Memorandum

To: Mayor and City Council

From: Ken Gibb, Community Development Director

Date: March 9, 2012

Subject: Appeal of Harrison Street Apartments Land Use Application (PLD11-00004, SUB11-00001)

Issue

At issue is the appeal of a Planning Commission decision to deny an application for a Major Modification to a Conceptual and Detailed Development Plan for the development of a 90-unit apartment complex at 2750 NW Harrison Blvd, and Major Replat to consolidate Lots 9-14 of Block 2, and Lots 4-9 of Block 3 of the Arnold Way Heights Subdivision.

As summarized in the Planning Commission Notice of Disposition, and described more fully in the minutes of the Planning Commission deliberations, main reasons cited by the Commission for denying the Planned Development application were **(Exhibits E and F)**:

- Incompatible visual elements, notably the scale and massing of the building as it relates to NW Harrison Blvd (LDC Section 2.5.40.04.a.3);
- Incompatible traffic and off-site parking impacts (LDC Section 2.5.40.04.a.10);
- Failure to satisfy solar access performance standards in LDC Section 4.6.30.a, and failure to qualify for a solar access waiver per LDC Section 4.6.60); and

On appeal, and in response to reasons given by the Planning Commission for denial, the applicant/appellant has proposed conditions of approval related to LEED Gold certification, noise attenuation, storm water management, solar access, roof pitch, building articulation, and parking lot drive aisle widths. In summary, these conditions of approval would recess the upper floors along NW Harrison Blvd, modify the roof design, incorporate off-sets in the north and south facades of the building, and modify the locations of outdoor space. As a result, the locations of the emergency service access, trash enclosure, and vehicular exit on the east side of the site near the alley would be modified, and applicable solar access and storm water management standards not previously satisfied would be met.

Land Development Code Section 2.19.30.01.c requires the City Council to hear appeals of Planning Commission decisions in a de novo public hearing process. As such, the City Council is asked to evaluate the application, including revisions to it that would result from

the appellant's proposed conditions of approval, against applicable review criteria. The Council is requested to either approve with conditions as proposed by the appellant, approve with conditions as recommended by Staff or revised by the Council, or deny the application.

It should also be noted that the statement of appeal and the letter from the applicant's attorney both assert a number of errors by the Planning Commission in making its decision to deny the application, including violations of various comprehensive plan policies, lack of substantial evidence in the record, lack of written findings and conclusions to support the planning commission's decision, and a violation of Oregon Revised Statutes needed housing provisions related to objective standards for residential development **(Exhibits C and D)**. Because of the de novo nature of this review, many of these concerns are not relevant to the City Council decision, assuming the assertions are correct. Other issues, including interpretations of the comprehensive plan policies, determining whether to apply and what weight to give to any one comprehensive plan policy in determining whether a planned development meets the Land Development Code criteria, are matters where reasonable people may disagree. The Council's interpretation will be given considerable discretion, so long as the interpretation is plausible. Others, such as the needed housing statute assertions likely have overlooked the nature of the approved planned development for this site. The clear and objective standards under which the applicant may choose to develop at any time are those set out in the existing Planned Development. The applicant is seeking to modify that approved plan, but need not do so.

Throughout this report, references are made to revisions made during the Planning Commission process, and revisions made on appeal to the City Council. References to revisions made on appeal to City Council are revisions to the design reviewed by the Planning Commission that would result from conditions of approval proposed by the appellant on appeal. Appellant proposed conditions of approval are provided in **Exhibit C.11**. Staff recommend revisions to some of the appellant proposed conditions of approval. Staff recommended conditions of approval are provided at the end of this report.

Executive Summary

In 1969, a Planned Development Overlay (PDO) was applied to the subject site in conjunction with proposed development associated with the Good Samaritan Hospital. Permits to demolish the original hospital building have recently been issued, and it is expected that this structure will be demolished in the near future. Even though the building and uses associated with the PDO will no longer be in existence, the PDO remains on the subject site because previous Conceptual and Detailed Development Plan approvals (not associated with the current request) for the site have been implemented.

Absent the PDO and implementation of previous approvals, the subject proposal would not be required to obtain Planned Development approval and would not be subject to a public hearing process, as long as all applicable development standards were met. It is the

presence of this PDO that requires the applicant to apply for a Planned Development Major Modification. Land Development Code Section 2.5.10 - Background, states in part,

It is the intent of this Chapter to establish procedures that permit flexibility in the land development process, allow for better preservation of Significant Natural Features, and allow for innovation in site planning and architectural design.

Land Development Code Section 2.5.30 - General Provisions, states in part,

Planned Development is an alternative development proces that provides an avenue for a developer to request variations from development standards while maintaining the purposes stated in Section 2.5.20 and meeting the review criteria outlined in Section 2.5.40.

Land Development Code Section 2.5.20 - Purposes, lists 8 purposes of the Planned Development review procedures. Among others, the purposes of a Planned Development are to promote flexibility in design, the efficient use of land, and provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development standards. Given the above, the Planned Development process allows and anticipates requests to vary from development standards.

As described below, and in more detail in the Case History section of this report, the applicant originally requested to vary from 15 development standards. Through the Planning Commission review process, the appellant revised the application and reduced the number of requested variations to five.

The Planning Commission denied the revised application, citing failure to comply with Solar Access standards and expressing concerns that the proposal was incompatible with respect to the Visual Elements, and Traffic and Off-Site Parking compatibility criteria in LDC Section 2.5.40. 04. More specifically, the Planning Commission expressed concerns that the mass of the building along NW Harrison Blvd was incompatible with the surrounding neighborhood, causing non-compliance with Solar Access standards. The Planning Commission also expressed concerns that the proposal would cause negative impacts on surrounding neighborhoods as there would be more cars traveling on adjacent streets and more cars parked on nearby public streets, which already experience high levels of on-street parking **(Exhibit F)**.

As a result of revisions made by the appellant during the Planning Commission review, and design revisions that would result from conditions of approval proposed to the City Council, all but two LDC standards would be met. The appellant requests to vary from these two LDC standards, which are both related to required landscaping. If granted, one variation would remove the requirement to install a 5-ft wide landscape buffer between the proposed parking lot on the west side of NW 27th Street, and the abutting private parking lot to the west. The second requested variation would remove the obligation to install a 20-ft wide landscape screen along the entire frontage of either SW Short Avenue. Staff support both requested variations, because they would maintain existing access and use of a private

parking lot, would improve access and circulation to the site, and would enhance security by allowing greater visibility between the south side of the proposed building and NW Short Avenue. The minutes of the Planning Commission deliberations indicate that the Planning Commission also supported these variations **(Exhibit F)**.

The applicant also proposes to use the Institute of Transportation Engineers (ITE) standards for parking lot design, rather than City of Corvallis Off-Street Parking and Access Standards. Parking lot design standards are not part of the LDC, therefore, using ITE standards is not a variation from the LDC. Use of ITE standards would allow narrower drive aisles, thereby increasing the number of parking spaces on site. Use of ITE standards for this project is supported by Staff, and the minutes of the Planning Commission deliberations indicate that the Planning Commission also supported use of ITE standards.

On appeal, the appellant proposes new conditions of approval that require compliance with Solar Access standards, and respond to the visual compatibility concerns raised by the Planning Commission. If applied, these conditions would modify the building design by reducing the height of the building, shifting the first floor away from NW Harrison Blvd by 4.5-ft, recessing the upper floors, and incorporating design elements that provide greater articulation in the facades and roof. On appeal, the appellant has also submitted additional information demonstrating compliance with applicable storm water management standards, and has provided information regarding traffic volumes on surrounding streets to respond to compatibility concerns regarding traffic generated by the proposed development.

Because this is a de novo hearing, the City Council is asked to evaluate the entire proposal for compliance with applicable LDC standards and criteria. However, based on issues raised by the Planning Commission the City Council may wish to focus its attention on answering the following questions:

1) Does the Council concur with the Staff conclusion that the applicable solar access and storm water management standards have been satisfied?

2) Should the two requested LDC variations concerning parking lot and through-lot landscaping be granted?

3) Should the parking lot be allowed to be designed per International Transportation Engineer standards, rather than City of Corvallis Off-Street Parking and Access Standards?

4) Has the modified building and site design addressed the compatibility concerns related to building mass, traffic, and on-street parking, which were expressed by the Planning Commission?

Decisions to grant variations from development standards, and to answer questions of compatibility, require discretion on the part of the decision making body. In reaching a decision, the Council should consider evidence in the record, including the Planning

Commission meeting minutes, which presents reasons given for denying the application, and the modifications to the plans proposed on appeal to respond stated reasons for denial.

