



**CORVALLIS
JOINT CITY COUNCIL/PLANNING COMMISSION**

WORK SESSION AGENDA

**February 22, 2010
7:00 pm**

**Downtown Fire Station
400 NW Harrison Boulevard**

COUNCIL ACTION

I. ROLL CALL

II. UNFINISHED BUSINESS

- A. Planning Division Work Program Update
- B. South Corvallis Area Refinement Plan

III. ADJOURNMENT

For the hearing impaired, a sign language interpreter can be provided with 48 hours' notice prior to the meeting. Please call 541-766-6901 or the Oregon Communications Relay Service at 7-1-1 to arrange for TTY services.

A LARGE PRINT AGENDA CAN BE AVAILABLE BY CALLING 541-766-6901

A Community That Honors Diversity



MEMORANDUM

DATE: February 17, 2010

TO: Mayor, City Council, and Planning Commission

FROM: Ken Gibb, Community Development Director, and
Kevin Young, Acting Planning Division Manager

SUBJECT: **Joint Work Session -
Annual Planning Division Work Program Review
South Corvallis White Paper**

I. ISSUES

Each year the Planning Commission is asked to review the list of Unresolved Planning Issues and to make recommendations to the City Council from that list regarding Planning Division work program priorities for the upcoming year. The Planning Commission has conducted that review and is prepared to share its recommendations with the City Council. In order to do so, a joint Planning Commission and City Council work session has been scheduled for February 22, 2010.

A previous City Council had set a goal of having a review of the implementation of the South Corvallis Area Refinement Plan (SCARP). This request was carried into the current City Council term. A report, the "South Corvallis White Paper," has been prepared to evaluate the implementation of the SCARP since the document was adopted in 1998. The City Council has requested a joint work session with the Planning Commission to discuss the findings and policy considerations discussed in the report.

II. DISCUSSION

Planning Division Work Program Review

A complete discussion of the Unresolved Planning Issues List and Planning Division Work Program priorities is contained in the January 27, 2010, Memorandum to the Planning

Commission from the Community Development Director and Acting Planning Division Manager (**Appendix I**). **Attachment A** to that Memorandum contains the complete Unresolved Planning Issues List for 2010, with information regarding the status of each item, as well as a score assigned by Staff based on the extent to which the item is anticipated to: 1) improve service to the public, 2) save time and/or money, 3) facilitate implementation of regulations or standards, and 4) improve the legal framework of a regulation or standard. Between 0 and 3 points were awarded for each criterion, with the highest scores indicating items that would be most effective at furthering the goal and the lowest scores indicating items that would be least effective at furthering the goal. The points awarded for each criterion were then totaled, with the result that the highest scores were determined to be most effective at furthering the stated goals. Items were then ranked from highest to lowest scoring, within six broad categories: General Land Development Code-Related Improvements, Historic Resource-Related Issues, Natural Features and Natural Hazard-Related LDC Issues, Economic Development and Downtown-Related Issues, Implementation Improvements (Other than LDC Changes), and Automobile Parking Issues.

Attachment B to the January 27, 2010 Memorandum (**Appendix I**) contains the Top 10 Items Recommended by Staff for the 2010 Planning Division Work Program. These items were assembled based on the scores assigned by Staff - the top 10 scoring items were placed on the list. It is important to recognize that three of these projects - the FEMA Update, an update to the Buildable Lands Inventory, and the Refinement Plan for Airport Industrial Properties - are already underway based on past Council direction. It is also important to understand that it will not be possible for the Planning Division to complete, or even to initiate, all 10 of the items on the Top 10 list within the next year.

The Planning Commission considered Staff's recommendations and heard public comment on the Planning Division Work Program on February 3, 2010. The Planning Commission then held a special meeting on February 10, 2010, to finalize its recommendations regarding the Planning Division Work Program. To formulate the Planning Commission recommendation, Planning Commissioners were asked to rank the list of 10 items. Cumulative scores were tallied for each item, which then informed the Planning Commission's discussion of work program priorities. The Top 10 priority items recommended by the Planning Commission (including the three items currently in progress) are shown in the table provided on the next page.

Although there was not time to revise the Unresolved Planning Issues List at the February 10th meeting, the Planning Commission does plan to review the list in upcoming months, with the goal of consolidating some items and removing some items from the list.

**Planning Commission Recommended Top 10 Planning Division
Work Program Items for 2010**

Rank #	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort
1	FEMA Update - The Federal Emergency Management Administration (FEMA) has recently developed new floodplain maps and new standards for development in these areas. For a community to continue to take advantage of the Federal Flood Insurance Program, these new maps and standards will need to be adopted by the City.	Policy/Clarification Item - Work on this project has already begun. Once the FEMA maps are finalized, the City will have six months to adopt maps and standards in compliance with FEMA requirements.	Large
2	Continue work with South Corvallis Site Certification and Refinement Plan for Airport industrial properties	Policy Item - South Corvallis Site Certification is complete. Refinement Plan has not yet begun.	Large
3	4. Update Buildable Lands Inventory following implementation of the Natural Features Project	Policy/Clarification Item - Consistent with Council direction from 2009 Work Program Review, Staff are beginning process to hire a consultant to begin the necessary land need analyses.	Large
4	Changes to Land Development Code provisions related to Natural Resources, Natural Features, and Natural Hazards. This includes items such as creating a process to adjust mapped significant vegetation areas based on field conditions, exploring modifications to protections for some isolated tree grove areas, clarifying standards for development in steeply sloped areas, modifying standards for development in areas with human-altered topography, and modifying requirements for development within 500 feet of roughly-defined landslide hazard areas.	Policy/Clarification Item - On Hold, pending evaluation of the complete Planning Division Work Program in 2010.	Large - could require revised ESEE Analysis
5	Changes to Land Development Code Chapter 2.9 - Historic Preservation. These are items identified by the Historic Resources Commission and Staff that would result in efficiencies, better customer service, etc. There are generally minor changes to these LDC provisions.	Policy/Clarification Item - On Hold, pending evaluation of the complete Planning Division Work Program in 2010.	Medium

Rank #	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort
6	6. LDC Amendments to Downtown policies (See Attachment F to January 27, 2010 Memorandum - recommendations by the Downtown Commission)	Policy Item	Small
7	"General Code Tweaks" (2) Identify and remedy unintended conflicts within the Revised Code that are substantive in nature and, therefore, could not be addressed in the consolidation effort that was just completed (raised by staff).	Policy/Clarification/Correction Item - Previously Identified Code Tweak Packages 2 and 3 (Attachment D from January 27, 2010 Memorandum), along with new items identified since the packages were assembled.	Large
8	Items 5/6/8 from the Staff-Recommended Top 10 List - accessway standards, block perimeter standards, and approval expiration dates	Policy/Clarification Items	Medium
9	Infill Development Task Force - Citizen volunteer task force with some level of Planning Division Staff support charged with developing recommendations to facilitate infill development within Corvallis.	Policy Item	Large
10	(5) Need to develop a policy for how to calculate the 5-year supply of serviceable land for use in Annexations.	Policy/Clarification Item - Needed to facilitate review of annexation applications. Called for as Council Policy in LDC 2.6.30.07.a	Medium

South Corvallis White Paper

The South Corvallis White Paper is included as **Appendix II** to this memorandum. Copies of the South Corvallis Area Refinement Plan (SCARP) will be available at the February 22, 2010 Joint Work Session for Planning Commissioners and City Councilors who do not have printed copies. The SCARP is also available from the City's Archives at the following link:

<http://archive.ci.corvallis.or.us/docview.aspx?id=258219>

(To scroll through the document in the electronic Archives, use the up and down arrows at the top of the page.)

III. RECOMMENDATIONS

No specific actions are requested as an outcome of this joint Planning Commission and City Council work session. In regard to the Planning Division Work Program, this meeting may be used as an opportunity to discuss and clarify the Planning Commission's recommended priority items for the 2010 Planning Division Work Program. In regard to the South Corvallis White Paper, the Planning Commission and City Council are asked to consider the findings and policy considerations within the report and to determine if further action is warranted.

APPENDICES:

- I. January 27, 2010, Memorandum from the Community Development Director and Planning Division Manager to the Planning Commission regarding the Annual Planning Division Work Program Review**

- II. South Corvallis White Paper**



MEMORANDUM

DATE: January 27, 2010

TO: Planning Commission

FROM: Ken Gibb, Community Development Director, and
Kevin Young, Acting Planning Division Manager

SUBJECT: Annual Planning Division Work Program Review

I. ISSUE

Each year the Planning Commission is asked to review the list of Unresolved Planning Issues and to make recommendations to the City Council from that list regarding Planning Division work program priorities for the upcoming year. Typically, the Planning Commission will consider public comments and the unresolved planning issues list in developing a recommendation to the City Council of the priority items to be included as part of the Planning Division's work program. Over the years, the Unresolved Planning Issues (UPI) list has become rather large and unwieldy, with some redundancies and a very large number of potential issues that could be addressed. In past years the list has been added to, but not edited or pared down. Direction for the maintenance of the Unresolved Planning Issues list is provided by Comprehensive Plan Policies 1.2.6 and 1.2.7, which state as follows:

- 1.2.6 The City shall maintain a formal Unresolved Planning Issues list to be used as a guide to planning issues that require further study and investigation by City staff and the Planning Commission.
- 1.2.7 The Planning Commission shall schedule at least one public meeting each year to take input, receive a staff report on progress, and make decisions about the contents and relative priority of items on the Unresolved Planning Issues list.

This year, Staff are hoping to more actively manage the UPI list by making recommendations for priority items (based on a scoring system), as well as recommendations for items that could be removed from the list. Later in this memorandum

is a discussion of how the Planning Commission might approach the decision-making process regarding the UPI list and recommendations for the Planning Division work program.

Initial Planning Commission consideration of the UPI List and the Planning Division Work Program has been scheduled for February 3, 2010. A public notice has been sent to interested parties informing them of a public comment opportunity on the Planning Division Work Program at the February 3rd meeting (see comments received thus far in **Attachment G**). If necessary, the Planning Commission's discussion of the UPI List and work program may be continued to the February 17, 2010, Planning Commission meeting (although there will be other items on the agenda for that night). Planning Commissioners should note that a joint work session with the City Council regarding the UPI List and Planning Division Work Program has been scheduled as a special meeting on Monday, February 22, 2010. At that time it is anticipated that the Planning Commission's recommendations can be discussed with the City Council.

II. DISCUSSION

The Planning Commission is asked to review the materials in this memorandum and to consider any additional public comments presented at the February 3, 2010, Planning Commission meeting, and to make recommendations to the City Council regarding the placement and potential ranking of items on the 2010 Unresolved Planning Issues List, and to make a recommendation to the City Council regarding the highest priority items, which should be included in the Planning Division Work Program.

A number of items are included as attachments to this memorandum:

Attachment A contains the revised Unresolved Planning Issues list for 2010. Although in a different format, this list includes all UPI items from 2009, as well as three new issues presented to the Planning Commission and City Council in November, 2009; namely: an update to the City's floodplain maps and regulations prompted by Federal Emergency Management Agency (FEMA) requirements, recommended changes to Historic Preservation Provisions, and recommended changes to natural resource, natural feature, and natural hazard regulations. To facilitate review, the UPI items have been organized into six general topic areas: General Land Development Code-Related Improvements, Historic Resource-Related Issues, Natural Features and Natural Hazard-Related LDC Issues, Economic Development and Downtown-Related Issues, Implementation Improvements (Other than LDC Changes), and Automobile Parking Issues. The information on the revised UPI list is presented in tabular form. Following is a brief description of the information within this table:

- The "Issue" column identifies each item on the list and provides a brief explanation of the item. If an issue identified on the 2009 UPI list was a ranked priority item on that list, that item is preceded by the item's numeric ranking within the "Issue" column of the 2010 list.

- Within the “Status” column of the table, Staff have classified items as either “Policy,” “Clarification,” or “Correction” items. “Policy” items are items that would require a policy decision on the part of decision-makers. These are the most complex issues. “Clarification” items are those where additional clarification is needed regarding the meaning of certain provisions (typically within the Land Development Code). These are items where problems or conflicts have arisen due to vague, ambiguous, or confusing language within regulations. Lastly, “Correction” items are items where Staff believe there is an error in the language of a regulation that is causing problems or confusion. The “Status” column may also include information about whether work on an item has begun, and if so, how much progress has been made on the item. Some of the items have been completed, or are near enough to completion that Staff recommend they be removed from the list.
- The “Level of Effort” column on the 2010 Unresolved Planning Issues List is a rough estimate of the amount of Staff and decision-maker time and resources that would be required to address a particular item. Level of Effort is divided into three categories: small, medium, and large.
- Lastly, an “Average Score” has been assigned to each of the items on the UPI List. Planning Division Staff conducted a review of the list and assigned scores to each item based on four criteria: 1) whether the item would improve public service, 2) whether the item would save time and/or money, 3) whether the item would facilitate implementation of regulations, and 4) whether the item would improve the legal framework of a regulation, or regulations. For each criterion, a score of zero to three was possible. Individual Staff members scored each item on the list and the total scores of the staff members were averaged to the nearest integer for each item. The intent of the scoring process is to give some indication of the relative extent to which each item is anticipated to achieve a beneficial result for the community. In addition to the average scores, the last column of this table also includes some item-specific recommendations and commentary. If an item has been recommended by a board or commission, that recommendation has been noted in **bold** font in the score column.

Attachment B is entitled the “Top 10 Items as Recommended by Staff.” This is Staff’s suggested prioritized ranking of work task items for the Planning Division’s Work Program. This list includes the top-scoring items from the UPI List and is ranked in order from the highest to lowest scores. Where items received the same scores, Staff have ranked the items by priority within each score. It should be noted that Planning Division Staff will not be able to accomplish, or even initiate, all of the tasks on this list between the current time and the next Planning Division Work Program review. In fact, some of these items are sufficiently large and complex that they may take several years to complete. However, the Prioritized Work Program list will guide the use of Staff time and resources in the near term to begin work on the highest priority items.

Attachment C is the complete list of Unresolved Planning Issues identified from the 2009 review. Within that list, items #1 - 14 represent the ranked priority items for the 2009 Planning Division Work Program. The remaining items #15 - 71, although numbered, are not prioritized, but represent the bulk of the Unresolved Planning Issues list to date.

Attachment D contains LDC Amendment Packages 2 and 3, which were assembled as part of the work program review in late 2009. This list would be the starting point for beginning work on the "unintended conflicts within the Revised Code that are substantive in nature...", which is represented as Item #1 on the 2010 Unresolved Planning Issues List. However, that list would likely be supplemented with other general "Code Tweaks" that have been identified since that time. All potential "Code Tweaks" would be subject to a subsequent full public review process, as required for Amendments to the Land Development Code, including Planning Commission and City Council public hearings.

Attachment E contains a summary of the Historic Resources Commission's review and recommendations for potential changes to LDC Chapter 2.9 (Historic Preservation Provisions).

Attachment F summarizes changes to the Land Development Code recommended by the Downtown Commission in January, 2010.

Attachment G contains public comments received thus far regarding the 2010 Planning Division Work Program Review.

As you can see, last year's UPI List (**Attachment C**) incorporated the recommended Planning Division Work Program as the top-priority items on the list (Items 1 - 14). Staff propose that henceforth, these two lists be maintained as separate documents, with the UPI List used as a resource to inform the Planning Division Work Program. Additionally, Staff propose that the Unresolved Planning Issues List be reduced in size and consolidated in order to streamline this process in the future. Following are some recommendations for how those goals might be accomplished.

III. RECOMMENDATIONS

As directed by the City Council, Planning Division Staff have already begun work, or will soon begin work, on some of the items from the 2010 UPI List. Those items are: work on the FEMA Update, work on updating the Buildable Lands Inventory (a priority item from 2009), and work on the South Corvallis Site Certification and a Refinement Plan for Airport Industrial properties, as contemplated in discussions with the City Council. All three of these items are identified on the Top 10 List of Items Recommended by Staff (Items #1, 7, and 9).

Recommended Planning Division Work Program

If the Planning Commission would like to create a different list of the Top 10 recommended

Work Program Items than that presented in **Attachment B**, one technique that might be used to select the top priority items would be to ask each Commissioner to choose his or her top 5 items (in addition to the three items mentioned above, which have already been initiated), based on public comment and the information presented in this memorandum and attachments. Then all votes could be tallied, with the highest scoring items helping to determine the recommended Planning Division Work Program (the absolute scores would not need to be final - the Commission could use the scores as a guide for discussion and the development of the Commission's recommendation). Staff recommend that the list be kept relatively short, so as not to create unrealistic expectations about the number of projects that can be initiated before the next work program review.

Recommended Changes to the Unresolved Planning Issues List

Planning Staff request that the list of Unresolved Planning Issues (**Attachment A**) be pared down and consolidated in order to facilitate the use of the UPI List in the future. Specific recommendations are provided for some, but not all, of the items on the Unresolved Planning Issues List. In some cases, Staff recommend deletion of items that are either completed or considered unnecessary. In other cases, Staff recommend reclassifying certain items as components of a much larger work program item (typically, as an element of potential "Code Tweaks"). If desired, the Planning Commission could work through this list item by item, determining if some items might be removed, while others might be reorganized as components of other work program items. Another approach might be to refer to the scores assigned to each item and simply delete all items from the list that have a score below a certain threshold.

ATTACHMENTS:

- A.** 2010 Unresolved Planning Issues List
- B.** Top 10 Items as Recommended by Staff - Planning Division Work Program
- C.** 2009 List of Unresolved Planning Issues and Top Priority Planning Division Work Program Items
- D.** Land Development Code Amendment Packages 2 and 3 ("Code Tweaks")
- E.** Historic Resources Commission Recommendations regarding Amendments to Chapter 2.9
- F.** The Downtown Commission's Recommendations regarding Amendments to the Land Development Code
- G.** Public comments received thus far regarding the 2010 Planning Division Work Program Review

Unresolved Planning Issues List - 2010

#	Issue - (Numbered Items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
General Land Development Code-Related Improvements				
1	2. Identify and remedy unintended conflicts within the Revised Code that are substantive in nature and, therefore, could not be addressed in the consolidation effort that was just completed (raised by staff).	Policy/Clarification/Correction Item - Previously Identified Code Tweak Packages 2 and 3 (Attachment D), along with new items identified since the packages were assembled.	Large	11 (This item represents a large number of potential LDC changes, which, for the sake of efficiency, should be considered as a package)
2	Review all accessway standards for land partitions, land divisions, and subdivisions. For partitions, Section 4.4.30 of the LDC requires that "accessways must connect to dedicated right-of-way at least 40 feet in width". For properties such as those along Hillview, we have rejected partition requests because of this standard. However, we allow the same situation to occur in subdivisions. Eliminate inconsistencies between land division requirements (Chapter 4.4 of the LDC) for driveway/street improvements and the City's "Off-Street Parking and Access Standards."	Policy/Clarification Item	Medium	10 Staff recommend that this item be incorporated into the "Code Tweaks" package considered in Item #1 above.

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
3	Clarify the Maximum Block Perimeter (LDC Section 4.0.60.n does not allow much flexibility in these standards for situations where existing development patterns or access restrictions are significant factors)	Policy/Clarification Item	Small	10 (Could be added to General "Code Tweaks" list in Item 1)
4	Evaluate the merits of making more uniform the expiration time frames for various land use applications.	Policy/Correction Item	Small	9 (Subdivision approvals are valid for a two-year period, while Planned Development approvals expire after five years. Could be added to General "Code Tweaks" list in Item 1)
5	Consider creating an exemption for Conditional Development review of new construction that is exempt from the need to obtain a building permit. Alternatively, adjust Nonconforming Development chapter to address this issue.	Policy/Clarification Item	Small	8 (Staff recommend that if desired, this item should be incorporated into the "Code Tweaks" identified in Item 1 above. If desired, exempting development that does not require a building permit from the land use approval process should be extended both to Conditional Developments and Planned Developments.)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) Improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
6	Consider modifying threshold list relative to architectural changes in PD Chapter so that if someone is proposing an improvement that can be specifically defined in the list, then a Major Modification is not triggered.	Policy/Clarification Item	Medium	8 (This would facilitate design improvements without further process, if written carefully)
7	Clarify whether or not arbors should be subject to the same standards as fences (i.e. subject to 3-foot height limitation in front yard areas, so have been needing to be approved through an LDO process for front yard entryways - consider changes so that applicants wouldn't need an LDO process). Development Services indicates that arbors up to 10' in height are exempt from a building permit/building code review.	Policy/Clarification Item	Small	8 (If desired, the LDC could be easily amended to allow for arbors in front yard areas. If desired, Staff recommend including this item with "Code Tweaks" identified in Item 1 above.)
8	Consider allowing a minor modification option for modest sign code changes in Planned Developments. Right now, any changes to an approved sign plan in a PD must go through the major modification process (see 4.7.90.09(d)).	Policy/Clarification Item	Small	8 (Approved sign plans are relatively rare within PD's; however, this item could be added to General "Code Tweaks" list in Item 1)
9	Complete a thorough review of revised State Statutes and our land divisions standards, there are some inconsistencies (e.g., we allow administrative notes and setbacks to be placed on plats but the State won't accept this anymore).	Correction Item - Mostly completed. Procedurally, Staff have completed the necessary research and are implementing the requirements. LDC language has not been revised to reflect this.	Medium	7 (A lower priority, since current practice has already been revised to correspond to State requirements)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
10	Update the Order of Proceedings requirements in Chapter 2.0 - Public Hearings, to allow more flexibility in terms of order, to more closely match current Order of Proceedings handouts.	Correction Item	Small	6 (Could be added to General "Code Tweaks" list in Item 1)
11	Evaluate merits of changing Section 2.0.50.08 - Voting Eligibility so that decision-makers may read minutes for a missed meeting in order to revive voting eligibility, as opposed to listening to tapes of a missed meeting, which is the current requirement of Section 2.0.50.08.	Policy Item	Small	6 (It may be difficult for Staff to turn around minutes in time to facilitate such a review, and there would typically not be time to allow for review and approval of minutes prior to use. Could be added to General "Code Tweaks" list in Item 1)
12	Water Meter Placement (Clarifying that water meters could be placed within paved areas, such as driveways, in order to minimize conflicts with required vegetation, etc. on small lots.)	Policy/Clarification Item	Small	6 (Could be added to General "Code Tweaks" list in Item 1)
13	Resolve the duplication problem in the General Industrial Zone. The Major Services and Utilities Use Type is listed as both an Outright Permitted Use Type and a Use Type subject to Plan Compatibility Review.	Correction Item	Small	5 (Could be added to General "Code Tweaks" list in Item 1)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
14	Add a reference to the requirements of Chapter 3.30 - Willamette River Greenway, for those properties falling within it in the Riverfront Zone. Specifically, it looks like the reference is needed in Sections 3.15.30.02 & 3.15.90.	Clarification Item	Small	5 (Could be added to General "Code Tweaks" list in Item 1)
15	New lighting standards (i.e., lighting ordinance) that addresses outdoor lighting. (raised by citizen & CC member)	Policy/Clarification Item - Partially completed during the Code Update. Any larger efforts are on hold, due to size of project, and pending opportunity in future work program.	Large	5 (Staff recommend that the effectiveness of the new lighting provisions be evaluated prior to embarking on any larger efforts)
16	Consider revising wireless antenna regulations because freestanding antennas are allowed to be 75 feet high with only a Plan Compatibility Review approval, while attached antennas are only allowed to be 10 feet higher than a building. Attached antennas taller than 10 feet require a Conditional Development.	Policy/Clarification Item	Medium	5 (Affects relatively few applications)
17	Evaluate potential conflict between Table 4.0-1 - Street Functional Classification System and the text of Chapter 4.0 - Improvements Required with Development. Specifically, Table 4.0-1 states that access control is required on Arterial Streets and the provision limiting access to one point on Arterial Streets was deleted from the text via Phase I of the Code Update. Evaluate whether it needs to be reinstated.	Clarification Item	Small	5 (It may be difficult to write specific requirements for access control that would make sense in all circumstances)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
18	Franchise Utility Easement Placement - Conflicts between setback standards, etc. and required easements (especially in downtown).	Clarification Item	Medium	5 (Could be added to General "Code Tweaks" list in Item 1)
19	Consider establishing a separate Application Requirements chapter and removing the requirements from the individual chapters.	Clarification Item	Large	4 (Large work effort for relatively small improvement)
20	Correct the ORS cite in Chapter 2.0 pertaining to M56 requirements to ORS.186, instead of ORS 227.175 .staff).	Correction Item	Small	4 (Could be added to General "Code Tweaks" list in Item 1)
21	Evaluate the merits of establishing standards to prohibit the use of tractor trailers as signage opportunities.	Policy Item	Small	4 (Could be added to "Code Tweaks" as revision to sign code standards)
22	Consider further revisions to the solar energy policies of Comprehensive Plan (Article 12.2) and/or the regulations in LDC Chapter 4.6, to recognize the lack of adherence to, and/or, as some have argued, the lack of necessity for these.	Policy Item - First cut at accomplishing this task done as part of Natural Features Project Code Changes.	Medium or Large	3 (It is recommended that the effectiveness of the new solar access provisions be evaluated prior to embarking on any additional efforts)
23	Construction Sales and Service Use Type description	Policy Item - Split out from Item #2 of 2009 Council Priority List, into a separate project by the City Council. This item was not identified as a priority item in the 2009 review.	Medium	3 (Affects relatively few applications)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
24	Evaluate the merits of only requiring one sign to be posted on smaller properties (i.e. less than 10,000 sq. ft.). Pertains to sign posting advertising a land use action.	Policy Item	Small	3 (Not a significant time or cost savings for Staff)
25	Establish a Maximum Sign Height standard for the OSU Zone in Section 4.7.90.05, since all the other zones have such a standard.	Policy Item	Small	3
26	Section 4.0.60.k – Evaluate the language pertaining to street locations designed to not preclude adjacent development. Language may not be specific enough to result in good designs all of the time. For example, some sites stub streets at a point which would result in a neighboring property having undevelopable pieces of land.	Clarification Item - Partially completed with Code Update.	Medium	2 (Staff recommend removal from list - this issue is addressed through current review process)
27	Consider/evaluate the merits of requiring some amount of single story dwellings in single family residential developments to address elderly and handicapped housing needs.	Policy Item	Medium	2 (Market factors may have more influence than regulation in this area. ADA addresses handicapped housing requirements)
28	Evaluate the use type classification for assisted living facilities (i.e., assigning large apartment-like facilities for assisted living to the use type of group residential/group care may not adequately assess impacts).	Policy Item	Medium	2

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
29	Planned Development Provisions - Potential response to DLCD direction regarding removing PD Overlays from residential properties ("Needed Housing" Issue).	Policy Item - Included in Package #2	Medium	2 (Since this item is included in Code Tweaks list, it will be considered as part of Item 1)
30	Conversion from Residential to Commercial Uses - Relates to standards for converting large residential structures into commercial uses in some zoning districts (i.e. RS-12).	Policy Item	Large	2
31	Consider creation of LDC language for awarding additional Downtown off-street parking space credits for underground parking spaces.	Policy Item	Medium	2
32	Consider establishing a minimum beds per acre standard for the Group Residential Use Type so that a 6-bed facility isn't developed on a 20-acre site.	Policy Item	Small or Medium	2 (Given typical land costs, this isn't a likely scenario)
33	Mandatory Irrigation - amending LDC to require irrigation system for any required landscaping.	Policy Item	Medium	2

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an Item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
34	<p>It has been suggested that we consider future Code adjustments to address deliveries that are made in areas immediately adjacent to residential properties. Potential conditions might be:</p> <ul style="list-style-type: none"> a. Limit large truck deliveries to the hours of 10 am - 2 pm, Monday thru Friday (no weekend deliveries); b. Sound levels resulting from the operation of machinery can't exceed 40 decibels, measures at abutting properties; and c. All trucks (any size) delivering materials must shut off their engines during delivery and pick-ups. 	<p>Policy Item - Awaiting a window of opportunity to review, but it is not likely that modifications on this subject matter would be recommended.</p>	<p>Medium</p>	<p>2</p>
35	<p>Landscaping Plans for SF Homes (Require review and approval of landscape plans for single family homes to demonstrate full compliance with LDC landscaping standards.)</p>	<p>Policy Item</p>	<p>Small</p>	<p>1 (not recommended due to increased demand on Staff time)</p>
36	<p>Consider creation of LDC language for regulation of free-standing, temporary car shelters.</p>	<p>Policy Item</p>	<p>Small</p>	<p>1</p>

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
37	Consider reviewing building height definition to: (1) consider whether, for example, reducing absolute height by some number of feet by using a mansard design rather than a sloped design should only merit a difference between the average height of the slope and the deck of the mansard; and (2) discuss the rationale for why the Height of Buildings definition (pg. 1.6-15) uses the average height of the tallest gable rather than the height of the ridge. Also, if the eaves on either side of the gable are at different heights, it is not clear from the wording how to compute the average.	Policy Item - Building height transition requirements for the RS-20 Zone were completed with the Code Update.	Medium	1 (It is recommended that modifications to the building height definition not be pursued at this time, since conflicts with the Building Code may arise. Staff recommend removing this item from the list)
38	Address condominium plats – do we need a process for review and approval of these? (Check with State and County regulations - Public Works would usually have a concern about converting private utilities to public utilities on these).	Policy Item - Awaiting a window of opportunity to review, but it is not likely that a new process would be needed or recommended.	Medium	0
39	Review the definition of "infill" and determine if it should be used only relative to the implementation of Stormwater Master Plan and Comp Plan policies, or whether it should be modified or another definition added to address infill for other analyses.	Policy Item	Small or Medium	0
40	Additional housekeeping changes to Chapter 4.0 - Improvements, as identified by Development Review engineering staff.	Clarification Item - Partially completed with Code Update.	Medium	0 (Handled by Code Tweaks in Item 1 - remove from list)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
41	Need to address series partitions – the LDC does not do this, especially for determining accessway widths for series partitions where all lots created (over one or two partitions) use the same accessway. The LDC only considers widths to accommodate no more than three lots.	Policy Item	Medium	Redundant Item with Item #2 above. Serial partitions should be addressed with work on accessway standards. Staff recommend removing this item from the list.
Historic Resource-Related Issues				
1	Changes to Land Development Code Chapter 2.9 - Historic Preservation. These are items identified by the Historic Resources Commission and Staff that would result in efficiencies, better customer service, etc. There are generally minor changes to these LDC provisions.	Policy/Clarification Item - On Hold, pending evaluation of the complete Planning Division Work Program in 2010.	Medium	10 Recommended by the Historic Resources Commission. (See Attachment E)
2	Down-zoning in Historic Districts	Policy Item - Awaiting a window of opportunity to evaluate.	Large	1
3	Development Standards in Historic Districts	Policy Item - Awaiting a window of opportunity to evaluate.	Large	1

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
Natural Features and Natural Hazard-Related LDC Issues				
1	FEMA Update - The Federal Emergency Management Administration (FEMA) has recently developed new floodplain maps and new standards for development in these areas. For a community to continue to take advantage of the Federal Flood Insurance Program, these new maps and standards will need to be adopted by the City.	Policy/Clarification Item - Work on this project has already begun. Once the FEMA maps are finalized, the City will have six months to adopt maps and standards in compliance with FEMA requirements.	Large	11
2	Changes to Land Development Code provisions related to Natural Resources, Natural Features, and Natural Hazards. This includes items such as creating a process to adjust mapped significant vegetation areas based on field conditions, exploring modifications to protections for some isolated tree grove areas, clarifying standards for development in steeply sloped areas, modifying standards for development in areas with human-altered topography, and modifying requirements for development within 500 feet of roughly-defined landslide hazard areas.	Policy/Clarification Item - On Hold, pending evaluation of the complete Planning Division Work Program in 2010.	Large - could require revised ESEE Analysis	11

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an Item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
3	3. Explore how preservation of Significant Trees and Significant Shrubs not addressed via Phase III can be made more clear and objective, rather than subject to the "preserved to the greatest extent practicable" standard in LDC Chapter 4.2. While the subject was discussed during Phase III of the Code Update, the effort was deferred by Council until adequate time could be allotted. Note: Historically Significant Trees, as defined in Chapter 1.6 - Definitions, were already addressed with the Code Update. (raised by staff)	Policy Item	Large	7
4	Evaluate how to address approved removal of Hazard Trees in terms of mitigation for the removal. Often the Hazard Tree is a tree that was required to be preserved, and mitigation is necessary to achieve the parameters of original land use approvals, etc.	Policy Item	Small	5 (Mitigation requirements for removal of hazard trees in resource areas is addressed in the LDC. However, some older Planned Development approvals do not address mitigation if trees required to be preserved must be removed due to hazard.)
5	Evaluation of ideas outlined in Natural Features project Incentives White Paper	Policy Item	Large	5

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
6	Refine MADA proportions considering how they might apply differently for a large site than for a small site.	Policy Item	Large	3 (This has not proven to be a problem as of yet)
Economic Development and Downtown-Related Issues				
1	Continue work with South Corvallis Site Certification and Refinement Plan for Airport industrial properties	Policy Item - South Corvallis Site Certification is complete. Refinement Plan has not yet begun.	Large	9 (Implements current Council Goal)
2	6. LDC Amendments to Downtown policies (See Attachment F - recommendations by the Downtown Commission)	Policy Item	Small	7 Recommended by the Downtown Commission (Could be added to General "Code Tweaks" list in Item 1)
3	LDC Amendments to Industrial Chapters and Downtown policies NOTE: Re-evaluate ranking of Downtown Policies after Downtown Strategic Plan recommendations, and re-evaluate Industrial Chapter after Refinement Plan is complete)	Policy Item	Large	(Item seems redundant with items 1 and 2. Staff recommend deletion of this item.)
4	13. Consider investigating the possibility of architectural design standards for the Riverfront District - these would be standards that are different from the Pedestrian Oriented Design Standards in Chapter 4.10.	Policy Item	Large	3

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
5	Airport Industrial Zoning	Policy Item - Initiated by Public Works; ongoing	Large	(Redundant with Item 4 above. Recommend removal.)
Implementation Improvements (Other than LDC Changes)				
1	4. Update Buildable Lands Inventory following implementation of the Natural Features Project	Policy/Clarification Item - Consistent with Council direction from 2009 Work Program Review, Staff are beginning process to hire a consultant to begin the necessary land need analyses.	Large	9 (Council confirmed this project as a priority in November, 2009)
2	5. Need to develop a policy for how to calculate the 5-year supply of serviceable land for use in Annexations.	Policy/Clarification Item - Needed to facilitate review of annexation applications. Called for as Council Policy in LDC 2.6.30.07.a	Medium	8
3	Provide resources necessary to complete a case history layer (i.e., a database that provides a geographic reference (GIS) for ArcView), and be able to connect this information to public information resources, such as web access for citizens and staff). The case history layer has a good start, but much work remains in completing the history, and finalizing a usable format for the public and staff. (Raised by staff)	Clarification Item - This project is well underway and mostly operational through Corvallispermits.com. Work will continue as time and resources allow.	Large	8

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
4	<p>1. The following are not specific Code adjustments; they are mechanisms to implement the Code that need to be completed:</p> <ul style="list-style-type: none"> a. Establish a native plants list b. Establish a tree canopy coverage list and standard coverage allowance by species c. Establish a mechanism to keep track of transferred densities d. Establish a mechanism to track easements, mitigation, and vegetation plans e. Mechanism to keep track of modifications and LDO's on a site f. Mechanism to track expiration dates and g. Mechanism to track impervious surface increases in riparian areas 	<p>Clarification Item</p> <p>Work on many of these items is complete or near complete. Staff anticipate completion in 2010, as time and resources allow.</p>	Large	<p>8</p> <p>(Staff recommend removal from the list, as most items are complete or near complete.)</p>
5	<p>Establish a vegetation management plan (VMP) guidebook and mechanisms for reviews. Outline clear approval criteria and establish a baseline management VMP that the public can use.</p>	<p>Clarification Item - Mostly completed, but still in process of finalizing.</p>	Medium	<p>7</p>

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
6	Finalize written Dolan policies for internal use.	Clarification Item - Mostly complete.	Medium	7 (This item is partially addressed in LDC Sections 4.0.140 and 1.2.120. In conjunction with the draft policy, Staff believe this item is sufficiently addressed at the current time)
7	14. Municipal Code provisions, developed in conjunction with other City Departments, for: <ul style="list-style-type: none"> • Preserving vegetation, especially prior to development; and • Application of pesticides and herbicides. 	Policy/Clarification Item	Medium or Large	6
8	Resolve all Timberhill Mapping Discrepancies.	Correction Item - Needs to be re-evaluated to determine if it is needed. If needed, will include a public hearing to amend Zoning Map, and may include a public hearing to amend Comprehensive Plan Map.	Medium	6
9	Urban Fringe Management Agreement Update	Policy Item	Large	2
10	Creation of a regulatory mechanism for equitably sharing a right-of-way between adjacent property owners in order to facilitate underground parking structures.	Policy/Clarification Item	Medium	2 (The need for such a mechanism is very small at the current time)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an Item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
11	Establish a guidebook/pamphlet for Natural Features Project provisions and do outreach and staff training.	Clarification Item - Mostly completed.	Medium	(Project will be finalized as time allows. Recommend remove from list.)
12	Establish a guidebook/pamphlet for Phase I Code Update provisions and do outreach and staff training.	Clarification Item - Partially completed.	Medium	(Project will be finalized as time allows. Recommend remove from list.)
13	UGB Map correction in North Corvallis for Butterfield Property.	Correction Item	Small	0
Automobile Parking Issues				
1	12. Consider establishing a parking requirement for "Animal Sales/Services - Kennels." Development Services is working with some of the neighbors of Heartland Humane Society. The neighbors are concerned that Heartland employees/volunteers/patrons are parking on the street because the parking lot is often full. Heartland's Director acknowledges that this is happening. The LDC does not appear to require any off-street parking for "Animal Sales/Services - Kennels." As a note, Heartland actually has a parking lot that accommodates 17 vehicles. This amount doesn't appear to be enough. (raised by staff)	<p>Policy Item</p> <p>Staff note that a change to the required parking for kennels would not likely affect the existing Heartland Humane Society development unless the operation were expanded in the future.</p>	Small or Medium	6

#	ISSUE - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Avg. Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
2	8. Investigate parking requirements for multi-family dwellings – have been too low in some situations.	Policy Item - Preliminary surveys of similar jurisdictions were completed and Corvallis requires the highest amount of parking among that group.	Medium	6
3	7. Consider/evaluate the merits of using the new downtown parking requirements (1:1000) for area along Monroe, north of the University, and between approximately 14th and 26th Streets. This issue was recently revisited during the OSU Bookstore Major Modification. (NOTE: Re-evaluate and potentially increase this item's ranking based on findings from Downtown Strategic Plan and OSU Parking Study)	Policy Item	Large	5
4	9. Evaluate parking needs and solutions in the neighborhood west of the Central business Zone	Policy Item	Medium	4
5	11. Review parking standards for multi-family developments containing in excess of 3 bedrooms per unit.	Policy Item - This appears to be redundant with item 8. Staff recommend deletion.	Medium	Redundant with Item 8 - Staff recommend deletion.
6	10. Evaluate the issue of tandem parking, define under what circumstances it is allowed, and create standards to address how it must be designed if it is allowed (raised by staff).	Policy/Clarification Item - Clarification has been developed as part of the revised Off-Street Parking and Access Standards.	Small	2 (Staff recommend removal of this item from the list, as revised standards address issue)

Top 10 Items as Recommended by Staff - 2010 Planning Division Work Program
 (Items are numbered based on Staff's recommended priorities.)

