 8TH ST
CORVALLIS OR 97330

101
OCCUPANT
218 NW 8TH ST
CORVALLIS OR 97330

951
BENTON COUNTY

951
OCCUPANT
551 NW MONROE AVE
CORVALLIS OR 97330

951
OCCUPANT
553 NW MONROE AVE
CORVALLIS OR 97330

951
OCCUPANT
555 NW MONROE AVE
CORVALLIS OR 97330

951
OCCUPANT
557 NW MONROE AVE
CORVALLIS OR 97330

Exhibit VII.4

952
OCCUPANT
559 NW MONROE AVE
CORVALLIS OR 97330

952
OCCUPANT
563 NW MONROE AVE
CORVALLIS OR 97330

101
BISSELL ELEANOR A,TR
2969 JACKSON 302
SAN FRANCISCO CA 94115

101
OCCUPANT
763 NW JACKSON AVE
CORVALLIS OR 97330

201
BLACK EMILY D
226 SW 8TH ST
CORVALLIS OR 97333

101
BOOTS CATHY JO
P O BOX 633
CORVALLIS OR 97339

101
OCCUPANT
321 SW 8TH ST
CORVALLIS OR 97333

101
BROWN JASON P
131 NW 11TH ST
CORVALLIS OR 97330

101
BURT JOHN
960 SW JEFFERSON AVE
CORVALLIS OR 97333-4505

701YES
CAMPUS LIVING LLC
P O BOX 6599
BEAVERTON OR 97007

OCCUPANT
310 SW 10TH ST
CORVALLIS OR 97333

OCCUPANT
312 SW 10TH ST
CORVALLIS OR 97333

OCCUPANT
314 SW 10TH ST
CORVALLIS OR 97333

OCCUPANT
316 SW 10TH ST
CORVALLIS OR 97333

OCCUPANT
320 SW 10TH ST
CORVALLIS OR 97333

OCCUPANT
322 SW 10TH ST
CORVALLIS OR 97333

101
CANNON DALE A,TR
4251 SARATOGA DR
REDDING CA 96002-3744

101
OCCUPANT
310 SW 7TH ST
CORVALLIS OR 97333

101
CARPENTER FAMILY LTD PARTNER
605 NW 5TH ST #2C
CORVALLIS OR 97330

101
OCCUPANT
220 NW 9TH ST
CORVALLIS OR 97330

101
CAVIN RITA,TR
240 SW 7TH ST
CORVALLIS OR 97333-4551

101
CHARLES G HALL LLC
1547 APPLEGATE ST
PHILOMATH OR 97370-9327

101
OCCUPANT
319 SW 10TH ST
CORVALLIS OR 97333

941
OCCUPANT
145 NW 7TH ST
CORVALLIS OR 97330

941
OCCUPANT
122 SW 5TH ST
CORVALLIS OR 97333

941
OCCUPANT
508 SW MONROE AVE
CORVALLIS OR 97333

941
OCCUPANT
121 SW 6TH ST
CORVALLIS OR 97333

941
OCCUPANT
645 NW MONROE AVE
CORVALLIS OR 97330

941
OCCUPANT
700 SW MADISON AVE
CORVALLIS OR 97333

101
CLOYD JAMES C
227 SW 8TH ST
CORVALLIS OR 97333-4544

Exhibit VII.5

101
COHNSTAEDT WILLIAM
561 NW JACKSON AVE
CORVALLIS OR 97330

101
OCCUPANT
312 SW 9TH ST
CORVALLIS OR 97333

101
OCCUPANT
334 SW 7TH ST
CORVALLIS OR 97333

101
OCCUPANT
327 SW 9TH ST
CORVALLIS OR 97333

101
OCCUPANT
1004 SW JEFFERSON AVE
CORVALLIS OR 97333

101
DANIELS KENTON R,TR
329 SW 8TH ST
CORVALLIS OR 97333-4542

101
DONALDSON JOANN K
5825 NE PETTIBONE DR
CORVALLIS OR 97330-9609

101
OCCUPANT
219 SW 7TH ST
CORVALLIS OR 97333

201
OCCUPANT
220 NW 6TH ST
CORVALLIS OR 97330

201
ENSOR STEPHEN R
3595 NW ROOSEVELT DR
CORVALLIS OR 97330-1027

101
OCCUPANT
304 SW 9TH ST
CORVALLIS OR 97333

101
COOP LEONARD B
221 NW 8TH ST
CORVALLIS OR 97330-6315

101
CORDEN JOSEPHINE M
915 NW MERRIE DR
CORVALLIS OR 97330-2335

101
OCCUPANT
306 SW 7TH ST
CORVALLIS OR 97333

101
DAHLGREEN MARYKAY
762 SW JEFFERSON AVE
CORVALLIS OR 97333

101
DEBRITO DANIEL N
222 NW 10TH ST
CORVALLIS OR 97330

101
OCCUPANT
228 NW 8TH ST
CORVALLIS OR 97330

201
EDWARDS BARBARA G
220 NW 6TH ST
CORVALLIS OR 97330-4812

101
EMERICK IRENE E
989 NW SPRUCE AVE APT 106
CORVALLIS OR 97330-2172

201
OCCUPANT
230 SW 6TH ST
CORVALLIS OR 97333

101
COLLINS DOUGLAS M,TR
1920 NW BONNEY DR
CORVALLIS OR 97330

101
CORDEN JOHN W
1400 NW VISTA PL
CORVALLIS OR 97330

101
OCCUPANT
754 SW JEFFERSON AVE
CORVALLIS OR 97333

101
CORDEN STEVEN WHITNEY
3715 NE HWY 20
CORVALLIS OR 97330-9209

101
DANIELS KRISTINA K
224 NW 10TH ST
CORVALLIS OR 97330-6104

101
DODSON DAVID J
206 NW 8TH ST
CORVALLIS OR 97330-6316

101
DOWN PAIGE M
4206 PALESTINE AVE NW
ALBANY OR 97321-9377

201
OCCUPANT
216 NW 6TH ST
CORVALLIS OR 97330

101
OCCUPANT
221 NW 9TH ST
CORVALLIS OR 97330

201
OCCUPANT
605 SW JEFFERSON AVE
CORVALLIS OR 97333

Exhibit VII.6

101
EVERSOLE THOMAS G
221 SW 9TH ST