This report presents reasons given by the Planning Commission for denial, and evaluates the ability of proposed design modifications, that would result from proposed conditions of approval, to effectively respond to those reasons for denial. As noted above, and explained later in this report, Staff recommend approval of the two requests to vary from LDC standards, and to use ITE standards for parking lot design.

Staff believe that the proposed conditions of approval, which reduce the building height, increase building articulation (off-sets and recesses in the building facades and roof), and move the building away from NW Harrison Blvd, address Planning Commission concerns regarding building mass and result in compliance with applicable solar access standards. Staff also believe that the new traffic information indicates that the surrounding street network has enough capacity to handle traffic generated by the proposed project. Finally, Staff believe that the proposal to provide the LDC-required amount of on-site parking is sufficient to demonstrate that impacts to off-site parking would be no greater than impacts resulting from a comparable development not required to be reviewed through a Planned Development process. Therefore, based on the proposed conditions of approval and new information, staff recommend approval of the project with the revised conditions of approval provided at the end of this report.

Report Format

The balance of this report is organized into the following areas:

- Exhibits
- Case History
- Planning Commission Reasons for Denial
- Staff Analysis and Discussion
- Major Replat
- Summary of Conclusions and Recommendations

Exhibits

A. Written Testimony: February 9 to March 9, 2012

B. Draft City Council Minutes - Visitor Propositions: March 5, 2012

C. Appellant Materials Submitted on Appeal: March 5, 2012

D. Appeal Letter: February 28, 2012

E. Planning Commission Notice of Disposition: February 16, 2012

F. Planning Commission Meeting Minutes: February 15, 2012

G. Applicant's Final Written Response: February 14, 2012

H. Written Testimony: February 2 - 8, 2012

I. Planning Commission Meeting Minutes: February 1, 2012

J. Written Testimony: January 25 - February 1, 2012

K. Planning Commission Staff Report Addendum: January 25, 2012

L. Planning Commission Meeting Minutes: January 4, 2012

M. Applicant Final Written Response: December 28, 2012

N. Written Testimony: December 15 - 21, 2011

O. Planning Commission Meeting Minutes: December 14, 2012
Includes:

-Written Testimony Submitted During Hearing: December 14, 2012;

-Written Testimony: December 2 - 14, 2012

P. Planning Commission Staff Report, December 2, 2011

Case History

The following outlines important dates regarding the review of, and revisions to, the subject application. The applicant lists other dates and actions associated with the project review, beginning with neighborhood meetings **(Exhibit C.5)**.

December 14, 2011

On December 14, 2011, the Planning Commission held a public hearing on the subject application. The initial proposal requested approval of a Planned Development Major Modification to construct a new 104,947 sq. ft., 91-unit apartment complex. As part of the application, the applicant requested to vary from 15 development standards. The proposed variations were related to off-street parking and access standards, building setbacks, open space requirements, solar access standards, and the location of a trash enclosure. The applicant also requested approval of a Major Replat to consolidate Lots 9-14 of Block 2, and Lots 4-9 of Block 3 of the Arnold Way Heights Subdivision.

During the December 14, 2011, public hearing, the Planning Commission granted a request to hold the written record open. In their final written response, the applicant requested that the Planning Commission postpone deliberations and re-open the public

hearing at a future date, to give the applicant the opportunity to revise the application to address concerns raised in public testimony.

January 4, 2012

On January 4, 2012, the Planning Commission granted the applicant's request, and decided to re-open the public hearing on February 1, 2012. The Planning Commission decided to accept public testimony on the entire application, including revisions to the application made after the December 14, 2011, public hearing.

February 1, 2012

On February 1, 2012, the Planning Commission re-opened the public hearing, accepted public testimony, and considered application revisions proposed by the applicant. The following list summarizes the application as revised for the February 1, 2012, Planning Commission hearing:

- Request to vary from 5 development standards, rather than 15
- Reducing the number of dwelling units from 91 to 90. Change bedroom / unit mix by adding 9 bedrooms. 26 4-bedroom units and 37 3-bedroom units were originally proposed. This was changed to 38 4-bedroom units and 24 3-bedroom units.
- Shifting the building to meet minimum setback requirements
- Increasing the number of parking spaces from 179 (Option A) or 164 (Option B), to 197 by adding a sub-surface parking area
- Increasing parking lot landscape buffer widths
- Adding 8,240 sq. ft. of Common Outdoor Space on the roof of the north wing of the building
- Screening Private Outdoor Space
- Designating 2,000 sq. ft. of Outdoor Space as a children's play area
- Moving the trash enclosure 20-ft from the subject building
- Providing a 7-ft wide franchise utility easement entirely on the subject site rather than placing segments of utility lines in the public right-of-way

Through the revised application, the applicant reduced the number of requested variations from 15 to 5. The requested variations were:

1 Solar Access protections in Land Development Code (LDC) Section 4.6.30.a;
2 20-ft wide planting screen easement requirement for Through-lots in LDC Section 4.4.20.03.c
3 Requirement for storm water detention facilities to maximize storm water infiltration per LDC Section 4.0.130.b.1;
4 Corvallis Off-street Parking and Access Standards regarding parking lot drive aisle widths (this is not a LDC standard); and
5 Requirement for a 5-ft wide landscape buffer between parking lots and abutting property per LDC Section 4.2.40.a

February 15, 2012

On February 15, 2012, the Planning Commission deliberated on the proposal, and in a six to one vote, decided to deny the Planned Development Major Modification, and in a separate vote, decided to deny the Major Replat application **(Exhibits E and F)**.

February 28, 2012

On February 28, 2012, the applicant submitted an appeal, and filed appropriate appeal fees with the City Recorder **(Exhibit D)**. In subsequent days, the applicant/appellant proposed conditions of approval, with supporting documentation, that the appellant believes address reasons cited by the Planning Commission for denying the application **(Exhibit C)**.

Staff Analysis and Discussion

The following analysis and discussion evaluates revisions to the proposed development that would occur as a result of the appellant's proposed conditions of approval, requested variations from development standards, and compatibility of the revised proposal based on consideration of compatibility criteria and applicable Comprehensive Plan policies.

This report does not evaluate the proposal's compliance with all applicable LDC standards, only those affected by the proposed conditions of approval and related revisions. An evaluation of compliance with all other applicable LDC standards is found in the December 2, 2011, and January 25, 2012, Staff Reports to the Planning Commission **(Exhibits P and K)**.

Planning Commission Reasons for Denial

The Planning Commission's reasons for denying the subject application fall within three areas: solar access, visual elements, and traffic and off-site parking impacts. Relevant LDC criteria and more specific reasons given by the Planning Commission for denying the application are provided below. Additionally, the February 15, 2012, draft Planning Commission minutes more fully reflect the range of opinions expressed by Planning Commissioners and the discussion leading to the decision to deny the application **(Exhibit F)**.

Solar Access

The Planning Commission found that the following solar access standard in LDC Chapter 4.6 - Solar Access was not satisfied.

Section 4.6.30 - PERFORMANCE STANDARDS

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

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

The appellant did not disagree that compliance with the above standard was not demonstrated. They, therefore, requested approval of a solar access waiver. A solar access waiver is different from a request to vary from LDC standards, because there are specific criteria, that if satisfied, allow the decision making body to grant a waiver. Variations (opposed to waivers) to LDC standards are typically evaluated based on compatibility impacts and whether or not a compensating benefit is achieved as a result of the variation requested.

The appellant argued that the proposal satisfied the following criteria to waive the above solar access standard (see **Exhibits K.12,39** for a summary of the appellant's argument and staff analysis). In their final written argument to the Planning Commission, the appellant also proposed a condition of approval that they believed would enhance solar access to properties to the north of the subject building by either decreasing the roof pitch, or requiring a flat roof **(Exhibit G.11)**.

Section 4.6.60 - REDUCTION OR WAIVER OF STANDARD IN PLANNED DEVELOPMENTS

For residential Planned Developments, a reduction or waiver from the requirements of Section 4.6.30 above may be granted by the Planning Commission based on the provisions of Section 4.6.40 above or to the minimum extent necessary to:

c. Reflect development constraints associated with complying with the hillside development provisions of Chapter 4.14 - Landslide Hazard and Hillside Development Provisions or reflect physical land development constraints related to the shape of the site;

d. Meet City design requirements for provision of landscaping and location of buildings consistent with minimum setbacks; or

A reduction or waiver may not be granted under this Section unless the applicant demonstrates that the loss of Solar Access for current and future generations has been mitigated by a substantial increase in energy efficiency of the proposed dwellings over Building Code requirements.