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
1	FEMA Update - The Federal Emergency Management Administration (FEMA) has recently developed new floodplain maps and new standards for development in these areas. For a community to continue to take advantage of the Federal Flood Insurance Program, these new maps and standards will need to be adopted by the City.	Policy/Clarification Item - Work on this project has already begun. Once the FEMA maps are finalized, the City will have six months to adopt maps and standards in compliance with FEMA requirements.	Large	11
2	Changes to Land Development Code provisions related to Natural Resources, Natural Features, and Natural Hazards. This includes items such as creating a process to adjust mapped significant vegetation areas based on field conditions, exploring modifications to protections for some isolated tree grove areas, clarifying standards for development in steeply sloped areas, modifying standards for development in areas with human-altered topography, and modifying requirements for development within 500 feet of roughly-defined landslide hazard areas.	Policy/Clarification Item - On Hold, pending evaluation of the complete Planning Division Work Program in 2010.	Large - could require revised ESEE Analysis	11

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
3	2. Identify and remedy unintended conflicts within the Revised Code that are substantive in nature and, therefore, could not be addressed in the consolidation effort that was just completed (raised by staff).	Policy/Clarification/Correction Item - Previously Identified Code Tweak Packages 2 and 3 (Attachment D), along with new items identified since the packages were assembled.	Large	11 (This item represents a large number of potential LDC changes, which, for the sake of efficiency, should be considered as a package)
4	Changes to Land Development Code Chapter 2.9 - Historic Preservation. These are items identified by the Historic Resources Commission and Staff that would result in efficiencies, better customer service, etc. There are generally minor changes to these LDC provisions.	Policy/Clarification Item - On Hold, pending evaluation of the complete Planning Division Work Program in 2010.	Medium	10 Recommended by the Historic Resources Commission. (See Attachment E)
5	Review all accessway standards for land partitions, land divisions, and subdivisions. For partitions, Section 4.4.30 of the LDC requires that "accessways must connect to dedicated right-of-way at least 40 feet in width". For properties such as those along Hillview, we have rejected partition requests because of this standard. However, we allow the same situation to occur in subdivisions. Eliminate inconsistencies between land division requirements (Chapter 4.4 of the LDC) for driveway/street improvements and the City's "Off-Street Parking and Access Standards."	Policy/Clarification Item	Medium	10 Staff recommend that this item be incorporated into the "Code Tweaks" package considered in Item #1 above.

#	Issue - (Numbered items reflect ranking from 2009 Work Program Review)	Status - "Policy" indicates a policy decision; "Clarification" indicates an item will clarify an issue in question; "Correction" indicates a correction of a perceived error in the LDC	Level of Effort	Score (0 - 12) - based on 0-3 pts. for each category: 1) improves public service; 2) saves time and/or money; 3) facilitates implementation; and 4) improves legal framework
6	Clarify the Maximum Block Perimeter (LDC Section 4.0.60.n does not allow much flexibility in these standards for situations where existing development patterns or access restrictions are significant factors)	Policy/Clarification Item	Small	10 (Could be added to General "Code Tweaks" list in Item 1)
7	Continue work with South Corvallis Site Certification and Refinement Plan for Airport industrial properties	Policy Item - South Corvallis Site Certification is complete. Refinement Plan has not yet begun.	Large	9 (Implements current Council Goal)
8	Evaluate the merits of making more uniform the expiration time frames for various land use applications.	Policy/Correction Item	Small	9 (Subdivision approvals are valid for a two-year period, while Planned Development approvals expire after five years. Could be added to General "Code Tweaks" list in Item 1)
9	4. Update Buildable Lands Inventory following implementation of the Natural Features Project	Policy/Clarification Item - Consistent with Council direction from 2009 Work Program Review, Staff are beginning process to hire a consultant to begin the necessary land need analyses.	Large	9 (Council confirmed this project as a priority in November, 2009)
10	5. Need to develop a policy for how to calculate the 5-year supply of serviceable land for use in Annexations.	Policy/Clarification Item - Needed to facilitate review of annexation applications. Called for as Council Policy in LDC 2.6.30.07.a	Medium	8*

* Several other items scored "8" as well as this one, but this item was determined to be the highest priority, based on past direction from the City Council and Planning Commission.

Prioritized Planning Division Work Program - 2009

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
Top Priority Work Items			
A. Land Development Code Refinement Issues			
1	<p>1. The following are not specific Code adjustments; they are mechanisms to implement the Code that need to be completed:</p> <ul style="list-style-type: none"> a. Establish a native plants list b. Establish a tree canopy coverage list and standard coverage allowance by species c. Establish a mechanism to keep track of transferred densities d. Establish a mechanism to track easements, mitigation, and vegetation plans e. Mechanism to keep track of modifications and LDO's on a site f. Mechanism to track expiration dates and g. Mechanism to track impervious surface increases in riparian areas 	<p>LDC implementation items that will facilitate Phase III Code administration.</p> <p>Underway, but not yet completed.</p>	<p align="center">***</p>
2	<p>16. Identify and remedy unintended conflicts within the Revised Code that are substantive in nature and, therefore, could not be addressed in the consolidation effort that was just completed (raised by staff).</p>	<p>In progress with Packages #1 through #3.</p>	<p align="center">** or ***</p>
3	<p>6. Evaluate Chapter 4.2 - Landscaping, Buffering, Screening, & Lighting to see how preservation of Significant Trees and Significant Shrubs not addressed via Phase III can be made more clear and objective. Phase III established clear and objective standards for vegetation in areas that were inventoried for WHA's, Isolated Tree Groves greater than 0.25 acres, Riparian Corridors, & Wetland Areas. However, Significant Trees and Shrubs <u>outside of these inventoried areas</u> are still required, by Chapter 4.2, to be preserved to the maximum extent practicable. This is because they were too small to inventory and were, therefore, not part of the overall balancing that occurred as part of the Phase III of the Code Update. The uninventoried Significant Trees and Shrubs generally apply to individual trees, landmark trees, isolated tree groves that are less than 0.25 acres, and small groups of trees in developed areas. While the subject was discussed during Phase III of the Code Update, the effort was deferred by Council until adequate time could be allotted. (raised by staff). Note: Historically Significant Trees, as defined in Chapter 1.6 - Definitions, were already addressed with the Code Update.</p>	<p>On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities).</p>	<p align="center">***</p>

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#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
B. Inventory and Policy Issues			
4	5. Update Buildable Lands Inventory following implementation of the Natural Features Project	Update of last year's LDIR data completed as part of LDIR. However, full update involving BLI numbers that reflect the impacts of the Code Update has not yet begun, It is hoped to be started in the first quarter of the year.	**
5	21. Need to develop a policy for how to calculate the 5-year supply of land for use in Annexations.	On hold, due to nature of project, and pending opportunity in future work program (depending on CC goals and priorities)	**
C. Other Issues			
6	61. LDC Amendments to Downtown policies	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities)	***
7	7. Consider/evaluate the merits of using the new downtown parking requirements (1:1000) for area along Monroe, north of the University, and between approximately 14th and 26th Streets. This issue was recently revisited during the OSU Bookstore Major Modification. (NOTE: Re-evaluate and potentially increase this item's ranking based on findings from Downtown Strategic Plan and OSU Parking Study)	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities).	***
8	22. Investigate parking requirements for multi-family dwellings – have been too low in some situations.	On hold, due to nature of project, and pending opportunity in future work program (depending on CC goals and priorities). However, preliminary surveys of similar jurisdictions were completed and Corvallis actually meets the highest parking requirements.	**
09	69. Evaluate parking needs and solutions in the neighborhood west of the Central business Zone	Awaiting a window of opportunity to evaluate.	
10	48. Evaluate the issue of tandem parking, define under what circumstances it is allowed, and create standards to address how it must be designed if it is allowed (raised by staff).	Awaiting a window of opportunity to evaluate.	*
11	39. Review parking standards for multi-family developments containing in excess of 3 bedrooms per unit.	Awaiting a window of opportunity to evaluate.	**

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
12	42. Consider establishing a parking requirement for "Animal Sales/Services - Kennels." Development Services is working with some of the neighbors of Heartland Humane Society. The neighbors are concerned that Heartland employees/volunteers/patrons are parking on the street because the parking lot is often full. Heartland's Director acknowledges that this is happening. The LDC does not appear to require any off-street parking for "Animal Sales/Services - Kennels." As a note, Heartland actually has a parking lot that accommodates 17 vehicles. This amount doesn't appear to be enough. (raised by staff)	Awaiting a window of opportunity to evaluate.	* or **
2nd Priority Work Items			
13	11. Consider investigating the possibility of architectural design standards for the Riverfront District - these would be standards that are different from the Pedestrian Oriented Design Standards in Chapter 4.10.	Awaiting a window of opportunity to evaluate.	***
14	15. Municipal Code provisions, developed in conjunction with other City Departments, for: <ul style="list-style-type: none"> • Preserving vegetation, especially prior to development; and • Application of pesticides and herbicides. 	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities)	** or ***
Unprioritized Work Items			
15	2. Construction Sales and Service Use Type description	Split out from #1 of Council Priority List, into a separate project by the City Council. Not Yet Begun	**
16	3. Resolve all Timberhill Mapping Discrepancies.	Needs to be re-evaluated to determine if it is needed. If needed, will include a public hearing to amend Zoning Map, and may include a public hearing to amend Comprehensive Plan Map.	**
17	4. Continue work with South Corvallis Site Certification and Refinement Plan for industrial properties	Timetable will be linked to schedule of property owners. Not yet begun, since property owners have not yet submitted a proposal.	**
18	8. Evaluation of ideas outlined in Natural Features project Incentives White Paper	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities)	***

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
19	9. LDC Amendments to Industrial Chapters and Downtown policies NOTE: Re-evaluate ranking of Downtown Policies after Downtown Strategic Plan recommendations, and re-evaluate Industrial Chapter after Refinement Plan is complete)	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities)	***
20	10. Consider establishing a separate Application Requirements chapter and removing the requirements from the individual chapters.	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities)	***
21	12. Provide resources necessary to complete a case history layer (i.e., a database that provides a geographic reference (GIS) for ArcView), and be able to connect this information to public information resources, such as web access for citizens and staff). The case history layer has a good start, but much work remains in completing the history, and finalizing a usable format for the public and staff. (Raised by staff)	Partially completed and work is ongoing.	***
22	13. New lighting standards (i.e., lighting ordinance) that addresses outdoor lighting. (raised by citizen & CC member)	Partially completed during the Code Update. Any larger efforts are on hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities). It is recommended that the effectiveness of the new lighting provisions be evaluated prior to embarking on any larger efforts.	***
23	14. Urban Fringe Management Agreement Update	On hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities)	***

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#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
24	17. Consider further revisions to the solar energy policies of Comprehensive Plan (Article 12.2) and/or the regulations in LDC Chapter 4.6, to recognize the lack of adherence to, and/or, as some have argued, the lack of necessity for these.	First cut at accomplishing this task done as part of Natural Features Project Code Changes. A more thorough review is on hold, due to size of project, and pending opportunity in future work program (depending on CC goals and priorities). It is recommended that the effectiveness of the new solar access provisions be evaluated prior to embarking on any additional efforts.	** or ***
25	18. Establish a vegetation management plan (VMP) guidebook and mechanisms for reviews. Outline clear approval criteria and establish a baseline management VMP that the public can use.	Mostly completed, but still in process of finalizing.	**
26	19. Establish a guidebook/pamphlet for Natural Features Project provisions and do outreach and staff training.	Partially completed.	**
27	20. Establish a guidebook/pamphlet for Phase I Code Update provisions and do outreach and staff training.	Partially completed.	**
28	23. Section 4.0.60.k – Evaluate the language pertaining to street locations designed to not preclude adjacent development. Language may not be specific enough to result in good designs all of the time. For example, some sites stub streets at a point which would result in a neighboring property having undevelopable pieces of land.	Partially completed with Code Update, but awaiting a window of opportunity to evaluate further.	**
29	24. Consider/evaluate the merits of requiring some amount of single story dwellings in single family residential developments to address elderly and handicapped housing needs.	Awaiting a window of opportunity to evaluate.	**
30	25. Evaluate the use type classification for assisted living facilities (i.e., assigning large apartment-like facilities for assisted living to the use type of group residential/group care may not adequately assess impacts).	Awaiting a window of opportunity to evaluate.	**
31	26. Additional housekeeping changes to Chapter 4.0 - Improvements, as identified by Development Review engineering staff.	Partially completed with Code Update. Awaiting a window of opportunity to evaluate the remainder.	**

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
32	<p>27. Consider reviewing building height definition to: (1) consider whether, for example, reducing absolute height by some number of feet by using a mansard design rather than a sloped design should only merit a difference between the average height of the slope and the deck of the mansard; and (2) discuss the rationale for why the Height of Buildings definition (pg. 1.6-15) uses the average height of the tallest gable rather than the height of the ridge. Also, if the eaves on either side of the gable are at different heights, it is not clear from the wording how to compute the average.</p>	<p>Building height transition requirements for the RS-20 Zone were completed with the Code Update.</p> <p>It is recommended that modifications to the building height definition not be pursued at this time, since conflicts with the Building Code may arise.</p>	**
33	<p>28. Consider revising wireless antenna regulations because freestanding antennas are allowed to be 75 feet high with only a Plan Compatibility Review approval, while attached antennas are only allowed to be 10 feet higher than a building. Attached antennas taller than 10 feet require a Conditional Development.</p>	<p>Awaiting a window of opportunity to evaluate.</p>	**
34	<p>29. Review all accessway standards for land partitions, land divisions, and subdivisions. For partitions, Section 4.4.30 of the LDC requires that "accessways must connect to dedicated right-of-way at least 40 feet in width". For properties such as those along Hillview, we have rejected partition requests because of this standard. However, we allow the same situation to occur in subdivisions. Do we want to reconsider this inequity? Eliminate inconsistencies between land division requirements (Chapter 4.4 of the LDC) for driveway/street improvements and the City's "Off-Street Parking and Access Standards". Current inconsistencies in the standards make it difficult for Staff to craft clear and objective conditions for land partitions. For example, driveways for 5 or more dwellings should be 20 feet wide per Off-Street Parking Standards, and 28 feet wide per Land Development Code. Which standard do we apply?</p>	<p>Awaiting a window of opportunity to evaluate.</p>	**
35	<p>30. Address condominium plats – do we need a process for review and approval of these? (Check with state and county regulations – Public Works would usually have a concern about converting private utilities to public utilities on these).</p>	<p>Awaiting a window of opportunity to review, but it is not likely that a new process would be needed or recommended.</p>	**

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
36	<p>31. Benton County Board of Commissioners allowed expansion and alteration of a nonconforming use based on certain limitations. While we may not want to allow this, the conditions under which it was allowed may be useful for future Code adjustments to address deliveries that are made in areas immediately adjacent to residential properties. The conditions were:</p> <p>a. Limit large truck deliveries to the hours of 10 am - 2 pm, Monday thru Friday (no weekend deliveries);</p> <p>b. Sound levels resulting from the operation of machinery can't exceed 40 decibels, measures at abutting properties; and</p> <p>c. All trucks (any size) delivering materials must shut off their engines during delivery and pick-ups.</p>	Awaiting a window of opportunity to review, but it is not likely that modifications on this subject matter would be recommended.	**
37	<p>32. Consider allowing a minor modification option for modest sign code changes in Planned Developments. Right now, any changes to an approved sign plan in a PD must go through the major modification process (see 4.7.90.09(d)).</p>	Awaiting a window of opportunity to review.	**
38	<p>33. Consider modifying threshold list relative to architectural changes in PD Chapter so that if someone is proposing an improvement that can be specifically defined in the list, then a Major Modification is not triggered.</p>	Awaiting a window of opportunity to evaluate.	**
39	<p>34. Complete a thorough review of revised State Statutes and our land divisions standards, there are some inconsistencies (e.g., we allow administrative notes and setbacks to be placed on plats but the State won't accept this anymore).</p>	Mostly completed, but awaiting a window of opportunity to fully evaluate.	**
40	<p>35. Need to address series partitions – the LDC does not do this, especially for determining accessway widths for series partitions where all lots created (over one or two partitions) use the same accessway. The LDC only considers widths to accommodate no more than three lots.</p>	Awaiting a window of opportunity to evaluate.	**
41	<p>36. Finalize written Dolan policies for internal use</p>	Partially completed and awaiting a window of opportunity to complete the remainder.	**
42	<p>37. Creation of a regulatory mechanism for equitably sharing a right-of-way between adjacent property owners in order to facilitate underground parking structures.</p>	Awaiting a window of opportunity to evaluate.	**
43	<p>38. Consider creation of LDC language for awarding additional Downtown off-street parking space credits for underground parking spaces.</p>	Awaiting a window of opportunity to evaluate.	**
44	<p>40. Consider establishing a minimum beds per acre standard for the Group Residential Use Type so that a 6-bed facility isn't developed on a 20-acre site.</p>	Awaiting a window of opportunity to evaluate.	* or **
45	<p>41. Review the definition of "infill" and determine if it should be used only relative to the implementation of Stormwater Master Plan and Comp Plan policies, or whether it should be modified or another definition added to address infill for other analyses (e.g., Annexations, etc.).</p>	Awaiting a window of opportunity to evaluate.	* or **

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
46	43. Clarify whether or not arbors should be subject to the same standards as fences (i.e. subject to 3-foot height limitation in front yard areas, so have been needing to be approved through an LDO process for front yard entryways– consider changes so that applicants wouldn't need an LDO process). Development Services indicates that arbors up to 10' in height are exempt from a building permit/building code review.	Awaiting a window of opportunity to evaluate.	*
47	44. Consider creating an exemption for Conditional Development review of new construction that is exempt from the need to obtain a building permit (9-30-03 – Director decision to allow Good Samaritan Church, 333 NW 35 th , to proceed with storage shed installation without a Conditional Development approval, provided the shed is exempt from building permit requirements). The Church is an existing nonconforming use in a residential zone, as there is no record of them having gone through a prior CD process. Alternatively, adjust Nonconforming Development chapter to address this issue.	Awaiting a window of opportunity to evaluate.	*
48	45. Consider creation of LDC language for regulation of free-standing, temporary car shelters.	Awaiting a window of opportunity to evaluate.	*
49	46. UGB Map correction in North Corvallis for Butterfield Property.	Awaiting a window of opportunity to evaluate.	*
50	47. Evaluate how to address approved removal of Hazard Trees in terms of mitigation for the removal. Often the Hazard Tree is a tree that was required to be preserved, and mitigation is necessary to achieve the parameters of original land use approvals, etc.	Awaiting a window of opportunity to evaluate.	*
51	49. Evaluate the merits of establishing standards to prohibit the use of tractor trailers as signage opportunities.	Awaiting a window of opportunity to evaluate.	*
52	50. Evaluate the merits of only requiring one sign to be posted on smaller properties (i.e. less than 10,000 sq. ft.). Pertains to sign posting advertising a land use action.	Awaiting a window of opportunity to evaluate.	*
53	51. Correct the ORS cite in Chapter 2.0 pertaining to M56 requirements to ORS.186, instead of ORS 227.175 .staff).	Awaiting a window of opportunity to evaluate.	*
54	52. Add a reference to the requirements of Chapter 3.30 - Willamette River Greenway, for those properties falling within it in the Riverfront Zone. Specifically, it looks like the reference is needed in Sections 3.15.30.02 & 3.15.90.	Awaiting a window of opportunity to evaluate.	*
55	53. Evaluate potential conflict between Table 4.0-1 - Street Functional Classification System and the text of Chapter 4.0 - Improvements Required with Development. Specifically, Table 4.0-1 states that access control is required on Arterial Streets and the provision limiting access to one point on Arterial Streets was deleted from the text via Phase I of the Code Update. Evaluate whether it needs to be reinstated.	Awaiting a window of opportunity to evaluate.	*
56	54. Update the Order of Proceedings requirements in Chapter 2.0 - Public Hearings, to allow more flexibility in terms of order, to more closely match current Order of Proceedings handouts.	Awaiting a window of opportunity to evaluate.	*

#	ISSUE	STATUS	LEVEL OF EFFORT NEEDED * = Lower ** = Medium *** = High
57	55. Evaluate merits of changing Section 2.0.50.08 - Voting Eligibility so that decision-makers may read minutes for a missed meeting in order to revive voting eligibility, as opposed to listening to tapes of a missed meeting, which is the current requirement of Section 2.0.50.08.	Awaiting a window of opportunity to evaluate.	*
58	56. Resolve the duplication problem in the General Industrial Zone. The Major Services and Utilities Use Type is listed as both an Outright Permitted Use Type and a Use Type subject to Plan Compatibility Review.	Awaiting a window of opportunity to evaluate.	*
59	57. Evaluate the merits of making more uniform the expiration time frames for various land use applications.	Awaiting a window of opportunity to evaluate.	*
60	58. Establish a Maximum Sign Height standard for the OSU Zone in Section 4.7.90.05, since all the other zones have such a standard.	Awaiting a window of opportunity to evaluate.	*
61	59. Airport Industrial Zoning	Initiated by Public Works: on-going	***
62	60. Down-zoning in Historic Districts	Awaiting a window of opportunity to evaluate.	***
63	62. Planned Development Provisions	Included in Package #2	**
64	63. Conversion from Residential to Commercial Uses	Awaiting a window of opportunity to evaluate.	***
65	64. Public Utility Easement Placements	Awaiting a window of opportunity to evaluate.	**
66	65. Mandatory Irrigation	Awaiting a window of opportunity to evaluate.	**
67	66. Landscaping Plans for SF Homes	Awaiting a window of opportunity to evaluate.	*
68	67. Water Meter Placement	Awaiting a window of opportunity to evaluate.	*
69	68. Development Standards in Historic Districts	Awaiting a window of opportunity to evaluate.	***
70	70. Clarify the Maximum Block Perimeter standards and how they apply to various situations	Awaiting a window of opportunity to evaluate.	**
71	71. Refine MADA proportions considering how they might apply differently for a large site than for a small site.	Awaiting a window of opportunity to evaluate.	***

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LDC Issues from Packages #2 and #3

	Chapter #	The reason(s) for the proposed changes is/are shown in the right-hand column:	CS = Customer Service C = Clarity/Efficiency L = Legal Consistency
1	1.06	Define "Usable Yard" to reflect the goal of the term and provide flexibility.	CS C L
2	2.02	Add a review criterion to all Zone Change requests that requires all the applicable review criteria to be met up front rather than applying a Planned Development Overlay to address special circumstances. (Related to Item #4)	CS
3	2.04	Change Notice Area for Residential Subdivisions to a 300-ft. radius instead of a 100-ft. radius around site. The new staff-level process for Residential Subdivisions referenced many of the Partition processes in Chapter 2.14 - Partitions, Minor Replats, and Lot Line Adjustments. This reference enabled Residential Subdivisions to only use a notice area of 100 ft. Use of the previous 300-ft. radius was the intent. (Consider this for Major LDOs as well.)	CS
4	2.05	<p>Explore the implications of the State-mandated Planned Development Provisions for residentially zoned properties and identify solutions to address concerns with administratively:</p> <ul style="list-style-type: none"> • removing a Planned Development (PD) Overlay; and • nullifying a Conceptual Development Plan approval where no active Detailed Development Plan exists on the site. 	CS
5	2.09	Address Emergency Tree Removal provisions in Chapter 2.9 - Historic Preservation Provisions per suggestions from Urban Forester.	CS
6	2.19	Consider an expedited appeal process for General Development Land Use cases	CS L
7	1.06 et. al.	<p>Address each zoning chapter of the Code to add the statement clarifying that Green Area pertains to portions of a site not subject to the Significant Natural Features provisions of the Code. Also address the Chapter 1.6 - Definition chapter for definition of Green Area in same manner. Also, modify references to Common Outdoor Open Space (as shown below) to clarify that resources protected by Natural Resource and/or Natural Hazard Overlays are not to be used to meet Common Outdoor Space requirements.</p> <p>c. A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as <u>children's tot lots</u>, tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; <u>and</u> preserved natural areas where public access is allowed. <u>Areas required to be protected by 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 may not be used to meet this requirement, unless allowed under the provisions of Chapter 4.11 Minimum Assured Development Area, and children's tot lots.</u></p>	C

	Chapter #	The reason(s) for the proposed changes is/are shown in the right-hand column:	CS = Customer Service C = Clarity/Efficiency L = Legal Consistency
8	4.00	Expand 4.0.130.b.3 - Exemptions to Storm Water Detention Requirements, to add that detention is not required for sites draining directly into the Marys or Willamette Rivers per Stormwater Master Plan Appendix F. This would exempt sites which drain to the rivers through an enclosed, separated, non-CSO storm drain with adequate carrying capacity. This expansion would affect mostly developed areas downtown and east to Oregon State University. Appendix F of the Corvallis Stormwater Master Plan (SWMP) exempts "sites draining directly into Mary's River or the Willamette River" from providing detention facilities. Currently the LDC exempts "properties east of the Marys River and south of Highway 20/34." The purpose of either exemption is to disperse stormwater quickly in the lower areas of the drainage basin.	CS
9	4.02	Clarify which internal sidewalks are subject to the requirements throughout the Code that ask for 5 ft. of landscaping on either side (both sides).	C
10	4.11	Clarify Chapter 4.11 - Minimum Assured Development Area (MADA) to indicate that once MADA is used to encroach into a protected area, the encroachment area is considered to be unencumbered thereafter.	C
11	4.00	Consider modifying Section 4.0.60.a.1 so that instead of the City Engineer defining the scope of a Traffic Impact Analysis (TIA), an applicant's registered professional engineer will be required to present a proposed TIA to the City Engineer. The City Engineer will review the proposal and define the scope based on established procedures.	C
12	4.02	Establish minimum standards for arborist reports per Urban Forester's suggestions. <u>Chapter 1.6</u>	CS C L
13	4.04	Delete Code "suggestion" for specific lot depth to lot width ratios, since the new Code provisions do not lend themselves to compliance with these old provisions.	C L
14	1.06	Define "Outdoor Display Area" and "Outdoor Storage" and <u>evaluate the Zoning Chapters to see where these terms may need to be introduced.</u>	C L
15	4.01	Review possible solutions to parking impacts created by dwelling units that have a high number of bedrooms	CS
16	4.05	Address Landslide Debris Runout Area requirements in the Code as they relate to geotech reports, etc.	CS
17	4.10	Amend 4.10.7 provisions to require visual compatibility for <u>all</u> facades that front streets.	C
18	1.02	Reconciling 2.0.50.15 (re-application following denial) with Section 1.2.130 (the 120-day provisions) and with ORS 227.178 (the State 120-day provisions). This issue requires a consult with the CAO to specifically identify the issues.	

	Chapt er. #	The reason(s) for the proposed changes is/are shown in the right-hand column: CS = Customer Service C = Clarity/Efficiency L = Legal Consistency
19	2.00	Check Section 2.2.70 regarding Map Errors to delete the ability for an administrative correction of instances where the Zoning Map is inconsistent with the Comprehensive Plan Map, unless such change was approved through a previous public hearing process. Otherwise, correcting such inconsistencies needs a public hearing process.
20	3.00	Modify Section 3.0.30.02.j.2 (the use classification description for "Postal Services - Community Based") to add a sentence at the end of the description that states, " These facilities often include fleet storage."
21	3.00	Modify Section 3.0.30.02.o.2 (the use classification description for "Freestanding Wireless Telecommunication Facility") to delete the words "A new" from the beginning of the description.
22	3.05	Modify Sections 3.5.90.02.b and 3.7.90.02.b as shown below to offer more architectural options that are contained in Chapter 4.10 - Pedestrian Oriented Design Standards, and to make more clear that "abutting structures" means "structures on abutting properties." Building Materials (Exterior Walls) - Lap horizontal or shingle/scalloped siding or walls of brick, masonry, or stone shall be required. Alternatives may be approved where the developer can demonstrate that abutting structures on abutting properties or the majority of structures within 300 ft. use materials similar to what is proposed.
23	3.1	Consider modifying the Code requirements for air conditioning units and heat pumps to regulate them by sound rating instead of setback and screening. <u>Res. Zones</u>
24	4.10	Evaluate what changes (if any) need to be made to Chapter 4.10 - Pedestrian Oriented Design Standards to clarify that they are not applicable to Accessory Dwelling Units etc.

Potential Revisions to LDC Chapter 2.9 – Historic Preservation Provisions

The Planning Commission will consider initiating revisions to LDC Chapter 2.9 text. Each of the tables on the following pages addresses a topic that could be addressed through new or revised language in LDC Chapter 2.9. The tables provide any existing language, *potential draft* revised language, and very brief explanations of reasons for potential changes. Occasionally the tables include staff questions. The tables are organized into three categories: Exempt Activities, Director-level Activities, and Other.

The HRC is asked to recommend to the Planning Commission which issues should be addressed in the text amendments. To help make this recommendation, it is suggested that the HRC consider the goals listed in the table below.

Possible Goals for Text Amendments
1. Be minor, relatively non-controversial, and able to be implemented in 6 to 9 months;
2. Improve customer service: (A) Result in a clearer and less complicated review process (B) Save the applicant time and money (C) Address regularly occurring issues
3. Save the City time and money
4. Clarify the LDC, but not change intent of existing provisions;
5. Result in equitable treatment of all applicants.

Please note that in the following pages, all text in the tables' gray columns is new or modified, and double underlined text indicates revisions to existing Code language.

Exempt Activities

Historically Significant Tree Removal

Existing Text	Code provides two ways for removal. Emergency tree removal is an exempt activity; otherwise an HRC-level permit is required.
Potential Text	<ul style="list-style-type: none"> • Revise provisions regarding non-emergency tree removal so that any tree deemed a Hazard Tree by the City Urban Forester can be removed without need for a HPP. • Consider City Urban Forester's recommendations on required reporting on Hazard Trees. • Consider revising provisions related to removal of Historically Significant Trees that are also Hazard Trees.
Reason for Revision	It is difficult to determine when a Hazard Tree may fail. A tree that is not an Emergency Tree, failing within 24 hours, may fail before there is time to hold a public hearing to obtain HRC approval to remove the Hazard Tree. This poses a liability for the City and property owners by preventing a hazard tree from being removed in a timely manner. Also, for the HRC to approve removal of a Historically Significant Tree, one of six criteria must be met. One criterion is the City's Urban Forester approval of a Hazard Tree Evaluation which recommends tree removal. Since the criterion for removal of a Hazard Tree is the City's Urban Forester's approval, requiring a HPP and public hearing is unnecessary.

Street Features

Existing Text	LDC Chapter 4.0 protects historic sidewalk/contractor stamps
Potential Text	LDC Chapter 4.0 would be amended to include sidewalk prisms, horse rings, and iron curbs.
Reason for Revision	These items are believed to have historic importance and are not currently protected.