CORVALLIS OR 97333-4535

101
FAMILY RECOVERY INC
518 SW 3RD ST
CORVALLIS OR 97333

101
OCCUPANT
306 SW 8TH ST
CORVALLIS OR 97333

201
FENNER JOHN B,TR
910 NW ELIZABETH DR
CORVALLIS OR 97330

201
OCCUPANT
119 NW 7TH ST
CORVALLIS OR 97330

201
OCCUPANT
121 NW 7TH ST
CORVALLIS OR 97330

201
OCCUPANT
123 NW 7TH ST
CORVALLIS OR 97330

101
FERRY GREGG PATRICK
3344 APPIAN RD
CARLSBAD CA 92008

101
OCCUPANT
147 NW 11TH ST
CORVALLIS OR 97330

911
FIRST CHRISTIAN CHURCH
602 SW MADISON AVE
CORVALLIS OR 97333

911
FIRST UNITED METHODIST CHURCH
1165 NW MONROE AVE
CORVALLIS OR 97330-6045

101
FIRST PRESBYTERIAN CHURCH
114 SW 8TH ST
CORVALLIS OR 97333-4546

101
OCCUPANT
861 SW MADISON AVE
CORVALLIS OR 97333

911
OCCUPANT
142 SW 8TH ST
CORVALLIS OR 97333

910
FIRST BAPTIST CHURCH OF COR
125 NW 10TH ST
CORVALLIS OR 97330-6101

Exhibit VII.7

OCCUPANT
659 SW JEFFERSON AVE #1
CORVALLIS OR 97333

OCCUPANT
659 SW JEFFERSON AVE #2
CORVALLIS OR 97333

OCCUPANT
659 SW JEFFERSON AVE #3
CORVALLIS OR 97333

OCCUPANT
659 SW JEFFERSON AVE #4
CORVALLIS OR 97333

OCCUPANT
659 SW JEFFERSON AVE #5
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659 SW JEFFERSON AVE #6
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659 SW JEFFERSON AVE #7
CORVALLIS OR 97333

OCCUPANT
659 SW JEFFERSON AVE #8
CORVALLIS OR 97333

OCCUPANT
659 SW JEFFERSON AVE #9
CORVALLIS OR 97333

101
OCCUPANT
136 NW 10TH ST
CORVALLIS OR 97330

910
OCCUPANT
862 NW JACKSON AVE
CORVALLIS OR 97330

101
OCCUPANT
144 NW 10TH ST
CORVALLIS OR 97330

911
OCCUPANT
121 NW 9TH ST
CORVALLIS OR 97333

911
OCCUPANT
127 NW 9TH ST
CORVALLIS OR 97333

911
OCCUPANT
137 NW 9TH ST
CORVALLIS OR 97333

901
OCCUPANT
660 SW MADISON AVE
CORVALLIS OR 97333

101
OCCUPANT
661 SW JEFFERSON AVE
CORVALLIS OR 97333

101
FISHER JUDITH B
219 NW 7TH ST
CORVALLIS OR 97330-6303

~~101~~
~~FITZGERALD BARBARA J,TR~~
~~227 SW 7TH ST~~
~~CORVALLIS OR 97333~~
forward time expired 12.18.08

101
FITZGERALD BARBARA J,TR
2636 MARICOPA HWY
OJAI CA 93023-9519

101
FREDERICKS BARTHOLOMEW
CHRISTOPHER
227 NW 10TH ST
CORVALLIS OR 97330-6103

101
OCCUPANT
229 NW 10TH ST
CORVALLIS OR 97330

101
GENT KEVIN
26178 HALL RD
JUNCTION CITY OR 97448

101
OCCUPANT
228 NW 9TH ST
CORVALLIS OR 97330

101
GREENFIELD LORI F
P O BOX 74
ALSEA OR 97324

101
OCCUPANT
950 SW JEFFERSON AVE
CORVALLIS OR 97333

101
OCCUPANT
952 SW JEFFERSON AVE
CORVALLIS OR 97333

101
GUSTAFSON BARRY LEE,TR
2620 NW MULKEY AVE
CORVALLIS OR 97330-2435

101
OCCUPANT
216 SW 8TH ST
CORVALLIS OR 97333

101
OCCUPANT
218 SW 8TH ST
CORVALLIS OR 97333

960
HENDERSON ESTHER S
P O BOX 3000
CORVALLIS OR 97339-1068

201
HENNESSEY KRISTINE G
226 SW 7TH ST
CORVALLIS OR 97333-4551

101
HERNANDEZ BEVERLEY E
117 NW 11TH ST
CORVALLIS OR 97330

101
HOLDER JOSEPH,TR
P O BOX 8152
SISTERS OR 97759

101
OCCUPANT
326 SW 7TH ST
CORVALLIS OR 97333

JCR PROPERTIES
P O BOX 1841
CORVALLIS OR 97339-1841

OCCUPANT
202 NW 10TH ST #100
CORVALLIS OR 97330

OCCUPANT
202 NW 10TH ST #101
CORVALLIS OR 97330

OCCUPANT
202 NW 10TH ST #102
CORVALLIS OR 97330

OCCUPANT
202 NW 10TH ST #201
CORVALLIS OR 97330

OCCUPANT
202 NW 10TH ST #202
CORVALLIS OR 97330

JOHNSON DALE F,TR
77583 HWY 82
WALLOWA OR 97885

OCCUPANT
329 SW 10TH ST #1
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #2
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #3
CORVALLIS OR 97333

Exhibit VII.8

OCCUPANT
329 SW 10TH ST #4
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #5
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #6
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #7
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #8
CORVALLIS OR 97333