The Planning Commission did not grant the solar access waiver request. In summary, the Planning Commission gave the following reasons for not granting the waiver **(Exhibit F)**:

1. It was not clear how successful the proposed condition of approval would be in complying with the solar access standard in Section 4.6.30.a;

2. Conditioning a roof design other than as stated in the proposed condition related to solar access would change the building design in ways that were not clear, therefore, it might create unknown compatibility impacts.

3. If a flat roof were required, it would eliminate the most visual interesting elevations of the building, which are the gabled ends. A flat roof would not be compatible with the neighborhood.

4. The building was not required to be as tall, or contain as many units as proposed, therefore, the criteria in Section 4.6.60.c and "d" for granting a waiver did not apply.

5. The RS-20 zone sets the maximum building height at 65-ft, but other standards such as solar access standards also limit the height and massing of buildings. Considering this, the applicant did not demonstrate that the criteria in Section 4.6.60.c. and "d" were met.

Based on the above reasons, the Planning Commission decided that the proposal did not satisfy the criteria to grant a solar access waiver. Consequently, the Planning Commission found that application failed to comply with the solar access standard in LDC Section 4.6.30.a. Failure to comply with this standard was one reason for denying the application.

Visual Elements

Planned Development applications are required to demonstrate compatibility with the 14 factors listed in LDC Section 2.5.40.04.a **(Exhibit P.356)**. One factor is Visual elements (scale, structural design and form, materials, etc.). As shown in the minutes of the Planning Commission deliberations, a variety of opinions were expressed by the Planning Commission with respect to visual compatibility. However, generally speaking, Commissioners believed compliance with solar access standards and achieving visual compatibility were closely related. The following paragraphs reflect main points regarding visual compatibility raised by the Planning Commission during deliberations **(Exhibit F)**.

One commissioner suggested that there may be a conflict in the Code between the maximum building height in the RS-20 zone (65-ft) and the requirement that in Planned Developments a reduction of solar access to abutting buildings to the north should not occur. One noted way to address this potential conflict would be to design a building that, in this case, stepped-back from Harrison Blvd. It was also stated that the most interesting elevations of the proposed building are on the building ends. Consequently, the condition of approval contemplated during deliberations that would require the building to have a flat roof to achieve solar access, would result in the loss of the most interesting part of the building. It was stated that a flat roof would be incompatible with the neighborhood, and that the solar shading is closely related to the massing of the building, and the massing of the building looks out of place in the area **(Exhibit F)**.

Another commissioner stated that a 65-ft height maximum is not in conflict with the solar access standard, since constructing a building to that height is a design option, not a requirement. A lower building could be constructed that could meet solar access standards **(Exhibit F)**.

A third commissioner referred to Corvallis Comprehensive Plan policy (CCP) 9.2.5.d, which states **(Exhibit F)**,

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

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

In summary, the Planning Commission found that the height and mass of the building were too great, as evidenced by the inability of the building to comply with solar access standards. One of the conditions of approval contemplated during Planning Commission deliberations would have required either a flat roof, or required the roof to be lowered by 6-ft and installed at a 6:12 pitch. The Planning Commission was concerned that a flat roof would not be compatible with the neighborhood, and that without seeing a new design for the roof, it would be difficult to understand other potential compatibility impacts.

Traffic and Off-Site Parking Impacts

Like Visual Elements, Traffic and Off-Site Parking Impacts is one of 14 compatibility factors in LDC Section 2.5.40.04.a that must be considered with Planned Development applications.

As noted in the minutes of the Planning Commission's deliberations on the request, some commissioners expressed concerns about the direction of travel and the inability for westbound traffic to make a left hand turn from Harrison Blvd near the subject site, except onto either NW 26th Street or NW 30th Street **(Exhibit F.6)**. One commissioner suggested that traffic impacts might be offset by allowing residents to use the alley, which would take some of the traffic off of NW 27th and NW 30th Streets. The same commissioner also expressed concern that the proposal would cause on-street parking impacts, which might be mitigated by restricting the building from being part of any future parking district in the area.

Evaluation of Revisions Proposed on Appeal

On appeal, the appellant proposes 6 new and 1 revised condition of approval **(Exhibit C.11)**. These conditions of approval modify the plans reviewed by the Planning Commission in attempt to address Planning Commission reasons for denying the application. The modifications to the proposal are described by the appellant in Table 2:

Adjustments to the Harrison Apartments Plan **(Exhibit C.7)**. If the City Council approves the proposal, Staff recommend revisions to the appellant proposed conditions of approval. Staff recommended conditions of approval are provided at the end of this report. The design modifications resulting from conditions of approval proposed on appeal to the City Council are evaluated below for compliance with applicable LDC standards.

Building Setbacks

Appellant proposed Condition of Approval 29 - Solar Access, requires compliance with Solar Access standards. To achieve compliance with applicable solar access standards, the appellant proposes to shift the first floor of the north building wing 4' 6" to the south, creating a building setback along NW Harrison Blvd of between 10-ft and 32-ft **(Exhibits C.7-9, and C.62)**. The RS-20 zone requires buildings to be setback between 10 and 25-ft from property lines, except as provided in LDC Section 4.10.60.01.a.2 of the Pedestrian Oriented Design Standards **(Exhibits P.358, 392)**. This provision allows up to 50% of a building to exceed the maximum 25-ft setback distance when open courtyard areas are provided. As proposed, 23% of the building exceeds the 25-ft setback distance, and the areas that exceed the 25-ft setback are developed with open courtyards. Thus, the proposal satisfies applicable Building Setback standards in LDC Chapter 3.8 - High Density (RS-20) Zone, and LDC Chapter 4.10 - Pedestrian Oriented Design Standards, while also resulting in compliance with Solar Access standards per **Condition of Approval 29**.

In addition to shifting the first floor 4'6" to the south, floors two through four of the north wing would be shifted approximately 10-ft to the south **(Exhibits C 33 - 39, 62)**. The alteration to the upper floors also complies with building setback standards, while also resulting in compliance with Solar Access standards per **Condition of Approval 29**.

The building modifications noted above are proposed by the appellant and assist in compliance with solar access standards per proposed **Condition of Approval 29**. If the City Council approves the project, staff recommend revising proposed conditions of approval 29 and 31 regarding solar access and building articulation to more specifically reference the modifications described above. Staff recommended conditions of approval to this effect are provided at the end of this report.

Outdoor Space

Land Development Code Section 3.8.50 - Green Area, Outdoor Space, Landscaping, and Screening requires 48 sq. ft. of private outdoor space per dwelling unit, 200 sq. ft. of common outdoor space per one and two bedroom units, and 300 sq. ft. of common outdoor space for units with three or more bedrooms. Alternatively, per Section 3.8.50.04, developments in the RS-20 zone may combine private and outdoor space **(Exhibits P.361-363)**. The appellant has proposed to combine the private and common outdoor space requirements. As shown in Table 7 provided by the appellant in **Exhibit II.12**, 28,520 sq. ft. of combined private and common outdoor space is required.

The conditions of approval proposed on appeal modify the building design by recessing the upper floors of the north building wing, which creates 1,462 sq. ft. of new space on the roof above the first floor facing NW Harrison Blvd. This newly created space is proposed to be used as private outdoor space for tenants in abutting second-story apartments. This shift in the upper floors also reduces the amount of common outdoor space in the upper courtyard by 3,302 sq. ft. However, as shown in the tables below, and the appellant's tables in **Exhibits C.12 and C.13**, the total amount of combined outdoor space is increased by 1,546 sq. ft.

Table 1: Current and Previously Proposed Common Outdoor Space

Location	Currently Proposed	Previously Proposed	Sq. Ft. Difference
North Wing - NW Corner	1,535	1,768	-233
North Wing - SW Corner	1,007	986	21
North Wing - SE Corner	816	0	816
South Wing - NE Corner	1,320	1,035	285
Upper Garden Courtyard (directly over parking area)	12,501	15,803	-3,302
Green Roof	9,681	8,240	1,441
Total	26,860	27,832	-972

Table 2: Current and Previously Proposed Private Outdoor Space

Location	Currently Proposed	Previously Proposed	Sq. Ft. Difference
Ground Floor Patios	1,744	688	1,056
Second Floor Patios	1,462	0	1,462
Total	3,206	688	2,518

The LDC requires 28,520 sq. ft. of combined outdoor space, based on the number and type of apartments proposed **(see Exhibits P.362, 363)**. As shown in the above tables, the proposed apartments would provide 26,860 sq. ft. of common outdoor space, and 3,206 sq. ft. of private outdoor space, for a total of 30,066 sq. ft. of combined outdoor space. This increases the amount of previously proposed combined outdoor space by 1,546 sq. ft. Much of the increase in the combined outdoor space is in the form of private outdoor patios on the second floor (1,462 sq. ft.). There is also an increase of 816 sq. ft. in common outdoor space provided near the southeast corner of the north wing. This area abuts the

public sidewalk running through the site, and will be covered by the upper courtyard, but will not be fully enclosed.