Site Furnishing and Landscaping Features

<p>Existing Text</p>	<p>LDC Section 2.9.70.o New, Repair, or Replacement Landscaping and Tree Planting – Installation of new, repair, or replacement landscaping, including tree planting, and related appurtenances, such as irrigation sprinklers. The installation shall not damage any significant external architectural features of the historic resource or damage any Historically Significant Trees or other landscaping on the Designated Historic Resource site, as identified in the official historic inventory or other sources of information listed in Section 2.9.60.c.</p>
<p>Potential Text</p>	<p>Code should specify other types of landscaping features and site furnishings that are exempt. Possible exempt features could include:</p> <ul style="list-style-type: none"> • Retaining walls constructed of pre-approved materials and with maximum height and length dimensions. • Benches • 1 yard lamp per lot • Mounded soil and berms • Up to two free-standing building identification signs per building (OSU District); • Informational / Interpretive signs (pre-approved design) ; • Vintage street lamps (OSU); • Blue light security kiosk (OSU); • Uncovered bike racks; • Bus shelters; • Benches; and • Trash Receptacles
<p>Reason for Revision</p>	<p>Code silent on issue. Minor changes may require HRC-level permits.</p>

Utility Meters

<p>Existing Text</p>	<p>None</p>
<p>Potential Text</p>	<p>Utility meters and pipes that are less than x sq ft can be moved or attached to building elevations if the new or moved meters are not visible from public ROW's.</p>
<p>Reason for Revision</p>	<p>Code is silent on this activity. Gas meters, electric meters are sometimes added or moved on buildings. This activity is not specifically identified as exempt or Director-level, so technically would require HRC-level review.</p>

Public Utility Poles

Existing Text	None
Potential Text	Section 2.9.70.x – Relocation or New Installation of Utility Poles less than 50-feet in height – Relocating existing public utility poles or installing new public utility poles in a National Register of Historic Places Historic District provided none of the features of Designated Historic Resource structures are damaged or permanently altered.
Reason for Revision	Code is silent on this activity.

Mechanical Equipment & Screening

Existing Text	None
Potential Text	Section 2.9.70.x Mechanical Equipment, Trash Enclosures, and Outdoor Storage – shall be screened with vegetation, masonry walls, solid wood fencing, or a combination of these materials provided that these materials are used on the site's primary structure. Additionally, the enclosure shall not exceed 6-feet in height, shall not be larger than x sq. ft., and shall not be visible from public or private street rights of way. Metal gates/doors may be used to access enclosures. If vegetation is used to screen mechanical equipment the vegetative screen shall comply with the screening provisions in LDC Chapter 4.2, and may exceed 6 feet in height.
Reason for Revision	Mechanical equipment can be approved administratively if not visible from public or private street ROW. Screening may be used to make the equipment "invisible" as defined in LDC Chapter 1.6. The only screening materials that are exempt are vegetation and wood fencing. To use masonry or stone, or metal access gates, requires HRC approval, thereby strongly encouraging only the use of wood fencing to screen. Other alternatives may be more appropriate and may be used if the public hearing process could be avoided.

ADA Ramps and Devices - A

Existing Text	2.9.70.k - Access Ramps Compliant with the Americans with Disabilities Act (ADA) Requirements - Installation of an access ramp that is compliant with the Americans with Disabilities Act (ADA) requirements, provided that none of the external historic features of the resource is damaged or permanently altered and the ramp is 32 in. or less in height and is constructed in a manner that is Reversible.
Potential Text	Section 2.9.70.k. Access Ramps Compliant with the Americans with Disabilities Act (ADA) Requirements <u>and Other Access Devices</u> - Installation of an access ramp, <u>or wall or post mounted sensor panels</u> , that is <u>are</u> compliant with the Americans with Disabilities Act (ADA) requirements, <u>and Knox boxes</u> , provided that none of the external historic features of the resource is damaged or permanently altered and the ramp is 32 in. or less in height and is constructed in a manner that is reversible. <u>If masonry or stone buildings are affected, anchors and wiring shall be installed in mortar joints, not through brick or stone.</u>
Reason for Revision	Other ADA and fire/life safety devices that would have a negligible impact are not currently exempt and must receive HRC-level approval.

ADA Ramps and Devices - B

Existing Text	2.9.70.k - Access Ramps Compliant with the Americans with Disabilities Act (ADA) Requirements - Installation of an access ramp that is compliant with the Americans with Disabilities Act (ADA) requirements, provided that none of the external historic features of the resource is damaged or permanently altered and the ramp is 32 in. or less in height and is constructed in a manner that is Reversible.
Potential Text	Section 2.9.70.x. Access Ramps Compliant with the Americans with Disabilities Act (ADA) Requirements for Nonhistoric/Noncontributing Resources - Installation of an access ramp less than x% of the building footprint and no more than x-inches in height, or wall or post mounted sensor panels, compliant with the Americans with Disabilities Act (ADA) requirements, and Knox boxes. <u>If masonry or stone buildings are affected, install anchors and wiring in mortar joints and not through brick or stone.</u>
Reason for Revision	Some buildings have entrances raised above 32-inches. This exemption would allow ADA ramps and fire / life safety devices to be installed on these Nonhistoric / Noncontributing buildings.

Mechanical Equipment

Existing Text	<p>Director-level HPP's for rooftop mechanical equipment are approved if the following criterion is met.</p> <p>d. Mechanical Equipment - Installation of mechanical equipment, limited to equipment not visible from public rights-of-way or private street rights-of-way, except that the equipment may be visible from alleys. The equipment shall be attached to the Designated Historic Resource in a manner that does not damage any significant architectural features of the structure. Additionally, the installation shall be Reversible.</p>
Potential Text	<p>Move from Director-level Activity to Exempt Activity and modify language.</p> <p>Section 2.9.70.x – Mechanical Equipment - Installation of mechanical equipment, limited to equipment not visible from public rights-of-way or private street rights-of-way, except that the equipment may be visible from alleys. The equipment shall be <u>free standing, or if</u> attached to the Designated Historic Resource in a manner that does <u>it shall</u> not damage any significant architectural features of the structure. Additionally, the installation shall be Reversible.</p>
Reason for Revision	<p>Streamline process for projects in which equipment would not be visible. Currently a Director-level permit is required.</p>

Alteration / New Construction to Nonhistoric/Noncontributing Structures

Existing Text	<p>e. Certain Alteration or New Construction to Nonhistoric/Noncontributing Resources in a National Register of Historic Places Historic District - An exterior Alteration or New Construction to a property in a National Register of Historic Places Historic District that is classified in its entirety as Nonhistoric/Noncontributing shall be exempt from review, provided the Alteration or New Construction is not visible from public rights-of-way or private street rights-of-way, except for alleys, from which it may be visible, is 200 sq. ft. or less, and does not exceed 14 ft. in height.</p>
Potential Text	<p>e. Certain Alteration or New Construction to Nonhistoric/Noncontributing Resources in a National Register of Historic Places Historic District - An exterior Alteration or New Construction to a property in a National Register of Historic Places Historic District that is classified in its entirety as Nonhistoric/Noncontributing shall be exempt from review, provided the Alteration or New Construction is not visible from public rights-of-way or private street rights-of-way, except for alleys, from which it may be visible; <u>and the Alteration or New Construction is 200 sq. ft. or less, and does not exceed 14 ft. in height, exclusive of the existing structures.</u></p>
Reason for Revision	<p>A structure that is not visible and built on or next to a Nonhistoric / noncontributing resource would not negatively affect the District. Currently, the only structures that meet the above criterion are free standing, detached structures. This change would permit additions on the backs of homes and penthouses on industrial / commercial buildings as long as the additions are not visible.</p>

Fume Stacks

Existing Text	None
Potential Text	Section 2.9.70.x. – Replacement of Existing Fume Stacks On Non-residential Structures – Replacement of existing fume stacks with new stacks that do not exceed 16-feet above the finished roof grade are exempt. Fume stacks are not considered mechanical equipment.
Reason for Revision	Many older fume stacks are approximately 12-feet above roof grade and are typically required to be 16-feet above roof grade for health and safety of maintenance workers.

Pathways

Existing Text	Section 2.9.70.v - Installation of New or Expanded Pathways 100 Sq. Ft. or Less - Installation of new or expanded pathways, provided the pathways are 100 sq. ft. or less and are either constructed of softscape (e.g. bark mulch, etc.), or constructed of stone steps or flagstone that is installed in a manner that is Reversible.
Potential Text	Section 2.9.70.v - Installation of New or Expanded Pathways 400 Sq. Ft. or Less - Installation of new or expanded pathways, provided the pathways <u>are not wider than 5 feet, 400 sq. ft. or less</u> and are either constructed of softscape (e.g. bark mulch, etc.), or constructed of stone steps or flagstone that is installed in a manner that is Reversible. <u>Installation of new or expanded walkways within non-residential zones provided they are 1,000 SF or less and are either constructed of asphalt, concrete, brick, or pavers and are not part of contributing open space areas.</u>
Reason for Revision	Softscape and flagstone paths are reversible and have a very minimal impact on Designated Historic Resources. The OSU campus has many pedestrian and bike paths and new paths outside of the contributing open space areas would have a limited impact on the District. Additionally, nonresidential properties tend to have areas that lend themselves to larger patio, plaza, or public space areas suitable for hardscape features.

Modular Structures

Existing Text	None
Potential Text	Section 2.9.70.x. Temporary Modular Structures – Placement of modular structures associated with renovations are permitted on a temporary basis provided none of the external historic features of the resource is damaged or permanently altered, it is reversible, and lasts no more than two years from the date of installation. Once the temporary modular structures are removed, the area shall be restored to its previous condition.
Reason for Revision	Renovation of buildings often requires temporary placement of modular buildings for construction services or office space.

Free Standing Art

Existing Text	None
Potential Text	Section 2.9.70.x. – Free Standing Art – Installation of structures required to comply with the 1% for art statute (ORS 276.075) are exempt, provided it does not physically impact a Designated Historic Resource structure, and is reversible.
Reason for Revision	Procurement and installation of art is a state requirement. As long as the structure is reversible and does not physically affect a Designated Historic Resource structure, potential negative impacts would be minimal. Avoids issues that might arise if the HRC is perceived to be judging artistic quality and not historic compatibility.

Building Foundations

Existing Text	LDC Section 2.9.70 p. Building Foundations - Alteration or New Construction activities to a building foundation that are required to meet present-day Building Code requirements, provided that the foundation material is not specifically identified as Historically Significant and the initial and finished foundation exposure is not more than 12 in.
Potential Text	
Reason for Revision	Can a foundation be added if the structure does not currently have one, or if it was wood and rotted away?

Exempt Signs

Existing Text	2.9.70.d Signs or Tablets – Installation of one permanent memorial sign or tablet per property, where the sign or tablet is exempt from the City's Sign Code regulations per section 4.7.70.e, and is consistent with the published dimensions and design guidelines established by the Historic Resources Commission.
Potential Text	2.9.70.x Exempt Signs or Tablets – Signs that are exempt per LDC Section 4.7.70 do not require Historic Preservation Permit approval.
Reason for Revision	Streamlines review process for signs that are required or permitted through other statutes and ordinances, and that would have a minimal impact on Designated Historic Resources.

Director-level Activities

Access Ramps on Nonhistoric / Noncontributing Structures

Existing Text	2.9.70.k - Access Ramps Compliant with the Americans with Disabilities Act (ADA) Requirements - Installation of an access ramp that is compliant with the Americans with Disabilities Act (ADA) requirements, provided that none of the external historic features of the resource is damaged or permanently altered and the ramp is 32 in. or less in height and is constructed in a manner that is Reversible.
Potential Text	Section 2.9.100.03.x. Access Ramps Compliant with the Americans with Disabilities Act (ADA) Requirements for Nonhistoric/Noncontributing Resources - Installation of an access ramp less than x% of the building footprint and no more than x-inches in height, wall or post mounted sensor panels, compliant with the Americans with Disabilities Act (ADA) requirements, and Knox boxes, and not on a primary facade. If masonry or stone buildings are affected, all anchors and wiring shall be installed in mortar joints and not through brick or stone.
Reason for Revision	Larger ramps can be accommodated on Nonhistoric / noncontributing resources without concern about negatively impacting the District as a whole, or any adjacent contributing resources.

At its 10-27-09 meeting, the Historic Resources Commission directed staff to add a revision to the list of Director-level Historic Preservation Permit changes. Specifically, the HRC directed staff to add a sentence to Section 2.9.100.03.m to state that "metal clad wood windows are acceptable replacements for wood windows." The HRC stated that the reason for the change was to recognize that the HRC has reviewed numerous applications asking to use metal clad wood windows as replacements for wood windows and in all cases the HRC has approved the requests.

Other Potential Revisions

Notice Requirements

Existing Text	<p>a. Director-level Historic Preservation Permits - The Director, or his/her designee, shall provide a Notice of Disposition that includes a written statement of the decision, a reference to the findings leading to it, any conditions of approval, and the appeal period deadline to the following:</p> <p>3. Any person who resides on or owns property within 100 ft. (excluding street right-of-way) of a parcel of land;</p>
Potential Text	<p>3. Any person who resides on or owns property within 100 ft. (excluding street right-of-way) of <u>the parcel of land that is the subject of the Historic Preservation Permit application of a parcel of land.</u></p>
Reason for Revision	<p>All owners are within 100 ft. of a parcel of land. This specifies that the parcel of land on which the HPP activity is proposed is the one which the notice area should be measured from.</p>

Building Foundations

Existing Text	<p>Section 2.9.100.03.a</p> <p>a. Building Foundations -Alteration or New Construction activities to a building foundation that are required to meet present-day Building Code requirements, provided that similar materials are used and the building elevation is not raised by more than 12 in.</p>
Potential Text	<p></p>
Reason for Revision	<p>Similar materials should be defined. Similar to existing, to original? Is concrete similar to stone? Can concrete replace wood?</p>

Definition of Visible from Public ROW

<p>Existing Text</p>	<p>LDC Chapter 1.6 - Definitions</p> <p>Visible from Public Rights-of-way (Excluding Alleys) and Private Street Rights-of-way - As indicated by the arrows in Figure 1.6-28 - Visibility from Streets, structure facades that face public rights-of-way (excluding alleys) and private street rights-of-way are areas considered to be visible, with the following two exceptions:</p> <p>a. Structures that are obscured by other structures that are located directly in front of them are not considered to be visible, provided they are ≤ (less than or equal to) the height of the structure that is obscuring them; and</p> <p>b. Structures that are located behind a solid fence or a minimum 80% opaque hedge are not considered to be visible, provided the fence or hedge is a minimum height of six ft. and provided the structure in question is less than the height of the fence or hedge.</p>
<p>Potential Text</p>	<p>b. Structures that are located behind a solid fence or a minimum 80% opaque hedge are not considered to be visible, provided the fence or hedge is a minimum height of six ft., or and provided the structure in question is less than the height of the fence or hedge screen, and the structure in question is not located within a required exterior yard.</p>
<p>Reason for Revision</p>	<p>Change allows small structures such as mechanical equipment to be screened with smaller and potentially less obtrusive elements.</p>

Cultural Diversity

<p>Existing Text</p>	<p>LDC Section 2.9.100.04.b(1) – Review Criteria</p> <p>General – The Alteration or New Construction Historic Preservation Permit request shall be evaluated against the review criteria listed below....Consideration shall be given to: (a – g).</p>
<p>Potential Text</p>	<p>Add new criterion h: h) Community desire to reflect cultural diversity in design of new free standing structures in a National Register Historic District.</p>
<p>Reason for Revision</p>	<p>Certain recognized cultural organizations may want to build structures reflective of their culture's history. This criterion allows flexibility in interpreting review criteria so that a variety of cultural expressions may occur within a historic district if found to be in the interest of the broader community.</p>

At its 10-27-09 meeting, the Historic Resources Commission directed staff to come up with an alternative to this potential text. The HRC wanted the text to be about this topic, be aspirational, and be provided in a location that would provide flexibility in the use of the review criteria (as opposed to being identified as "h" of Section 2.9.100.04.b.1).

MEMORANDUM

To: Planning Commission
From: Pat Lampton, Downtown Commission Chair P.L.
Date: January 26, 2010
Subject: Recommended Changes to the Land Development Code

Issue:

Over the past summer the Downtown Commission formed a committee to review recommendations made by the Downtown Corvallis Association's Strategic Planning Committee regarding potential Land Development Code Text Amendments for certain standards in the Downtown area. The committee reviewed those recommendations and in turn provided recommendations to the Downtown Commission regarding the proposed LDC changes. The Downtown Commission reviewed those proposals at their January, 2010, meeting and has determined which of those proposals should be included in a recommendation to the Planning Commission for consideration. Those recommendations are listed below.

1. Structured Parking Construction Incentive

Proposed Standard - Each structured parking space shall count as two required on-site parking spaces for nonresidential development. Structured parking includes below grade and multi-level parking garages.

2. Parking Incentive for Curb Cut Removal

Proposed Standard - For each on-street parking space gained as a result of the removal of an unused driveway or other curb cut, two parking spaces may be credited toward the required nonresidential parking for the property.

3. Weather Protection

Chapter 4.10 of the LDC requires weather protection (awnings or canopies) along the sidewalks to be provided on all new construction downtown. The Commission proposes to include language that would require weather protection to be provided with significant redevelopment as well.

Proposed Standard - When expansion or improvement costs exceed 50% of the Real Market Value of the property according to the Benton County Assessor's office, then structures adjacent to or abutting the public right-of-way shall comply with this standard.

The Commission also proposed exemptions to weather protection standards for structures that are identified as Designated Historic Resources, in order to protect the integrity of structures

listed on local or national registries. The proposed language would not prevent the construction of awnings, but would not require them.

Proposed Standard - Where development occurs on a Designated Historic Resource, that Resource shall be exempt from requirements for weather protection; however, when weather protection such as awnings or canopies is proposed on a Designated Historic Resource, the proposal must comply with provisions in Chapter 2.9.

New development abutting a Designated Historic Resource must comply with weather protection standards in Chapter 3.16 and Chapter 4.10.

New construction of additional stories on a Designated Historic Resource shall not compel the existing Resource to comply with weather protection standards in Chapter 3.16 and Chapter 4.10.

4. Building Height

The Commission recommends that building heights be a minimum of 2 stories or 22 feet in the Pedestrian Core Area portion of the CB Zone. The RF Zone currently requires that buildings be a minimum 3 stories, so the proposed language would apply only to the CB Zone.

Proposed Standard - In the Pedestrian Core Area, new buildings are required to be 2 stories or a minimum of 22 ft floor-to-ceiling height to accommodate a future mezzanine.

5. Windows

The Commission noted that extensive redevelopment of a Designated Historic Resource may trigger standards for percentage of walls to be composed of windows. The current standard requires a minimum 60% of the length and 25% of the first 12 ft of all street-facing facades to be windows or glass doors. The Commission felt that this standard, applied to a listed Resource, could compromise the integrity and historic character of that Resource.

Proposed Standard - Where development occurs on a Designated Historic Resource, that resource shall be exempt from the window provisions above.

New construction abutting a Designated Historic Resource must comply with the window provisions above.

Where new construction of additional stories occurs on a Designated Historic Resource, that new development must comply with the window provisions in "b)", above, if applicable.

Requested Action:

The Planning Commission is requested to add these recommended Land Development Code changes to the Unresolved Planning Issues list and to consider including them as part of the Planning Division Work Program priorities.

**Public Comments Received Regarding
the 2010 Review of the Unresolved
Planning Issues List and Planning
Division Work Program**

RECEIVED

DATE: 18 January 2010

FROM: Kirk Bailey
Patricia Daniels
Tony Howell
Bruce Osen

JAN 21 2010

Community Development
Planning Division

TO: Ken Gibb

SUBJECT: List of Unresolved Planning Issues

The time is approaching for the annual Planning Commission and City Council review of unresolved planning issues. As participants in previous reviews, we would like to offer some observations and suggestions about the process. We wish to emphasize that these suggestions are not intended in any way as criticisms of the current methodology, or of the staff's work in this respect. Rather, we offer these ideas in the spirit of cooperative endeavor to help make the process more effective for the decision-makers, the staff, and the general public.

1. **Organization.** Currently, the list is organized into a few priority categories, such as "Land Development Code Refinement Issues," "Inventory and Policy Issues," and "Other." Beyond Top and Second Priority items, everything else is simply listed.

We suggest that a more thoroughgoing, inclusive organization of the items by topic would be helpful to policymakers. They would then be able to weigh, in a big-picture sense, whether it's more important to devote resources to, for example, unfinished business from the 2006 LDC update (resolving conflicts, updating industrial standards, etc.); parking issues; downtown issues; refinement of natural features issues; or adjustment of historic resource standards.

You might also wish to consider whether to move a number of non-urgent items to a list of concerns to be dealt with in the next full LDC review, if a timeframe for that review is known.

2. **Additional information.** Currently the list contains a brief status description of each item, followed by a staff estimate of the level of effort needed to complete it. While the level of effort is an important aspect decision-makers may want to consider, we believe a few additional facts should be provided to help guide the process. Specifically, these are:

- Year item was put on the list.
- Whether or not item was addressed in most recent update.
- Originator, if known (for contact/feedback purposes).
- Prioritized recommendation from City board or commission, if applicable.

It appears that adding these additional columns would still allow the list to be presented in matrix form, although it might need to be switched to a landscape rather than portrait format.

We would like to see these changes incorporated in this year's review, if possible. We believe they are consistent with Comprehensive Plan Policies 1.2.6 and 1.2.7.

For future years we suggest that staff and Planning Commission develop a vetting process for how items get on the list, and how they move forward.

Young, Kevin

From: chick gerke [chick@crgarchitect.com]
Sent: Friday, January 22, 2010 3:46 PM
To: Young, Kevin
Subject: LDC Amendments Written Testimony

Kevin-

I received a copy of the proposed Land development Code text amendments (Revised Packages #1, #2 & #3) from Ken Gibb at a recent meeting of the Development Resource & Resolution committee ("DR2") of the Prosperity That Fits group. Ken noted that the proposed amendments would be reviewed by the Planning Commission in the near future. I am not aware of any request by the Planning Division for input from the public regarding suggestions for additional amendments or review of the LDC, however, I submit the following written testimony based upon some of my professional experiences with the new code over the past 3 years.

LDC Text Amendments package #2:

- Item 9 / LDC 4.0 The current wording of the text (as well as the Off-Street Parking & Access Standards) is "Properties east of the Mary's River and south of Highway 20/34 are exempt from detention requirements". In good faith and with reliance on my English language skills I could determine that any property south of Philomath Blvd is exempt from detention, but that's not what is intended or enforced.
- Item 12 / LDC 4.11 Does your suggested "encroached" areas becoming "unencumbered thereafter" mean that if a portion of the MADA intrudes on a portion of a protected tree canopy + 5ft, the entire area of the tree canopy + 5ft does not need to be included in the MADA calculation? I support a clarification as such.

LDC Text Amendments package #3:

- Item 2 / LDC 4.1 I was approached by a developer who wanted to create up to 9 bedroom apartments near OSU in order to take advantage of the present maximum of 2.5 parking spaces per dwelling unit. LDC parking requirements seldom match the reality of the need on a case by case basis. I think the entire issue of parking requirements needs a thorough and public review.
- Item 4 / LDC 4.10 Very ugly and insensitive facades can meet "visual compatibility" requirements while highly appropriate and contextual designs might not. What's the problem that initiated this suggestion?

My own additional suggestions

- 1) LDC 1.6 Define "schools" under Civic Use types to be K-12. Commercial vocational training for adults is not a "civic" use. This stems from relocation of Phagan's Beauty College to the Sunset Shopping Center (BLD07-01063), where staff determined that this private business should be prevented from locating on the ground floor because of the word "college" in their business name. This was resolved after expense and time, but the underlying interpretation by staff that this was a civic use remained. The building code distinguishes "educational" uses in a similar manner to what I am suggesting.
- 2) LDC 4.10.50.02.b. Garage placement menu does not include an option for a "skinny" lot (less than 40ft), facing the street (see BLD07-01306 & 7)
- 3) LDC 3.20 v. 4.10 (taken directly from a memo dated 29 Oct 09 from Jared Voice / Development Services, re: BLD09-00870): "LDC Section 3.20.40.10-a-4-c, a street-facing façade for a new development within the MUGC zone is only required to provide 20 percent of the length and 10 percent of the area with windows and / or glass doors. Meanwhile, the applicability

section for expanded development within the MUGC zone references Chapter 4.10, the general PODS standards, which require any new or expanded street-facing facade to contain windows along 60 percent of the length and 25 percent of the area. After reviewing this discrepancy, Planning Division Manager Fred Towne has concluded that it does not make sense to hold the expansion of pre-existing development to a higher standard than new development. Therefore, it is interpreted that the 20 percent length / 10 percent area requirement also applies to existing development."

Please let me know if additional clarification about these suggestions would be helpful.

-Chick

Charles R Gerke AIA, Architect
230 SW 3rd Street / suite 204
Corvallis, Oregon 97333
541-757-0554 / (fax 754-2423)



RECEIVED

DATE: 01/23/2010
TO: Corvallis Planning Commission
SUBJECT: Infill Development Barriers

JAN 27 2010

Community Development
Planning Division

Despite City policies emphasizing dense, compact development as an essential way to avoid urban sprawl, the reality is that City codes, practices, and even some policies often have the effect of discouraging infill, small-scale development, and redevelopment. Many development standards and requirements appear designed for large-scale, subdivision-type development on greenfields. If the City wishes to encourage infill, as a way to fully use land that is already urbanized and built, it needs to consider modifying its approach to this type of development.

There are several problem areas that, if addressed, would put infill on a more even footing, and reduce the complexity, difficulty, and cost of accomplishing this type of development. Particularly at a time when economic circumstances make large projects challenging, we believe removing barriers to infill would provide multiple community benefits.

1. Greater staff flexibility in individual cases. Consider, as a general approach, modifying code thresholds to give staff greater flexibility for what is required in an infill project.

The idiosyncratic nature of infill means that each project is different, due in part to its context. Because of that, and also because compatibility is a frequent concern in infill, providing staff flexibility to address design issues within specific processes appears to be a more workable tool than trying to address further design through code.

2. Modify common greenfield standards when applied to infill. Applying greenfield development improvement standards to infill projects requires that the upfront improvement costs can be absorbed in the overall projects development costs. For an infill project, however, this can pose an often insurmountable cost barrier, as only one or two properties must bear the entire cost, and the expenditure will take many years to recoup (at best!) To add to the challenge, it's not uncommon for new utility standards (for example), to conflict with the pattern established in the surrounding built environment, causing needless compatibility conflicts.
3. Inconsistent requirements and enforcement. Some activities are treated differently by different city departments. For example, getting a permit to have a dumpster on the street is dealt with differently by Planning than it is by Development Services.

Additionally, it would be helpful for an infill project applicant to know all the requirements that he or she will need to meet, at the time they are reviewing their application with a staff member. Different staff interpretations and requirements are

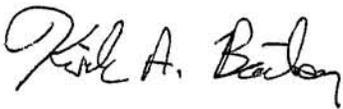
frustrating and expensive; they cause unnecessary expenditure of both the applicant's time and staff's (and thus the taxpayers') time in seeking clarification and reconciliation.

4. Processes. Infill projects most commonly are addressed via only a few processes, including lot development options, lot line divisions, minor replats, and plan compatibility reviews. Again, with these processes, more flexibility would be useful. To save both staff and the applicant time and money, it would be helpful to keep the level of review at the staff level wherever possible, and where a project needs some discretionary review, to consider directing it to the Land Development Hearings Board instead of the full Planning Commission.

We are sending you this letter to alert you to the range of issues that can act as disincentives for citizens investing in infill development. We anticipate that testimony at the upcoming February 3, 2010 Planning Commission public hearing will provide more detail and additional examples of the nature of the problems. If you determine that this is an important issue, one way to proceed might be to direct formation of a working group of citizens with experience in these matters to collaborate with staff on developing a list of specific, targeted, suggestions.

We are not seeking exemption from the standards in the Code, but rather the injection of greater use of staff's professional judgment and common sense in applying those standards in ways that directly relate to project scale. We believe that the current situation prevents full implementation of City policies that direct our community to build on what we already have, before seeking annexations of new land.

Sincerely,



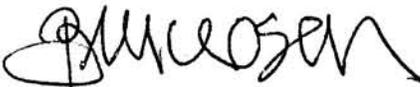
KIRK BAILEY



KENT DANIELS



ALAN PASTRE



BRUCE OSEN



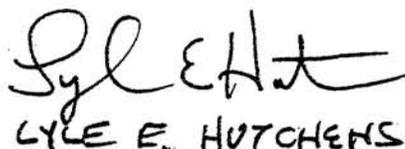
DAVID DODSON



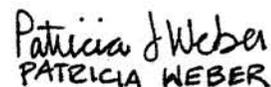
DENIS WHITE



CHICK GERKE



LYLE E. HUTCHENS



PATRICIA WEBER

MEMORANDUM

DATE: December 16, 2009
TO: Mayor and City Council
FROM: Ken Gibb, Community Development Director 
RE: South Corvallis White Paper

Issue:

A previous City Council had set a goal of having a review of the implementation of the South Corvallis Area Refinement Plan. This request was carried over into the current City Council term.

Discussion:

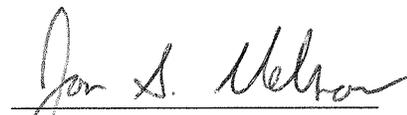
The South Corvallis Area Refinement Plan was completed in 1997 following a thorough community planning process that involved many South Corvallis residents, business and development interests. The Plan was then adopted as part of the Corvallis Comprehensive Plan Update in 1998 and specific policies and land use map changes incorporated into the Comprehensive Plan directly.

The attached report provides information on changes in South Corvallis and a review of the implementation of the South Corvallis Plan over the past ten years. A particular concern relates to the lack of development of the proposed Town Center site. This report discusses factors that impact such a project and prospects for the future including some City actions that may help encourage Town Center development.

Action Requested:

Staff will present a brief review of the report at the December 21 City Council meeting and suggests that the Council schedule additional review time at a future Council meeting or work session. Staff also plans to present the report to the Planning Commission in the near future.

Review and Concur:


Jon S. Nelson, City Manager

SOUTH CORVALLIS AREA REFINEMENT PLAN

A Status Report - December 2009

Prepared by the Corvallis Community Development Department

I. Introduction

In 1996 and 1997, the City of Corvallis and South Corvallis residents undertook a major effort to develop a land use plan for South Corvallis that updated and refined comprehensive plan policies and land use designations for South Corvallis. The stated purposes of the project, known as the South Corvallis Area Refinement Plan (SCARP) was to integrate land use and transportation policies, respond to community issues and to enhance the livability of South Corvallis.

The development of the South Corvallis Plan was guided by a Citizen Advisory Committee representing a variety of interests and involvement from hundreds of South Corvallis residents.

Upon completion of the Plan, the Corvallis Planning Commission and City Council reviewed and adopted the SCARP in 1998. It was incorporated by reference into the Corvallis Comprehensive Plan Update and key findings and policies included in Chapter 13 of the Comprehensive Plan and recommendations for land use designations from the SCARP were reflected in the Comprehensive Plan Map approved in 1998.

A major recommendation of the Plan was a proposed South Corvallis Town Center site. The Town Center concept featured a mixed use focal point for the South Corvallis community that included shopping, services, housing and public spaces. Pedestrian and transit oriented design were deemed essential elements of the Town Center.

South Corvallis residents have anticipated development of the Town Center ever since the concept was developed through the South Corvallis planning process. However, the project has not yet happened and citizens have voiced questions and concerns about the prospects for additional retail and other commercial services in South Corvallis. The Corvallis City Council requested that staff prepare a “white paper” discussing implementation of the SCARP and the status of the Town Center in particular.

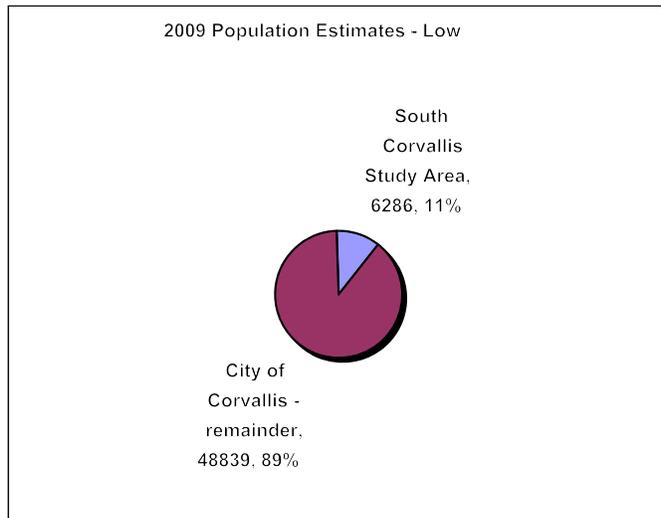
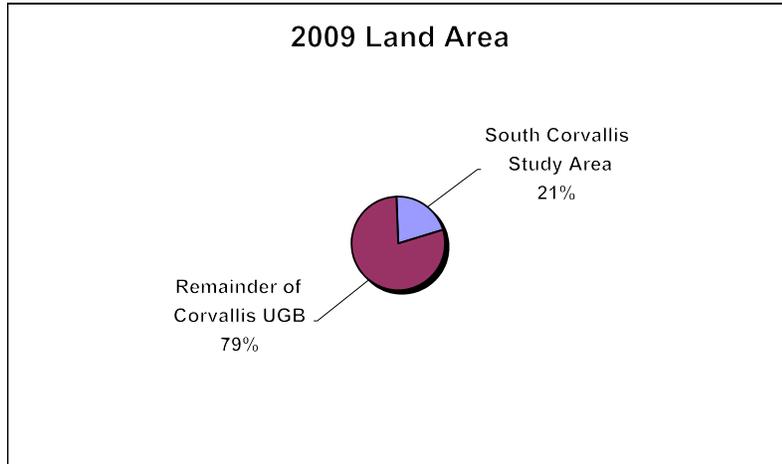
This report will address the following areas:

- Provide a profile of South Corvallis and information on changes that have occurred in the area since 1998.
- Review the recommendations included in the SCARP and identify progress in achieving these goals.
- Review the status of the Town Center and prospects for the future.

II. Geographic and Demographic Profile of South Corvallis

Land Area

Total land area within the Corvallis Urban Growth Boundary (UGB) equals 28.11 square miles. Approximately 21% of that total, or 5.97 square miles, is located in South Corvallis.



Population

At the time that the South Corvallis Area Refinement Plan was adopted in 1998, it was estimated that South Corvallis was home to approximately 5,700 residents. Block-level data from the 2000 Census revealed that the population was about 5,560 residents.

Based on annual mean population growth estimates from the Portland State Population Research Center (low)² and average household size data from the US Census Bureau³ and development activity that has occurred in South Corvallis since adoption of the Refinement Plan (high), it

is estimated that between 6,286 and 7,162 residents live in South Corvallis².