OCCUPANT
329 SW 10TH ST #9
CORVALLIS OR 97333

724
JONAK JENNIFER L
85100 CLOVERDALE RD
CRESWELL OR 97426

OCCUPANT
242 NW 7TH ST #1
CORVALLIS OR 97330

OCCUPANT
242 NW 7TH ST #2
CORVALLIS OR 97330

OCCUPANT
242 NW 7TH ST #3
CORVALLIS OR 97330

OCCUPANT
242 NW 7TH ST #4
CORVALLIS OR 97330

OCCUPANT
242 NW 7TH ST #5
CORVALLIS OR 97330

OCCUPANT
242 NW 7TH ST #6
CORVALLIS OR 97330

JSS APARTMENTS LLC
77583 W HIGHWAY 82
WALLOWA OR 97885-8134

OCCUPANT
355 SW 10TH ST #1
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #2
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #3
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #4
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #5
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #6
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #7
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #8
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #9
CORVALLIS OR 97333

OCCUPANT
355 SW 10TH ST #10
CORVALLIS OR 97333

KANE DENISE L
3505 NW THRUSH PL
CORVALLIS OR 97330-2737

OCCUPANT
120 NW 8TH ST #1
CORVALLIS OR 97330

OCCUPANT
120 NW 8TH ST #2
CORVALLIS OR 97330

OCCUPANT
120 NW 8TH ST #3
CORVALLIS OR 97330

OCCUPANT
120 NW 8TH ST #4
CORVALLIS OR 97330

OCCUPANT
120 NW 8TH ST #5
CORVALLIS OR 97330

Exhibit VII.9

KATZ JEFFREY B
207 NW 2ND ST
CORVALLIS OR 97330-4834

OCCUPANT
111 NW 11TH ST
CORVALLIS OR 97330

OCCUPANT
113 NW 11TH ST
CORVALLIS OR 97330

201
KAYE THOMAS N
3431 SW KNOLLBROOK AVE
CORVALLIS OR 97333-1514

201
OCCUPANT
563 SW JEFFERSON AVE
CORVALLIS OR 97333

101
KIMES CRISTI L
551 LEWIS RD
WATSONVILLE CA 95076

101
OCCUPANT
318 SW 9TH ST
CORVALLIS OR 97333

700
KINGSLEY CHARLES F
3736 NW JAMESON DR
CORVALLIS OR 97330

OCCUPANT
204 NW 9TH ST #1
CORVALLIS OR 97330

OCCUPANT
204 NW 9TH ST #2
CORVALLIS OR 97330

OCCUPANT
204 NW 9TH ST #3
CORVALLIS OR 97330

OCCUPANT
204 NW 9TH ST #4
CORVALLIS OR 97330

OCCUPANT
204 NW 9TH ST #5
CORVALLIS OR 97330

OCCUPANT
204 NW 9TH ST #6
CORVALLIS OR 97330

101
LACHENBRUCH BARBARA ,TR
245 SW 8TH ST
CORVALLIS OR 97333

704
LAMBDA CHI ALPHA
1653 SW BONNIE JEAN PL
MCMINNVILLE OR 97128

704
OCCUPANT
1015 NW MONROE AVE
CORVALLIS OR 97330

201
LEE ENTERPRISES INC
P O BOX 368
CORVALLIS OR 97339-0368

201
OCCUPANT
600 SW JEFFERSON AVE
CORVALLIS OR 97333

LENNON APARTMENTS LLC
3135 NW GARFIELD AVE
CORVALLIS OR 97330

OCCUPANT
360 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
362 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
364 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
366 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
368 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
370 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
372 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
374 SW 8TH ST
CORVALLIS OR 97333