As discussed in the January 25, 2012, Staff Report to the Planning Commission **(Exhibit P)**, the proposal complied with applicable outdoor space standards, which are provided below.

3.8.50.02 - Private Outdoor Space Per Dwelling Unit

a. **Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.8.50.04.**

b. **Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.**

c. **Private Outdoor Space shall be directly accessible by door from the interior of the individual dwelling unit served by the space.**

d. **Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.**

e. **Private Outdoor Space may be considered as part of the 25 percent Green Area required under Section 3.8.50.01 if it is located on the ground. Upper-story balconies cannot be counted.**

The only proposed change to the private outdoor space as a result of the conditions of approval proposed on appeal, is in the provision of new rooftop private outdoor space on the second floor. This new private outdoor space also complies with the above standards. As shown in **Exhibit C.35**, the 1,462 sq. ft. of new private outdoor space includes patios and garden/vegetation areas. The private outdoor spaces would be at least 48 sq. ft. with minimum dimensions of at least 6-ft x 8-ft, and would be directly accessible from the interior of each of the apartments served. Each private outdoor space would be divided with walls in order to provide privacy for the users of the space. As just described and shown in **Exhibit C.35**, the proposed new private outdoor space would comply with private outdoor space requirements in LDC Section 3.8.50.02.

Common outdoor space requirements are provided in LDC Section 3.8.50.03, and are presented below.

3.8.50.03 - Common Outdoor Space Per Dwelling Unit

a. **In addition to the Private Outdoor Space requirements of Section 3.8.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:**

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

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

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

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

d. **The Common Outdoor Space may be considered as part of the 25 percent Green Area required under Section 3.8.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.**

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

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

g. **Housing complexes that include 20 or more dwelling units reserved for older persons (as defined in ORS 659A) do not require tot lots. However, Common Outdoor Space shall be provided as specified in "a," through "d" above.**

To comply with solar access standards as would be required by proposed Condition of Approval 29, the upper story floors are proposed to be moved away from NW Harrison Blvd, causing the large upper courtyard (covering parking spaces)to be reduced by 3,302 sq. ft. to 12,501 sq. ft. As described in **Exhibits C.7, 8**, and shown in **Exhibits C.37 - 39**, this upper courtyard area is designed for outdoor recreational activities and gathering spaces, and provides 2,000 sq. ft. of tot-lot area **(Exhibit C.35)**. None of the common outdoor areas are within required yards **(Exhibit C.37)**. As such, the common outdoor space standards in Section 3.8.50.03 continue to be met.

When combined, common outdoor spaces must also comply with the standards below in Section 3.8.50.04.

3.8.50.04 - Option to Combine Private and Common Outdoor Space

a. **The Private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.**

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

The proposed common outdoor spaces include courtyards and roof top gardens with pedestrian amenities, including benches, tables, and cooking grilles, and will provide opportunities for active and passive recreational use **(Exhibit C.35)**. None of the common outdoor spaces are fully enclosed. Given, the above, the common outdoor spaces continue to satisfy the above standards for combined outdoor space.

As described above and in the materials submitted by the appellant, the proposal, as revised through conditions of approval, would increase the amount of private outdoor space, decrease the amount of common open space in the upper courtyard, and overall, would increase the total amount of outdoor space. The private and common outdoor spaces comply with applicable standards for each type of space. Given the above, the revised building design adds more outdoor space than is required by the LDC. Therefore, applicable outdoor space standards are satisfied.

Solar Access

The proposal reviewed by the Planning Commission did not satisfy the following solar access standard in LDC Chapter 4.6 - Solar Access.

Section 4.6.30 - PERFORMANCE STANDARDS

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

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

The appellant requested Planning Commission approval of a solar access waiver, arguing that they satisfied the following criteria to waive the above solar access standard (see **Exhibit K.12** for a summary of the appellant's argument and staff analysis). The appellant also proposed to the Planning Commission a condition of approval that they believed would enhance solar access to properties to the north of the subject building by either decreasing the roof pitch, or providing a flat roof.

Section 4.6.60 - REDUCTION OR WAIVER OF STANDARD IN PLANNED DEVELOPMENTS

For residential Planned Developments, a reduction or waiver from the requirements of Section 4.6.30 above may be granted by the Planning Commission based on the provisions of Section 4.6.40 above or to the minimum extent necessary to:

c. Reflect development constraints associated with complying with the hillside development provisions of Chapter 4.14 - Landslide Hazard and Hillside Development Provisions or reflect physical land development constraints related to the shape of the site;

d. Meet City design requirements for provision of landscaping and location of buildings consistent with minimum setbacks; or

A reduction or waiver may not be granted under this Section unless the applicant demonstrates that the loss of Solar Access for current and future generations has been mitigated by a substantial increase in energy efficiency of the proposed dwellings over Building Code requirements.

As describe previously in this report, the Planning Commission did not grant the solar access waiver request. Consequently, the proposal failed to comply with the solar access standard in Section 4.6.30.a.

To achieve compliance with LDC Section 4.6.30.a, the appellant proposes to City Council a new Condition of Approval #29, which states **(Exhibit C.11)**,

Solar Access - The building shall provide at least 4 hours of solar access on November 21 between the hours of 9am to 3pm for the properties north of the site along Harrison Boulevard. Therefore, no solar waiver shall be required.

To demonstrate the ability to satisfy the proposed condition of approval, the appellant proposes a revised design for the building that will reduce the height of the roof from 16-ft to 9-ft, and flatten the roof slope by changing it from 17:12 to 10.8:12. As explained below, these changes result in compliance with the solar access standard in Section 4.6.30.a.

Land Development Code Section 4.6.30.a requires that there be no reduction in solar access protection at the ground level of the south face of existing residential buildings adjacent to the development.

LDC Chapter 1.6 - Definitions defined solar access protection as,

Solar Access Protection - Right to unobstructed Solar Access for at least four hours between 9 a.m. and 3 p.m. on November 21 of each year.

The appellant has provided a solar access study of the existing and proposed buildings in **Exhibits C. 58-60**. Their studies show that each of the five buildings north of the site would achieve at least five hours of solar access between 9 am and 3 pm on November 21. As such, the appellant has demonstrated compliance with LDC Section 4.6.30.a, as would be required if proposed **Condition of Approval 29 - Solar Access** were applied.

In conclusion, one reason the Planning Commission denied the application was because it failed to comply with LDC Section 4.6.30.a, and the Planning Commission did not believe the proposal satisfied the criteria for receiving a Solar Access Waiver. On appeal, the appellant has proposed conditions of approval that modify the building design and result in compliance with the applicable standards in LDC Chapter 4.6 - Solar Access, including the standard in Section 4.6.30.a.

Storm Water Infiltration

During the Planning Commission review, concerns were raised that insufficient parking was proposed. In response to these concerns, the appellant revised the application for the

Planning Commission's consideration. The revised plans reviewed by the Planning Commission, included a multi-level parking structure. The proposal to construct a multi-level parking structure affects the applicable storm water detention requirements. Land Development Code Section 4.0.130.b addresses when detention and/or retention are required. Section 4.0.130.b.3.b gives properties the ability to subtract the square footage of underground parking or each level of structured parking from the square footage subject to detention requirements. The applicant's calculations in **Exhibit C.94** show detention is not required per the LDC because of the addition of the parking structure square footage.

Any detention provided by the applicant, with development of the site as currently proposed, would provide additional benefit to the City's combined sewer system. The applicant is currently proposing, and will be required, to provide detention facilities consistent with LDC requirements. Staff propose the following revisions to **Condition of Approval 22**:

> Private Storm Water Detention - Concurrent with development, required storm water detention shall be implemented as proposed per LDC section 4.0.130. As allowed in LDC section 4.0.130.b.3.b), the applicant may subtract the square footage of each level of structured parking from the square footage of detention requirements. The storm water detention facilities should be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington, Surface Water Design Manual, and should be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private storm drainage system will be subject to permitting through the City's Development Services Division. The use of pervious pavements may reduce the contributing area used in the detention volume calculations in addition to provisions in LDC section 4.0.130.b.3.b). A private maintenance agreement with enforcement provisions to ensure maintenance for this facility shall be established in accordance with LDC sections 4.0.70.f and 4.0.60.d.