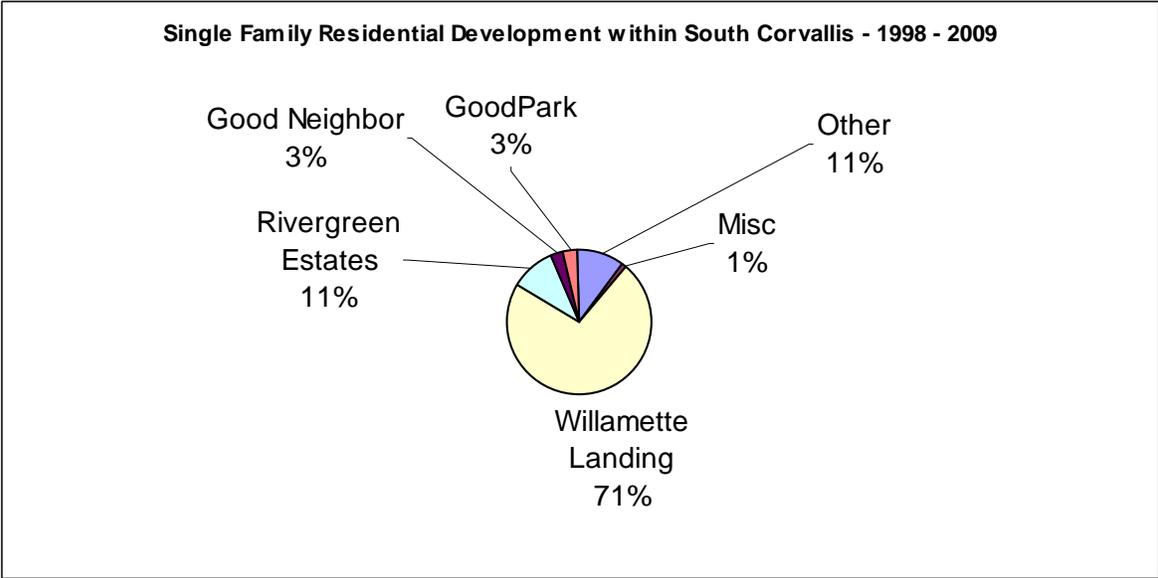
Footnotes

- 1 - Data from 2008 Corvallis Land Development Information Report and City's permit database
- 2 - staff estimate; low (1.55% population growth per year since 2000 census) and high (709 d.u. added x 2.26³ persons / du) ; (this should be compared to 2010 Census results, once they are available)
- 3 - 2000 Census – Table DP-1, "Average household size"

III. Development Activities and Trends Since 1998

Residential Development ¹

Between 1998 and 2009, approximately 709 dwelling units were constructed within the South Corvallis study area. This total includes 463 single family dwellings and 246 units associated with duplex and multiple-family residences. During this same period, 1,821 single family dwellings and 1,689 units of duplex/multiple-family residents were constructed within the UGB. The majority of residential development in the South Corvallis study area during this period can be attributed to Willamette Landing and the Mountain View at Rivergreen Apartments projects.



Vacant Residential Land Approved for Development ¹

According to the latest data from the 1998 Corvallis Land Development Information Report, there are 128 vacant platted lots available for residential development in the City limits portion of the South Corvallis study area. The available lands are primarily in the Willamette Landing and Goodnight Townhomes developments.

Footnotes

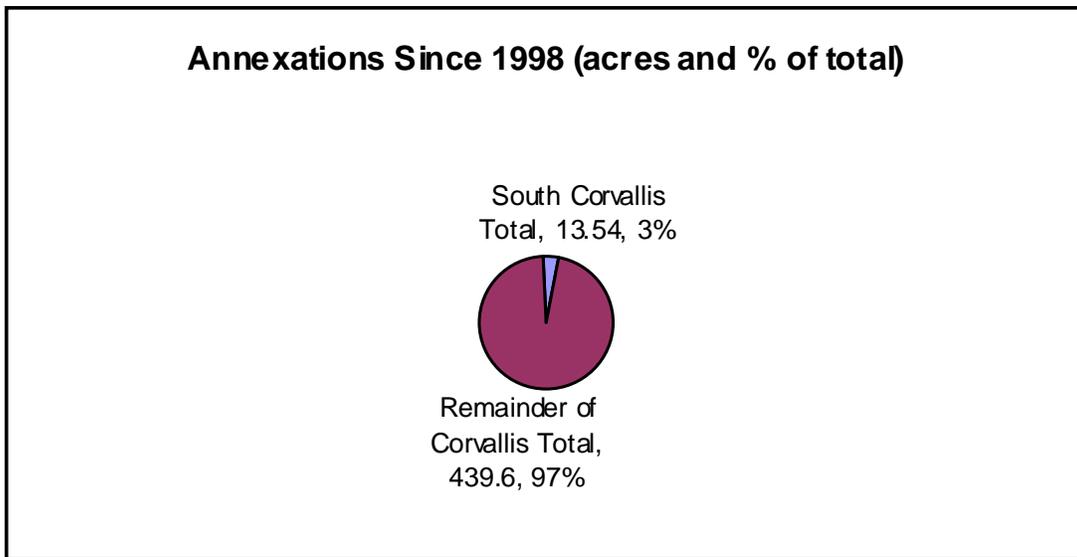
- ¹ - Data from 2008 Corvallis Land Development Information Report and City’s permit database
- ² - staff estimate; low (1.55% population growth per year since 2000 census) and high (709 d.u. added x 2.26³ persons / du) ; (this should be compared to 2010 Census results, once they are available)
- ³ - 2000 Census – Table DP-1, “Average household size”

Commercial and Industrial Development ¹

Since 1998, approximately \$15 million worth of new commercial construction has occurred in South Corvallis. A large percentage of this development occurred in the Corvallis Industrial Park, Airport Industrial Park, Corvallis Airport, and on the west side of Highway 99W.

Annexation History

Since adoption of the South Corvallis Area Refinement Plan, approximately 14 acres have been annexed from the UGB into the City limits of Corvallis. During this same period, approximately 425 additional acres have been annexed into City limits within other portions of the City of Corvallis.



Footnotes

- ¹ - Data from 2008 Corvallis Land Development Information Report and City's permit database
- ² - staff estimate; low (1.55% population growth per year since 2000 census) and high (709 d.u. added x 2.26³ persons / du) ; (this should be compared to 2010 Census results, once they are available)
- ³ - 2000 Census – Table DP-1, “Average household size”

IV. Implementation of South Corvallis Area Refinement Plan Goals

The South Corvallis Area Refinement Plan includes several goals in the areas of Housing and Neighborhoods, Parks and Open Space, Transportation, Land Use and Zoning, and Economic Development. These goals are fully described in the SCARP which is included in Appendix A of this report. Many have been implemented through a variety of means, while some important goals remain to be achieved. The following goals have been fully or partially implemented within the past ten years:

Housing and Neighborhoods

- NN2, NN3 - Adoption of 2006 LDC (Phase I LDC) includes provisions for implementation of concepts such as walkable neighborhoods / Pedestrian Oriented Design, Neighborhood Centers, encouraging alley development, block perimeter standards.
- NN3 – b - Front porches are standard in large residential developments such as Willamette Landing, implemented through Planned Development approval, and implemented in part through 2006 LDC.
- NN4 – Housing Variety – partially implemented through 2006 LDC adoption which includes requirements for housing variety for development sites greater than 5 acres (LDC Section 4.9.80).
- EN1 – Housing Choice – attached housing building types have been added to the RS-5 and RS-6 zones with adoption of the 2006 LDC, permitting outright, a greater number of building types in Low and Medium density zones per 2006 LDC.
- EN1 – Design / architectural standards – now implemented in all zones through Pedestrian Oriented Design Standards / adoption of 2006 LDC.
- Neighborhood Land Use Plans partially implemented through adoption of 1998/2006 Comprehensive Plan.

Parks / Open Space

- OS-2 - Riverbend Park constructed (southwest corner of Rivergreen Avenue and Midvale Drive).
- OS-1, OS-3, OS-5 - Construction of sections of the planned multi-use path (Rails to River) – path along Willamette River completed between Crystal Lake Sports Fields / Fisher Lane and Willamette Landing development.

- FS3 – portion of Gateway standards implemented through 2006 LDC adoption – Section 4.2.70.01 – Gateway landscape standards.

Transportation

- T1 - Additional street connections. During land use and development review, additional street connections have been provided as depicted in the conceptual local street plan.
- T2 - Pedestrian Nodes - Four pedestrian crossing facilities have been constructed.
- T3 - Multi-Use Path - The multi-use path has been constructed from Fisher Lane to the south boundary of the Willamette Landing subdivision.
- T4, OS6 - Raised Medians - Several non-continuous raised medians have been constructed on South 3rd between Crystal Lake and Rivergreen.
- T5 - Local Street Plan - During land use and development review, street connectivity has been considered as depicted in the conceptual local street plan.
- T8 - TDM - employers in South Corvallis have equal access to the City's voluntary TDM program as all other employers within the community. Currently, 509J and Benton County participate in the program and have facilities in South Corvallis.
- FS5 a. - Increased Transit - Routes have been expanded and headways reduced from one hour to 30 minutes. Group pass (reduced fares) employers have been added.
- FS6 - Implement City's TDM program. The program was implemented in 1998 and continues today as a volunteer program with about 12 large employers participating.
- FS8 - Regional Planning - The regional transportation planning body (MPO) is in-place and active.
- FS12 - Expand transit service - Transit service was added to Willamette Landing as it developed.
- FS13 - Parkways. Parkway treatments have been required with development as planned.

Zoning / Economy / Town Center

- TC-1 – Mixed Use Focal Point - Major Neighborhood Center zone applied to Town Center site as part of 2006 LDC adoption, zone allows mix of commercial / civic / residential uses.

- TC-2 – All land use permits for new development shall be reviewed as Planned Developments – Planned Development Overlay on 2006 zone map applies to Town Center site.
- TC-3 – Buildings Oriented To Streets – adoption of 2006 LDC – Pedestrian Oriented Design Standards would ensure implementation of this policy, once a development application is received.

Mixed Use Commercial (MUC) / Mixed Use Riverfront (MUR) districts

- MUC zone was adopted as part of revisions to 1993 LDC, later replaced with MUCS (Mixed Use Community Shopping) zone as part of 2006 LDC adoption.
- MUR concept was implemented through adoption of 2006 LDC and Mixed Use Transitional (MUT) zone that has been applied to Evanite property.
- Mixed-Use-Commercial nodes created along Hwy 99W on Comprehensive Plan

Mixed Use Employment district

- MUE1 – adopt policies and code language establishing a Mixed Use Employment District – MUE zone created during changes to 1993 LDC, MUE zone retained as part of adoption of 2006 LDC, most of Highlights of MUE policy such as limited industrial uses, residential uses, limits on size of residential, civic, and commercial uses, design standards implemented in MUE zone and PODS.
- Mixed-Use-Employment nodes created along Hwy 99W on Comprehensive Plan.

Limited Industrial – Office District

- LI-O zone established and applied to specific properties as part of 2006 LDC adoption.

General / Intensive Industrial Uses

- Provision of LI-O buffer and Mixed Use Employment (MUE) nodes, design guidelines through adoption of 2006 LDC.

SCARP Goals Not Yet Implemented

While many of the goals identified in the Refinement Plan have been achieved, or significant progress has been made, several important goals have not yet received the amount of attention envisioned by the plan. These are summarized as follows:

- The Town Center site has not been developed as envisioned.

- Development/re-development of other mixed-use centers identified in the Plan has not materialized.
- The City Council approved a Parks and Recreation Facilities Plan in 2000 that identified four new neighborhood parks in South Corvallis. At this time, only one of four planned parks has been developed (Riverbend Park in Willamette Landing).
- A local streets plan has not been developed and right-of-way has not been acquired for new neighborhoods (these areas are largely dependent on annexation approval for development at urban levels).
- The railroad portion of “river-to-railroad” multi-use path has not been developed, and the river portion of the path is not complete.
- A conceptual public school envisioned just north of Rivergreen (in the Willamette Landing development) was not acquired or planned during the Willamette Landing approval. This is likely attributed to declining enrollments within the 509J School District and efforts by the District to consolidate services.
- Neighborhood Land Use Plans identified in the SCARP have been partially implemented through adoption of 1998/2006 Comprehensive Plan. However, there are missing park / open space and street network elements on the current Comprehensive Plan map (“A key feature are the centralized neighborhood parks” – SCARP Pg. 10).

Other South Corvallis Actions

In addition to the recommendations that the South Corvallis planning process produced, other significant actions have occurred in the area including:

- City Council adopted a master plan for Willamette Park in 1999 and a Conceptual Plan in 2007. A disc golf course was developed at Willamette Park in 2000 which is a feature that promotes neighborhood socialization. A Willamette Greenway Permit was obtained in 2009 which will allow additional improvements to the Park.
- A “shovel ready” certification was received from the State of Oregon for a thirty-five acre portion of the Airport Industrial Park. This will enhance efforts to bring economic development investment and job creation to the Corvallis Municipal Airport. In addition, the City is planning to update the Airport Industrial Park Plan in order to better position the area for economic development.

- The City of Corvallis and Benton County designated industrial areas in South Corvallis as an Enterprise Zone. This action will provide tax incentives for development projects meeting the sustainability objectives of the Zone.
- The City has or is currently assisting in the rehabilitation or new construction of 82 housing units serving low income residents of South Corvallis. These projects include both single and multi-family projects and represents an investment of \$3.5 million.

V. South Corvallis Town Center Status

Concept

A major feature of the South Corvallis Plan was the designation of a Town Center to serve the area. The Town Center concept is intended as a mixed use area that creates a focal point for South Corvallis. Specifically, the Town Center would provide opportunities for:

- Retail shopping including a grocery store
- Various services such as banking and medical services
- Public space such as a park and pedestrian plazas
- Housing within and adjacent to the Town Center site

The Town Center is to be designed to be a pleasant place to walk and shop and be accessible for pedestrian, bicycle and transit modes of transportation in addition to vehicular access.

Selection of the Town Center Site

The citizen-based visioning process clearly identified the need for additional shopping opportunities in South Corvallis and this idea evolved to a mixed use center. After reviewing alternatives the selected location for this project was the east side of South Third between Park and Richland streets. The Comprehensive Plan had previously identified the Auction Yard (located in this area) as a location for future commercial development. The South Corvallis planning process confirmed this area as the preferred location for several reasons including:

- Proximity to existing neighborhoods and relatively central location to future residential development
- Proximity to transit services and suitability for pedestrian and bicycle access
- Conformance with the land use designation of Shopping Area

The total geographic area associated with the selected site consists of approximately 23 acres, with six different property owners and nine different lots located within the area. Existing uses at

the time of SCARP approval included a farm animal auction yard, farm implement sales, an auto repair shop, residential uses and vacant property.

Town Center Illustration and Suggested Guidelines

In order to present the Town Center concept, illustrative site plans and drawings were prepared and included in the Plan along with suggested design guidelines (Appendix B).

The concept featured:

- Two anchor store locations totaling 90,000 square feet in size
- Additional retail development of about 50,000 square feet
- Multifamily and town home locations located on the easterly portion of the site.
- Public spaces such as plazas, a shopping promenade and small park
- Building orientation to the street with pedestrian amenities and connectivity incorporated
- Measures required to demonstrate compatibility with adjacent residential uses, e.g., landscaping, shielded lighting.

The Plan pointed out that the illustrations weren't intended to be binding for future applicants but were provided as an example of how the design concept could be achieved.

Land Use Implementation of the South Corvallis Town Center Concept

The South Corvallis Area Refinement Plan was incorporated into the 1998 Corvallis Comprehensive Plan Update, and key findings and policies from the SCARP were included in Chapter 13. Section 13.11.18 of the Comprehensive Plan presents twelve policies related to the Town Center, most of which are the design guidelines. Also, a policy that would limit the amount of retail use within the Center to 100,000 square feet was added. This limitation was more in line with the retail size of the major neighborhood center concept developed on a city-wide basis as part of the Comprehensive Plan Update, but would not limit other commercial uses, such as offices.

In addition to findings and policies, the Town Center was identified on the Comprehensive Plan Map as a Major Neighborhood Center with underlying land use designations of mixed use commercial and medium and medium-high residential consistent with the mixed use Town Center concept.

Subsequent zoning action resulted in a Mixed Use Commercial district being established with a Planned Development Overlay. The rationale for placing the PD on the site was to have the Comprehensive Plan policies be used to evaluate a development proposal for the Town Center.

Finally, the implementation of the Land Development Code Update in late 2006 resulted in the commercial portion of the Town Center site being zoned as a Major Neighborhood Center. The Major Neighborhood Center uses and development standards reflect the Neighborhood Center

concept contained in the Comprehensive Plan and are consistent with the original concept and key design features of the South Corvallis Town Center. However, the Planned Development Overlay remains on the Major Neighborhood Center designated portion of the site while the Planned Development Overlay was removed for the balance of the Town Center area that is residentially zoned.

In summary, the current zoning status is as follows:

- 15.66 acres designated as a Major Neighborhood Center with PD overlay
- 3.12 acres zoned for RS-12, medium-high density residential use
- 4.00 acres zoned for RS-9, medium density residential

This zoning pattern is graphically shown in Appendix C.

Development Interest Since 1998

Since the designation of the Town Center site, there has been considerable interest in development of the designated site or a portion thereof by South Corvallis residents, owners of property within the area and prospective developers. The focus of this interest has primarily related to commercial development rather than the residentially designated areas. More specifically the following needs and opportunities have been discussed:

- A full service grocery store that will serve the current and future residents of South Corvallis, people working in South Corvallis and persons traveling through via Highway 99W (South Third Street).
- Financial services, such as banks and credit unions
- Medical services
- General commercial development such as smaller scale retail, restaurants and personal services (e.g., dry cleaning).

Potential challenges to development of the Town Center for these and other uses include:

- Assembly of sufficient land for a project due to multiple ownership patterns.
- The ability to phase a project to match market demand and land assembly while still maintaining the integrity of the Town Center concept.
- The additional cost of site development due to the presence of existing development.
- Concern that the design guidelines and PD overlay will result in land use requirements that are not economically viable.
- The question of whether South Corvallis demographics such as population base, income and growth potential are sufficient to support a project.

As noted above, prospective developers have looked at the Town Center opportunity over the last ten years, largely for a grocery store location. A grocery store is viewed as the required anchor for the project. Activity has included:

- The owner of the auction yard site, McCoy Creek Properties, LLC, has purchased an adjacent lot to the southeast. These two lots are part of the Major Neighborhood Center area and have a combined size of seven acres, approximately half of the commercially zoned area.
- Conceptual site plans have been developed for the site based on the original concept and the development standards for the Major Neighborhood Center that are established in the 2006 Land Development Code.
- A market study for a potential grocery store has been prepared but the results of this study were not sufficient to attract a project as of yet.

Current Prospects for Town Center Development

In order to help evaluate the potential for implementation of the South Corvallis Town Center Plan, a group of individuals experienced in the commercial development process were consulted. This group includes:

- Tom Gerding of McCoy Creek Properties, LLC, owner of seven acres of the Town Center site. Tom is also a commercial and industrial developer and contractor.
- David Dodson of Willamette Valley Planning. David has developed conceptual plans designed to implement the Town Center concept.
- Pete Snook of Deacon Development Group. Pete has been involved with the development of shopping center projects in Oregon including the North Albany Center. This recently developed project is similar in size to the South Corvallis Town Center site and includes a grocery store as an anchor tenant.
- Craig Ramey of Regency Centers, a developer of shopping center projects. Regency Centers has recently developed the Corvallis Market Center on 9th Street. This project includes a mix of commercial uses with the most recent addition being the Trader Joe's grocery store currently under construction.
- Chuck Kingsley of Commercial Associates, a Corvallis based commercial real estate firm.

The following summarizes the feedback received from this group regarding prospects for development of the Town Center:

- A grocery store is needed as the anchor tenant for a project with smaller scale retail and other commercial uses following.
- It will be difficult for the market to support a second anchor such as a discount store; however there are good prospects for financial and medical services to follow the development of a grocery store.
- National grocery companies are very formula- based in making decisions on store locations, i.e., the demographics need to meet their standards. Regional or local grocers may look more closely at unique circumstances and opportunities.
- Although South Corvallis has been growing steadily over the past decade, the current population base in South Corvallis (estimated to be in the 7000 range) is still marginal from a market study standpoint. A population base of 10,000 was mentioned as a target number for grocery stores.
- Factors such as employment centers and drive-through traffic help support the feasibility of a grocery store and other retail uses. The 21,000 plus daily traffic count on South Third is an asset but it is noted that this number is substantially less than the traffic counts on Highway 20 near the North Albany Town Center.
- There is great potential for additional employment to be located in South Corvallis as envisioned in the South Corvallis Area Plan. However, job creation over the past decade has been limited.
- The current state of the economy and in particular, the commercial lending situation make it difficult to develop commercial projects anywhere. Therefore, projects that may have been funded in the past are on hold. There is a consensus that when this condition improves, projects such as the South Corvallis Town Center will become more economically feasible.
- Multi-level retail or multi-level mixed commercial and residential projects are very difficult to make economically viable. It is noted that the Town Center concept illustrations included some multi-level mixed use buildings but that the Major Neighborhood Center standards allow, but do not require, a multi-level mix of commercial and residential uses.
- It is possible that a project will need to be developed in phases. There is a concern that incremental development and/or the inability for a developer to gain control of all the property within the Town Center site will impact the opportunity to create an integrated

development plan featuring mixed use commercial and residential along with the public spaces envisioned in the concept plan.

- Generally, there was consensus that the Major Neighborhood Center development standards would allow for a viable project to be developed. Attention will need to be paid to ensure that the grocery store site has good visibility from South Third.
- Concern was raised about the “unknowns” associated with a discretionary Planned Development review process that is required with the current zoning designation.
- There is interest in the City providing some type of incentive (s) for development of the Town Center project. Potential incentives may be regulatory and/or financial.

City Policy Considerations

Lack of development of the South Corvallis Town Center is a significant gap in the implementation of the South Corvallis Area Refinement Plan. South Corvallis residents are anxious to have convenient access to commercial services in this growing neighborhood of the community.

Based on the information reviewed as part of this report, it appears that the market demographics and current economic conditions are the primary impediments to development of the Town Center project. However, there are policy and regulatory actions that the City of Corvallis could consider as means of encouraging the project. Options are described below:

- **Changing the Town Center Location:** As noted earlier, the location of the Town Center site was extensively discussed during the South Corvallis planning process. Specifically, an alternative site located further south and on the west side of South Third was looked at because it was a large undeveloped or “greenfield” parcel under single ownership and therefore likely easier to develop.

The westside location was not selected at the time for several reasons. In addition to being zoned industrial and surrounded by industrially designated land to the north, west and south, the site is separated from the bulk of residential land in South Corvallis by a State Highway. In addition to creating the need for vehicles to cross South Third from residential areas in order to access the site, pedestrian and bicycle accessibility would be diminished greatly. This would be counter to the neighborhood center principles called for in the South Corvallis Area Plan and the Comprehensive Plan.

The possibility of relocating the Town Center site to a greenfield location on the east side of South Third has been examined. Area north of the current location is largely developed. To the south, there is some vacant land fronting South Third between Rivergreen and

Goodnight Avenues. However, these parcels have multiple ownership and combined are much less in size than the neighborhood center target of ten to twelve acres. There are larger parcels located further south but these are outside the current city limits and would not be proximate to the population density of South Corvallis.

Based on the review above, it is not recommended that an alternative location for the South Corvallis Town Center be pursued.

- **Removing the PD Overlay:** When the South Corvallis Area Refinement Plan was approved, there was no mixed use zoning district available to implement the Town Center concept. Later, a general mixed use zoning district was created but it was determined that a PD designation was still needed to guide Town Center development.

However, with the implementation of the 2006 LDC Update, the Comprehensive Plan hierarchy of commercial zoning was fully implemented. The South Corvallis Town Center site was designated as a Major Neighborhood Center; however the PD Overlay still remains in place.

It is recommended that the PD designation be removed from the site and that Major Neighborhood Center standards be used to regulate the development of the site. This would remove the requirement to use the PD review criteria but would retain the NC requirements, which include mixed use, public space and pedestrian oriented design standards. Although approval of a Master Site Plan through a public process is required, the review criteria focus on specific site design issues rather than the broader, more discretionary scope of the PD process. This action may address the concerns raised about the uncertainty of the land use review process for prospective South Corvallis Town Center developers.

- **Redevelopment Incentives:** In general, there are financial and timing concerns common to redevelopment sites as compared to green field sites. Potential difficulty in gaining control of multiple land parcels with multiple landowners, along with the cost of removing existing buildings and infrastructure, are among these challenges.

Cities often provide assistance to redevelopment projects in order to “level the playing field” with greenfield sites. In Oregon a common tool is tax increment financing through an urban renewal district. Such a program could provide funding for infrastructure or other project costs in order to incentivize a redevelopment project. This option appears to be a potential funding mechanism for the Town Center site.

However, Corvallis has not implemented an urban renewal plan in the past and recently voters rejected a proposal for a downtown urban renewal district. The City Council would need to carefully consider a strategy and prospects for success in proposing an urban renewal district for the South Corvallis Town Center area.

VI. Summary

This report provides a ten year “snapshot” of progress in achieving the goals of the South Corvallis Area Refinement Plan. While it was recognized that the SCARP had a longer range planning horizon, this review reveals considerable progress over the past decade.

Some of the outstanding issues will be tied to the availability of public financing and/or continued residential growth. An example is construction of additional park improvements that will be in part funded by new development projects.

This report concludes that the designated South Corvallis Town Center site is appropriately located. While some public policy options have been suggested for further examination, it is likely that the timetable for the development of the Town Center will be primarily dependent on the economics of retail development and private sector evaluation of the market for additional commercial services in South Corvallis. The most immediate action that the City of Corvallis should consider is the removal of the Planned Development Overlay for the site thereby using the Major Neighborhood Center standards as the framework for the future South Corvallis Town Center Development.

South Corvallis Area Refinement Plan

A New Direction



December 31, 1997 Final Report



MEMORANDUM

DATE: FEBRUARY 23, 1998

TO: READERS OF THE SOUTH CORVALLIS AREA REFINEMENT PLAN

FROM: KEN GIBB, COMMUNITY DEVELOPMENT DIRECTOR 

RE: PLANNING COMMISSION REVIEW \ RECOMMENDATIONS

On February 18, 1998, the Corvallis Planning Commission held a public hearing regarding the South Corvallis Area Refinement Plan which has been recommended by the South Corvallis Citizens Advisory Committee. Following the hearing, the Planning Commission unanimously voted to send the Plan to the Periodic Review Work Groups with amendments that are summarized below:

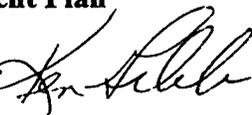
- The current zoning (land use designations) for the Evanite \ Open Door properties should stand until options for these properties can be explored by the Planning Commission and City Council. Exploration of other options is proposed in the Plan, however, the Planning Commission recommendation would retain the current industrial designations as the starting point for this discussion rather than establishing the proposed Mixed Use Riverfront District on the land use plan.
- Figure 3 of the Plan be identified as a *proposed* land use plan.
- The boundaries of the Mixed Use Employment District located on the south side of Twin Oaks Drive should be expanded to include an additional lot located to the northwest of the proposed Heartland Humane Society development site.
- The Work Groups should review the amount of industrial land in South Corvallis based on the results of the buildable lands inventory and housing needs analysis.

Please consider this information as you review the South Corvallis Area Refinement Plan and contact me if you have questions.

MEMORANDUM

DATE: January 28, 1999

TO: Readers of the South Corvallis Area Refinement Plan

FROM: Ken Gibb, Community Development Director 

RE: City Council Recommended Changes

On December 21, 1998, the Corvallis City Council adopted the South Corvallis Area Refinement Plan with the proposed revisions noted below. This memo will serve as an interim errata sheet until such time that the revisions noted below are incorporated into the reprinted document.

- The Mixed Use Riverfront District described on pages 19 and 52 should be amended to address the allowable uses for this area and the means by which it might transition into mixed uses, consistent with Policy 13.11.17 in the adopted Comprehensive Plan. The actual Comprehensive Plan designation for the Evanite / Open Door area has been changed to Mixed Use Transitional (the Comprehensive Plan directs that development standards be developed for this new district and incorporated into the Land Development Code).
- Figure 3 on page 9 should be identified as a "Proposed Land Use Plan".
- The boundaries of the Mixed Use Employment District located on the south side of Twin Oaks Circle should be expanded to include an additional lot located to the northwest of the proposed Heartland Humane Society development site.
- Modify the note in the legend on Figures 6 and 7 as follows "All roadway alignments are conceptual and are intended as a guide to how the neighborhood planning principals and transportation objectives can be integrated. Actual roadway locations will be determined at the time of development approval".

Participants

Funding

This project was funded by a grant from the Transportation and Growth Management-TGM Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. Funding was also provided by the City of Corvallis. TGM grants rely on funding from the federal Intermodal Surface Transportation Efficiency Act and the Oregon Lottery. This report does not necessarily reflect the views or policies of the State of Oregon.

Citizen Advisory Committee

Bruce Hansen – Resident
 Jane Megard – Resident
 Lynda Wolfenbarger – Resident
 Bill Upton – Corvallis Rental
 Bob Grant – Bob Grant Construction
 Pat Svoboda – Evanite Fiber Corporation
 Tom Coon – Landowner/Developer
 Don Herbert – Landowner
 Warren Swartzendruber – UGB Resident
 Jim Bowey – Bicycle Advisory Commission Representative
 Bob Lowry – Transit Commission Representative
 Doug Squires – Airport Commission Representative
 Chick Gerke – Planning Commission Representative
 Steve Paulson – Resident
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Appendix

<i>A Comparison of Existing and Proposed Land Use Designations</i>
<i>B Technical Appendix Table of Contents</i>

Summary

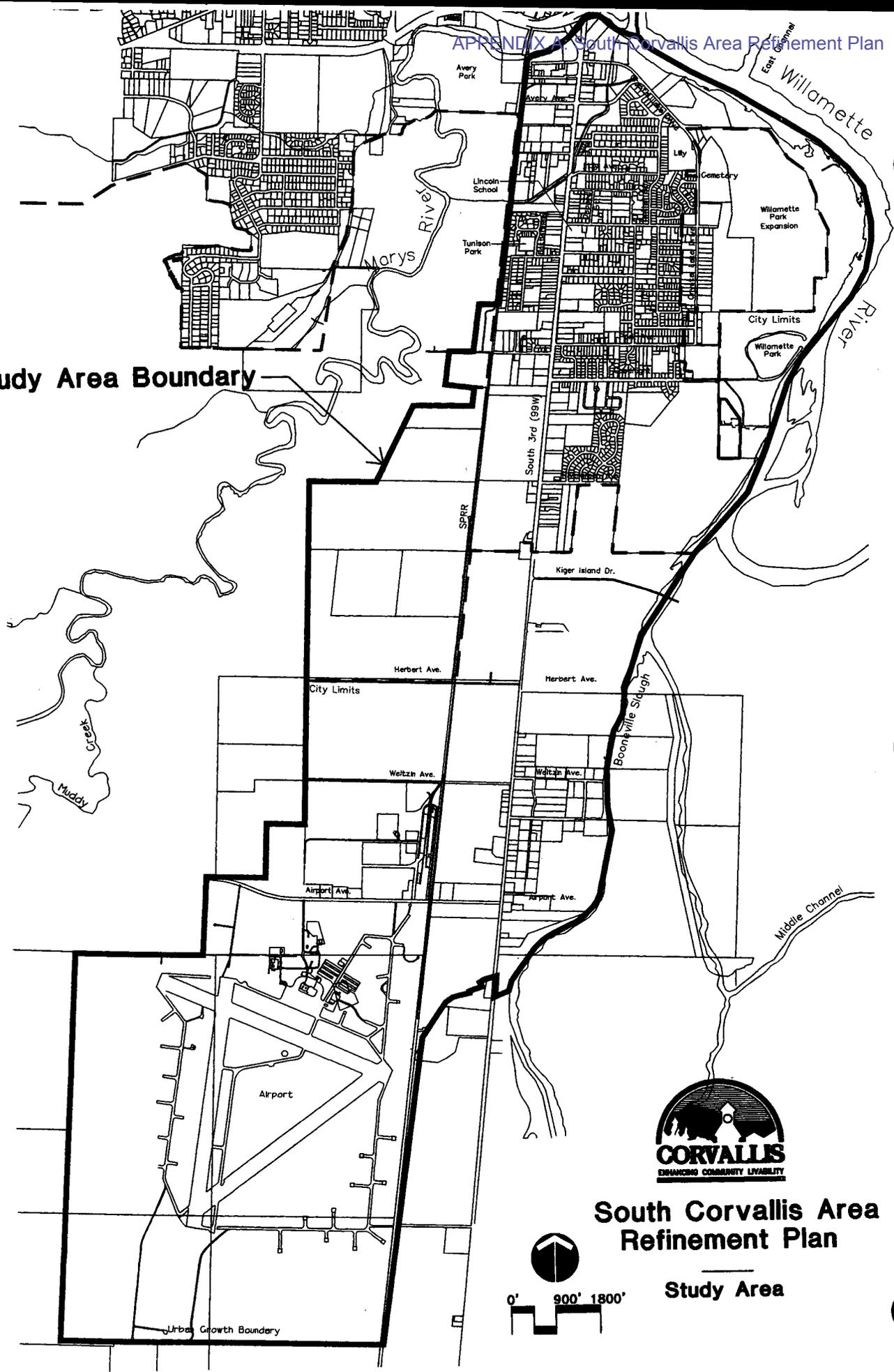
A New Direction

The South Corvallis Area Refinement Plan sets a new direction for positive change in South Corvallis. The plan proposes a community of pedestrian-friendly places along South Third Street, varied mixed use developments, new neighborhood parks, and diverse housing. The plan recommends a comprehensive package of ways to reduce reliance on the automobile and assure the transportation system works over the next 30 to 40 years. Above all, the plan is a step toward a preferred future that has been defined by the South Corvallis community.

Highlights of the plan include:

- Mixed use centers with adjacent areas of higher residential densities
- Conceptual plans for four new neighborhoods
- A mixed use town center on South Third Street between Richland and Park Avenues
- New mixed use commercial districts
- New mixed use employment districts
- Evaluation of options and recommendation for the Evanite/ Open Door Industrial Properties
- A new limited industrial-office district
- Four new neighborhood parks, planned as neighborhood focal points
- A street connectivity policy and local streets plan
- Pedestrian "nodes" and a median for portions of South Third Street
- An eight-mile "river-to-railroad" multi-use path
- A detailed transportation analysis
- Transportation policies which give a much higher priority to demand management and land use strategies over widening of South Third Street
- A reduction in the amount of Intensive Industrial land
- Land use designations and densities that enhance South Third Street as an important transit corridor

Study Area Boundary



South Corvallis Area Refinement Plan

Study Area

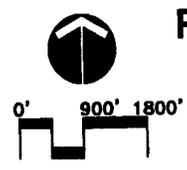


Figure 1



Introduction

Purpose

The purpose of the South Corvallis Area Refinement Plan (Refinement Plan) is to update and refine comprehensive plan policies and map designations for South Corvallis. The recommendations in this plan are directed at enhancing the livability of South Corvallis, responding to issues identified by the community, and integrating land use and transportation policy. This document is a report and recommendation from the Refinement Plan Citizen Advisory Committee (CAC) to the Corvallis Planning Commission and City Council.