OCCUPANT
376 SW 8TH ST
CORVALLIS OR 97333

201
M E INVESTMENTS LLC
P O BOX 550
CORVALLIS OR 97339

Exhibit VII.10

201
OCCUPANT
227 SW 6TH ST
CORVALLIS OR 97333

MACKEY HOMER U,TR
29718 LAKESIDE DR
CORVALLIS OR 97333-9403

OCCUPANT
309 SW 9TH ST #1
CORVALLIS OR 97333

OCCUPANT
309 SW 9TH ST #2
CORVALLIS OR 97333

OCCUPANT
309 SW 9TH ST #3
CORVALLIS OR 97333

OCCUPANT
309 SW 9TH ST #4
CORVALLIS OR 97333

OCCUPANT
309 SW 9TH ST #5
CORVALLIS OR 97333

OCCUPANT
309 SW 9TH ST #6
CORVALLIS OR 97333

101
MAREK ANN M
810 SW MADISON AVE
CORVALLIS OR 97333-4513

101
OCCUPANT
860 SW MADISON AVE
CORVALLIS OR 97333

201
MAREK ANN M,TR
4100 NW BOXWOOD DR
CORVALLIS OR 97330

101
OCCUPANT
858 SW MADISON AVE
CORVALLIS OR 97333

101
MARIE JAIME A
861 SW JEFFERSON AVE
CORVALLIS OR 97333-4506

101
OCCUPANT
859 SW JEFFERSON AVE
CORVALLIS OR 97333

101
MCDAID PATRICK,TR
1790 COASTLAND AVE
SAN JOSE CA 95125-2509

101
OCCUPANT
318 SW 7TH ST
CORVALLIS OR 97333

MCLENNAN EVAN R,TR
621 E RIVERSIDE DR S
PALM SPRINGS CA 92264-8162

OCCUPANT
753 NW MONROE AVE
CORVALLIS OR 97330

OCCUPANT
755 NW MONROE AVE
CORVALLIS OR 97330

OCCUPANT
757 NW MONROE AVE
CORVALLIS OR 97330

OCCUPANT
759 NW MONROE AVE
CORVALLIS OR 97330

OCCUPANT
761 NW MONROE AVE
CORVALLIS OR 97330

201
MEDEN INCORPORATED
853 NW MONROE AVE
CORVALLIS OR 97330

201
OCCUPANT
845 NW MONROE AVE
CORVALLIS OR 97330

201
OCCUPANT
847 NW MONROE AVE
CORVALLIS OR 97330

201
OCCUPANT
849 NW MONROE AVE
CORVALLIS OR 97330

201
OCCUPANT
853 NW MONROE AVE
CORVALLIS OR 97330

201
OCCUPANT
857 NW MONROE AVE
CORVALLIS OR 97330

101
MILLER JOSHUA R
321 SW 9TH ST
CORVALLIS OR 97333

101
MOORE MARY ANN HAMMER
1002 SE 53RD AVE
PORTLAND OR 97215-2643

Exhibit VII.11

101
OCCUPANT
206 NW 7TH ST
CORVALLIS OR 97330

101
MORRIS MARTHA S,TR
214 NW 7TH ST
CORVALLIS OR 97330-6304

101
NELSON TONY E
24144 DECKER RD
CORVALLIS OR 97333-9510

101
OCCUPANT
854 SW JEFFERSON AVE
CORVALLIS OR 97333

101
OMARA DANIEL R
231 SW 9TH ST
CORVALLIS OR 97333-4535

961
OCCUPANT
1220 SW JEFFERSON WAY
CORVALLIS OR 97333

961
OCCUPANT
128 SW 9TH ST
CORVALLIS OR 97333

960
OCCUPANT
905 SW MADISON AVE
CORVALLIS OR 97333

960
OCCUPANT
907 SW MADISON AVE
CORVALLIS OR 97333

960
OCCUPANT
913 SW JEFFERSON AVE
CORVALLIS OR 97333

961
OCCUPANT
1030 SW MADISON AVE
CORVALLIS OR 97333

961
OCCUPANT
1050 SW MADISON AVE
CORVALLIS OR 97333

960
OREGON STATE BOARD HIGHER ED
P O BOX 488
CORVALLIS OR 97339-0488

101
ORTMAN DANIEL D
227 NW 8TH ST
CORVALLIS OR 97330-6315

961
OCCUPANT
811 SW JEFFERSON AVE
CORVALLIS OR 97333

PASSMORE CATHRYN
1040 SW 35TH ST
CORVALLIS OR 97333-4043

OCCUPANT
239 NW 8TH ST #1
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #2
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #3
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #4
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #5
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #6
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #7
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #8
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #9
CORVALLIS OR 97330

OCCUPANT
239 NW 8TH ST #10
CORVALLIS OR 97330

108
PEASE GRANT R
6970 NW CABERNET PL
CORVALLIS OR 97330

108
OCCUPANT
236 NW 8TH ST
CORVALLIS OR 97330

PRENTISS PROPERTIES I,LLC
301 SW 4TH ST STE 110
CORVALLIS OR 97333

OCCUPANT
963 NW JACKSON AVE #101
CORVALLIS OR 97330

Exhibit VII.12

OCCUPANT
963 NW JACKSON AVE #102
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #103
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #104
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #105
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #106
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #201
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #202
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #203
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #204
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #205
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #206
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #207
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #301
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #302
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #303
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #304
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #305
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #306
CORVALLIS OR 97330

OCCUPANT
963 NW JACKSON AVE #307
CORVALLIS OR 97330

101
RICHARDSON JAMES
P O BOX 2317
CORVALLIS OR 97339

101
OCCUPANT
229 NW 7TH ST
CORVALLIS OR 97330

ROSELINSKY LETETIA HALL
1433 MISSION CANYON RD
SANTA BARBARA CA 93105

OCCUPANT
205 NW 11TH ST #1
CORVALLIS OR 97330

OCCUPANT
205 NW 11TH ST #2
CORVALLIS OR 97330

OCCUPANT
205 NW 11TH ST #3
CORVALLIS OR 97330

OCCUPANT
205 NW 11TH ST #4
CORVALLIS OR 97330

OCCUPANT
205 NW 11TH ST #5
CORVALLIS OR 97330

101
RUIZ CHRISTINE M
545 NW 13TH ST
CORVALLIS OR 97330-5948

101
OCCUPANT
810 NW JACKSON AVE
CORVALLIS OR 97330

101
OCCUPANT
816 NW JACKSON AVE
CORVALLIS OR 97330

Exhibit VII.13

201
RUSSELL DONALD J
224 SW 5TH ST
CORVALLIS OR 97333

201
OCCUPANT
202 SW 5TH ST
CORVALLIS OR 97333

201
OCCUPANT
224 SW 5TH ST
CORVALLIS OR 97333

201
OCCUPANT
236 SW 5TH ST
CORVALLIS OR 97333

201
S NUDELMAN RENTALS LLC
2842 NW LARKSPUR PL
CORVALLIS OR 97330

201
OCCUPANT
760 SW MADISON AVE
CORVALLIS OR 97333

201
OCCUPANT
219 SW 8TH ST
CORVALLIS OR 97330

201
OCCUPANT
223 SW 8TH ST
CORVALLIS OR 97330

101
SALTVEIT CHRISTOPHER E
P O BOX 6599
BEAVERTON OR 97007

101
OCCUPANT
126 NW 8TH ST
CORVALLIS OR 97330

101
SEEHAFER EMIL R
1209 NW DIXON ST
CORVALLIS OR 97330-4644

101
OCCUPANT
112 NW 8TH ST
CORVALLIS OR 97330

704
SIGMA NU
2025 SW LEEWOOD DR
ALOHA OR 97006

704
OCCUPANT
143 NW 10TH ST
CORVALLIS OR 97330

200
OCCUPANT
210 NW 6TH ST
CORVALLIS OR 97330

201
SIXTH STREET PARTNERS LLC
202 NW 6TH ST
CORVALLIS OR 97330

101
SORENSON FRANK C,TR
222 NW 7TH ST
CORVALLIS OR 97330-6304

101
SPIETH CATHERINE
404 NW 12TH ST
CORVALLIS OR 97330

101
OCCUPANT
129 NW 11TH ST
CORVALLIS OR 97330

101
SPOONER PAUL
1219 SUNSET DR
VISTA CA 92081

101
OCCUPANT
227 NW 9TH ST
CORVALLIS OR 97330

101
OCCUPANT
229 NW 9TH ST
CORVALLIS OR 97330

101
OCCUPANT
231 NW 9TH ST
CORVALLIS OR 97330

101
SQUIRES JENNIFER
3483 NW CREST DR
CORVALLIS OR 97330

101
OCCUPANT
860 NW VAN BUREN AVE
CORVALLIS OR 97330

SSJ APARTMENTS LLC
77583 W HIGHWAY 82
WALLOWA OR 97885-8134

OCCUPANT
915 SW ADAMS AVE #1
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #2
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #3
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #4
CORVALLIS OR 97333