The appellant also proposes a new **Condition of Approval 28 - Storm Water Infiltration**, which requires the installation of at least 1,200 sq. ft. of rain garden areas. Staff support the proposed new Condition of Approval 28, because it will support on-site storm water infiltration **(Exhibit C.11)**.

Proposed Condition of Approval 28 is in addition to previous staff recommended conditions of approval numbers 21 and 22 regarding private storm drainage and pervious pavement, and private storm water detention. In summary, those conditions of approval require compliance with applicable storm water management standards. Given the above, the appellant has demonstrated compliance with applicable storm water management standards.

Roof Pitch, Building Height, and Building Articulation

The appellant states in Table 2: Adjustments to the Harrison Apartments Plan **(Exhibit C.9)**, that the roof height is proposed to be reduced from 16-ft to 9-ft, and the overall height of the building is proposed to be reduced by nearly 3-ft, from 51-ft to approximately 47-ft. The pitch of the roof is proposed to be changed from 17:12 to 10.8:12, thereby, reducing

the roof pitch compared to the original proposal. These changes are reflected in appellant proposed conditions of approval 30 and 31.

Along NW Harrison Blvd, the building has been designed to include 6 "notches" or recesses in the facade. Two notches are also proposed in the south facade, facing NW Short Avenue. Each recess is proposed to be at least 2-ft deep and 4-ft wide. Coincident with the notches in the building facades are roof notches that are 3-ft deep. They are provided at approximately every 50-ft along the roof line. The proposed building elevations and roof are shown in the graphics in **Exhibits C.54-56, and 64**.

The changes to building design and roof height and pitch were made to achieve compliance with applicable solar access standards, as well as to address compatibility concerns related to the building's mass. The proposed alterations to the roof, building height, and facades are not required to comply with any LDC standard, other than what is necessary to comply with the solar access standard in Section 4.6.30.a. As proposed, the building complies with applicable standards such as building height, setbacks, and applicable Pedestrian Oriented Design Standards. However, if the Council approves the proposal, Staff recommend proposed **Condition of Approval 30** be revised to specify the proposed reduction to the heights of the roof and the building.

Pedestrian Access

As a result of the revisions resulting from proposed conditions of approval, the building design has been modified. The changes to building design cause the previously proposed public path through the site between NW Harrison Blvd and NW Short Avenue, to become more straight compared to the previous design **(Exhibit C.34,67, and Exhibit P.207)**. Staff support this modification because it results in an more direct and user friendly pedestrian route through the site, and continues to comply with applicable LDC standards. Although the path would be located on private property, a public access easement is proposed to allow for a convenient public pedestrian connection through the site **(Condition of Approval 6)**.

Circulation, Trash Enclosure ADA Parking, and Bike Parking

Though not stated in Table 2 - Adjustments to the Harrison Apartments Plan **(Exhibit C.7)**, pushing the building 4.5-ft to the south results in a need to modify the emergency vehicle ingress, and private vehicle egress points along the abutting alley to the east, as well as the location of the trash enclosure. This is because moving the building south creates the potential for emergency vehicles to strike the second floor of the building, which would partially overhang the driveway. To prevent emergency vehicles from hitting the building, the proposed design places the private vehicle driveway closest to the building. Abutting the emergency access to the south would be the vehicle exit driveway. South of both driveways is the proposed trash enclosure **(Exhibit C.33)**. The design reviewed by the Planning Commission showed the emergency vehicle access closest to the building, followed by the trash enclosure, and then the private vehicle driveway. The revised design continues to comply with applicable standards and emergency access requirements.

The change in building design also results in a reduction in ADA parking spaces, from 9 to 6. The Corvallis Off-Street Parking and Access Standards require 6 ADA spaces for parking lots with between 151 and 200 spaces. The proposed project provides 197 spaces. Thus, this change complies with Corvallis Off-Street Parking and Access Standards. It should be noted that the revised drawings do not show 6 ADA spaces, which is a drawing error. Three ADA spaces are shown in **Exhibit C-34**. A fourth should be shown along the southern most row of parking that would share the striped access aisle. Similarly, a second ADA stall should be shown next to the ADA stall shown on **Exhibit II.40**.

The location of bicycle parking is also affected by moving the building south 4.5-ft. Bicycle parking near the northeastern corner of the building has been removed, and new bicycle parking has been provided in the subsurface parking area and near the west elevator. As shown in Table 5: Unit Count and Parking, 166 bicycle parking spaces are required and 183 are proposed **(Exhibit C.12)**. Of the 183 bicycle parking spaces, 60%, or 110 spaces, are proposed to be covered. As proposed, more than the required number of bicycle parking spaces would be provided. **Condition of Approval 4** ensures that the design of bicycle parking spaces meets the requirements in LDC Section 4.1.70.

As described above, and shown in materials submitted by the appellant, the proposal complies with applicable standards regarding internal circulation and access, the location of trash enclosures, and ADA and bicycle parking.

Proposed Variations

The proposal reviewed by the Planning Commission requested to vary from three LDC standards, two relating to landscaping and a third related to storm water detention. The proposal also requested approval of a solar access waiver, and to use Institute for Transportation Engineers standards for the parking lot design, rather than Corvallis Off-Street Parking and Access Standards. As explained previously in this report, the applicant has proposed conditions of approval that cause the proposal to comply with solar access and storm water detention standards. The appellant continues to request to vary from the LDC provisions regarding parking lot landscape buffers, and the provisions that require a planting screen easement on through-lots. The appellant also continues to request approval to use ITE standards for parking lot design, rather than the City of Corvallis Off-Street Parking and Access Standards. Each of these requests are explained and evaluated below.

Parking Lot Landscaping

Section 4.2.40 - Buffer Plantings

Parking, Loading, and Vehicle Maneuvering Areas -

a. Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from

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

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

The triangular parking, lot south of NW Short Avenue and west of NW 27th Street, is an existing lot that abuts 10 private parking spaces along the western side of the proposed parking lot (referred to as the 27th Street parking lot) **(Exhibit C.35)**. If the requirements in LDC Section 4.2.40 were applied, the applicant would be required to install a 5-ft landscape buffer along the west property line of the 27th Street parking lot. This would entirely block the existing access to the 10 private parking spaces and make that area of abutting private property useless for vehicle parking. To avoid this situation, the applicant proposes to install the requisite buffer along the abutting streets, and has requested approval to not install a landscape buffer around the entire 27th Street parking lot.

Staff support this requested variation, and the minutes of the Planning Commission deliberations do not indicate specific concerns with this variation **(Exhibit F)**. Therefore, Staff recommend that this variation be granted.

Through-lot Planting Screen

4.4.20.03 - Lot Requirements

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

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

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

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

The applicant requests to vary from the above LDC standard that requires a 20-ft wide through-lot planting screen easement along the site's frontage of NW Short Avenue, or along NW Harrison Blvd. A through-lot is defined by LDC Chapter 1.6 - Definitions as a

Lot that fronts two parallel streets or that fronts two streets that do not intersect at the lot's boundaries.

The appellant proposes to consolidate multiple lots into a single lot, which would be defined as a through-lot. Per LDC Section 4.4.20.03.c, through-lots are required to provide a 20-ft wide easement, and the easement area is to be developed with a 20-ft wide planting screen. To satisfy this requirement on the subject site, based on the subject proposal, the building would need to be pushed at least 10-ft to the north, vehicle access to the site to the north along NW Short Avenue would be removed, and the entire frontage would be developed with a vegetative screen as defined above in LDC Section 4.2.50.

The appellant requests to vary from the requirement to establish a through-lot planting screen easement. When first developed, the through-lot provisions were primarily intended to help define front yards and building orientation on large single-family home lots abutting parallel streets, and to limit access to such lots to only one street. (One example of this type of buffer can be found in the single family dwelling neighborhood along Walnut Avenue, near Martin Luther King Jr. Park.) The through-lot provisions were not developed to address multi-family development where multiple points of access and visibility of public areas is desirable. For this reason, Staff recommend that this variation be granted.

Drive Aisle Width Standards

The introduction to the Corvallis Off-Street Parking and Access Standards states,

The City has incorporated their current off-street parking and access standards in a single text to aid designers of such facilities. These requirements cover the majority of design standards as set forth by the city; however, they are in no way meant to limit the City's ability to adopt new standards or to modify the existing ones.