Planning Area

South Corvallis, as used in this plan, includes the area within the Corvallis urban growth boundary from the Marys River to the Corvallis Airport, and from Avery Park to the Willamette River (see Figure 1). The following is a summary of selected facts about the planning area:

<u>Land Area</u>	4109 acres	
<u>Population</u>	5700 residents (1997 estimate)	
<u>Major Employers</u>	<u>Company</u>	<u>Employees</u>
	Evanite Fiber Corporation	244
	Western Pulp	96
	Kalatel Engineering	70
	Federal Express	45
	First Alternative Co-op	38
	Plastech Incorporated	38
	S-Tech Design & Manufacturing	35
	Tripod Data Systems	30
	Ramsay-Gerding Construction	30
	Overall Laundry	30
	Software Support Services	28
	Avia Flight Services	23
	Bertea Aviation Incorporated	18
	Oregon Rubber Mills	16
	Spec Pipe Industries	12
	Aim Kiln Manufacturing	12
	EP & T	11
	Swartz Moving & Storage	10
<u>Key Public Facilities</u>	Lincoln Elementary School	
	Tunison Community Center/Fire Station	
	Corvallis Water Treatment Facility	
	Willamette Park	
	Corvallis Airport	

Introduction

Overview of the Process

The South Corvallis Area Refinement Plan is the product of 16 months of work by a Citizens Advisory Committee (CAC) and the community between August 1996 and November 1997. The 17-member committee represented a broad cross-section of the community (see inside cover for a list of the membership). The CAC met 25 times and sponsored two workshops and two open houses. The citizens of South Corvallis participated extensively. Attendance at many CAC meetings ranged from 30 to 50 people, with 75 participating in an issues workshop, 75 in a design charrette and 150 people in a public comment meeting. The CAC held an ongoing dialog with the community—opportunities for public input were provided at nearly every CAC meeting.

The basic steps of the process were:

- Visioning exercise
- Data collection
- Community issues workshop
- Preparation of project objectives and plan evaluation criteria
- Design charrette
- Preparation of three alternative land use plans
- Evaluation of the alternatives
- Development and refinement of the preferred land use, circulation and open spaces maps
- Development of implementation recommendations

Next Steps

This report is the start of the update of the comprehensive plan for South Corvallis. The recommended next steps include:

- Review and approval by the Planning Commission and City Council of the “priority adoption” recommendations to be identified.
- Forwarding to appropriate review bodies of the “additional coordination and study” recommendations identified in this report.
- Integration of all recommendations into the City’s update of the comprehensive plan, which is currently underway.

Introduction

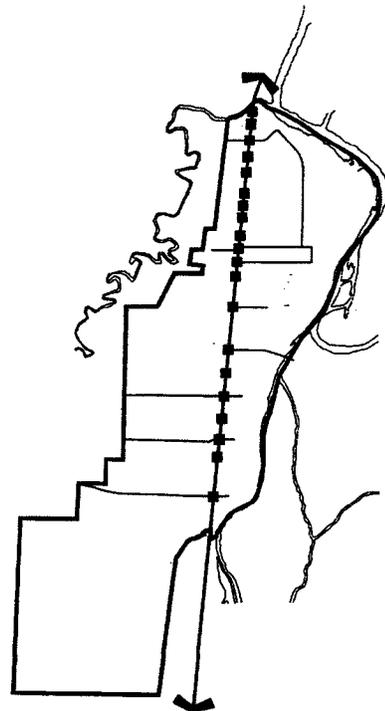
Plan Objectives

The following objectives were developed following a visioning exercise and community issues workshop hosted by the CAC.

The objectives of the Refinement Plan are to:

- a. Enhance opportunities for pedestrian and bicycle travel.
- b. Enhance street connectivity in appropriate locations.
- c. Support existing and future transit service.
- d. Respond to, support and make modifications to the City's public facility master plans.
- e. Provide opportunities for mixed use development, including mixing commercial, residential, industrial, office and other uses.
- f. Protect and enhance parks, open spaces and greenways, including significant natural features along the Willamette and Marys Rivers, as well as other natural drainage ways through the Planning Area.
- g. Plan for neighborhoods with a sense of community and diversity of housing.
- h. Improve the visual and gateway character of South Third Street.
- i. Minimize congestion on South Third, provide transportation choices, and enhance connections to other parts of Corvallis.
- j. Reduce negative impacts from existing industry, minimize negative impacts from new industry, and evaluate viable land use options including mixed use in area currently designated industrial.
- k. Provide safe-crossings and "people-friendly" places along South Third Street.

Pedestrian "nodes" along South Third Street



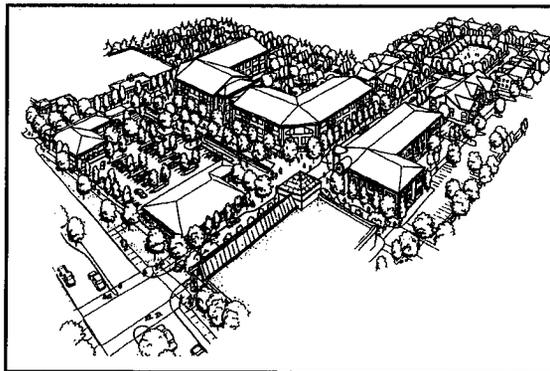
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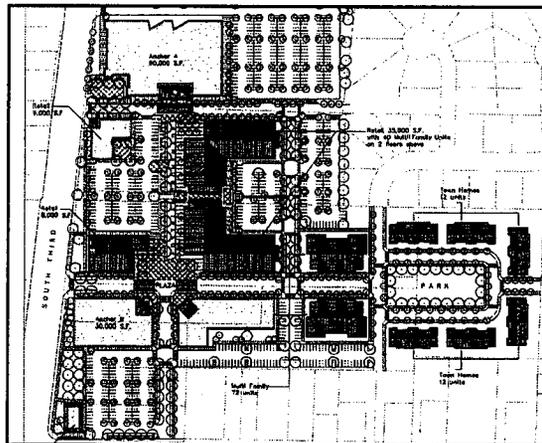
Overview

The proposed land use plan (Figure 3) sets a new direction for the use and design of land in South Corvallis. New elements include the replacement of existing linear commercial and shopping center designations with mixed use commercial zoning, a town center, several new and mixed use commercial nodes along South Third Street. Residential densities north of Goodnight Avenue are largely the same, but opportunities for more varied housing types are provided. South of Goodnight Avenue, medium and medium-high densities are clustered around the mixed use nodes which form the edge of four new neighborhoods. Industrial designations have been changed to create mixed use opportunities in the north and a new limited industrial-office district along South Third Street. The land use plan sets the stage for:

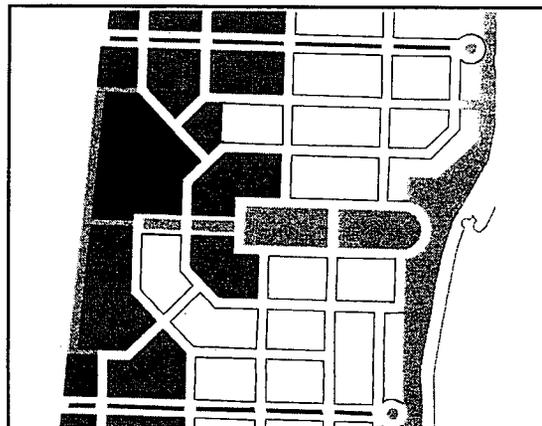
Creating mixed use opportunities...

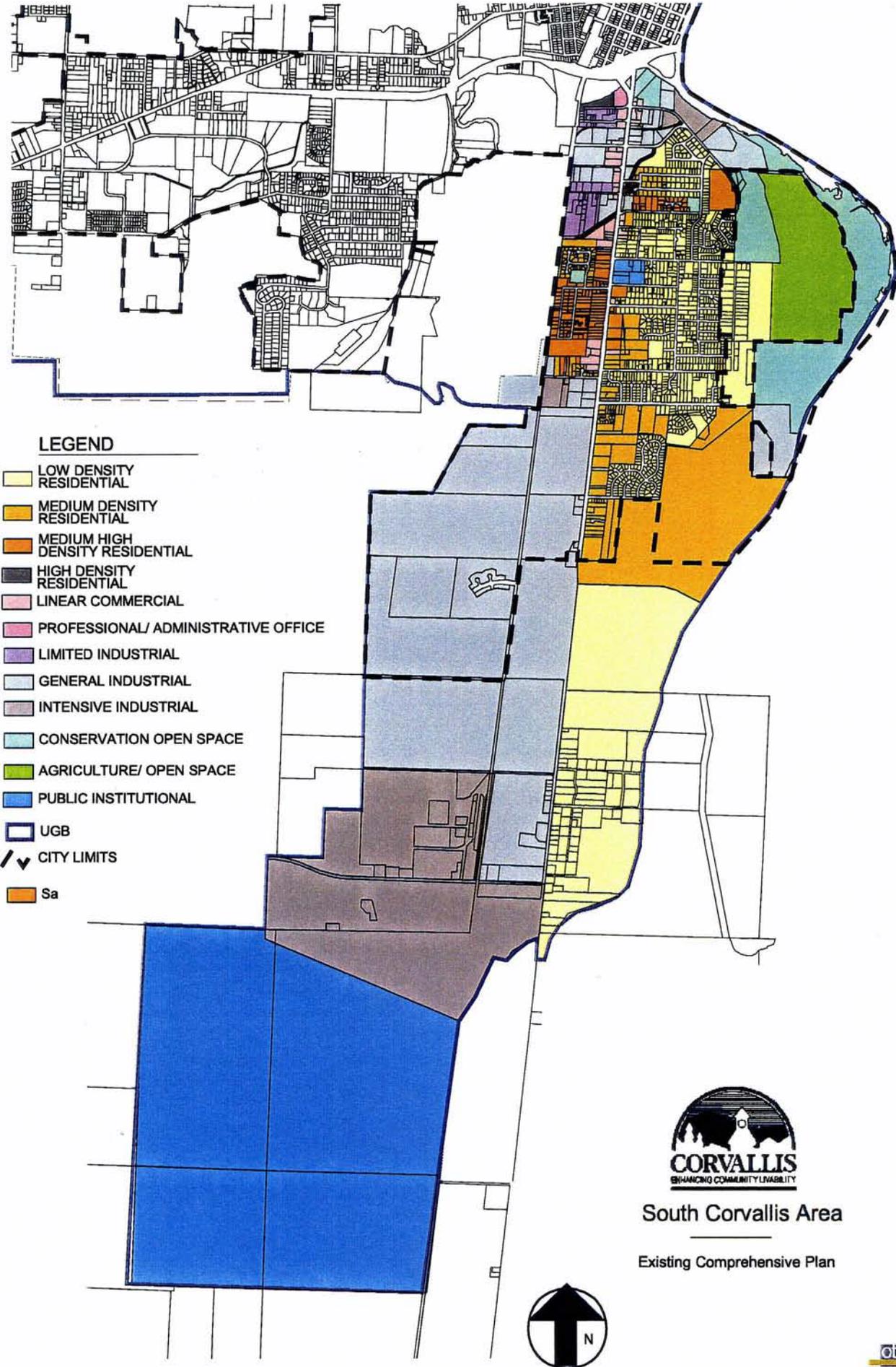


...a town center



and a framework for new neighborhoods.





South Corvallis Area

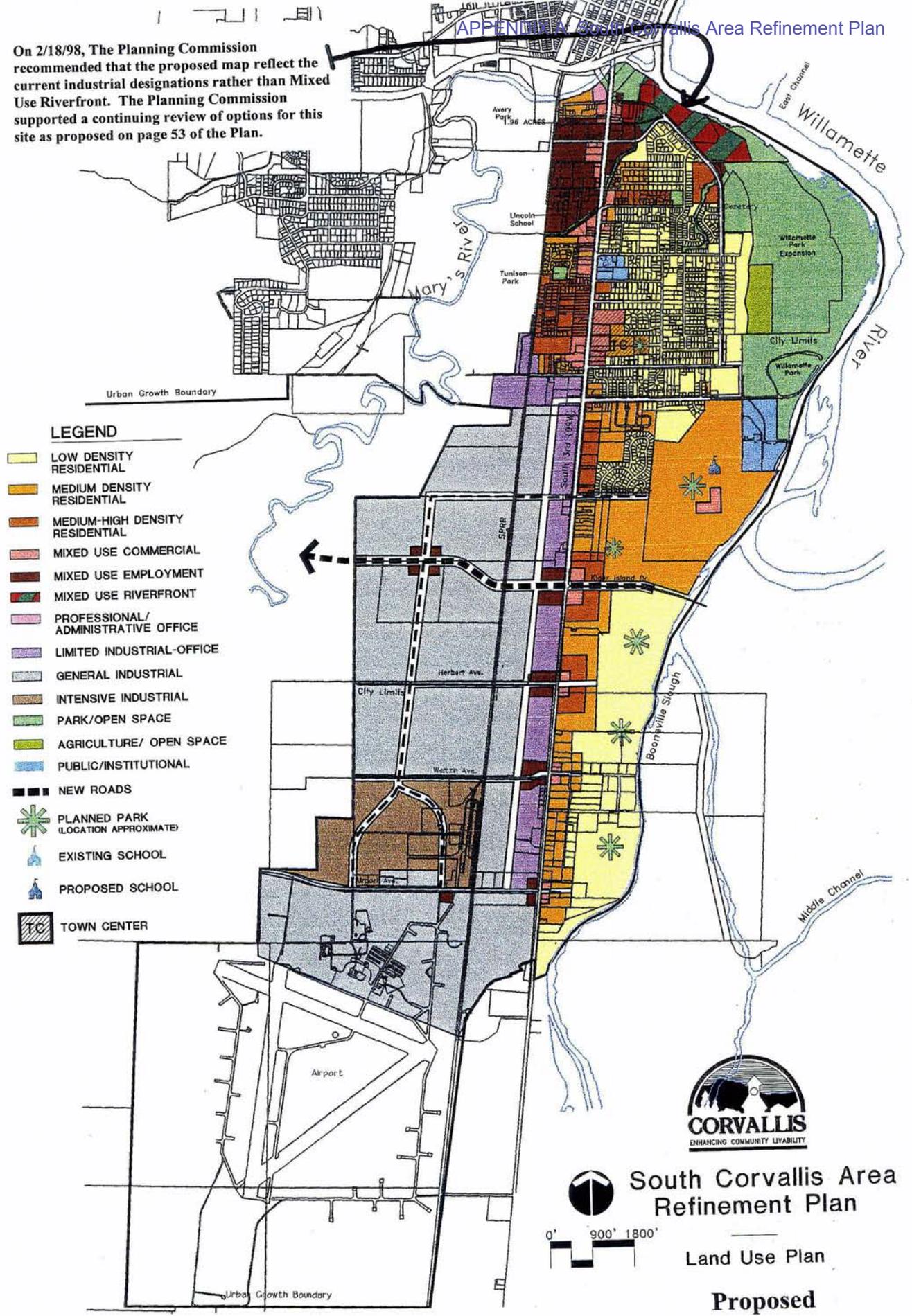
Existing Comprehensive Plan



3000' 0' 3000'



On 2/18/98, The Planning Commission recommended that the proposed map reflect the current industrial designations rather than Mixed Use Riverfront. The Planning Commission supported a continuing review of options for this site as proposed on page 53 of the Plan.

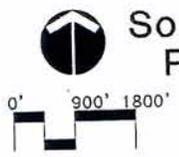


LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM-HIGH DENSITY RESIDENTIAL
- MIXED USE COMMERCIAL
- MIXED USE EMPLOYMENT
- MIXED USE RIVERFRONT
- PROFESSIONAL/ ADMINISTRATIVE OFFICE
- LIMITED INDUSTRIAL-OFFICE
- GENERAL INDUSTRIAL
- INTENSIVE INDUSTRIAL
- PARK/OPEN SPACE
- AGRICULTURE/ OPEN SPACE
- PUBLIC/INSTITUTIONAL
- NEW ROADS
- PLANNED PARK (LOCATION APPROXIMATE)
- EXISTING SCHOOL
- PROPOSED SCHOOL
- TOWN CENTER



South Corvallis Area Refinement Plan



Land Use Plan

Proposed

Figure 3



Land Use

Residential Uses

Existing Neighborhoods

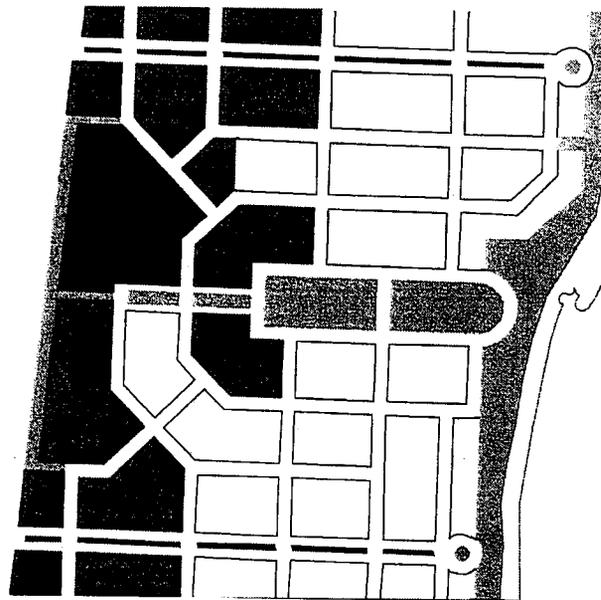
The proposed plan largely retains the existing residential comprehensive plan designations north of Goodnight Avenue. The intent is to maintain the planned densities for these neighborhoods, while providing more housing variety and appropriate design standards for infill and redevelopment. To this end, the plan recommends adding several attached housing types to residential districts, with design standards aimed at assuring compatibility between new and existing homes. Development standards which promote a pedestrian—friendly look to the street (e.g. recessed garages) are recommended for all residential districts.

This plan works from the premise that a variety of housing results in a more inclusive community and desirable physical form for neighborhoods. The plan recommends that the comprehensive plan and land development code require variety in housing type and/or form in both existing and new neighborhoods. A wide range of flexibility in achieving that goal is also recommended. Specifically, developments larger than three acres must provide a stated percentage of homes that “vary” from the remaining balance of housing, with options for providing “variety” including attached housing types, varied architectural styles and colors, smaller homes and a varied number of stories.

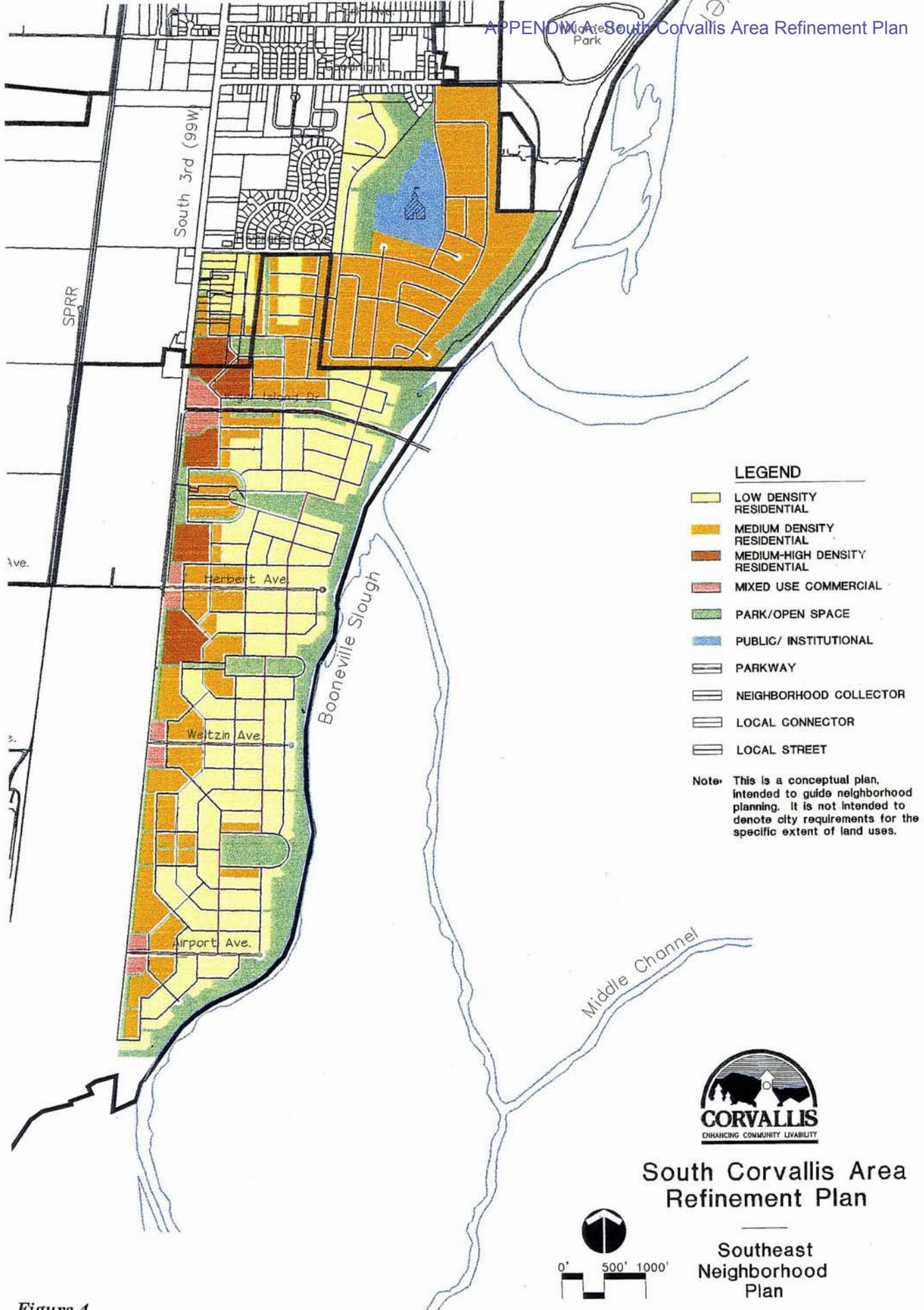
New Neighborhoods

The undeveloped lands south of Rivergreen Avenue present a unique opportunity to plan livable, walkable neighborhoods. The plan accomplishes this through a combination of tools intended to assure that the independent actions of multiple land owners knit together into cohesive neighborhoods. The tools include neighborhood planning principles, an illustrative neighborhood and local streets plan and development standards.

Four new neighborhoods are proposed, as illustrated on Figure 4. These neighborhoods range from 90 to 110 acres in size, providing about a five-to-ten-minute walk from center to edge. They include a variety of housing, with higher densities at the mixed use commercial nodes along South Third Street. A key feature are the centralized neighborhood parks, which will serve as focal points for the neighborhoods and scenic corridors to the Willamette River and Booneville Slough.



Neighborhood Plan



South Corvallis Area Refinement Plan

Southeast Neighborhood Plan

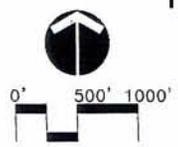


Figure 4



Land Use

To implement the plan, it is recommended that the Neighborhood Plan be adopted as a illustrative guide to future annexations and planned developments. The following neighborhood planning principles are recommended as review criteria for annexations and development reviews:

- a. Neighborhood edges will be generally defined by the major east—west streets (e.g. Rivergreen Avenue, Kiger Island Drive, Herbert Avenue, Weltzin Avenue, Airport Avenue), South Third Street and the Willamette River/Booneville Slough.
- b. Neighborhood focal points will be located between the above described edges. The centers will be anchored by parks or other public/semipublic uses that include open space.
- c. Open space connections from the neighborhood centers to the river/channel, and at the east end of major streets, are encouraged. Visual and public access to the river/channel in appropriate locations will be provided.
- d. Streets will connect to other streets or stub to future streets. Off-set streets and cul-de-sacs are discouraged.
- e. Alleys are encouraged.
- f. Diagonal streets that provide a direct connection from the center to mixed use nodes on South Third Street are encouraged, provided safe intersection design can be achieved.

In addition, several development standards are recommended:

- a. Preferred block perimeter of 1000 feet, with a maximum of 1400 feet, unless an alternative is approved through the planned development process.
- b. Front porches on at least 50 percent of single family homes and townhomes in a planned development.
- c. Maximum front setback of 25 feet.
- d. Minimum recess of 8 feet from the front of the home to the garage vehicle entrance, with a minimum distance of 19 feet from the sidewalk to the garage door.

It is important to note that the Neighborhood Plan is guiding, not binding. It is an illustration of how the above planning principles could be implemented. Its level of detail is intended only to convey the exciting opportunity for new neighborhoods in South Corvallis.

Commercial Uses

The Town Center

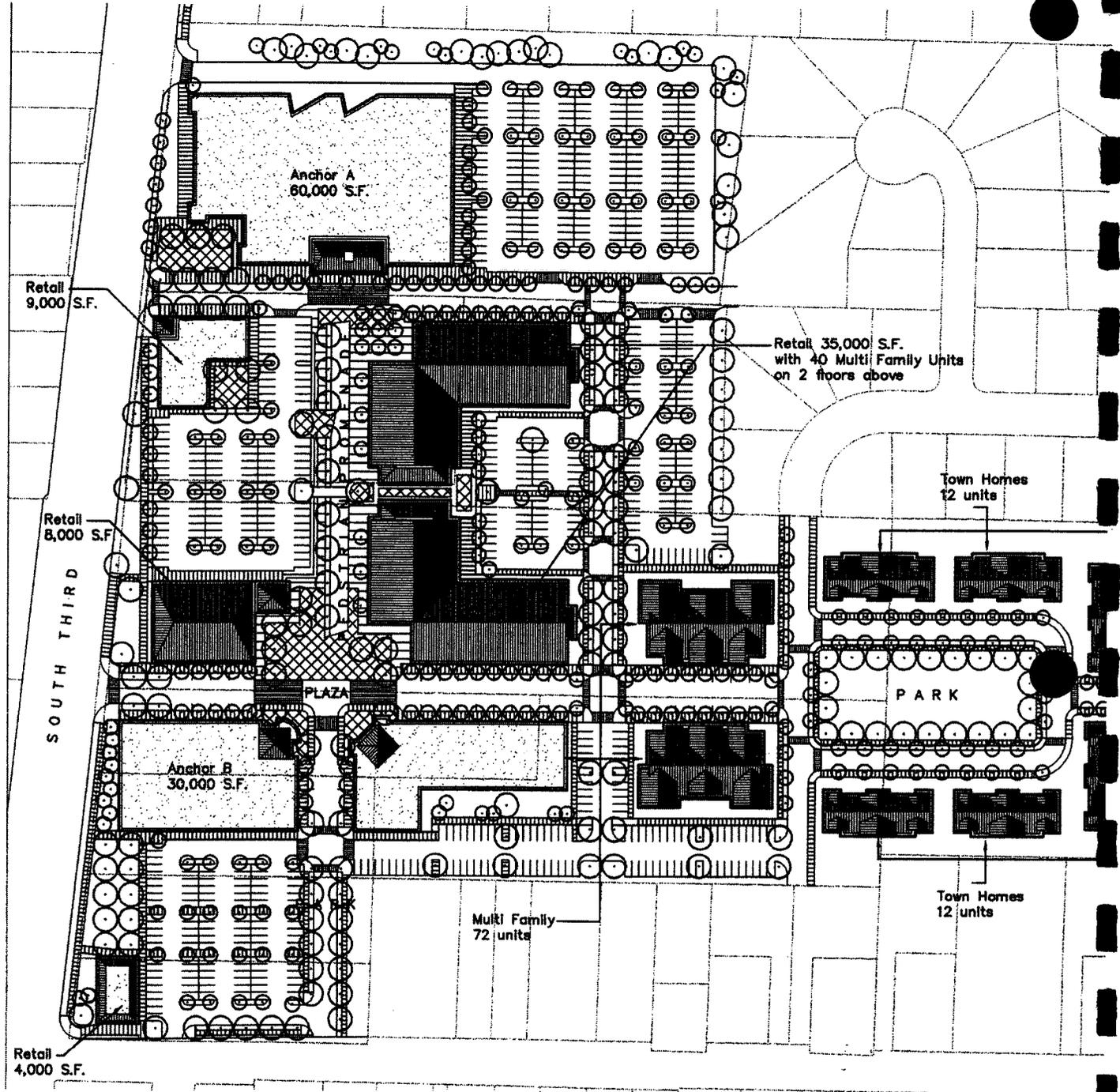
The comprehensive plan has long envisioned the "auction yard" area as the place for additional shopping opportunities in South Corvallis. The need for additional shopping was reinforced during the visioning stages of the Refinement Plan. During this dialogue, the idea evolved into the vision for a mixed use town center in South Corvallis, located generally in the area between Park and Richland Avenues, with frontage on South Third Street.

The Town Center is intended as a mixed use focal point for South Corvallis. As such, it will provide opportunities for shopping, services, public uses, housing, and public spaces serving primarily the South Corvallis area. Pedestrian and transit oriented design are essential to making this center a pleasant place to walk, shop, and interact with neighbors. After a review of several alternatives, the Town Center location between Park and Richland Avenues was selected because of its convenient proximity to existing neighborhoods, its existing Shopping Area plan designation, and access to transit.

Compatibility with adjacent properties and uses is a key issue. Traffic calming measures are recommended for the street connections to, and even along, adjacent streets in order to reduce traffic speeds and minimize conflicts. Landscaping, attention to the orientation and type of lighting, and noise impacts will all need to be carefully managed during planned development reviews.

An illustrative Town Center plan and set of design guidelines are recommended as a guide to master planning and planned development review. These mechanisms will assure consistency with the guidelines, guarantee opportunities for citizen participation, and provide flexibility for site design. The level of detail shown on the Town Center plan (Figure 5) is intended to provide a clear picture of how the guidelines might be applied. The plan also illustrates the exciting opportunity presented by the Town Center recommendation. It is a specific design, but is not intended to be binding upon applicants.

Land Use



South Corvallis Town Center Plan

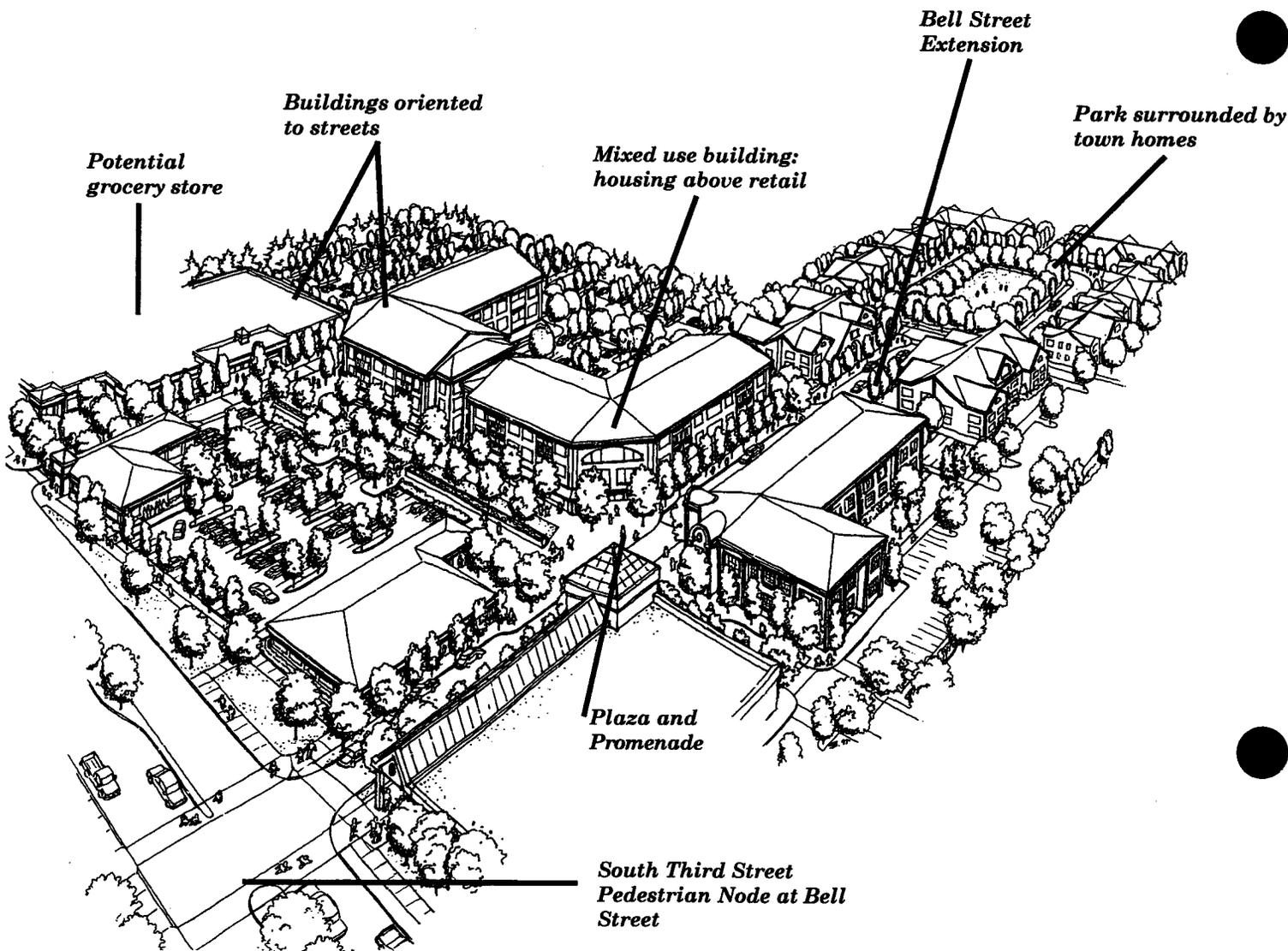
Figure 5



The recommended Town Center design guidelines are:

- a. All buildings will be oriented to public or private streets.
- b. The primary circulation within the Town Center shall be developed as public or private streets, with sidewalks, street trees and on-street parking.
- c. Bell Avenue will be extended to Third Street.
- d. Bell Avenue will be a key pedestrian-oriented street. As such, it will have buildings fronting on both sides for most of its length, on-street parking, curb extensions at intersections, and pedestrian amenities. An alternative street that provides the same design qualities may be proposed.
- e. Public spaces are required. Examples include: a plaza, shopping promenade, and a small park. Public spaces will be located and designed to emphasize focal points within the Town Center.
- f. A north-south street will connect Bell Avenue to Park Avenue.
- g. The design shall not preclude a future connection to Richland Avenue.
- h. Connections to adjacent streets are required, and should include traffic calming measures, where appropriate.
- i. Compatibility with adjacent residential uses shall be demonstrated. Measures to be considered include sight-obscuring landscaping, fencing, setbacks, and lighting that precludes glare on adjacent properties.

Land Use



Perspective of the Town Center

The Mixed Use Commercial District

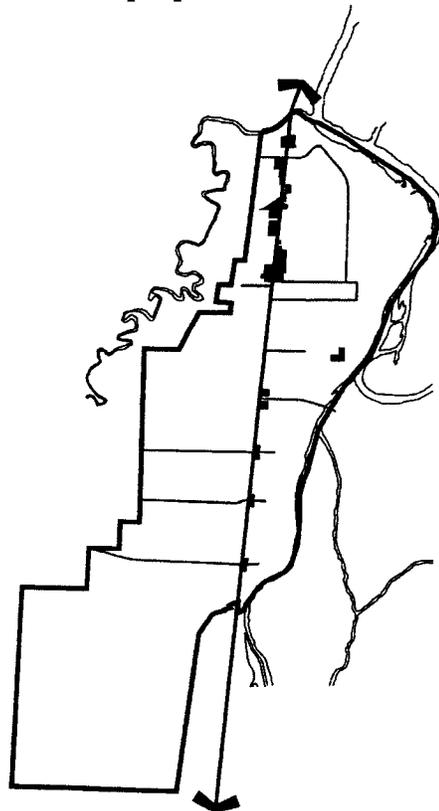
Increasing mixed use opportunities is a key objective of the Refinement Plan. Mixed use is valued by the local community as a way to improve the visual character of South Third Street, promote walking and biking, and diversify the character of commercial areas.