Exhibit VII.14

OCCUPANT
915 SW ADAMS AVE #5
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #6
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #7
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #8
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #9
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #10
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #11
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #12
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #13
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #14
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #15
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #16
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #17
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #18
CORVALLIS OR 97333

OCCUPANT
915 SW ADAMS AVE #19
CORVALLIS OR 97333

101
STAFFORD AKO BAYE D
1025 NW BUCHANAN AVE
CORVALLIS OR 97330-6042

101
OCCUPANT
337 SW 9TH ST
CORVALLIS OR 97333

101
SYRACUSE STREET LLC
950 SW WAKE ROBIN AVE
CORVALLIS OR 97333

101
OCCUPANT
751 NW JACKSON AVE
CORVALLIS OR 97330

101
OCCUPANT
813 NW MONROE AVE
CORVALLIS OR 97330

TERWAY INVESTMENT, LLC
124 NW 7TH ST
CORVALLIS OR 97330-6362

101
OCCUPANT
121 NW 8TH ST
CORVALLIS OR 97330

TWO ONE FOUR EIGHT LLC
226 NW 29TH ST
CORVALLIS OR 97330

OCCUPANT
214 SW 8TH ST #1
CORVALLIS OR 97333

OCCUPANT
214 SW 8TH ST #2
CORVALLIS OR 97333

OCCUPANT
214 SW 8TH ST #3
CORVALLIS OR 97333

OCCUPANT
214 SW 8TH ST #4
CORVALLIS OR 97333

OCCUPANT
214 SW 8TH ST #5
CORVALLIS OR 97333

OCCUPANT
214 SW 8TH ST #6
CORVALLIS OR 97333

VARSITY HOUSE INC
119 NW 9TH ST
CORVALLIS OR 97330-6149

Exhibit VII.15

101
OCCUPANT
127 NW 9TH ST
CORVALLIS OR 97330

101
WATSON RICHARD R
2221 FOOTHILL BLVD
SANTA ANA CA 92705

101
OCCUPANT
326 SW 8TH ST
CORVALLIS OR 97333

945
WEINBERG MARC G,TR
803 CAMARILLO SPRINGS RD STE C
CAMARILLO CA 95012

945
OCCUPANT
207 SW 6TH ST
CORVALLIS OR 97333

101
WESTLAND ELIZABETH A
P O BOX 3002
BIG BEAR LAKE CA 92315

101
OCCUPANT
213 NW 11TH ST
CORVALLIS OR 97330

101
WILSON JOANNA S
202 SW 9TH ST
CORVALLIS OR 97333-4536

OCCUPANT
124 NW 7TH ST APT 101
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 102
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 102A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 103
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 104
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 105
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 106
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 108
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 109
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 110
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 111
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 112
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 113
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 113A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 201
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 202
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 203
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 204
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 205
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 206
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 208
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 209
CORVALLIS OR 97330

Exhibit VII.16

OCCUPANT
124 NW 7TH ST APT 210
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 211
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 212
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 213
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 213A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 301
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 302
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 303
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 304
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 305
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 306
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 307
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 307A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 308
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 309
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 310
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 311
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 312
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 313
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 313A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 401
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 402
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 403
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 404
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 405
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 406
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 407
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 408
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 409
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 410
CORVALLIS OR 97330

Exhibit VII.17

OCCUPANT
124 NW 7TH ST APT 411
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 412
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 412A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 413
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 413A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 501
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 502
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 503
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 504
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 505
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 506
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 507
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 508
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 509
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 510
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 511
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 512
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 513
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 513A
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 608
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 609
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 610
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 611
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 612
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 613
CORVALLIS OR 97330

OCCUPANT
124 NW 7TH ST APT 614
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #101
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #102
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #103
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #104
CORVALLIS OR 97330

Exhibit VII.18

OCCUPANT
525 NW MONROE AVE #105
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #106
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #107
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #108
CORVALLIS OR 97330

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525 NW MONROE AVE #109
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525 NW MONROE AVE #110
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525 NW MONROE AVE #111
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525 NW MONROE AVE #112
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525 NW MONROE AVE #113
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OCCUPANT
525 NW MONROE AVE #114
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OCCUPANT
525 NW MONROE AVE #115
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525 NW MONROE AVE #116
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #201
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OCCUPANT
525 NW MONROE AVE #202
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525 NW MONROE AVE #213
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OCCUPANT
525 NW MONROE AVE #214
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #215
CORVALLIS OR 97330

OCCUPANT
525 NW MONROE AVE #216
CORVALLIS OR 97330

Exhibit VII.19

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

mailed: 14
emailed: 54
total: 68

Community Development
Planning Division
501 SW Madison Avenue
P.O. Box 1083
Corvallis, OR 97339-1083
(541) 766-6908
FAX (541) 754-1792

PRENOTIFICATION

December 2, 2008

TOPIC: **First Presbyterian Church (PLD08-00012, SUB08-00006)**

Dear Neighborhood Association, Concerned Citizen, or Group:

The City's Land Development Code includes a requirement for prenotification of pending land use hearings to individuals or organizations that have indicated a desire to know about development proposals early in the application process.

This prenotification informs you that a development application has been received and that the materials submitted are available for your review. In addition, the following summary is provided:

PUBLIC HEARING BODY: Planning Commission

HEARING LOCATION: City Fire Station, Public Meeting Room

HEARING DATE: Tentatively scheduled for Wednesday, January 7, 2009, at 7:00 p.m.

APPLICANT/ OWNER: First Presbyterian Church
114 SW 8th Street
Corvallis, Oregon 97333

SITE LOCATION: The 1.3 acre site contains the First Presbyterian Church and is located north of SW Madison Avenue, south of NW Monroe Avenue, west of SW 8th Street, and east of SW 9th Street. It is identified on Benton County Assessors Map 11-5-35 CC as Tax Lots 100, 200, 300, 400, and, 500.