The standards included in this text are meant to be supplemental to any requirements established in the Land Development Code and any other city ordinances and policies concerned with off-street parking, loading, and access. Additionally, any requirements set forth by the City Engineer, the Planning Commission or City Council for a specific project shall be considered as requirements over and beyond those listed in the text.

The Corvallis Off-Street Parking and Access Standards require a parking lot drive aisle width of 26-ft for aisles serving 90-degree parking, and 16-ft for aisles serving 60 degree angled parking. Given the inherent ability to modify the parking and access standards, the applicant proposes drive aisle widths of 23-ft for 90-degree parking, and 15.75-ft for 60-degree angled parking. The proposed standards are taken from the Institute of Transportation Engineers (ITE). The ITE standards provide different dimensional standards based on the anticipated frequency of vehicle turn-over in parking lots. High

turn-over uses, such as grocery stores, require wider dimensions, and lower turn-over uses allowing narrower dimensions. It is expected that there will be a low turn-over rate of cars in the parking areas, therefore, the narrower drive aisle based on ITE standards is expected to adequately function in the proposed parking lots. Using narrower drive aisles also uses the space dedicated to parking in a more efficient manner than would be achieved if the parking lot was designed based on the Corvallis Off-Street Parking and Access Standards. As such, a greater number of vehicles can be parked in a smaller area.

Staff support the request to use ITE standards for this development, as have been approved for other developments in the City. Staff recommend that this requested variation be granted.

Planned Development Purposes and Compatibility

As stated in the Executive Summary of this report, the planned development process provides an avenue for a developer to request variations from LDC standards while maintaining consistency with the planned development purposes in Section 2.5.20 and review criteria in Section 2.5.40.04. The purpose statements and compatibility criteria are provided below, followed by an analysis of consistency with them. Analysis in this report

is limited to the two requested LDC variations, the request to use ITE parking standards, and the compatibility issues raised by the Planning Commission.

Planned Development Purposes

Section 2.5.20 - PURPOSES

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

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

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

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

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

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

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

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

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

The purpose statements are not review criteria. However, Staff analysis of the proposal with respect to the above purpose statements is provided, because planned developments are required to generally be consistent with those purposes.

The proposal seeks flexibility in site design through the requests to not provide a portion of the required 5-ft wide landscape buffer on the west side of the 27th Street parking lot, and the request to not provide a 20-ft wide planting screen easement along NW Short Avenue. These proposed variations are consistent with purposes a, b, d, g, and h. The proposed variations represent flexibility in design consistent with purpose "a". The variations allow efficient access to the site and existing, abutting private parking spaces. If the through-lot screen were required, it would impact the ability of pedestrians to access the site, and would reduce security by lessening visibility between the site and NW Short Avenue. As such, the request is consistent with purposes "b" and "d". By strictly following the LDC, the abutting private parking would be closed-off and could not function as a parking lot. For the above reasons, the requested variations provide compensating benefits, and result in greater compatibility with surrounding uses than would development to conventional land development procedures. Therefore, the requested variations are consistent with purposes "g" and "h".

The request to use ITE parking lot design standards rather than City of Corvallis Off-Street Parking and Access Standards is not a variation from LDC standards. Nonetheless, employing the narrower ITE drive aisles would allow more cars to be parked on the subject site and would reduce the amount of land covered with pavement. This represents an efficient use of land and energy, and allows more cars to be parked on site, reducing pressure to park on nearby streets. Hence, the use of ITE standards is consistent with purposes "b" and "g".

Compatibility Criteria

2.5.40.04 - Review Criteria

Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a," below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b," below:

a. **Compatibility Factors -**

1. **Compensating benefits for the variations being requested;**

2. **Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);**

3. **Visual elements (scale, structural design and form, materials, etc.);**

4. **Noise attenuation;**

5. **Odors and emissions;**

6. **Lighting;**

7. **Signage;**

8. **Landscaping for buffering and screening;**

9. **Transportation facilities;**

10. **Traffic and off-site parking impacts;**

11. **Utility infrastructure;**

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

13. **Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards[1]; and**

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

b. **Natural Resources and Natural Hazards Factors -**

1. **Any proposed variation from a standard within Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, or Chapter 4.14 - Landslide Hazard and Hillside Development Provisions shall provide protections equal to or better than the specific standard requested for variation; and**

2. **Any proposed variation from a standard within Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured**

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

Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, or Chapter 4.14 - Landslide Hazard and Hillside Development Provisions shall involve an alternative located on the same development site where the specific standard applies.

3. **Any proposed Floodplain Development Permit variation that exceeds the scope of Section 2.11.60.01.a shall also meet the Floodplain Development Permit Variance review criteria in Section 2.11.60.06 and, to the extent feasible, the base Floodplain Development Permit review criteria in Section 2.11.50.04.**

Compensating Benefits

As discussed previously in this report, and in earlier reports to the Planning Commission **(Exhibits K and P)**, the requested variations provide compensating benefits. By granting the request to not provide a parking lot landscape buffer along portions of the 27th Street parking lot, the existing abutting private parking lot will maintain its access, and its function as a parking lot. Requiring the landscape buffer would prevent this private parking lot from functioning, which would cause more cars to be parked on adjoining streets. Therefore, the compensating benefit is the continued use of an existing private parking lot and maintenance of off-street parking in an area that experiences high levels of on-street parking.

The following excerpt from the December 2, 2011, Staff Report to the Planning Commission explains compensating benefits of the request to not provide a through-lot planting screen easement **(Exhibit P)**.

The purpose of a planting screen easement is to restrict or consolidate access and support the identity of a front yard. Planting screens are also used to obscure or block unsightly views or visual conflicts, or to create privacy and security. Where landscaping is used as a screen it must be at least 6 feet tall and 80% opaque as seen from a perpendicular line of site. Walls and fences used for a through-lot screen cannot exceed 3-ft in height because these structures would be in a yard adjacent to a public street ***(LDC Section 4.2.50 - Attachment C)****. The applicant requests to vary from the planting screen easement requirement associated with through-lots to avoid the need to install a screen between the building and the street. The building is not considered an unsightly view that needs to be screened. Requiring a screen would negatively impact pedestrian access to the site and would diminish the interaction between the development site and the street in an area when it is desirable for views between the street and site to enhance the pedestrian environment. Eliminating the planting screen easement for the through-lot is supported by CCP 9.2.5. Pertinent parts of this policy are provided below.*

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

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

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

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

Based on the above, staff support the request to vary from the requirement to provide a through-lot screen. The benefits of easy to understand, and unimpeded pedestrian access, between the site and street and increased visibility of public areas from the site are benefits that compensate for the request to omit the planting screen easement.

Visual Elements

One reason the Planning Commission denied the subject application was because the height and massing of the building prevented it from complying with solar access standards. The Planning Commission also expressed general concerns that the mass of the building was not compatible with the neighborhood, but particularly with respect to the building's appearance along NW Harrison Blvd **(Exhibit F)**.

In response to these concerns, the appellant has proposed conditions of approval that result in modifications to the building design as outlined below.

North Building Wing

- The entire wing moved 4.5-ft south
- Floors 2-4 moved recessed an additional 10-ft south
- 6 notches or breaks introduced in walls and roof. The breaks occur approximately every 50-ft
- Roof elevation reduced by 3-ft at the notches
- Private outdoor space added to 2nd floor north side of building (accessible by 4 units)
- Building size and shape has been slightly adjusted for massing shift to the south

South Building Wing

- 2 notches or breaks introduced in building walls and roof. The breaks occur approximately every 50-ft.
- Roof elevation reduced by 3-ft at the notches

Height

- The pitch of the gable roof on both buildings has changed, and been reduced in height from 16' down to 9' and has been flattened at the ridge line.
- The previous building height was 51', the proposed building is now 47'2"

The changes listed above result in compliance with Solar Access standards, and the building complies with all applicable LDC standards, including building height, setbacks, and design standards in Chapter 4.10 - Pedestrian Oriented Design Standards. The inclusion of breaks and recesses in the building walls and roof provides additional visual interest that was not evident in drawings reviewed by the Planning Commission **(Exhibits 64-66)**. Shifting the building south leaves only 35-ft of the north wing at the minimum setback distance of 10-ft. Other parts of the building along NW Harrison Blvd are setback between 11 and 32-ft. This not only increases the distance of the building from the street, but also increases the amount of space between the building and street that can be developed with courtyards and landscaping **(Exhibit C.35)**.