The plan recommends two ways to increase mixed use opportunities on commercially designated properties. First, it is recommended that the existing Linear Commercial (LC) and Shopping Area (SA) plan designations be replaced with a new district called Mixed Use Commercial (MUC). The MUC district would allow, but not require, housing and other uses not currently allowed in the LC or SA districts. It would also include new design and development standards, such as building orientation to streets, intended to improve the pedestrian environment of South Third Street.

Second, new "nodes" of MUC zoning would be placed at the east side of the intersection of South Third Street at Kiger Island Drive, Herbert Avenue, Weltzin Avenue and Airport Avenue. A small node is also recommended to be located within the "Rivergreen" planned development. The nodes would be small in scale, ranging from 2 acres per corner at Kiger Island Drive to 1 acre per corner at Weltzin Road.

The redesignating of the northern commercial properties to MUC, in combination with the MUC nodes south of Rivergreen Avenue will create a series of independent mixed use commercial centers along South Third Street. This pattern is consistent with current comprehensive plan policy to avoid a continuous strip of commercial development along South Third Street.

A working draft of the MUC district has been prepared by a steering committee that includes representatives from the Refinement Plan CAC. That draft will continue to be reviewed and coordinated with other mixed use efforts in the City, particularly the West Corvallis-Philomath Growth Management Plan.



Mixed use commercial areas

Land Use

The following is a summary of the MUC working draft:

- Uses Broad array of civic and commercial uses allowed.
 Floor Area Ratio (FAR) of .4 for commercial use is required.
 (A minimum FAR of .4 would require that a 40,000 sq. ft. lot
 would have at least 16,000 sq. ft. of commercial uses.)
 Residential and other uses are permitted in addition to the
 minimum required commercial use.
- Standards Design guidelines to promote pedestrian orientation.
 Examples: buildings must be oriented to streets, maximum
 setbacks, corner building entrances, weather protection along
 sidewalks.
- Pedestrian amenities required for new structures and
 substantial improvement. A sliding scale approach is
 recommended. Example: buildings under 5,000 square feet: one
 amenity required (e.g. bench); buildings over 50,000 square
 feet: four amenities required, chosen from a list or worked out
 through the planned development review process. Building and
 neighborhood compatibility standards are proposed.

Development Review Options

1. Specific design standards are proposed to allow an applicant the opportunity for an administrative review.
2. The planned development process can be used for additional flexibility in the design of a project.

Industrial Uses

The Mixed Use Riverfront District

Intensive and general industrial use at the Evanite Fiber Corporation property in the northern part of the planning area has been a controversial issue in Corvallis for many years. Not surprisingly, it was one of the more lively and contentious issues raised in the Refinement Plan process. Concerns about, and support for, continued industrial use at Evanite, and its neighbor Open Door, were expressed in surveys, public meetings, open houses, correspondence, and petitions (both pro and con).

Many specific concerns were raised, but there are two fundamental points of view that capture the specifics. One view is that long-term continued industrial use at the Evanite and Open Door properties poses unacceptable impacts for the South Corvallis community, and that the properties offer a long-term opportunity for riverfront uses. The second point of view is that those industrial uses make a substantial and positive contribution to the community in terms of wages, local employment and support to other businesses, and that it is unfair to diminish those benefits and limit future investment. Many participants in the planning process testified that they could see both sides of the issue. The CAC evaluated three options for the riverfront area:



Potential mixed use riverfront area

Land Use

1. *Continue with the present land use designations.*

Current zoning of the Evanite/Open Door properties includes both General Industrial and Intensive Industrial designations, along with a Willamette River Greenway Overlay in portions of the area. Current Land Development Code (LDC) provisions require that any Intensive Industrial use must have a Conditional Development approval. Development of a site that is within the Willamette River Greenway also requires a Conditional Development permit. For those facilities that are located in the General Industrial district, a change in zoning to Intensive Industrial is required prior to eligibility for a Conditional Development approval for an Intensive Industrial use.

The practical effect of the interpretation of the LDC's current standards (*the LDC may need to be amended for clarification*) is that any expansion or intensification (except those activities exempted by the LDC) of the Evanite operation will require a Conditional Development approval from the City. Development in those areas which are located in the Greenway will require additional review by using the Greenway review criteria. Public hearings are required for each process.

2. *Adopt a new policy regarding eventual transition of the uses.*

This approach would retain current plan designations, but would add a significant new policy to the comprehensive plan. The concept was that a Comprehensive Plan policy be adopted that would direct the re-designation of the properties if and when current uses were discontinued. Existing industrial use modifications, including expansion, would be allowed as permitted through current regulations. New industrial uses would not be permitted.

Note: A variation on this option is described in the Implementation Chapter, in the section titled "Recommendation — Additional Discussion."

3. *Redesignate the land for a new designation: Mixed Use Riverfront.*

The Mixed Use Riverfront (MURiv) designation would be placed on the Evanite/Open Door properties. The mixed use zone would permit limited industrial, office, residential, commercial and park/open space uses.

Existing general and intensive industrial uses that would become non-conforming could continue to operate, and be able to rebuild in the event of a natural disaster. The City's standard non-conforming regulations would not allow rebuilding if more than 60% were destroyed. Non-conforming uses would be permitted to expand production and/or product volume within existing buildings only if such expansion would not increase emissions beyond limits set by existing Land Use Compatibility Statements, current DEQ permits, or existing agreements with the City, whichever is the strictest limit at the time of the adoption of an ordinance amendment.

Land Use

The three options summarized above were discussed by the CAC and the community in numerous community meetings. Several close votes were held by the CAC, from which it was clear that there was no consensus on a preferred option. A majority of the CAC favored the MURiv option. However, recognizing that there is neither clear consensus nor enough information about how the MURiv (or other options) might work, the CAC recommends:

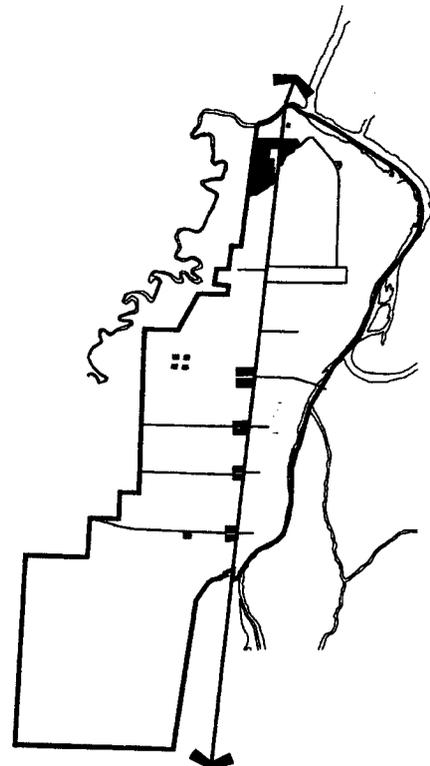
1. The Mixed Use Riverfront is the preferred of the three options evaluated during the Refinement Plan process, and,
2. The City and South Corvallis community should continue to explore the MURiv and other options to achieve the following goals:
 - a. Reduce conflicts between industrial and other uses over time.
 - b. Transition to new, less conflicting uses.
 - c. Achieve the above two goals in a way that is fair and flexible for the companies involved.

The Mixed Use Employment District

The plan recommends an employment-oriented version of the MUC district called Mixed Use Employment (MUE). The MUE district is intended to address three needs in South Corvallis:

- Reduce adverse impacts from General Industrial uses.
- Provide opportunities for mixed use, including opportunities for local services needed by employees in the area.
- Provide an alternative to the industrial zoning in areas that currently have a mix of uses and relatively small parcel sizes (e.g. Avery-Cummings Avenue area).

The MUE designation is generally applied in the northern portion of the planning area. These properties are appropriate for this district because they currently have a mix of residential, warehousing and light industrial use, and parcels that are generally in the 1 to 5 acre range. The proximity of the area to Avery Park and services on South Third Street makes it conducive to limited residential uses.



Mixed Use Employment

Land Use

The vision for this area is to have a mix of housing, employment and small commercial uses.

The MUE district is also applied in a series of small nodes in the southern portion of the area. At about one to three acres each, these nodes are intended to work with the overall strategy to provide small mixed use centers to the south of Rivergreen Avenue. These will be the places to catch the bus, grab a bite to eat, drop off the kids at a day care center, and perhaps do all three together.

The following is a summary of the MUE district working draft:

Uses Same industrial uses as the Limited Industrial district. Civic and retail commercial uses allowed, if under 5000 and 10,000 square feet, respectively. A Floor Area Ratio (FAR) of .4 for industrial uses is required. (A minimum FAR of .4 requires that 16,000 square feet of a 40,000 square foot lot must have industrial use (structure). Residential and commercial uses are permitted in addition to the numerous required industrial uses.

Standards Design guidelines promoting pedestrian orientation apply to civic, commercial and residential uses. Examples: buildings must be oriented to streets, maximum setbacks, corner building entrances, weather protection along sidewalks.

Pedestrian amenities required for civic, commercial and residential development. A sliding scale approach is recommended. Example: buildings under 5,000 square feet: one amenity required (e.g. bench); buildings over 50,000 square feet: four amenities required, chosen from a list or worked out through the planned development review process.

Building and neighborhood compatibility standards are proposed.

Development Review Options

1. Specific design standards are proposed to allow an applicant the opportunity for an administrative review.
2. The planned development process can be used for additional flexibility in the design of a project.

The Limited Industrial Office District

A new industrial district called Limited Industrial-Office (LI-O) is recommended for the west side of South Third Street, generally from Goodnight Avenue south. The area is currently designated for General Industrial use. The LI-O district was created to address four needs in South Corvallis:

- Reduce adverse impacts from General Industrial use.
- Create a more desirable visual impact along South Third Street.
- Provide additional opportunities for office uses in South Corvallis.
- Provide a buffer between general industrial use to the west and residential uses on the east side of South Third Street.

The western edge of this district is intended to be a new north-south road that would parallel South Third Street approximately 500 feet west of it. The Wake Robin Road area has also been designated LI-O to provide a transition between General Industrial areas to the south and residential areas to the north.

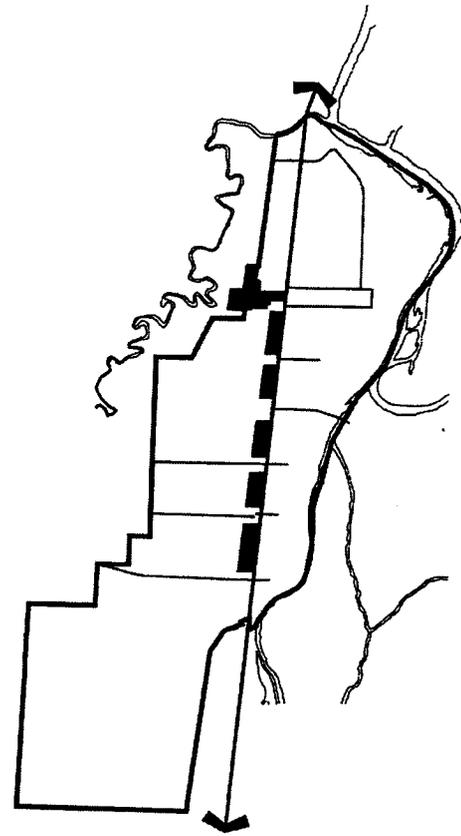
The district would be a modified version of the LI district. Offices would be added as a permitted use. Industrial uses requiring air quality permits would not be allowed.

Design guidelines are recommended to assure a quality visual appearance to South Third Street. Recommended new standards include a 25-foot depth of "dedicated" landscape area, prohibition of pole-mounted signs, screening of outside storage, and building orientation to bus stops. It is also recommended that additional research should be conducted on design standards for industrial and office buildings.

General and Intensive Industrial Uses

The Land Use Plan proposes a redesignation of much of the Intensive Industrial land to General Industrial in the vicinity of the Corvallis airport. Intensive Industrial has been retained for the existing industries in the Airport Industrial Park and undeveloped areas in the Park north of Airport Avenue. The intent of the redesignation is to reduce the potential for heavy industry while providing for the continued use and expansion of the companies that selected the airport area for its Intensive Industrial zoning.

Some companies expressed concern that conflicts might arise between the general industrial and intensive industrial uses near the airport. The City's ownership of the airport and airport industrial area provides a unique opportunity to manage conflicts through master planning and deed restrictions. The recommended pattern of Intensive and General Industrial zoning near the



Limited industrial-office area

Land Use

airport is based, in part, on the premise that master planning, deed restrictions, and general management of the airport industrial park will minimize conflicts between all users.

The CAC received testimony expressing concern about the impacts of the eventual development of approximately 1000 acres of General and Intensive Industrial land south of Goodnight and west of 3rd Street, and about the location in South Corvallis of a substantial percentage of the City's remaining industrial land. The CAC also received testimony regarding the need for large, flat parcels with rail access for future industrial use, and the appropriateness of an industrial designation on land near the airport. In response to these concerns the CAC adopted the map changes described above, include LI-O, MUE, and II-to-GI redesignation in the southwest portion of the study area. In addition, the CAC also adopted a recommendation stating that if further study revealed an imbalance in the inventory of industrial, commercial and residential lands at build out, that reductions in the industrial acreage should be considered in South Corvallis. Specifically, any industrial reductions should target the most northern undeveloped GI and II industrial parcels (i.e. the Caldwell and Nelson properties) for redistricting. Further, if any parcels are redesignated as residential, they should continue to be buffered from the GI district by the LI-O district.

In response to concerns raised by industrial property owners, the CAC developed a refinement to the City's policy regarding minimum lot sizes for the General Industrial west of South Third Street. The refined policy maintains the City's long-held strategy of 50-acre minimum lot sizes, but distinguishes between annexed and unannexed industrial land and allows 50-acre land divisions on unannexed property prior to annexation. The specific text of the policy recommendations is included in the Technical Appendix to this report.

Park and Open Space Uses

Parks, Open Space and Agriculture

The land use plan shows areas of existing and planned parks. These have been discussed above under Residential Uses and in the Park and Open Space chapter of this report. As outlined in those sections, a series of neighborhood parks are recommended as neighborhood focal points in the southeastern portion of the planning area. The new parks are conceptually located.

The City's plan for the general location and number of parks is contained with the Corvallis Park and Recreation Master Plan. The parks proposed on the Refinement Plan will need to be coordinated with the parks master plan.

The Agricultural designation adjacent to Willamette Park is land east of the 100-year flood plain that follows the drainage from Crystal Lake. As with the current comprehensive plan, this land is not intended for future urban use.

Public and Institutional Uses

Lincoln Elementary School and the EPA/City Water Plant property are designated as Public/Institutional on the Land Use Plan. The current comprehensive plan has a Public Facilities Institutional designation, but the City does not have a corresponding Land Development Code district. The main intent of this recommendation is to redesignate the EPA/City Water Plant property from its current General Industrial designation to reduce the potential for future conflicts with adjacent residential uses.

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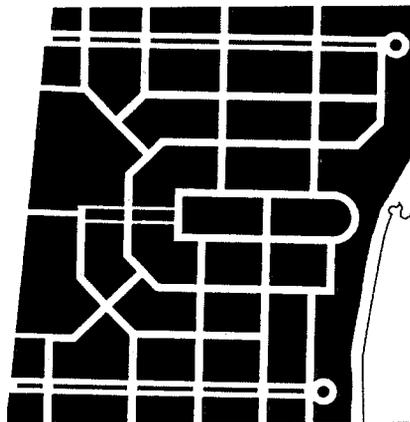
Transportation

Overview

The proposed circulation plan (Figure 6) is strongly linked with the land use recommendations for South Corvallis. New polices and map designations which emphasize pedestrian centers, connected streets and new streets are inextricably tied to the land use recommendations for mixed use, livable neighborhoods and a more attractive look for South Third Street. The transportation analysis demonstrates that a combined strategy of the new land use plan, access management (best achieved through a planted median) and transportation demand management are essential to maintaining acceptable levels of service on South Third Street.

The circulation plan anticipates:

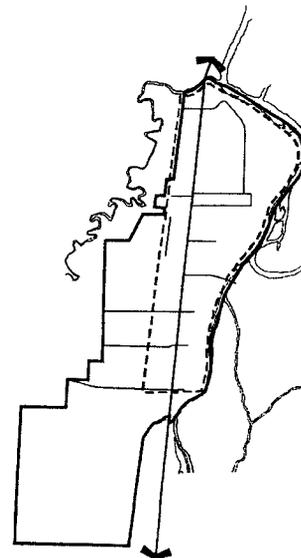
a hierarchy of connected streets,...

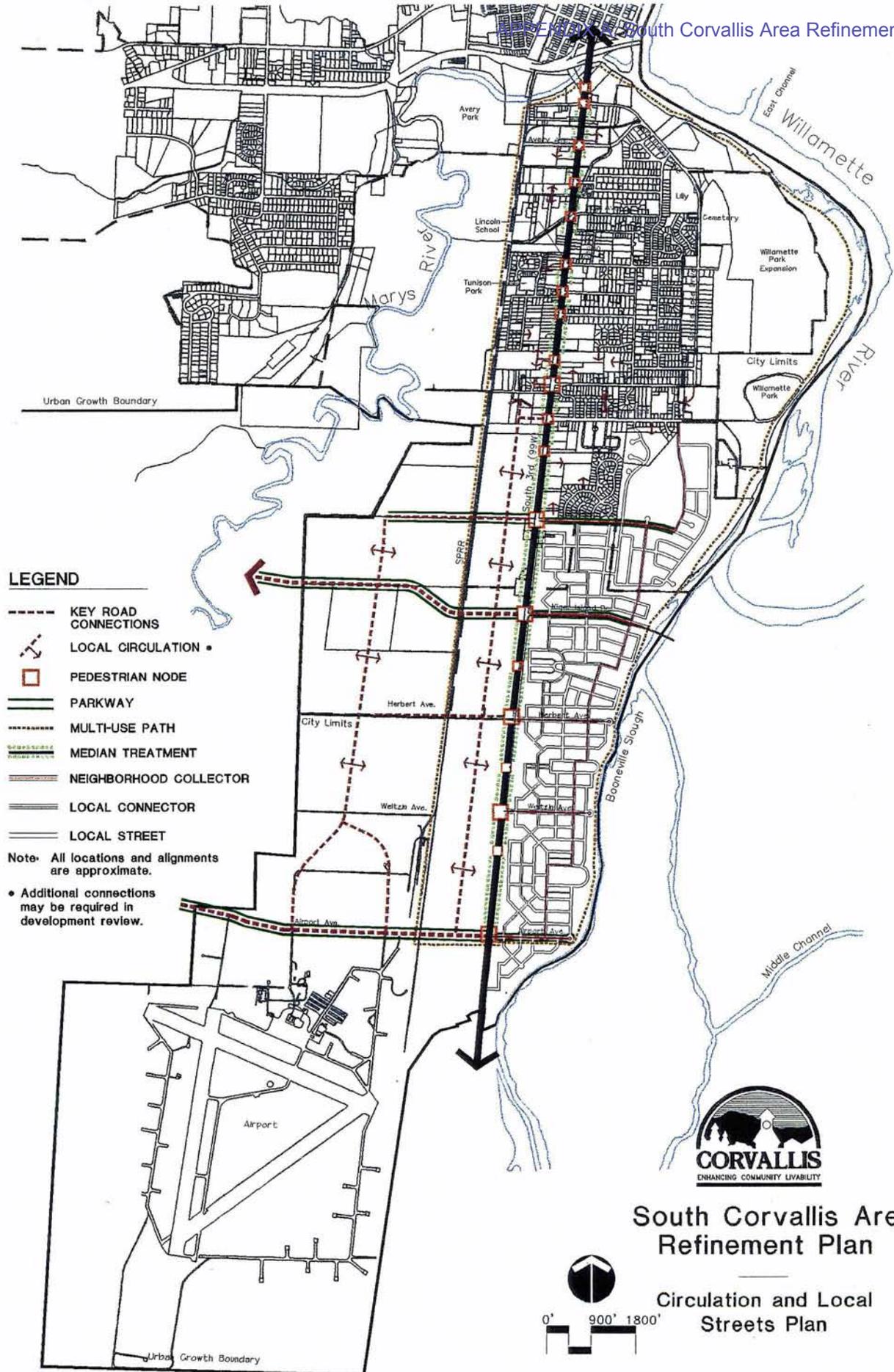


...pedestrian nodes,



and a "river to railroad" looped path.





South Corvallis Area Refinement Plan

Circulation and Local Streets Plan

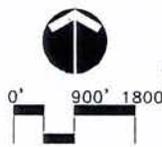


Figure 6



Circulation Elements

Key Road Connections and Local Circulation

Improved street connectivity is a fundamental need for South Corvallis. The Circulation Plan (Figure 6) identifies the recommended locations for new streets and connections, with an emphasis on smaller, local streets. The Circulation Plan establishes the basic grid network of street facilities that will be necessary to support the land use plan. (See Figure 6.)

In the northern half of the planning area, the plan includes local circulation "arrows" which indicate opportunities for connectivity. The actual connections will be implemented on a more detailed level during development reviews. Improved connections in the northern end of South Third Street (particularly on the west side) are very important. This is the most "constrained" part of the overall system that needs additional capacity, options for circulation, and alternatives to the use of South Third Street.

The Circulation Plan includes a conceptual plan for local streets in the southeastern part of the planning area. (See Figures 6 and 7.) This conceptual plan is intended as a guide to how the neighborhood planning principles and transportation objectives of the plan can be integrated. A connected, hierarchical pattern of streets is important in creating livable, walkable neighborhoods in this area. The plan includes a looping alignment for the extension of Crystal Lake Drive, with local connectors and local streets completing the hierarchy.

The southwest industrial area will be served by two north-south collector streets along with local streets. The western-most street is a "truck route" currently identified on the Corvallis Transportation Plan. The other street, located about 500 feet west of South Third Street is a new road intended to provide an alternative to South Third Street for north-south travel, as well as access to parcels fronting on South Third Street. The east-west connections to South Third Street should be managed such that the frequency be no greater than one every quarter mile, wherever practical.

A major east-west connection is depicted as an extension of Kiger Island Drive. This facility could provide some potential off-loading effect to the constrained section of South Third Street by capturing trips from 53rd Street and Philomath Boulevard. Rather than using Philomath Boulevard and South Third Street, drivers could continue on 53rd Street and connect to South Third Street via the Kiger Island extension.

Such an extension would have significant drawbacks to overcome before being constructed. The facility would traverse an area outside the City's Urban Growth Boundary and would likely require goal exceptions from the Department of Land Conservation and Development. The corridor traverses a flood plain and crosses the Marys River. Environmental impacts must be mitigated and a bridge and/or box culverts would likely be required. Potential improvements may also be required for county roads and/or 53rd Street to complete the connection and provide a roadway to City standards.

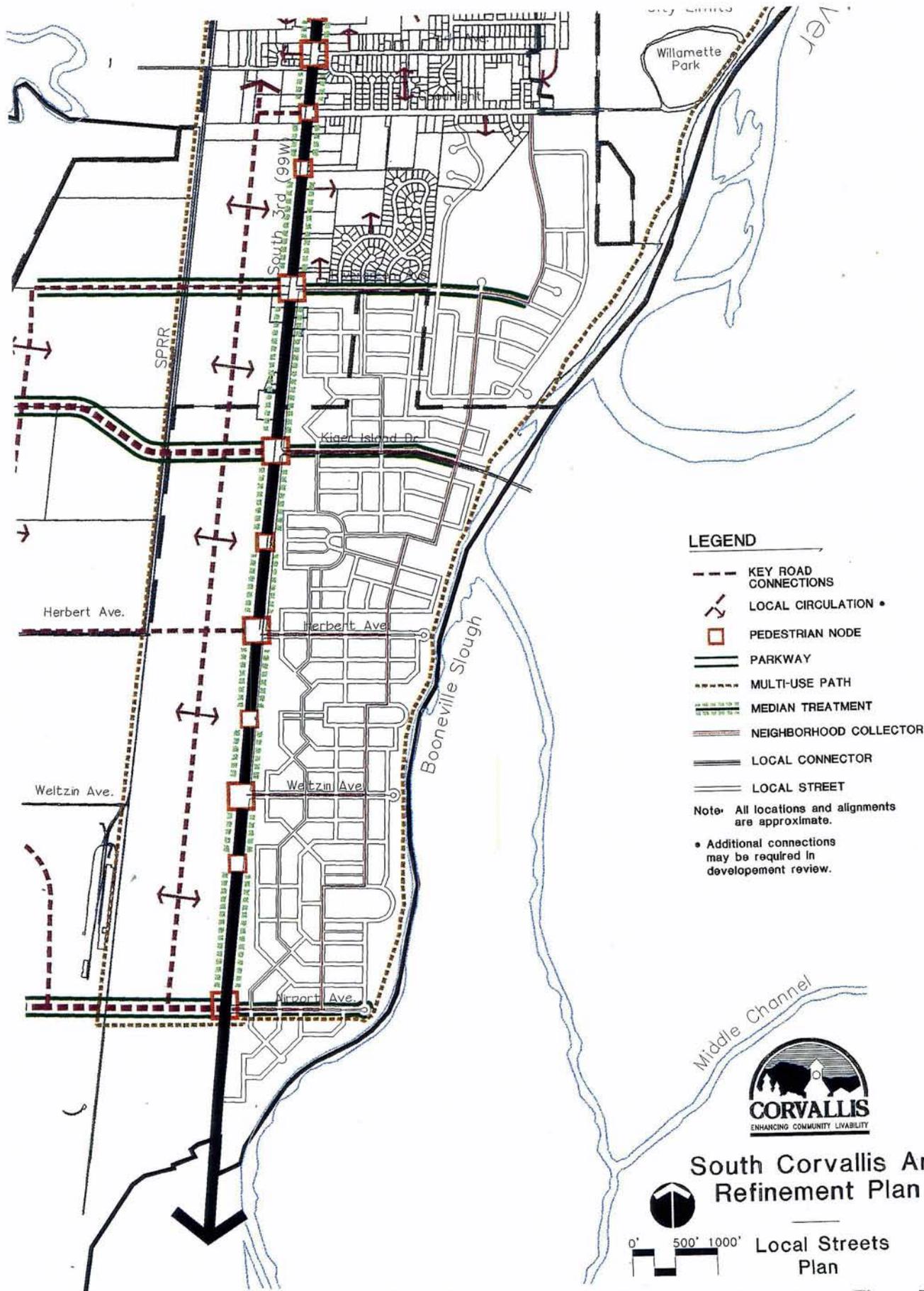


Figure 7

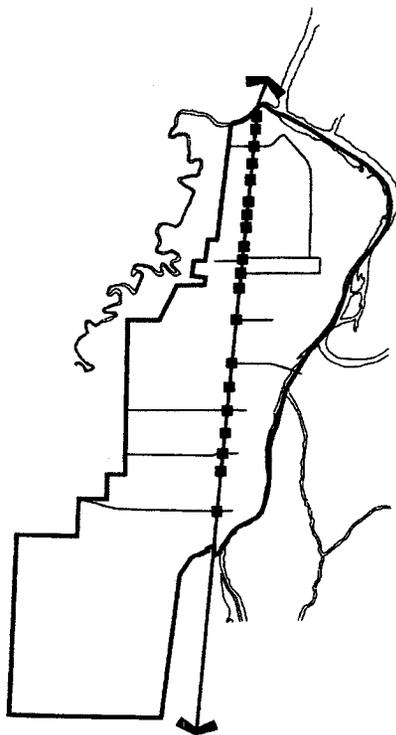
Transportation

Proposed Pedestrian Nodes

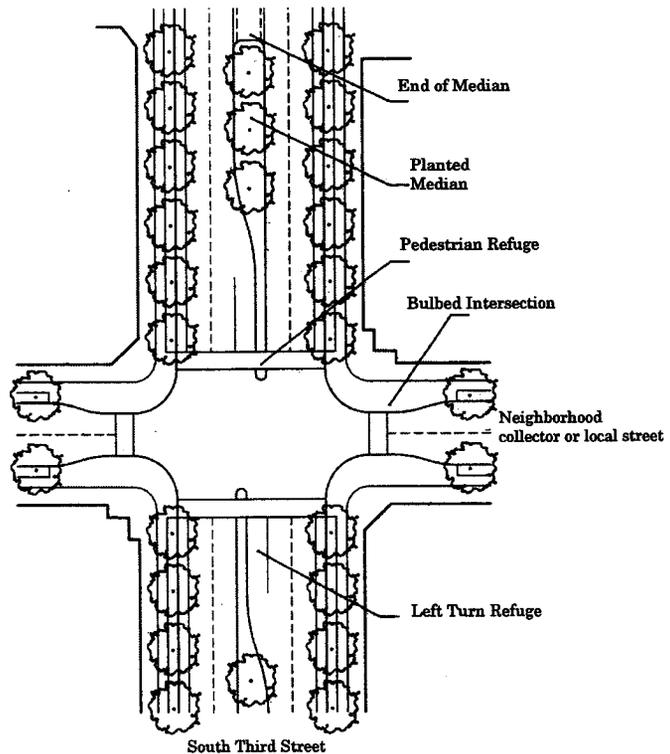
There are approximately 20 pedestrian nodes proposed for the South Corvallis area in the Circulation Plan, all situated on the South Third Street corridor. Each pedestrian node is located at a key pedestrian crossing location, providing access to one or more pedestrian generators near the node. The intended treatments for these pedestrian nodes will enhance pedestrian safety and movement, provide emphasis to this travel mode, and draw attention to the adjacent land uses as an area attractive to walking.

Pedestrian nodes that are associated with a signalized intersection on South Third Street provide the safest opportunity for crossings of the corridor. At unsignaled intersections, pedestrian nodes should include signage and markings to advise the motorists that pedestrian are present. Current City policy discourages crosswalks at unsignaled intersections. This policy should be re-evaluated for South Third Street.

Spacing of the pedestrian nodes should be taken into consideration. The land uses associated with these nodes are to be pedestrian oriented. The accepted average walking distance for pedestrians has been identified as approximately one-quarter mile. Therefore, the spacing of these nodes should be in the range of one-quarter mile to one-half mile. This spacing will ensure that for all land uses within one-quarter mile of the corridor there will be a pedestrian node that provides a safe crossing opportunity, pedestrian oriented land uses, and connections to transit.



Pedestrian nodes



Pedestrian node diagram

Transportation

Proposed Parkways

Three streets are recommended for parkway treatment: Rivergreen Avenue, Kiger Island Drive (and its extension), and Airport Road. The parkway is a beautification treatment that distinguishes this facility from others in the area. The purpose of the parkway is to highlight facilities as key connections or corridors.

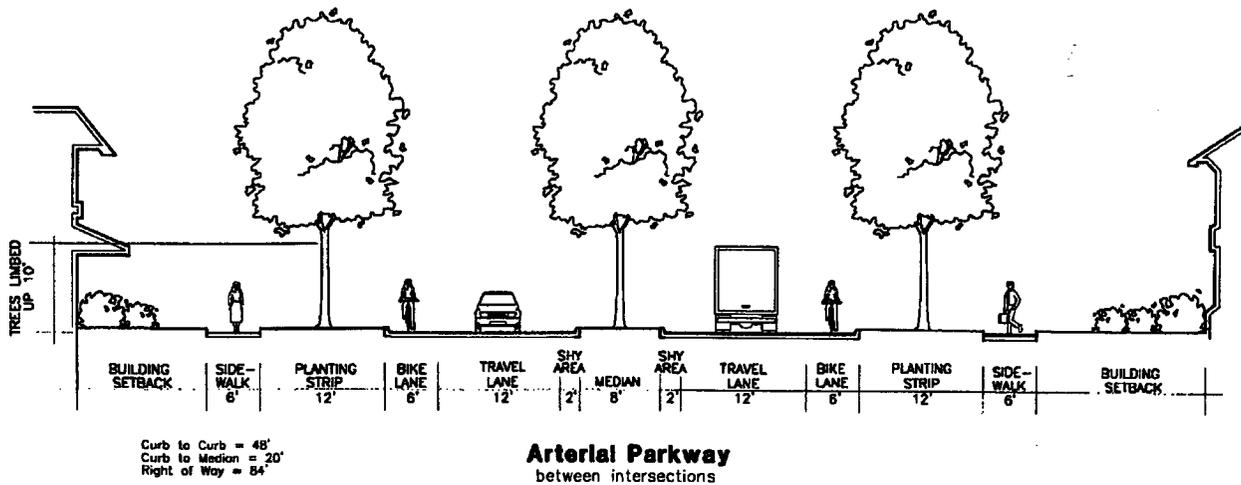
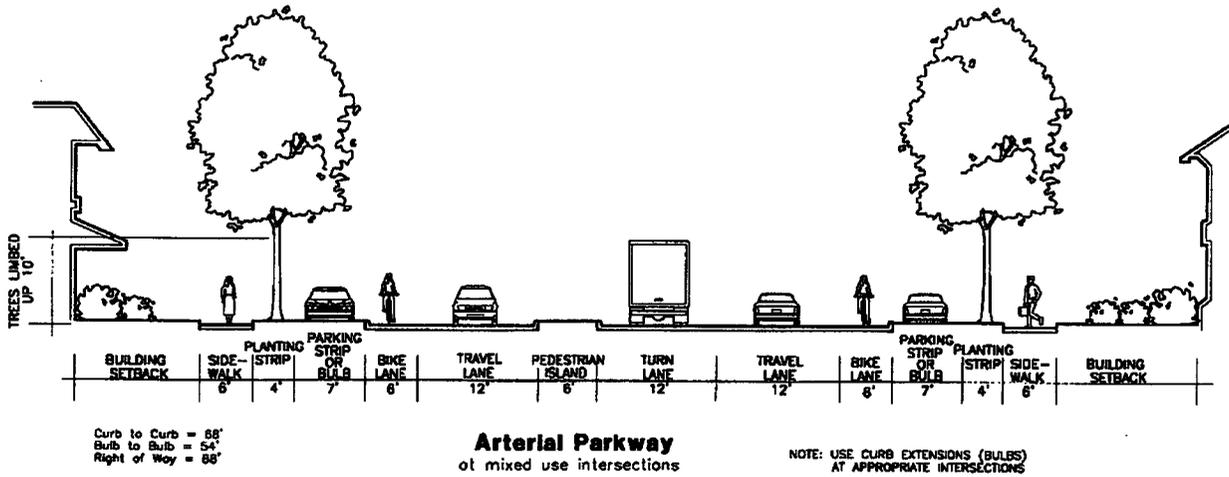
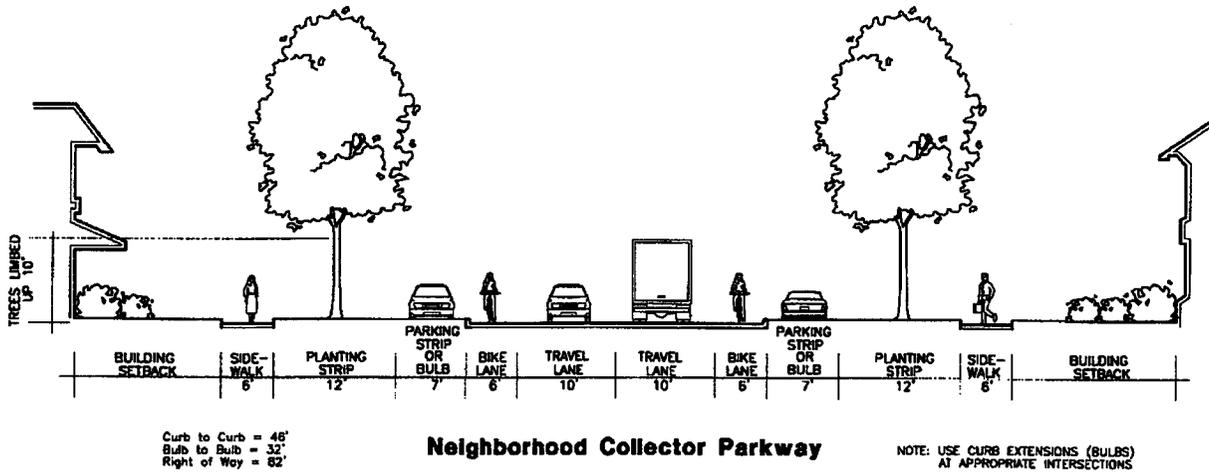
The Rivergreen Avenue corridor is designated as a parkway due to its connectivity between the key road connection on the west side of South Third Street and Crystal Lake Drive on the east side. Rivergreen Avenue will provide the primary entrance from the north into the industrial areas located to the west and the residential areas located to the east of South Third Street. Likewise, Airport Road will perform a similar function as the primary entrance to these land uses from the south.