Exhibit VII.20

(SEE REVERSE SIDE FOR MORE INFORMATION)

PROPOSAL: The applicant requests approval of a Conceptual and Detailed Development Plan, and Major Replat. The applicant proposes to consolidate multiple legal lots on the subject site into a single parcel, construct a 6,444 sq. ft. single-story addition to the existing church buildin, and make associated changes to the site, including reducing and reconfiguring vehicle parking areas, reconfiguring accessways, and adding sidewalks, landscaping, and a bicycle parking shelter.

WHOM TO CONTACT FOR MORE INFORMATION:

Bob Richardson, Associate Planner (541) 766-6908, robert.richardson@ci.corvallis.or.us
Mailing Address: City of Corvallis, Planning Division, P.O. Box 1083, Corvallis, OR 97339
Office Location: City Hall, Main Level, 501 SW Madison Avenue

First Presbyterian Church

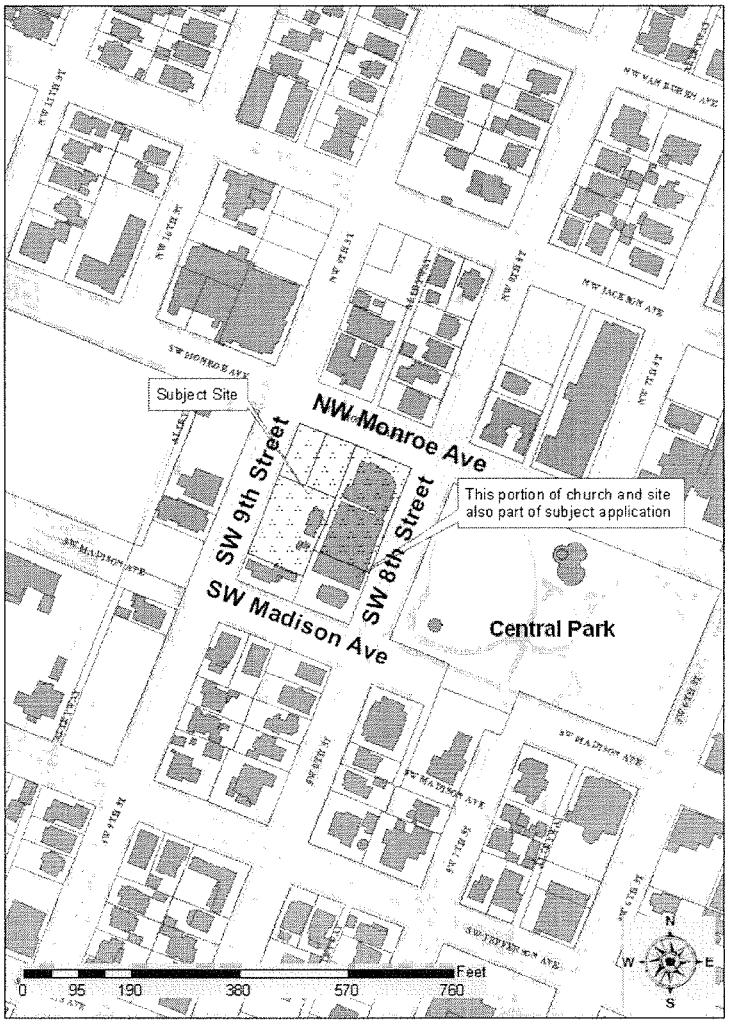


Exhibit VII.21

Community Development
Planning Division
501 SW Madison Avenue
P.O. Box 1083
Corvallis, OR 97339-1083
(541) 766-6908
FAX (541) 754-1792

NOTICE OF DISPOSITION FOR HISTORIC PROPERTY SITE ALTERATION AND NEW CONSTRUCTION REQUESTS

ORDER NO. 2002 -127

CASE: **Presbyterian Church (HPP02-00026)**

PROPERTY LOCATION: 114 SW 8th Street. Assessor's Map 11-5-35 CC Tax Lot 200.

APPLICANT/OWNERS:

Applicant:
Kurt Schultz
SERA Architects, Inc.
123 NW 2nd Avenue
Portland, OR 97209

Owner:
First Presbyterian Church
114 SW 8th Street
Corvallis, OR 97333-4596

REQUEST/PROPOSAL: Historic Preservation Designation Site Alteration request to renovate the church's education hall and sanctuary. Historic Preservation Designation New Construction request to construct a new addition on the west side of the existing building in the area of the existing parking lots and alley. The proposed renovations to education hall include: construction of a new main entry off on 8th Street; cleaning of the building exterior; repair and repointing of existing brickwork; and demolition of a chimney on the west elevation. The proposed renovations to the sanctuary include: cleaning of the building exterior; repair and repointing of existing brickwork; construction of a new architectural composition shingle roof; repair of existing stained glass windows; and installation of new window protection over the stained glass windows. The proposed new addition will house a new ground level multi-purpose fellowship hall, a new kitchen, and public restrooms. A new west entry to the church will be developed and the parking lots will be rebuilt and expanded. The new addition requires the removal of the sequoia tree in the middle of the gravel parking lot.

Exhibit VIII.1

CRITERIA: The Historic Preservation Site Alteration Request will be approved if the Community Development Director finds the following criteria from Chapter 2.9 of the Corvallis Land Development Code (LDC) have been met:

(a) Consistency with the purposes of Chapter 2.9 of the Corvallis Land Development Code (LDC) and the Corvallis Comprehensive Plan.

(b) The Secretary of the Interior's *Standards for Rehabilitation, U.S. Department of the Interior.*

(c) Building Code, as adopted and amended by the State of Oregon, with particular reference to Section 3403.5.

(d) Other applicable State and local codes and ordinances related to building, fire, health, and safety.

The Historic Preservation Site New Construction Request will be approved if the Community Development Director finds that the following criteria from Chapter 2.9 of the Corvallis Land Development Code (LDC) have been met:

(a) The new construction maintains any unifying development patterns such as sidewalk and street tree locations, setbacks, building coverage, and orientation to the street.

(b) The structure is consistent with the size and scale of surrounding contributing buildings and reflects their architectural elements.