The Land Development Code includes standards that regulate setbacks, height, and design. When evaluating development proposals, Staff typically conclude that a building is compatible with the Visual Elements compatibility criteria if it meets LDC standards, which include Pedestrian Oriented Design Standards that were developed to enhance the pedestrian environment functionally and aesthetically. The building design reviewed by the Planning Commission did not meet Solar Access. The Planning Commission did not apply conditions of approval during deliberations that would change the building design, because it was not clear if doing so would result in compliance with Solar Access standards, or would be visually compatible. The modified building design resulting from conditions of approval presented on appeal complies with all applicable development standards. Therefore, Staff believe the proposed building is compatible based on the Visual Elements criterion.

Traffic and Off-site Parking Impacts

Traffic

The applicant submitted additional traffic analysis, dated March 2, 2012 and March 8, 2012, to verify the existing daily traffic volumes on streets providing primary vehicular access to the site **(Exhibits C.80-89)**. The analysis states expected traffic volumes with the proposed development are consistent with typical volumes associated with the street classification. Table 3-4 of the 1996 Corvallis Transportation Plan list general traffic volumes for the different classifications of streets:

Corvallis Transportation Plan, Table 3-4: Functional Classification General Traffic Volume and Speed Guide		
Roadway Type	Daily Vehicles	Managed Speed (mph)
Arterial Highway	>10,000	45-55
Arterial Street	< 5,000	25-45
Collector	<2,000	25-35
Neighborhood Collector	<2,000	25
Local Connector	<2,000	25
Local	<2,000	15-20

The applicant applied estimated trips for the development based on Institute of Transportation Engineers (ITE) published data to existing trips counted on Tuesday, February 28, 2012. Traffic volumes were counted on NW 27th Street (local), NW Van Buren (local), and NW Arnold Way (collector). According to the Technical Memorandums, with development of the site, NW 27th Street, NW Van Buren Ave., and NW Arnold Way are expected to meet the Corvallis Transportation Plan traffic volume guidelines for a local street. Therefore, Staff believe the proposal is compatible based on the Traffic and Off-Site Parking Impacts criterion.

Parking

Based on the standards in LDC Chapter 4.1 - Parking, Loading, and Access Requirements, the base minimum amount of on-site vehicle parking for proposed development is 197 spaces. This amount of parking could potentially be reduced by 20%, to 158 spaces because the site is within 300-ft of a transit stop, and because of the number of required bicycle parking spaces, as provided below in Section 4.1.20.q.

q. Parking Reduction Allowed -

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

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

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

b) For every four additional bicycle parking spaces provided over the minimum requirement, required vehicle parking may be reduced by one space, up to the maximum of a 10 percent vehicle parking reduction. Fifty percent of these additional bicycle parking spaces shall be covered, consistent with Section 4.1.70.d.1.

Additional reductions of vehicle parking spaces may be granted through the procedures in Chapter 2.12 - Lot Development Option or Chapter 2.5 - Planned Development.

The appellant proposes to provide the minimum required 197 on-site parking spaces, and does not seek to reduce the amount of required parking.

Some Planning Commissioners expressed concerns that because of the number of 3 and 4-bedroom units proposed (24 and 38, respectively), and the possibility that each resident would have a vehicle, the proposed 197 parking spaces might not satisfy the parking demand, and more vehicles would be parked on nearby public streets that already experience high levels of parking.

It is difficult to quantify the number of vehicles associated with the proposed development that would park off-site, and what the off-site parking compatibility impacts might be. When evaluating off-site parking impacts, Staff typically conclude that if the proposal provides on-site parking within the range required by the Code, then the parking is compatible based on the Traffic and Off-site Parking Impacts compatibility criterion.

The City Council may also consider the following Comprehensive Plan Policies related to parking, when evaluating the proposal for compatibility with the Traffic and Off-site Parking Impacts criterion in Section 2.5.40.4:

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

11.4.2 The City shall adopt and implement measures that discourage nonresidential vehicular parking on residential streets and in other adversely affected areas.

11.4.3 All traffic generators shall provide adequate parking.

11.4.4 Multiple-level parking facilities near major traffic generators should be encouraged where practical.

11.4.5 The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.

11.4.6 New industrial and commercial development shall provide preferential car pool and van pool parking near primary building entrances.

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

The above policies that give direction to developers, rather than the City, include 11.4.3, 11.4.4, and 11.4.6. Briefly, the proposed project provides the minimum amount of required parking, consistent with policy 11.4.3. The site is approximately two blocks from OSU and commercial areas on NW Monroe Avenue, which are both major traffic generators. The project proposes multi-level parking, which is consistent with policy 11.4.4. The Hertz WeCar car share program is also proposed for use by the apartment tenants, which is consistent with policy 11.4.6. Other Staff identified Comprehensive Plan policies are provided in **Exhibits P.400-403**.

Staff note that Section 2.5.20 - Purposes, subsection "g" states,

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

Surrounding land uses to the north of the site, across NW Harrison Blvd, include a church and three single family residences. Single-family residences are also located west of the site (these are also in the RS-20 zone and could potentially be redeveloped to multi-family structures) **(Exhibit P.200)**. Land uses south and east of the site are primarily fraternities and sororities. Conventional land development procedures refers to procedures that do not require review through the planned development process.

The Council may apply discretion when evaluating compatibility. If, despite complying with applicable LDC standards regarding building design and parking, the Council believes the proposal is incompatible, the Council may turn to comprehensive plan policies and Section 2.5.20.g. The Council may find that greater compatibility with the surrounding land uses has not been achieved compared to a similar building not reviewed through the Planned Development process, and find that the application is not consistent with the purposes of the Planned Development chapter, and deny the application.

Major Replat

In addition to the Conceptual and Detailed Development Major Modification application, the appellant also requested Planning Commission approval of a Major Replat to consolidate Lots 9-14 of Block 2, and Lots 4-9 of Block 3 of the Arnold Way Heights Subdivision. In the Staff Reports to the Planning Commission it was recommended that the Planning Commission approve the Major Replat application. However, once the Planning Commission denied the Planned Development Major Modification request, Staff recommended that the Major Replat application also be denied because the Major Replat and associated conditions of approval were inextricably tied to the Major Modification application **(Exhibit F)**.

On appeal, Staff believe that the appellant has provided new information and modified the building and site design in a way that sufficiently addresses the reasons given by the Planning Commission for denial. Consequently, Staff recommend that the City Council approve the Major Replat application. However, if the City Council does not approve the Planned Development Major Modification request, Staff recommend that the Major Replat application also be denied.

Summary of Conclusions and Recommendations

This report evaluated the revisions to the Harrison Street Apartments Conceptual and Detailed Development Plan Major Modification and Major Replat application, that were made on appeal to the City Council through proposed conditions of approval. An attempt was made to fully and accurately represent the Planning Commission's reasons for denying the application, and to evaluate the proposed revisions made by the appellant to respond to the reasons for denial.

Based on the proposed conditions of approval, which would result in design modifications, and new information submitted by the appellant on appeal, Staff recommend that the

proposal be approved with conditions provided at the end of this report. Staff have reached this recommendation based on the following reasons:

- The proposal only requests to vary from two LDC standards. For each requested variation, the appellant has demonstrated there would not be negative compatibility impacts and that compensating benefits would be provided.

- Previously requested LDC variations related to storm water management and solar access are no longer proposed. The appellant has demonstrated compliance with these standards.

- The Planning Commission expressed concerns that the height and mass of the proposed building was not compatible as evidenced by the proposal's inability to comply with solar access standards. On appeal, the building height and roof shape have been modified so that solar access standards are met.

- The Planning Commission expressed concerns that the building was incompatible in its relationship to NW Harrison Blvd and the surrounding neighborhood. On appeal, breaks have been incorporated into the building elevations and roof elevations facing both NW Harrison Blvd and NW Short Avenue. While this does not decrease the overall length of the building, it creates smaller building segments and increases the amount of visual interest on the street facing facades. Additionally, the first floor of the building has been shifted away from NW Harrison Blvd, and the upper floors stepped-back further than the first floor. This creates more space between the building and the street, which is proposed to be filled with pedestrian courtyards, and scales back the presence of the building along NW Harrison Blvd.

- The proposal meets applicable LDC standards related to building design, such as height, setback distances, and Pedestrian Oriented Design Standards. Therefore, Staff believe the proposal is compatible with the Visual Elements compatibility criteria.

- The proposal satisfies applicable LDC standards regarding the amount of required off-street parking. Therefore, staff believe the proposal is compatible with the Traffic and Off-site Parking Impacts compatibility criteria.