Kiger Island Drive and its extension have the potential for connecting South Corvallis to other areas of the City and the community. The parkway treatment would provide an enhanced entry way to the South Corvallis area and visual connection between the west and east side of South Third Street.

Planted medians were evaluated for the neighborhood collector streets on the east side of South Third Street. On those streets the planted median was found to have several disadvantages, including: increase in right-of-way, increased overall width of the street, and turning movement difficulties for residential properties fronting on the street.

An issue with parkway treatments that should be noted is the potential impact to driver sight distance. Plants, shrubs, and trees should be located and maintained such that safety is not compromised in this area.

Transportation

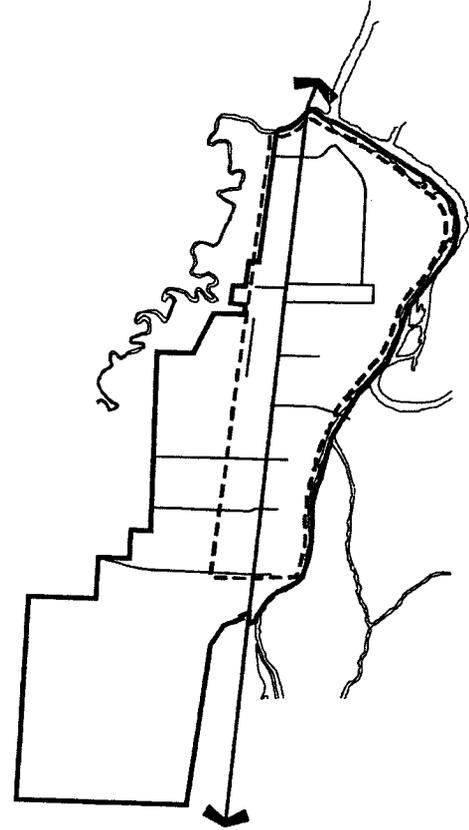


Transportation

Multi-Use Path

A multi-use path is proposed to run a circumferential route in South Corvallis, serving as both a transportation facility and a recreation/open space amenity. This path would provide multiple connections to the local street system and adjacent land uses. In addition, it offers a separate facility from roadway corridors for pedestrian and bicyclist travel in the South Corvallis area.

An added feature of the multi-use path that would enhance its safety would be the establishment of standard crossing treatments at roadway connections. Over time, motorists would become familiar with this crossing treatment and recognize and associate it with an area where they can expect to find pedestrians and/or bicyclists. This increased awareness on the part of the driver provides an improved level of safety for the non-auto travelers.



River to railroad multi-use path

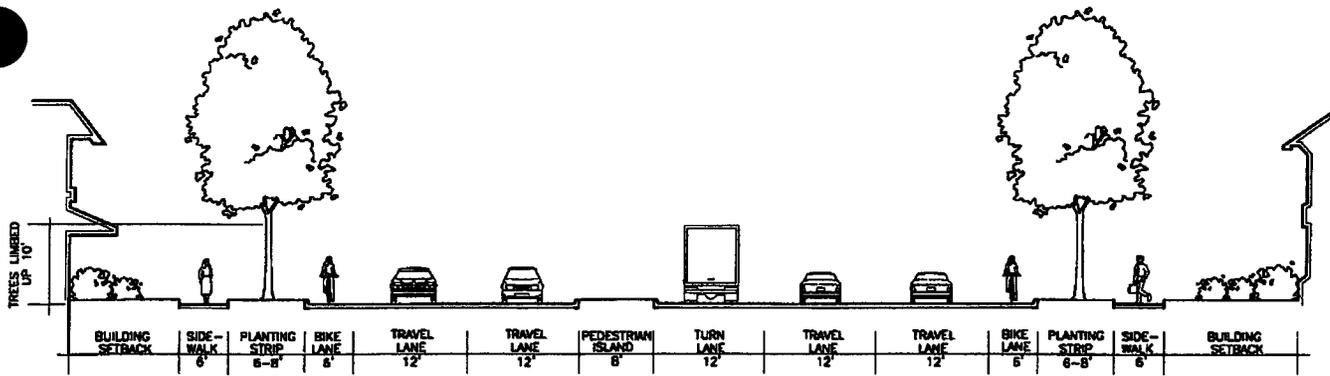
Proposed Median Treatment

Median treatments are proposed for several sections of South Third Street for several reasons. Such treatments typically reduce accident rates, minimize friction to through movements, increase pedestrian safety at crossings, and restore capacity to critically constrained roadway sections. In addition, median treatments can be used to enhance and beautify the transportation corridor, designate an area of interest, and attract the passerby to slow or stop.

The South Third Street median is recommended as a critical improvement to provide needed capacity, beautify South Third Street, and enhance pedestrian safety. The role of the median in extending the capacity of South Third Street is particularly important because few other feasible or desirable options exist.

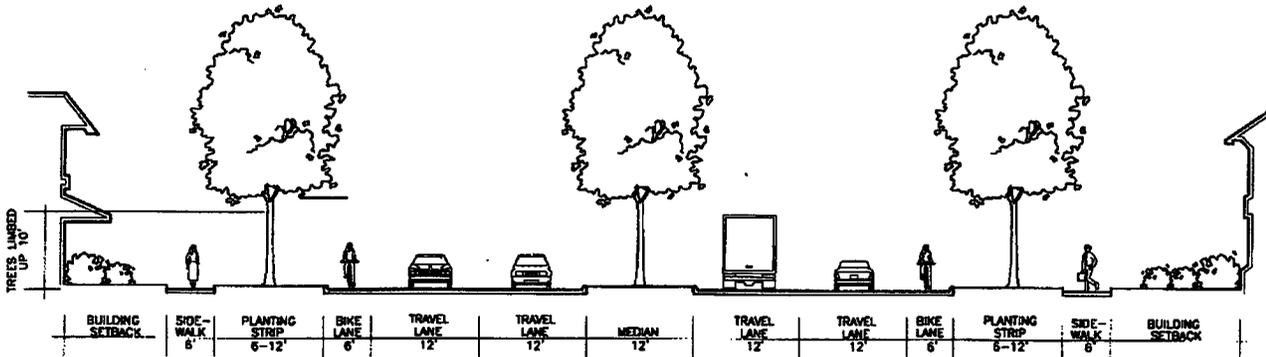
For a median treatment to also offer a pedestrian refuge, it should provide approximately six to eight feet of area that is protected with positive channeling to the motorist (i.e. raised curbing). If the median is planted and/or contains street lighting fixtures, care must be taken to preserve the driver sight distance, thereby maintaining safety. Median breaks should be regularly spaced to meet driver expectation and situated such that cross street access is reasonably coordinated. Pedestrian safety at unsignaled median breaks is most tenuous; therefore, special care should be taken at these locations to advise the motorist that pedestrians are present.

Transportation



Curb to Curb = 80'
Right of Way = 104-108'

South Third Street
at intersections



Curb to Curb = 72'
Curb to Median = 30'
Right of Way = 96-108'

South Third Street
between intersections

Transportation Analysis

The Benefit of Internalizing Trips

The preferred land use alternative prepared for South Corvallis exhibits a trend away from industrial developments toward residential, office, and retail/shopping developments. Although this trend is often associated with greater densities and higher trip generation rates, preparing a plan that mixes these developments can decrease the number of vehicle trips by encouraging residents to bike and walk to and from their destinations.

The plan is intended to create opportunities to locate businesses and services within the South Corvallis area to serve local residents, thereby reducing the need to travel outside the area. The most noted difference between the existing

Transportation

and proposed land use plans is in the p.m. peak hour trip generation for Non-Industrial/Non-Residential development. The transportation analysis reveals an increase of approximately 4,800 peak hour trips; however, these are the trips that can now be captured within the South Corvallis area that are currently or would in the future be required to leave the area. It is this capturing of existing and future retail and commercial trips within the South Corvallis area that has the greatest potential for minimizing the effect of future development on the critically constrained sections of the transportation system. Further, the nodal development form creates and enhances the opportunity to convert many of these otherwise auto trips to non-auto modes.

The proposed plan also provides an improved jobs-to-housing balance by increasing the housing stock in South Corvallis. This provides a two fold advantage. First, a better jobs-to-housing balance will likely mean there will be less of a requirement to import employees to fill the employment need, thereby reducing the impact of carrying employees to and from the area on the critically constrained section of South Third Street. Second, locating housing proximate to employment (of all types) creates opportunities for people to live and work within the South Corvallis area, use non-auto modes to commute, and/or not travel on the constrained section of South Third Street to complete their commute area.

The transportation system is approaching capacity in critical areas of South Corvallis over the next 20 years. As yet, no planned capacity improvements are included in the next 20 years for the South Corvallis area. Future development beyond the 20-year future will ultimately be constrained by the limitations of the transportation system, unless additional capacity is provided. This is true whether the current comprehensive plan or the proposed new plan are implemented. Specifically, additional north-south capacity and/or improved connectivity in the South Corvallis area will be required to accommodate build out of the area.

The "Constrained" Northern Segment of South Third Street

In 1991, the most constrained section of the facility was at a C level of service. It is estimated that today (1997) the constrained section of South Third Street is operating at the C/D level of service threshold. Based on expected growth in through-traffic on the state highway and planned growth and development in the Corvallis area, it is estimated that in approximately the year 2005, this constrained section of South Third Street will exceed the D LOS threshold.

This section of South Third Street is constrained due to a lack of alternative north-south streets, relatively few jobs in South Corvallis (as compared to housing), and high levels of "through" traffic. It is qualitatively estimated that immediate implementation of the South Corvallis Area Refinement Plan could nominally (2 to 5 years) forestall the need for capacity-related improvements. Much depends on the type and location of development that initially occurs with implementation of the plan.

Transportation

Several "capital project" options for off-loading South Third Street were evaluated and found to be inconsistent with the community's vision of the future. The first was a new north-south road that would extend north from the industrial truck route, travel north along the edge of the Marysville Golf Course, cross back to the area between South Third Street and the railroad tracks, then ultimately connect to Highway 20/34. This new parallel route would significantly off-load South Third Street, carrying approximately 20-30% of total traffic. However, the potential impacts to areas along its route, conflicts with state and federal policy regarding impacts to parks (Pioneer Park), plus the uncertain funding of this expensive ramp connection were compelling reasons for the CAC to drop it from further consideration.

The second capital project option considered and rejected was the addition of a sixth or seventh lane to the northern section of South Third Street. This option was also found to be highly effective in moving traffic through the system, but inconsistent with the type of place South Corvallis aspires to be. There is consensus that the community wants to *reduce* the auto-dominance of South Third Street, not increase it through a wider street section.

The CAC discussed the possibility of contracting the urban growth boundary (UGB) as a way to reduce traffic congestion on South Third Street. The committee recognized that this approach had both local and citywide implications. The CAC focused its attention on the land use-transportation strategy described on the following pages, as opposed to contracting the UGB.

Transportation

A Land Use – Transportation Strategy

The transportation analysis clearly demonstrated several key conclusions:

1. The proposed land use plan helps localize trips, which has the effect of reducing demand on the transportation system.
2. The northern constrained section could exceed a LOS of D in 5 to 10 years, long before “build out” of the urban growth boundary in South Corvallis (even with the new land use plan).
3. A combination of policies that guide development review, *in combination with* transportation improvements such as the median, are required to maintain acceptable levels of service and continued growth of the area.
4. Continued monitoring of the system and performance of various actions will be needed.

The key elements of the land use-transportation strategy for South Corvallis are listed below and described in the attached table:

- New Land Use Plan
- Access Management
- Transportation Demand Management
- Promotion and Enhancement of Transit
- Monitoring and Updating of the Strategy Over Time

The fundamental policy underlying this strategy is that the City shall use transportation demand and system management and land use strategies to the greatest extent practicable to keep the width of South Third Street to a maximum of five lanes. This policy, along with others, is recommended for adoption in the comprehensive plan.

Transportation

<i>Strategy</i>	<i>Description</i>	<i>Effectiveness</i>
New Land Use Plan	Promotes local trips and combining of trips through mixed use. Supports transit through densities, uses, and design. Enhances convenience of walking and biking.	Medium - 3 to 8 % reduction in p.m. peak hour vehicular demand
Access Management	Adds capacity through reduction of turning conflicts and enhancement of "free flow" of traffic. Measures include: <ul style="list-style-type: none"> • Median • Pedestrian islands • Driveway consolidation • Cross-over easements between parking lots 	High - 15 to 25 % increase in p.m. peak hour vehicular capacity
Transportation Demand Management	Reduces or shifts demand on the system through: <ul style="list-style-type: none"> • Transit subsidies by employers • Reduced City fees to employers who achieve non-auto goals • Showers and lockers for employees who walk/bike to work • Free lunches to employees who commute via non-auto modes • Increased City fees to employers with high auto mode shares and/or peak hour shift changes • Flex time for employees • Telecommuting • Promotion of City-subsidized transit passes • Incentives for industries using rail transportation 	High/Medium - 4 to 7 % reduction in p.m. peak hour vehicular demand
Promotion and enhancement of transit, walking and biking	Non-auto usage is increased through: <ul style="list-style-type: none"> • Increased transit coverage • Shorter headways (increased frequency) • Reduced fares • Advertising and promotion • Completion and promotion of transit, walking, and bicycling 	Medium - 3 to 9% reduction in p.m. peak hour vehicular demand

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Parks, Open Spaces and Special Features

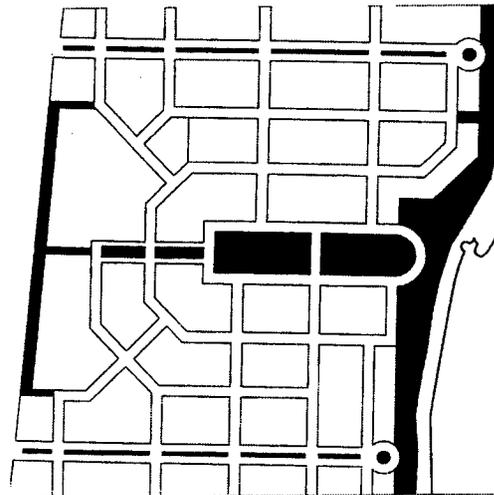
Overview

One of the objectives of the Refinement Plan is to:

“Protect and enhance parks, open spaces and greenways, including significant natural resources along the Willamette and Marys Rivers, as well as other natural drainage ways through the planning area.”

The proposed Parks, Open Spaces and Special Features Plan (Figure 8) implements this objective by identifying new neighborhood parks and recommending study of a new approach to drainage way protection. The plan also identifies locations for gateway improvements at the north and south end of South Third Street. The open space, parks and special features plan calls for:

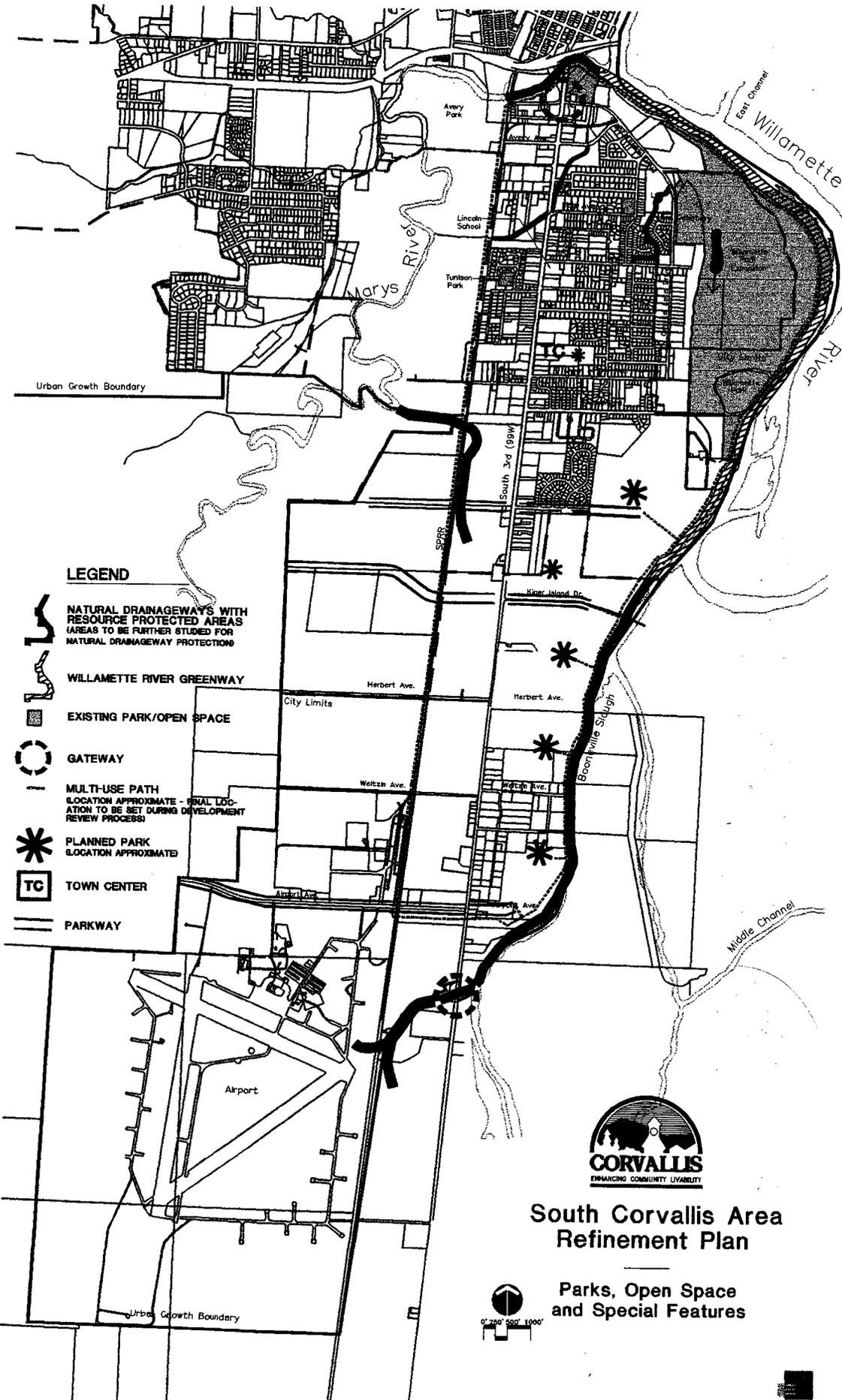
new neighborhood parks,...



...gateways,



and study of a natural resource protection for drainage ways.



Parks, Open Spaces and Special Features

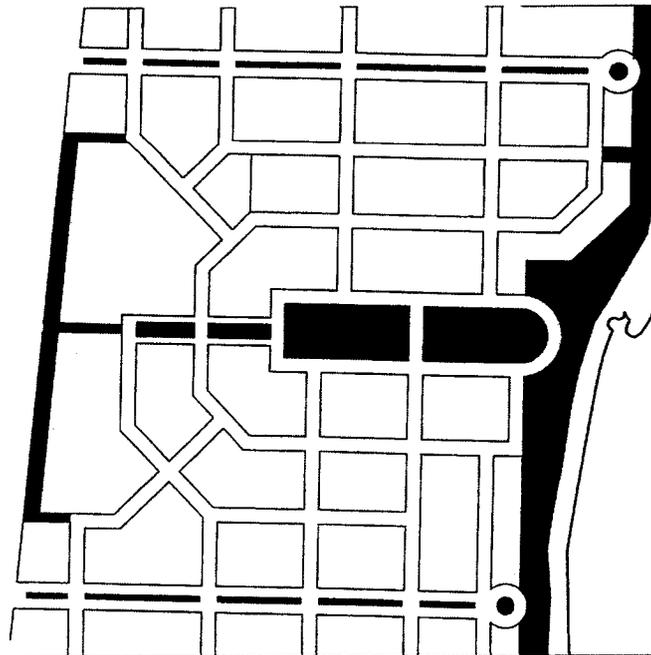
New Neighborhood Parks

Four new neighborhood parks are recommended for the area south of Goodnight Avenue. These five-acre parks are intended as the “centers” of their respective neighborhoods. As such, they would provide a place for recreation, but also:

- Create a focal point for the neighborhood
- Provide a gathering place for neighbors
- Contribute to the individual identity of each neighborhood
- Link the neighborhood to the river and slough

The Willamette River and Booneville Slough are unique natural resources within South Corvallis. It is recommended that three parks south of Kiger Island Drive be configured so that they extend all the way to the river or slough. In addition to providing a scenic corridor and access way, the connection would also contribute to the identity of these neighborhoods as “river-oriented” places.

The Corvallis Park and Recreation Master Plan identifies two neighborhood parks south of Rivergreen Avenue. This number is based on two criteria: up to one mile spacing between neighborhood parks and an overall acreage-to-population ratio of 2.5 acre/1000 population. The proposed series of parks in South Corvallis are based on a new criterion: parks as the center of master planned neighborhoods. Based on an estimated potential population of 5300 people south of Rivergreen Avenue, the proposed plan has a ratio of 2.8 acres/1000 population.



Neighborhood park at the center of a new neighborhood

Parks, Open Spaces and Special Features

Existing Neighborhood Parks

South Corvallis' existing neighborhoods are generally short of adequately sized, conveniently located neighborhood parks. Lilly Park and Tunison Park serve their immediate areas well, but their small size (about 2 acres each) and surrounding street pattern detract from the "neighborhood focal point" role envisioned for South Corvallis's new neighborhoods. Lincoln Elementary School provides its surrounding area with open space and recreational opportunities. CAC members commented that Lincoln School could use some improvements in order to better serve the types of family activities that are typical of neighborhood park usage. The existing neighborhoods are blessed with good proximity to excellent Citywide and regional parks and open spaces such as Willamette Park (and its expansion area), the Willamette River and Greenway, Avery Park, Marys River, and Marysville Golf Course.

The CAC recommends that the City explore a variety of ways to provide additional neighborhood park and mini/vest pocket park opportunities for the existing neighborhoods of South Corvallis. These include the provision of a mini/vest pocket park in the town center, improvements to Lincoln School, and consideration of the need for new parks and open space during development reviews.

Natural Resource Overlay District — A Concept for Further Study

The creeks and drainages in South Corvallis are valued by the community. The primary regulatory tools for protecting resource values of the creeks are the Willamette River Greenway and the City's drainage regulations. There is interest in South Corvallis in exploring a broader approach that protects significant resource values and provides additional certainty to land owners regarding resource protection standards and procedures.

This plan recommends that the City explore, during periodic review and the Citywide stormwater master plan process, the issues, needs, and options for additional natural resource protection of Booneville Slough and Channel, Crystal Lake and its drainage channel, Goodnight Creek, Ryan Creek, the South Corvallis millrace, Dry Creek and the Marys River. The CAC had preliminary discussions about this issue and concluded that it deserved more time and participation that could be allocated during the Refinement Plan process.

In addition to the goal of exploring "issues, needs and options for additional natural resource protection," the CAC recommends exploring ways to increase the certainty of resource protection standards (e.g. setbacks) that will be applied during the development review process. In developing new land use standards, there is always a tension between whether to emphasize specificity and certainty, or flexibility and less certainty. Based on the initial discussions held by the CAC, there appeared to be an interest in exploring a more specific and certain approach to resource protection standards for the drainage ways in South Corvallis.

Parks, Open Spaces and Special Features

Gateways

The 3.7-mile length of South Third Street between Airport Avenue and the Marys River is a long entrance and gateway to Central Corvallis. It is not a gateway like a gate in a fence. Rather, it is more of a long front walk leading to Central Corvallis. This front walk is in need of some tending and improvement. Development at the north end is dominated by the automobile, with a wide street, street-side sidewalk, parking lots, sporadic landscaping, and lack of street trees. Conditions toward the south are generally rural, with roadside ditches, gravel driveways and low density uses. Improving the visual appearance of South Third Street is an opportunity to overcome its auto-oriented character and reinforce a sense of connection to (rather than separation from) the remainder of the community.

The proposed gateway strategy recognizes South Third Street as a linear gateway, (i.e. a front walk) connecting South Corvallis with the remainder of the community. The key elements of the gateway strategy are:

- Pedestrian-friendly design along South Third Street
- Buildings oriented to South Third Street (with exceptions for selected uses)
- Planter strips with street side trees and landscaping
- Planted medians
- Pedestrian nodes to slow cars and promote safe crossing

Building orientation to streets should be required for all uses in the MUC, MUE and RS-12 districts, and any civic, commercial or office uses in the LI-O, GI, and RS-9 districts. Building orientation should also be required at transit stops.

Building orientation to the street should be encouraged for all other uses and districts along South Third Street. This flexibility is intended to recognize that light industrial uses and low -to - medium residential uses are not as easily oriented to arterial highway streets as other uses. Extensive landscaping and frequent access points, (e.g. every 400 feet) for pedestrians and bicycles should be provided where buildings are not oriented to South Third Street. Side lot orientation is encouraged as an alternative to through lots, which are discouraged.

The Limited Industrial-Office district presents a special challenge for designing developments that are consistent with the gateway strategy. Civic, commercial and office uses are recommended for building orientation to South Third Street because those types of buildings can readily be placed next to the street. Industrial uses should be encouraged for building orientation, but allowed to have setbacks if certain conditions apply, such as:

Parks, Open Spaces and Special Features

- a. It can be demonstrated that building orientation inhibits reasonable operations of the business (e.g. the need for truck circulation around the building).
- b. A characteristic of the building, such as height, is deemed incompatible with the gateway strategy and purposes of the district.

The above standards are a beginning list intended to convey specific implementation measures for the gateway strategy, with exceptions and flexibility noted. These types of standards could be packaged as a "South Corvallis Design Overlay District" in the Land Development Code. Further, architectural review should also be evaluated. In general, the City should explore methods for both site and building design standards that are consistent with the gateway strategy and purposes of the various land use districts along South Third Street.

Specific gateways locations have been identified at the south and north end of the Refinement Plan area. The main role of these gateways is to announce arrival in South Corvallis, and do so in a way that contributes to a positive image for the community. Funding and specific designs have not been identified in the South Corvallis Refinement Plan. A design competition is needed to solicit ideas and involvement by the community.

Implementation

Housing And Neighborhoods

New Neighborhoods

Background and Findings

In 1997, there were approximately 325 acres of undeveloped residential land located south of the Rivergreen Annexation. This large area is an opportunity to plan for livable and walkable neighborhoods, an idea that was strongly supported by the CAC in its initial visioning exercise and by the community during the South Corvallis Area Refinement Plan process.

Creating livable, walkable neighborhoods requires a combination of tools to assure that the independent land use actions by multiple property owners knit together into cohesive neighborhoods. These include neighborhood planning principles, illustrated neighborhood and local streets plans, and development standards. All of these will guide the land use and development review process toward the overall objective of creating livable, walkable new neighborhoods in South Corvallis.

Recommendation - Comprehensive Plan Policies

- NN1. The South Corvallis Neighborhood Plan map will serve as a guide to future annexations and planned developments.
- NN2. Annexations will submit conceptual plans illustrating consistency with the following South Corvallis neighborhood planning principles:
- a. Neighborhood edges will be generally defined by the major east-west streets (e.g., Rivergreen Avenue, Kiger Island Drive, Herbert Avenue, Weltzin Avenue, Airport Avenue), South Third Street and the Willamette River/Booneville Channel.
 - b. Neighborhood focal points will be located between the above described edges at the centers of the neighborhoods. The focal points will be anchored by parks or other public/semipublic uses that include open space.
 - c. Open space connections from the neighborhood centers to the river/channel, and at the east end of major streets, are encouraged. Visual and public access to the river/channel in appropriate locations will be provided.
 - d. Streets will connect to other streets or stub to future streets. Off set streets and cul-de-sacs are discouraged.
 - e. Alleys are encouraged.
 - f. Diagonal streets that provide a direct connection from the center to mixed use nodes on South Third Street are encouraged.

Implementation

- NN3. The following development standards will be considered in residential subdivisions and planned developments:
- a. Preferred block perimeter of 1000 feet, with a maximum of 1400 feet unless alternative approved through planned development process. Pedways should be provided within any blocks with perimeters exceeding 1000 feet.
 - b. Front porches on at least 50 percent of single family homes and townhomes in a planned development.
 - c. Maximum front setback of 25 feet.
 - d. Minimum recess of 8 feet from the front of the home to the garage vehicle entrance, with a minimum of 19 feet between the sidewalk and garage door.
- NN4. Housing variety is an important component of neighborhood livability in South Corvallis. In planned developments larger than three acres, applicants must demonstrate that a variety has been provided in a minimum of 30 percent of the total housing proposed. Acceptable methods include, but are not limited to, attached housing types, varied architectural styles and color, small lot homes, varied number of stories, and homes less than 1200 square feet in size.

Existing Neighborhoods

Background and Findings

The South Corvallis Area Refinement Plan retains the existing plan designations for most of the existing neighborhoods. The CAC and public have expressed a desire to promote compatible infill, provide for more variety of housing, and generally increase housing choices, while maintaining planned densities. In addition to the housing variety policy (see NN4 above), increasing the types of housing allowed in selected zones will achieve the overall objective for compatible infill.

Recommendation - Additional Study

- EN1. During the update of the comprehensive plan, evaluate options for increasing housing choices and promoting compatible infill. Options to be evaluated include:
- a. Adding attached housing types (duplex, single attached, townhomes, triplexes) as uses allowed in low density districts through a plan compatibility review or conditional development process. Limited multifamily opportunities should be considered for the RS-9 district. Also, limiting the frequency of attached housing types (e.g. restricting attached housing on adjoining lots) is recommended.
 - b. Design and architectural compatibility standards, possibly like those used in the RS-9 (U) and RS-12 (U) districts.

Implementation

Economy - South Third Street Mixed And Commercial Uses

Background and Findings

Increasing mixed use opportunities is a key objective of the South Corvallis Refinement Plan. Mixed use is valued as a way to improve the visual character of South Third Street, promote walking and biking, and diversify the character of commercial areas.

The plan proposes four main strategies to promote mixed use opportunities: (1) designate a town center to be the mixed use focal point for the community; (2) designate mixed use commercial nodes at key intersections along South Third Street; (3) create a new Mixed Use Commercial plan designation; and, (4) redesignate the existing Linear Commercial and Shopping Area parcels as Mixed Use Commercial.

The Town Center

Recommendation - Comprehensive Plan Policies

- TC1. The Town Center is intended as a mixed use focal point for South Corvallis. As such, it will provide opportunities for shopping, services, public uses, housing, and public spaces serving primarily the South Corvallis area. Pedestrian and transit oriented design are essential to making this center a pleasant place to walk, shop, and interact with neighbors. Compatibility with adjacent properties and uses is also a key issue for the design.
- TC2. All land use permits for new development and substantial improvements shall be reviewed as planned developments. In addition to applicable review criteria, all applications must demonstrate:
- a. Consistency with the Town Center design guidelines.
 - b. The use is an integrated part of a larger master plan for property. Applicants shall either submit a master plan for the entire property or show consistency with the Town Center illustrated plan.
- TC3. The following design guidelines will be used for development proposals in the Town Center:
- a. All buildings will be oriented to public or private streets.
 - b. The primary circulation within the Town Center shall be developed as public or private streets, with sidewalks, street trees and (to the extent possible) on-street parking.
 - c. Bell Avenue will be extended to Third Street.

Implementation

- d. Bell Avenue will be a key pedestrian-oriented street. As such, it will have buildings fronting on both sides for the most of its length, on-street parking, curb extensions at intersections, and pedestrian amenities. An alternative street that provides the same design qualities may be proposed.
- e. Public spaces are required. Examples include: a plaza, shopping promenade, and a small park. Public spaces will be located and designed to emphasize focal points within the Town Center.
- f. A north-south street will connect Bell Avenue to Park Avenue.
- g. The design shall not preclude a future connection to Richland Avenue.
- h. A connection to Powell Avenue is required. This connection, and potentially Powell Avenue itself, will include traffic calming measures.
- i. Compatibility with adjacent residential uses shall be demonstrated. Measures to be considered include sight-obscuring landscaping, fencing, setbacks, lighting that precludes glare on adjacent properties.

Implementation

The Mixed Use Commercial District

Recommendation - Land Development Code

MUC1. Adopt a Mixed Use Commercial District.

A draft of the district is attached in the Technical Appendix to this report. Highlights include:

- a. Residential uses allowed on up to 50 percent of a MUC parcel and/or in mixed use buildings.
- b. Broad array of civic and commercial uses allowed.
- c. A minimum Floor Area Ratio of .4 required for commercial uses.
- d. Design guidelines promote pedestrian orientation. Examples: buildings must be oriented to streets, maximum setbacks, corner building entrances, weather protection along sidewalks.
- e. Pedestrian amenities required for new structures and substantial development. A sliding scale approach is recommended. Example: buildings under 5,000 square feet: one amenity required (e.g., bench); buildings over 50,000 square feet: four amenities required, chosen from a list or worked out through the planned development review process.
- f. Building and neighborhood compatibility standards are proposed. Specific standards are proposed to allow an applicant the opportunity for an administrative review. The planned development process can be used for additional flexibility.

Implementation

Mixed Use Riverfront

Background and Findings

Intensive and general industrial use at the Evanite property has been one of the more contentious issues raised in the South Corvallis Area Refinement Plan. Concern about, and support for, the future of these uses has been expressed in surveys, public meetings, open houses, correspondence, and petitions (both pro and con).

The CAC evaluated options ranging from maintaining existing comprehensive plan designations to plan policy speaking to future owners to rezoning of the property. In close votes, the committee approved a new plan designation called Mixed Use Riverfront (MUR).

As recommended by the CAC, the MURiv district is described as follows:

“...Allowed uses would include Limited Industrial, Office, Residential, Commercial and Park/Open Space. Intensive Industrial and General Industrial would not be allowed uses. This zoning would take effect upon adoption by the City Council. Recognizing the investment in current businesses, existing non-conforming uses would be allowed to continue. In the event of a natural disaster, such as fire, which might result in property damage or loss, businesses would be allowed to rebuild to pre-disaster levels. Non-conforming uses would be permitted to expand production and/or product volume within existing buildings only if such expansion would not increase emissions beyond limits set by current Land Use Compatibility Statements (LUCS), existing DEQ permits, or existing agreements with the City, whichever is the strictest limit at the time of an ordinance amendment. New non-conforming uses would not be allowed by the current owners or new owners.” (Source: Motion approved by CAC, October 2, 1997).