(c) Building materials are reflective of and complementary to existing contributing buildings within the district.

(d) Signs, exterior lighting, and other appurtenances, such as walls, fences, awnings, and landscaping shall be visually compatible with the architectural character of the surrounding contributing buildings.

PUBLIC COMMENT: Twenty-three (23) notices were mailed with one written comment received as of September 9, 2002. The Historic Preservation Advisory Board heard this item on September 9, 2002 and on October 14, 2002 received no comments at the meeting.

DECISION:

Based on the information submitted by the applicant, a review of the applicable criteria, and the recommendation for approval of the requests by the Historic Preservation Advisory Board; it is the decision of the Community Development Director that the New Construction and Alteration requests be approved, contingent upon the following conditions of approval:

Exhibit VIII.2

1. Consistency with the plans: Site development and building construction generally shall be consistent with the applicant's narrative and plans date-stamped "Received August 20, 2002" as revised with additional details on the plans date-stamped "Received October 8, 2002." showing the design details of the Education Hall canopy entry, including handrails, handicapped ramp, door, and canopy.

2. Submittal of More Detailed Information to HPAB: The applicant shall submit the following additional information to HPAB for its review at one or more future meetings:
   a) Site Alteration Request: design details of the proposed stained glass window frames and protection.
   b) New Construction Request: design details related to the proposed brickwork, skylight, steeple, roof overhangs, and setback of the portion of the new addition that fronts onto Monroe Avenue.

October 17, 2002
DATE OF DECISION

Kelly Schlesner AIC for Ken Gibb
COMMUNITY DEVELOPMENT DIRECTOR

APPEALS

If you wish to appeal this decision, the appeal must be filed within 10 calendar days from the date of the Director's decision. When the final day of the appeal period falls on a weekend or holiday, the appeal period shall be extended to 5:00 p.m. on the subsequent working day. All appeals must be submitted in writing to the City Recorder and they must explain the specific grounds for appeal. If you have any questions about the appeal process, contact this office at 766-6908.