Given the level of community concern (both pro and con) and the need for more information about the impacts and implementation associated with the MURiv district, more community discussion is needed.

Recommendation - Additional Discussion

While the South Corvallis Area Refinement Plan has provided a forum for extensive discussion of the issue, more community discussion is needed. Additional dialogue should explore:

- Evanite's needs for the future
- The impacts of the MURiv proposal as currently developed
- Elements of the MURiv district that can meet Evanite's needs while leading toward transition

The CAC is forwarding the MURiv recommendation, with documentation of CAC member concerns and comments, and options explored to date, to the Planning

Implementation

Commission and City Council. These bodies would then evaluate the MURiv recommendation and/or assess other options.

One such option, that the CAC did not fully evaluate, but which it believes merits further exploration, is a variation of Option 2 that would modify the current Conditional Development process to ensure that changes or intensifications of use within Intensive Industrial districts undergo Conditional Development review.

The CAC recommends that the dialogue be guided by goals. The following goals are recommended:

- a. Reduce conflicts between industrial and other uses over time.
- b. Transition to new, less conflicting uses.
- c. Achieve the above two goals in a way that is fair and flexible for the companies involved.

The Mixed Use Employment District

Background and Findings

The MUE district was created primarily to address three needs in South Corvallis: (1) reduce adverse impacts from General Industrial uses; (2) provide opportunities for mixed use; and (3) provide an alternative to industrial zoning in areas that currently have a mix of uses and relatively small parcel sizes (e.g., Avery-Cummings Avenue area). The MUE zone district also provides opportunities for local services needed by employees in the area.

Recommendation - Land Development Code

MUE1. Adopt polices and code language establishing a Mixed Use Employment District.

A draft of the district is attached in the Technical Appendix to this report. Highlights include:

- a. Limited Industrial uses are permitted.
- b. Residential uses allowed on up to 50 percent of an MUE parcel and/or in mixed use buildings.
- c. A minimum Floor Area Ratio of .4 is required for industrial uses.
- d. Non-industrial uses are small scale. Civic uses limited to 5,000 square feet per parcel and commercial uses limited to 10,000 square feet per parcel.
- e. Design guidelines promote pedestrian orientation – the guidelines apply to non-industrial uses only. Examples: buildings must be oriented to streets, maximum setbacks, corner building entrances, weather protection along sidewalks.

Implementation

- f. Pedestrian amenities are required for new structures and substantial development. A sliding scale approach is recommended. Example: buildings under 5,000 square feet: one amenity required (e.g., bench); buildings over 50,000 square feet: four amenities required, chosen from a list or worked out through the planned development review process.
- g. Building and neighborhood compatibility standards apply. Specific standards are proposed to allow an applicant the opportunity for an administrative review. The planned development process can be used for additional flexibility.

The Limited Industrial Office District

Background and Findings

The LI-O district was created to address four needs in South Corvallis: (1) reduce adverse impacts from General Industrial uses; (2) assure a desirable visual impact along South Third Street; (3) provide additional opportunities for office uses; and (4) provide a buffer between general industrial uses to the west and residential uses on the east side of South Third Street.

Implementation - Land Development Code

Adopt polices and code language establishing a Limited Industrial Office District.

The district would be a modified version of the LI district. It would meet the current standards of the LI-O zone, including offices added as a permitted use. Industrial uses requiring air quality permits would not be allowed. Industrial uses less than or equal to 20 employees per acre would be allowed outright. Conditional development review would apply to more intensive uses. Construction sales and service should be allowed outright to provide for heating and sheet metal businesses such as Finstads. Manufacturing of concrete products (e.g. Spec Pipe) should be allowed if established prior to adoption of the LI-O ordinance.

Design guidelines would be added. Suggested guidelines are listed below. These guidelines are intended for the LI-O District in South Corvallis only:

- a. Increasing the front yard "dedicated" landscape area from 15 to 25 feet. Uses allowed in this area would include landscaping, utilities, monument signs, driveway entries, pedestrian and transit facilities, and water quantity/quality features.
- b. Prohibit pole-mounted signs.

Implementation

- c. Update outside storage requirements to include screening of the view from South Third Street.
- d. Require building orientation to bus stops.

Guidelines "b" and "c" should be considered for all districts in South Corvallis. Additional research should be conducted on design standards for buildings.

General and Intensive Industrial Uses

Background and Findings

The approximately 1000 acres of industrial land in South Corvallis represents an important community resource that requires special attention to mitigate potential conflicts due to its size and concentration of industrial uses. With the planned extension of Kiger Island Drive west to 53rd Street, this will also become a gateway to South Corvallis. Since the area constitutes a substantial percentage of the undeveloped industrial land in the City, it can be anticipated that this employment center will draw most of its employees from outside of South Corvallis, with primary access via S. 3rd Street. It was found, however, that changes to other use types would not tend to decrease vehicle trips per day. In addition, industrial uses benefit from rail access and have fewer conflicts with Airport flight paths. The northern portion of the undeveloped industrial land was found to have potentially fewer conflicts with Airport operations, and could be considered for other uses if indicated by city-wide land use inventories.

Implementation

The Plan incorporates changes in the mapping of current industrial designations to improve compatibility by:

- a. Reducing the acreage of land designated Intensive Industrial, and including it within the Airport Industrial Park. This will provide the City with additional controls on potential conflicts, through lease conditions.
- b. Buffering the General Industrial land with a new Limited Industrial Office district, both along S. 3rd Street and from the residential uses to the north.
- c. Providing Mixed Use Employment nodes to provide employee access to commercial services in order to decrease vehicle trips on S. 3rd.

The Plan recommends adopting policies and code language that would improve compatibility within the GI and II districts by:

- a. Developing minimum standards for building materials and appearance (e.g. metal siding or roofing will be colored, concrete or concrete block walls will be colored or textured, large expanses of blank wall will be broken by offsets or by variation in color or texture).
- b. Prohibition of pole-mounted signs.
- c. Updating outside storage requirements to include screening from view along arterials and collectors.

Implementation

The Plan recommends adopting policies and code language that would reduce traffic impacts by encouraging non-auto travel by:

- a. Implementing existing policies that require safe, direct, and convenient pedestrian facilities from building entrances to sidewalks and transit stops.
- b. Requiring that uses with more than 50 employees facilitate transit usage, such as locating entrances within a 1/4 mile of arterials and collectors that are potential transit routes.
- c. Recommending that the Planning Commission evaluate whether the Transportation Alternatives Analysis Plan should incorporate a requirement that new uses of more than 50 employees implement Transportation Demand Management strategies.

The Plan recommends that if further study reveals an excess inventory of industrial land at build-out, that reductions in industrial acreage be considered for this area, and that any reductions target the most northern undeveloped industrial parcels for redistricting. If any parcels are redesignated as residential, they should continue to be buffered from the GI district by the LI-O district.

Transportation

Background and Findings

One of the key characteristics of the transportation system in South Corvallis is lack of street connectivity. In order to assist in reducing overall reliance on auto travel generally, and reduce reliance on South Third Street specifically, additional street connectivity is needed in South Corvallis.

Improving the pedestrian environment along South Third Street is a goal of the South Corvallis community. One tool to accomplish this is to establish "pedestrian nodes" along South Third Street at key intersections.

The five main east-west streets south of Goodnight Avenue (Rivergreen Avenue, Kiger Island Drive, Herbert Avenue, Weltzin Avenue, and Airport Avenue) are planned to serve as neighborhood edges and key connections to the east and west sides of South Third Street.

Parkway treatments, with landscaped medians at key intersections, are recommended for Rivergreen Avenue, Kiger Island Drive, and Airport Avenue to reinforce the importance of these streets. The parkways would be on both the east and west sides of South Third Street for these streets.

A unique opportunity for an off-street, multi-use path is presented by the loop formed by the Willamette River, Booneville Channel, and the railroad tracks. The specific location of the path needs to be flexible and established during development reviews.

Implementation

Promoting pedestrian safety and improving the visual character of South Third Street are key objectives supported by the South Corvallis community. A landscaped median or a series of landscaped pedestrian refuges are recommended as a way to achieve both of these objectives.

The South Corvallis Area Refinement Plan includes a conceptual plan for local streets in the area generally south of Rivergreen Avenue. This conceptual plan is intended as a guide to how the neighborhood planning principles and transportation objectives of the plan can be integrated. A connected, hierarchical pattern of streets is important in creating livable, walkable neighborhoods in this area.

The critical transportation constraint for the South Corvallis area is the section of South Third Street from the Avery Avenue-Crystal Lake Drive intersection to the Lilly Avenue intersection. In 1997, this section operated at an estimated C/D Level of Service (LOS) threshold. Due to a lack of alternative routes, South Corvallis will remain very dependent on South Third Street and the Avery Park Road-Avery Avenue-Crystal Lake Drive corridor to serve north-south travel demand.

Transportation demand management (TDM) and transportation system management (TSM), together with land use strategies, will be essential to maintaining an acceptable LOS on South Third Street. During the development of the South Corvallis Area Refinement Plan, the Citizen Advisory Committee and community expressed a clear preference for giving priority to TDM, TSM, and land use strategies over adding lanes to South Third Street.

Monitoring the peak hour impacts of trip generation, distribution, through traffic, numbers of employees per acre, and other related factors will be important to implementing and refining policy choices in the future.

An east-west connection from South Third Street to 53rd Street and/or Bellfountain Road is an important link to off-loading South Third Street. The feasibility and final location of this link will be decided in coordination with Benton County, the City of Philomath and ODOT.

Recommendation - Comprehensive Plan Policies

- T1. Additional street connections, as guided by the South Corvallis Circulation and Local Streets Plan, will be provided during land use and development reviews.
- T1A. For South Third Street, new street connections are intended to be no closer than approximately 1/4 mile, with pedestrian connections spaced about every 400 feet, or closer.
- T2. The City will work with ODOT to implement "pedestrian nodes" at key intersections along South Third Street. These nodes could include highly visible crosswalks, raised pedestrian islands in the middle of the street and potentially special landscaping and pedestrian amenities at the corners. Building orientation at the corners will also reinforce the "people-orientation" of the node.

Implementation

- T3. The multi-use path shown on the Circulation and Local Streets Plan will be implemented through City initiative and through land use and development reviews. The location of the path will be flexible, with reasonable continuity of the location and alignment provided.
- T4. The City will work with ODOT and citizens to implement raised medians along South Third Street. North of Goodnight Avenue, the median will be focused at the pedestrian nodes and where access management is needed. South of Goodnight Avenue, the median will be more continuous while providing reasonable access to businesses, residences, and streets.
- T5. The conceptual local street plan will be considered during land use and development reviews. The City's policy is to provide a connected, hierarchical pattern of streets that reinforces the livability of the neighborhoods and implements the neighborhood planning principles for the area. The local streets plan is a guide to achieving these policy objectives.
- T6. The City shall use transportation demand management, transportation system management and land use strategies to the greatest extent practicable to avoid further widening of South Third Street. It is the City's policy to keep the width of South Third Street to a maximum of five lanes.
- T7. In reviewing applications for land use and access permits, the City may require access and circulation design that maintain or improve levels of service on South Third Street. Techniques include, but are not limited to, driveway consolidation, cross-over easements, alleys, and dedication of right-of-way for and improvement of local streets.
- T8. Transportation demand management will be implemented in South Corvallis, consistent with the City's overall TDM program.
- T9. Major employers in South Corvallis will be encouraged to promote South Corvallis as a place to live for their employees. This policy is intended to localize trips and contribute to South Corvallis's sense of community.
- T10. The City will monitor transportation conditions and travel behavior in order to gauge the effectiveness of, and refine, policy.
- T11. The City will promote, and may require, transit oriented land use and design within one-quarter mile of transit stops. Measures include, but are not limited to, requiring a minimum of 80 percent of planned density, clustering density in close proximity to the bus stop, orienting buildings to streets, and providing a safe and inviting environment for pedestrians. Mixed use, either vertically or horizontally, will be encouraged.

Implementation

- T12. Street access along South Third Street will be limited to approximately every one-quarter mile. The City will promote pedestrian access ways from South Third Street to adjacent areas at approximately one-quarter mile spacing and closer where development intensity or direct and convenient access merit it.

Implementation - Recommendations for Planning Actions and Coordination with Other Plans

- FS1. Amend the City of Corvallis adopted Transportation System Plan to identify South Third Street (Highway 99W) as a facility exceeding the D LOS threshold within the 20-year future.
- FS2. Amend the City of Corvallis adopted Transportation System Plan to list the South Third Street (Highway 99W) corridor as a facility requiring additional study to identify near-term and long-range improvements to maintain acceptable level of services standards.
- FS3. Amend the City of Corvallis adopted Transportation System Plan to recommend to the Oregon Department of Transportation (ODOT) that the State fund and commence a study within the next fiscal year to identify, evaluate, and select near-term strategies and improvements for South Third Street (Highway 99W) that preserve, protect, and extend the useful life of the facility and are consistent with and in support of the South Corvallis Refinement Plan. Examples include:
- Driveway consolidation
 - Medians
 - Signal timing
 - Right turn lanes on side streets
- FS4. Amend the City of Corvallis adopted Transportation System Plan to recommend that ODOT include a project for funding in the next STIP for South Third Street (Highway 99W), either as additional planning activities or a corridor study that may lead to the development of projects for final engineering and construction.
- FS5. Include in the development of the City's proposed Transportation Demand Management (TDM) Program, consideration of the following measures, evaluating them for their benefit, effectiveness, cost, and applicability to the South Corvallis area:
- a. Promotion and enhancement of transit and alternatives modes:
 - Increased transit coverage (expanded routes)
 - Shorter headways (increased frequency of service)
 - Reduced fares (increased transit subsidies)
 - Advertising and promotion of transit, walking, and bicycling
 - Completion of a network of pedestrian and bicycle facilities

Implementation

It is estimated that this package of TDM measures has the potential of providing a 3 to 5 percent reduction in p.m. peak hour vehicular demand on the critically constrained section of South Third Street. If this potential were realized, the D LOS threshold would be maintained an additional 2 to 5 years, to somewhere between year 2007 and 2010.

- b. Promotion and enhancement of TDM
 - Transit subsidies by employers
 - Reduced City fees to employers who achieve non-auto mode share goals
 - Showers and lockers for employees who walk/bike to work
 - Free lunches to employees who commute via non-automodes
 - Non-peak work shift changes by employers
 - Increased City fees to employers with high auto mode share and/or peak hour shift changes
 - Flex time for employees
 - Telecommuting
 - Promotion of City-subsidized transit pass
 - Incentives for industries using rail transportation

It is estimated that this package of TDM measures has the potential of providing a 4 to 7 percent reduction in p.m. peak hour vehicular demand on the critically constrained section of South Third Street. If this potential were realized, the D LOS threshold would be maintained an additional 3 to 6 years, to somewhere between year 2008 and 2011.

- FS6. Commence with implementation of the City's proposed Transportation Demand Management Program, as soon as it is adopted.

The potential cumulative benefit realized through implementation of a highly aggressive TDM Program, is an estimated 8 to 12 percent reduction in p.m. peak hour vehicular demand. This would likely result in South Third Street maintaining a D LOS an additional 10 years, to the year 2015.

- FS7. Continue to actively coordinate with ODOT to plan for and implement improvements that provide a balanced and adequate transportation system along the South Third Street (Highway 99W) corridor, now and in the future.
- FS8. Continue to actively participate in the planning activities of ODOT, Cascades West Council of Governments, City of Philomath, and Benton County to ensure that a reasonable, balanced, and equitable transportation system is developed and maintained for all users.
- FS9. Include the following among the alternatives considered by ODOT and the City in their joint planning activities:
 - a. Determine the long-range need for and feasibility of an additional or improved east-west connection between South Third Street and 53rd Street and/or Bellfountain Road (represented by the Kiger Island extension, improvements to Airport Road, the Borden Road

Implementation

to Airport Road extension, and the improvements to the Bellfountain Road/Decker Road/Greenberry Road connection) to provide sufficient off-loading of demand to forestall or eliminate the need to provide additional north-south vehicular capacity on South Third Street (Highway 99W).

The Kiger Island extension was determined to offer a measurable off-loading effect on the constrained section of South Third Street. It is estimated that such a facility may provide sufficient relief to maintain the D LOS threshold through the 20-year planning horizon (2015).

- b. Determine the feasibility of improved transit service to provide sufficient off-loading of demand to forestall or eliminate the need to provide additional north-south vehicular capacity on South Third Street (Highway 99W).

Increased transit ridership will have a direct impact on reducing travel demand on South Third Street, thereby forestalling the need to construct additional capacity. The capital commitment to increase transit service and subsidies, to attract ridership, and reduce vehicular demand will likely not eliminate the need for some capacity improvement to the corridor. However, used in combination with capacity preservation (driveway consolidation) and/or restoration projects (median barrier, signal coordination), the D LOS threshold could potentially be maintained to the year 2010 or beyond.

- c. Provide positive access management including the installation of medians and protected pedestrian crossings/refuges along South Third Street (Highway 99W), to restore capacity, improve operational safety, increase pedestrian safety, and support corridor beautification.

Access management restores capacity to a roadway by reducing the frequency of driveways and/or public streets accessing a facility, thereby enabling vehicles to move more freely through the corridor. Case studies have revealed that such treatments have enabled similar facilities to South Third Street (4-lane arterials) to provide an additional 10,000 vehicles a day of capacity at the same D LOS threshold. If this were realized for South Third Street, the facility would provide a C/D LOS through the 20-year planning horizon.

- d. Evaluate and implement a signal timing and coordination plan to provide and maintain good signal progression on South Third Street (Highway 99W).

Under current conditions, these types of improvements will have limited benefit due to the small number of traffic signals on the corridor and their spacing. However, over time additional signals are likely to be added to South Third Street. Planning the logical locations for these future signals and ensuring proper coordination of the signal system will preserve and protect the carrying capacity of the facility.

Implementation

- FS10. Amend the City of Corvallis adopted Pedestrian/Bicycle Plan to include the Multi-Use Path shown in the South Corvallis Area Circulation Plan.
- FS11. Develop and adopt policies and implementing measures for the identified pedestrian nodes, including locations, definitions, and descriptions of each node.
- FS12. Preserve and protect the transit service, including both routing and frequency, to the South Corvallis area and commit to providing extended service to the area as development occurs and densities warrant. Provide for bus services east and west of Third to link service to employment centers and neighborhoods.
- FS13. Ensure that City street standards support the designation and development of parkway treatments and amend the City of Corvallis adopted Transportation System Plan to provide such designations for Rivergreen Avenue, Kiger Island Drive, and Airport Road. This policy assumes that the planted medians are an extra-capacity feature (needed for safety and traffic-calming) for arterials and collectors otherwise requiring a continuous center turn land, and the cost would therefore be reimbursable through Systems Development Charges.

Open Space

Background and Findings

South Corvallis is blessed with good proximity to excellent parks and open space areas. These include Willamette Park and expansion, the Willamette River and Greenway, Avery Park, Marys River, Booneville Slough, and the Marysville Golf Course. Public access to these areas is generally good and can be enhanced.

The creeks and drainages in South Corvallis are valued by the community. The primary regulatory tools for protecting resource values of the creeks are the Willamette River Greenway and City's drainage regulations. There is interest in South Corvallis in exploring a broader approach that protects significant resource values and provides additional certainty to land owners regarding the rules and the process.

South Corvallis's existing neighborhoods are generally short of adequately sized, conveniently located neighborhood parks. This deficiency is somewhat offset by proximity to larger facilities like Willamette Park. The CAC noted the lack of park facilities in the Bell and Powell Avenue area and recommended that the Corvallis Parks and Recreation Advisory Board investigate the possible location for a neighborhood park (including a site within the Town Center area.)

New parks will be needed as new neighborhoods develop south of Goodnight Avenue. The South Corvallis Area Refinement Plan process identified an opportunity to locate and design these parks as neighborhood centers. Additionally,

Implementation

that planning process identified an opportunity to connect the parks to Willamette River/Booneville Slough system. Using the "centers" approach to identifying these parks, four to five parks will be needed.

A multi-use path which basically circles the entire South Corvallis area is a unique opportunity to enhance the off-road path system. This path will provide access to many of the key open space areas of South Corvallis. It should be linked to the broader circulation and open space system.

The South Corvallis Town Center will be a focal point for the community. It should have an urban character that includes open spaces such as a plaza and small park.

Parkway designs for Rivergreen Avenue, Kiger Island Drive and Airport Avenue will enhance the visual character of those key streets and provide a sense of linkage of open space across South Third Street.

Gateways locations have been identified as part of the South Corvallis Area Refinement Plan. The main role of these gateways is to announce arrival in South Corvallis, and do so in a way that contributes to a positive image for the community. Funding and specific designs have not been identified in the South Corvallis Refinement Plan. A design competition is needed to solicit ideas and involvement by the community.

Implementation - Comprehensive Plan Policies

- OS1. The City will seek ways to improve connections within and between older neighborhoods of South Corvallis and Willamette Park (including its expansion area), the Willamette River and Greenway, Avery Park, Marys River Park, trail system, and recreational resources.
- OS2. The South Corvallis Area Refinement Plan Parks, Open Spaces and Special Features Map will be used as a guide for new park development. Parks will be located as central features within neighborhoods and linked to the Willamette River and Booneville Slough. An illustrated concept for this policy is shown in the Southeast Neighborhood Plan of the South Corvallis Area Refinement Plan. The Southeast Neighborhood Plan is intended only as a guide.
- OS3. The City will promote, and may require, path and street connections to assure public access to the South Corvallis multi-use path loop.
- OS4. Gateways will be located consistent with the South Corvallis Area Refinement Plan Parks, Open Spaces and Special Features Map.
- OS5. The City supports a multi-use path paralleling the Willamette River and Booneville Slough. The specific location and design should be compatible with wildlife and habitat values.
- OS6. South Third Street will be enhanced as a linear gateway, connecting

Implementation

South Corvallis to the remainder of the community. The key elements of the gateway enhancement strategy are:

- Pedestrian-friendly design along South Third Street
- Buildings oriented to South Third Street (with exceptions for selected uses)
- Planter strips with street side trees and landscaping
- Planted medians
- Pedestrian nodes to slow cars and promote safe crossing

Note: This policy should be included, or referenced, in the transportation section of the Comprehensive Plan.

Implementation - Neighborhood Park Planning

OS7. To address a shortage of neighborhood parks in South Corvallis's existing neighborhoods, the Corvallis Parks and Recreation Advisory Board should investigate possible locations for new neighborhood parks serving the Bell and Powell Avenue area, including a site within the Town Center area.

Implementation - Issues for Further Study

FS1. The City will explore during the comprehensive plan update and stormwater master planning process, issues, needs and options for additional natural resource protection of Booneville Slough and Channel, Crystal Lake and drainage channel, Goodnight Creek, Ryan Creek, the South Corvallis Millrace, Dry Creek, and the Marys River. As part of this effort, the City will consider ways to maximize certainty of regulations and standards for land owners and other participants in review process.

FS2. The City will initiate a design competition for the two gateways to South Corvallis.

FS3. The City will develop specific standards to implement the gateway strategy. A design overlay will be considered. Implementation ideas include the following:

Building orientation to streets should be required for all uses in the MUC, MUE and RS-12 districts, and any civic, commercial or office uses in the LI-O, GI, and RS-9 districts. Building orientation should also be required at transit stops.

Building orientation to the street should be encouraged for all other uses and districts along South Third Street. This flexibility is intended to recognize that light industrial uses and low-to-medium residential uses are not as easily oriented to arterial highway streets as other uses. Extensive landscaping and frequent access points, (e.g. every 400 feet) for pedestrians and bicycles should be provided where buildings are not oriented to South Third Street. Side lot orientation is encouraged as an alternative to through lots, which are discouraged.

Implementation

The Limited Industrial-Office district presents a special challenge for designing developments that are consistent with the gateway strategy. Civic, commercial and office uses are recommended for building orientation to South Third Street because those types of buildings can readily be placed next to the street. Industrial uses should be encouraged for building orientation, but allowed to have large setbacks if certain conditions apply, such as:

- a. It can be demonstrated that building orientation inhibits reasonable operations of the business (e.g., the need for truck circulation around the building).
- b. A characteristic of the building, such as height, is deemed incompatible with the gateway strategy and purposes of the district.

The above standards are a beginning list intended to convey specific implementation measures for the gateway strategy, with exceptions and flexibility noted. These types of standards could be packaged as a "South Corvallis Design Overlay District" in the Land Development Code. Further, architectural review should also be evaluated. In general, the City should explore methods for both site and building design standards that are consistent with the gateway strategy and purposes of the various land use districts along South Third Street.

Note: These gateway standards should be referenced in, and coordinated with, the transportation section of the Transportation Plan.

Appendix

- A Comparison of Existing and Proposed Land Use Designations
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Appendix A

South Corvallis Area Refinement Plan Comparison of Existing and Proposed Land Use Designations

Comprehensive Plan Designations	Existing Comprehensive Plan Area (Acres)	Proposed Land Use (Acres)
<i>Low Density Residential</i>	643	501
<i>Medium Density Residential</i>	464	380
<i>Medium High Density Residential</i>	64	102
<i>High Density Residential</i>	24	0
<i>Conservation/Agricultural Open Space</i>	285	18
<i>Park/Open Space</i> ¹	-	291
<i>Public Institutional</i>	1099	1244
<i>Mixed Use Commercial</i> ¹	-	45
<i>Linear Commercial</i>	28	0
<i>Professional Administrative Office</i>	2	3
<i>Shopping Area</i>	6	0
<i>Mixed Use Employment</i> ¹	-	76
<i>Mixed Use Riverfront</i> ¹	-	42
<i>Limited Industrial</i>	56	0
<i>Limited Industrial Office</i> ¹	-	143
<i>General Industrial</i>	896	876
<i>Intensive Industrial</i>	500	139
<i>Right-of-Way</i>	42 ²	249 ³
Total	4109	4109

¹Not a current Comprehensive Plan designation.

²Right-of-way for the existing Comprehensive Plan is located within the existing city limits.

³Right-of-way for the proposed land use plan includes streets without land use designations on Figure 3.

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- Section 1 — Citizen Advisory Committee Visioning Exercise*
- Section 2 — Community Issues Workshop Materials*
- Section 3 — South Corvallis Refinement Plan Survey Results*
- Section 4 — Final South Corvallis Stakeholder Interview Report*
- Section 5 — Summary of Plans, Regulations, and Programs in the South Corvallis Planning Area*
- Section 6 — Plan Objectives and Evaluation Criteria*
- Section 7 — Charrette Week Materials and Second Draft of the Plan Alternatives (12-4-97)*
- Section 8 — Third Draft Plan Alternatives (1-28-97)*
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- Section 10 — Selected Materials from First Open House, March 13 and 15, 1997*
- Section 11 — Evaluation of Plan Alternatives*
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- Section 17 — Mixed Use Commercial District and Mixed Use Employment District Text*
- Section 18 — South Corvallis Industrial Area Comprehensive Plan Policy, PD 50 Acre Requirements*

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Issues/Options Related to BLI Project

Background

- BLI has been long identified as a Planning Work Program priority.
- In 2003, the Land Development Information Report (LDIR) methodology was revised to refine assumptions for vacant, redevelopable and constrained land.
- BLI was conducted as part of Periodic Review in 1998. In 2004 the findings for the Natural Features project included an analysis of the impact of the natural resources protection requirements on various land use categories. It was concluded that there was not impact on residential zones (due to MADE) and a minimal impact on PA-O district.
- LDIR were completed in 2008 and 2010 and natural features impacts reviewed again. No significant shortfalls were identified.
- An updated BLI would assist in review of annexation proposals, Comp Plan amendments and other policy considerations.
- The City could consider changes in land use designations, e.g. MUG, without an updated BLI.
- The BLI project must meet state requirements. Consultant cost is estimated to be \$75k and significant staff resources would also be required.

Options

- Finalize the RAP and proceed with the project over the next 12 months as planned.
- Remove the BLI Priority and use most current information (1998 BLI, 2004 SEE analysis, LDIR updates) to evaluate annexations. Comp Plan amendments and wait to do BLI later - possibly with next Periodic Review.

Buildable Lands Inventory & Land Needs Analysis Information

Conducting a Buildable Lands Inventory (BLI) and land needs analysis is a required part of Periodic Review. Buildable Lands Inventories and land needs analyses are subject to Oregon Revised Statutes and Oregon Administrative Rules to ensure that report components and methodologies are consistent with State regulations. Table I - City of Corvallis Land Demand/Need & Land Supply Information and Updates, below, provides the current status and updates of the City's BLI & Land Needs Analysis. **Note: Technically, the BLI refers to the Housing Needs Analysis of ORS 197.296 and the land needs analysis refers to an analysis of the remainder of the City's land use designations.**

TABLE I - CITY OF CORVALLIS LAND DEMAND/NEED & LAND SUPPLY INFORMATION AND UPDATES	
LAND DEMAND/NEED ANALYSES	LAND SUPPLY ANALYSES
<p>June, 1998 - Original BLI & Land Needs Analysis Completed. However, the LAND DEMAND/NEED did not account for the current mixed use Comprehensive Plan Map designations because they did not yet exist.</p>	<p>June, 1998 - Original BLI & Land Needs Analysis Completed. However, the LAND SUPPLY did not account for the current mixed use Comprehensive Plan Map designations because they did not yet exist.</p>
<p>December, 1998 - Revised BLI & Land Needs Analysis Adopted into Comprehensive Plan. The June, 1998, BLI & Land Needs Analysis was supplemented with an Appendix "G" (the blue pages in the BLI). Appendix G included a new LAND DEMAND/NEED analysis that <u>DID</u> account for our current mixed use Comprehensive Plan Map designations because they surfaced during Periodic Review. Decision-makers wanted to ensure that the BLI & Land Needs Analysis reflected them.</p>	<p>December, 1998 - Revised BLI & Land Needs Analysis Adopted into Comprehensive Plan. The June, 1998, BLI & Land Needs Analysis was supplemented with an Appendix "G" (the blue pages in the BLI). Appendix G included a new LAND SUPPLY analysis that <u>DID</u> account for our current mixed use Comprehensive Plan Map designations because they surfaced during Periodic Review. Decision-makers wanted to ensure that the BLI & Land Needs Analysis reflected them.</p>
<p>December, 2004 - Adoption of Findings for the Natural Features Project. The findings updated the BLI & Land Needs Analysis assumptions for LAND DEMAND/NEED because the findings stated that since the BLI & Land Needs Analysis was developed, 31% of the assumed 20-year growth had occurred &, therefore, 31% of the need had been accommodated. The findings stated that actual acreages needed (LAND DEMAND/NEED) were 69% of the original BLI & Land Needs Analysis figures.</p>	<p>June, 2003 - The Land Development Information Report (LDIR) updated the LAND SUPPLY part of the BLI & Land Needs Analysis information & assumptions. Included revised assumptions for totally developed land, redevelopable land, vacant approved land, constrained land, and vacant land. The revised assumptions were much more accurate and used GIS queries to a significant extent.</p>
<p>December, 2004 - Adoption of Findings for the Natural Features Project. The findings included adoption of ESEE Analysis & evaluation of impacts of NFP on LAND SUPPLY for land in the entire Urban Growth Boundary (UGB). The evaluation included an update to the overall LAND SUPPLY in each of the various land use designations. The findings stated that because of MADA provisions, there was no impact of NFP on residential LAND SUPPLY & there was only one acre of impact to nonresidential LAND SUPPLY (specifically P-AO). The findings stated that the one-acre P-AO deficit could be accommodated within the mixed use lands (which allow office) or by redesignating one additional acre to office.</p>	<p>December, 2004 - Adoption of Findings for the Natural Features Project. The findings included adoption of ESEE Analysis & evaluation of impacts of NFP on LAND SUPPLY for land in the entire Urban Growth Boundary (UGB). The evaluation included an update to the overall LAND SUPPLY in each of the various land use designations. The findings stated that because of MADA provisions, there was no impact of NFP on residential LAND SUPPLY & there was only one acre of impact to nonresidential LAND SUPPLY (specifically P-AO). The findings stated that the one-acre P-AO deficit could be accommodated within the mixed use lands (which allow office) or by redesignating one additional acre to office.</p>
<p></p>	<p>August, 2008 & January, 2010 LDIRs - These LDIRs reflected the implementation of the Natural Features Project per zone in City limits, <u>prior</u> to application of MADA provisions. By doing so, it provided a very conservative update to LAND SUPPLY in each of the various land use categories and showed the constraints of the newly implemented Natural Resources and Natural Hazards provisions.</p>

Main Uses of BLI & Land Needs Analysis Information -

- Assistance in review of Annexation applications;
- Assistance in review of Comprehensive Plan Map Amendment applications; and
- Required part of Periodic Review.

Tools to Use in the Interim to Evaluate Annexation and Comprehensive Plan Map Amendment Applications Until BLI & Land Needs Analysis Formally Updated -

- December, 2004 ESEE Analysis (updated both Land Demand/Need and Land Supply for entire UGB);
- August, 2008, LDIR (updated Land Supply numbers for City limits);
- Annual Updates to LDIR (updates Land Supply numbers, typically for City limits. On occasion, also updates Land Supply numbers for entire UGB); and
- Comprehensive Plan review criteria for Annexations and Comprehensive Plan Amendments; and
- Land Development Code review criteria for Annexations and Comprehensive Plan Amendments.

Process to Use for Addressing Council-identified Issues Prior to Formal Update to BLI & Land Needs Analysis (such as addressing the amount of MUGC land etc.) -

- Post Acknowledgement Plan Amendment (PAPA) Process (normal Comprehensive Plan Amendment process for CPAs that are not part of Periodic Review).



LWV Corvallis

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CITY MANAGERS
OFFICE

February 22, 2010

Mayor, City Council, and Planning Commission
Corvallis City Hall
501 SW Madison Avenue
Corvallis, Oregon 97333

Re: Planning Division Work Program

Dear Mayor Tomlinson, City Councilors, and Planning Commissioners:

The League of Women Voters of Corvallis has reviewed the Planning Division Work Program List and recommends **that the City make it a high priority to "Review the definition of infill..." under General Land Development Code-Related Improvements, #39.**

This recommendation is based upon our position on Urbanization which supports "comprehensive, citizen-based land use planning that maintains and enhances community livability and protects resource lands by allowing for a range of land uses, taking into consideration compatibility with surrounding neighborhood(s)."

The current definition of infill is inadequate. It needs to be expanded to encompass a vision of infill that is desirable to both those in the community who will use the definition to develop property and those who will live with the consequences of infill development. Since infill will direct a large portion of future development in Corvallis, it is imperative that the criteria and standards for infill are easily interpreted by developers and governing bodies such as the Planning Commission, and understood and welcomed by affected neighborhoods.

Proper utilization of infill should result in desirable housing (and commercial buildings) that can well serve people of different ages and occupations. Infill affects all aspects of policy that enhances livability: energy policy (solar, thermal, efficiency), transportation (walking, bicycling, mass transit, automobile), food (urban gardens), parks (pocket parks), and parking. Parking is of particular concern, since recent infill development has been designed primarily for students.

Thank you for your consideration of this recommendation. The League looks forward to further participation in the process of updating the Land Development Code.

Sincerely,

Annette Mills, President
League of Women Voters of Corvallis