Date of Mailing: October 17, 2002

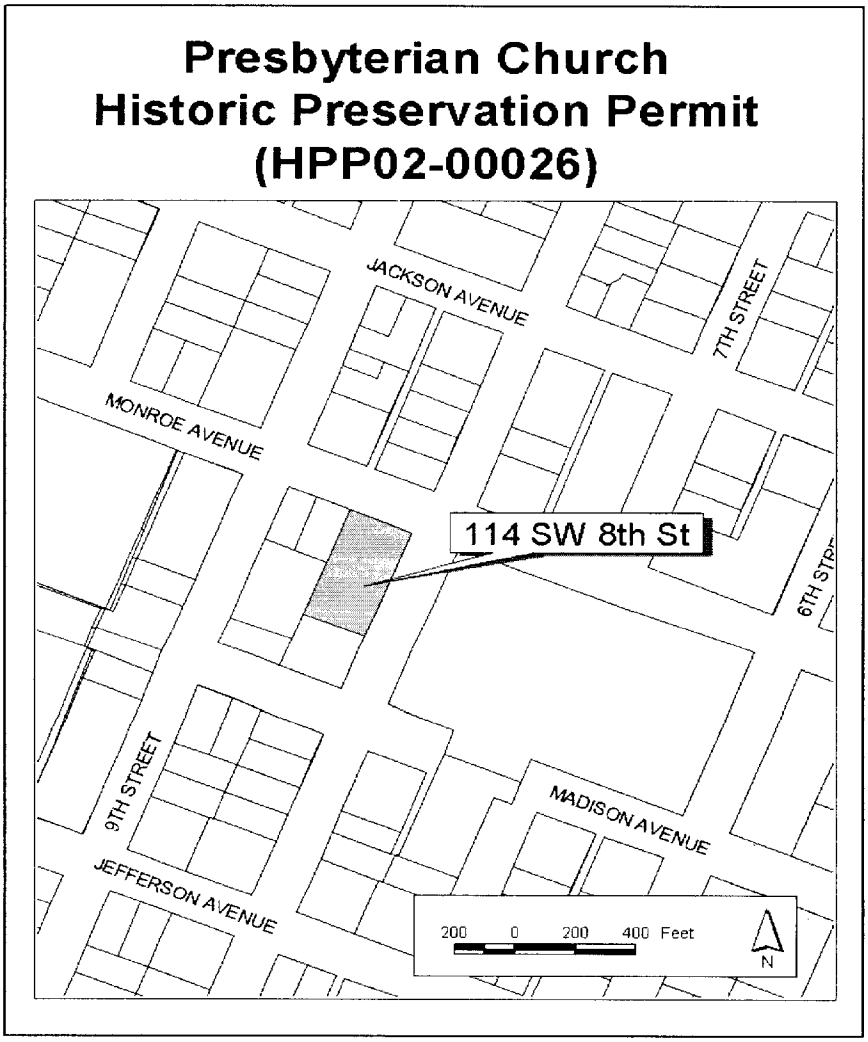


Exhibit VIII.3

Disposition Mailing list for
Presbyterian Church
10/18/02

SERA Architects, Inc.
Kurt Schultz
123 NW 2nd Avenue
Portland, OR 97209

First Presbyterian Church
114 SW 8th Street
Corvallis, OR 97333-4596

Joe Zaworski
7810 Oxbow Drive
Corvallis, OR 97330

W.S. Gus Baker
2611 NW Fillmore Avenue
Corvallis, OR 97330

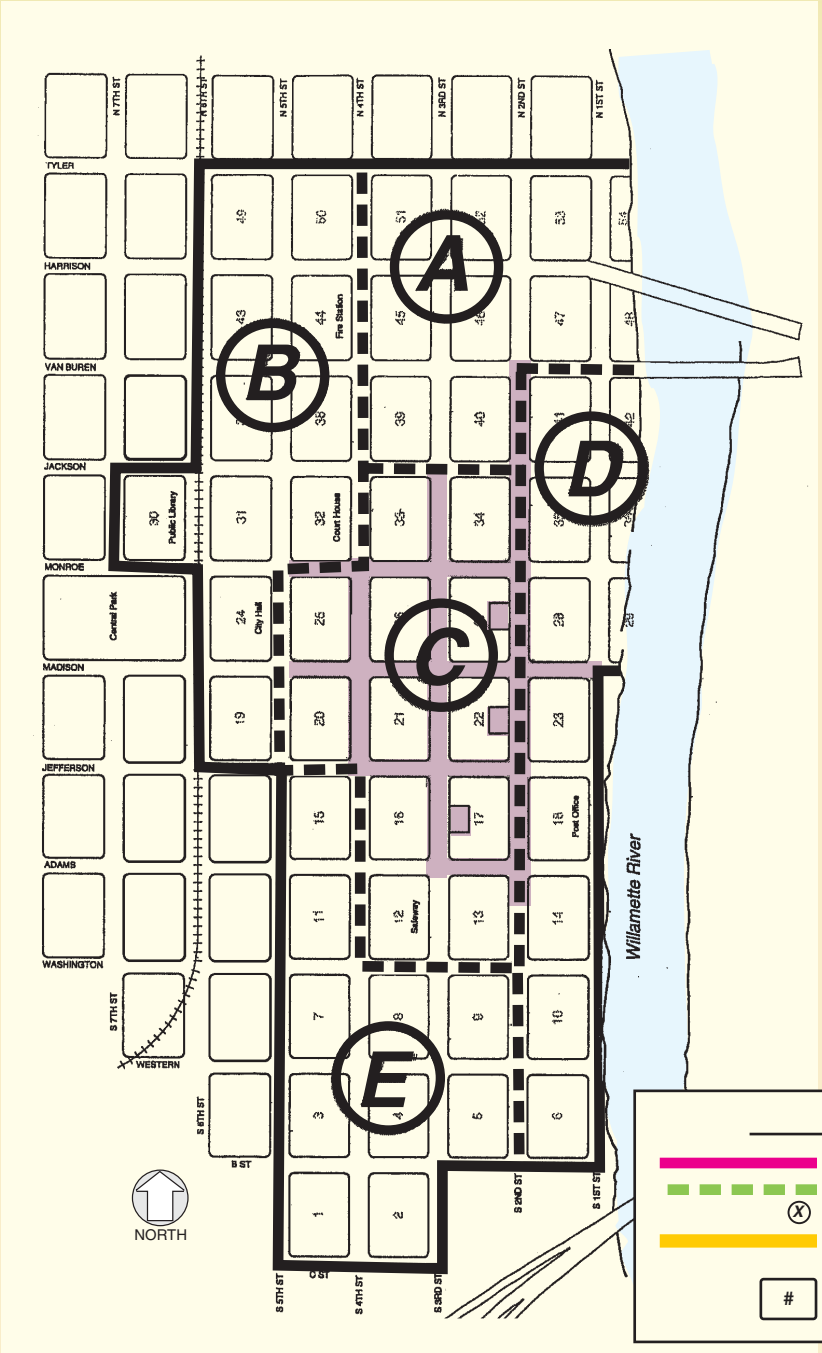
E. Ross Parkerson
1352 NW Lincoln Avenue
Corvallis, OR 97330

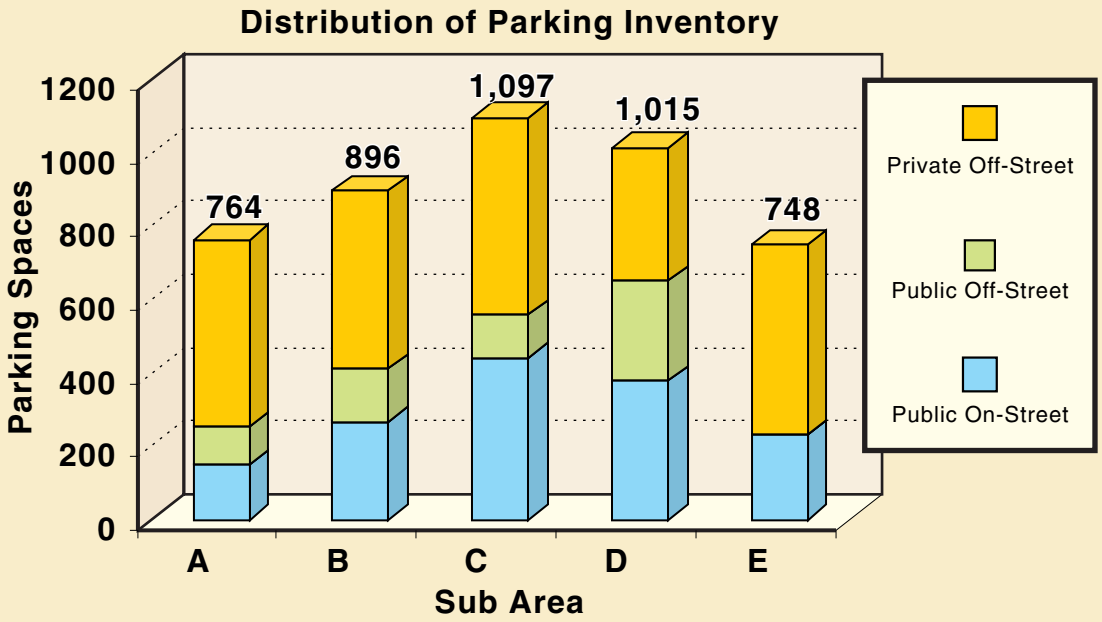
Tom Jensen
970 NW Garfield, #6
Corvallis, OR 97330

Jan Peterson DMD PC
853 NW Monroe Avenue
Corvallis, OR 97330

Exhibit VIII.4

Parking Inventory





Existing Parking Inventory

SUB AREA	Public On-Street	Public Off-Street	Private (all off-street)	Total Inventory
A	148	104	512	764
B	267	146	483	896
C	442	118	537	1,097
D	380	273	362	1,015
E	231	0	517	748
Area Wide	1,468	641	2,411	4,520

4070\PRES\4070P001.CDR

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

Downtown Parking Study
Corvallis Oregon

Exhibit IX

Kittelson & Associates, Inc.