- The number of trips generated by the proposed project on adjacent streets would not put those streets at risk of exceeding their carrying capacity as outlined in the Corvallis Transportation Master Plan. Therefore, Staff believe the proposal is compatible with the Transportation and Off-site Parking compatibility criterion.

Requested Action

The City Council has three options with respect to the Planned Development Major Modification, and Major Replat applications:

Option 1: Approve the applications as proposed on appeal to City Council, including the appellant proposed conditions of approval;

Option 2: Approve the applications as proposed on appeal to City Council, with conditions of approval recommended by Staff or modified by the City Council; or

Option 3: Deny the applications.

As summarized above, staff recommend the Council pursue Option 2 and approve the applications with staff recommended conditions of approval, which are provided at the end of this report. If the Council accepts this recommendation the following motions are suggested.

Recommended Motion for PLD10-00004

MOTION:
I move to tentatively approve the Harrison Street Apartments Conceptual and Detailed Development Plan Major Modification (PLD11-00004), as conditioned in the March 9, 2012, Staff Report to the City Council, and subject to the adoption of Formal Findings and Conclusions. This motion is based on evidence in the record, findings in support of the application presented in the March 9, 2012, Staff Report to the City Council, and findings in support of the application made by the City Council during deliberations on the request.

Recommended Motion for SUB11-00001

MOTION:
I move to tentatively approve the Harrison Street Apartments Major Replat application (SUB11-00001) as conditioned in the March 9, 2012, Staff Report to the Planning Commission, subject to adoption of Formal Findings and Conclusions. This motion is based on evidence in the record, findings in support of the application presented in the March 9, 2012, Staff Report to the City Council, and findings in support of the application made by the City Council during deliberations on the request.

Review and Concur

Jim Patterson, City Manager

Staff Recommended Conditions of Approval

Page No.	Condition No.	Condition
All	1	**Consistency with Plans** – All development shall comply with applicable City standards unless a variation has been granted through this approval. Development shall comply with the application narratives, and revised plans in **Addendum Attachment C** of the January 25, 2012, Staff Report Addendum, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
Staff Report Addendum 8-9, 15	2	**Parking** As proposed, the applicant shall provide 197 parking stalls. Parking stall dimensions and the parking lot configuration shall comply with Corvallis Off-Street Parking and Access Standards, except that drive aisle widths may be reduced to 23-ft between 90-degree angle parking, and 15-ft 9-in between 60-degree angled parking. Wheel stops shall be provided where required by Corvallis Off-Street Parking and Access Standards.
31,38,39	3	**Landscape Installation and Maintenance** – Prior to issuance of building permits, the applicant shall submit detailed landscaping plans that demonstrate compliance with the provisions of Land Development Code Chapter 4.2, and applicable Conditions of Approval for this land use request. The following landscaping provisions shall apply to overall development of the site: a. Landscape Construction Documents – Prior to issuance of necessary building or occupancy permits, the applicant shall submit for approval by the Community Development Director, landscape construction documents for this site, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall comply with LDC Chapter 4.2 and other conditions of this approval. All trees shall have at least a 1½-inch trunk

Page No.	Condition No.	Condition
		caliper, four feet above the ground, at the time of installation. Landscaping installed as a requirement of this proposal shall be designed to achieve a minimum coverage of 90 percent within three years of installation. b. <u>On-site Landscaping</u> - Required landscaping on the subject site shall be installed and inspected prior to issuance of Final Occupancy permits. Required landscaping shall be illustrated on the landscape plan submitted to comply with item (a) above, except where, due to plant availability or performance, minor changes that meet the Code performance criteria and maintain at least the minimum plant density and plant size are authorized. Consistent with Section 4.2.20(a), a three-year landscaping maintenance bond that covers all landscaping required for this proposal shall be provided to the City prior to issuance of the occupancy permit. All landscaping shall be separated from vehicle maneuvering areas by a raised curb. c. <u>Landscaping in the Public ROW</u> - In accordance with LDC Section 4.2.20.a.2, the applicant shall submit planting and irrigation plans for all trees and vegetation required in the public ROW. The Final Plat shall not be approved until all required landscaping and related improvements are installed or financially secured. In accordance with LDC Section 4.2.20.a.3, required landscaping in the ROW shall achieve a minimum 90% ground coverage within three years. A financial guarantee for the installation of required landscaping shall be provided per Section 4.2.20.a.3. The applicant shall plant at least 13 trees in the NW Harrison Blvd planter strip, 7 trees in the Short Ave planter strip (north side of street), 3 trees on the 27th Street planter strip (east side), and 4 trees in the 27th Street planter strip (west side). The two existing trees on the south side of Short Ave shall be preserved. Prior to landscaping, paved or gravel areas within planter strips

Page No.	Condition No.	Condition
		shall be removed and replaced with soil. If necessary to comply with Condition 3.d, below, trees may be omitted from final landscape plans. d. Tree Planting Techniques and Tree Species - Trees shall not be planted where they will block street signs or traffic signals. Trees shall not be planted in areas outlined in LDC Section 4.2.30.b, including locations that are five feet from hard surface areas and 10 feet from utilities. Where this is not possible, the applicant shall submit an arborists report or include planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with location / distance standards. If necessary to comply with Section 4.2.30.b as determined by the City Engineer and City Urban Forester, required trees may be omitted from plans. All trees planted on the site and in the public ROW shall be an appropriate species as approved by the City's Urban Forester. All trees shall be planted according to the City of Corvallis Tree Planting Park Strips and Planting Islands Detail, Number 610, or other technique as required or approved by the City Urban Forester.
34	4	**Standards for Bicycle Access and Parking** - Prior to issuance of building permits, the applicant shall submit construction details of the bicycle parking facility, for review and approval by Development Services Division Staff demonstrating compliance with Standards for Bicycle Access and Parking in LDC Section 4.1.70.
41	5	**Lighting Plan** - All new exterior lighting fixtures shall be of a shielded, full cut-off design. Prior to Building Permit approval, the applicant shall submit a light plan with information identifying exterior light locations, manufacturer specifications, and other information deemed necessary by the Community Development Director to determine compliance with LDC Section 4.2.80 and LDC 4.1.70.e.

Page No.	Condition No.	Condition
30, 60, 62	6	**Public Access Easement** - A minimum 12-ft wide public access easement shall be provided on the site, following the location of the pedestrian connection between NW Harrison Blvd and NW Short Avenue. This easement shall be shown on, and recorded with, the Final Plat. Maintenance of all private sidewalks and sidewalks within pubic access easements shall be the responsibility of the property owner.
78,79	7	**Harrison Blvd Plaza / Artwork** - As proposed, the applicant shall install a plaza or artwork on the subject site, and not within the public ROW, commemorating the site's history. As long as the work does not exceed the thresholds requiring a Planned Development Major Modification, no further land use action is required to install the plaza or art. The plaza or artwork shall be installed prior to issuance of Final Occupancy permits.
79	8	**Sign Permit** - The applicant shall obtain a sign permit prior to installing any non-exempt sign on the subject site.
60-62	9	**Harrison Improvements and ROW Dedication** - The applicant shall install setback sidewalks including associated pedestrian ramps and 12-foot wide planting strips on NW Harrison. Final construction plans for the pedestrian ramps and transitions shall be reviewed to meet City standards such as details 107, 107A and 107B which note ADA requirements for slopes. These improvements shall be constructed with the PIPC plans and prior to final plat or building occupancy (whichever comes first) as required by the LDC. Consistent with LDC table 4.0-1 additional ROW shall be dedicated concurrent with the plat or building permits, as applicable, to provide a 12-foot Planter Strip and 5-foot setback sidewalk.
61,62	10	**Short Avenue Improvements** - The applicant shall install setback sidewalks on the north side of NW Short Ave. The back of walk shall align with the existing ROW. ADA ramps on NW Short Ave shall be installed concurrent with the sidewalk improvements consistent with Attachment "J-1 - Site and Circulation Plan, Surface Level" (Addendum Attachment C.36).
61	11	**Alley Improvements** - Alley improvements shall consist of widening the alley to 20 feet along the site frontage where needed for emergency vehicle access. Where additional width is needed for fire department ladder truck access it shall be

Page No.	Condition No.	Condition
		located within an emergency vehicle access easement and maintained by the property owner. Concurrent with widening the alley, the existing alley approach on NW Harrison Blvd. will need to be reconstructed to City Standards.
62	12	**Restricted Alley Access** - Except emergency vehicle access, site access to the alley shall be restricted to exit only.
61,63	13	**Asphalt Removal From Planter Strips** - Concurrent with the PIPC improvements, existing asphalt and gravel in the planter strips fronting the site shall be removed. Topsoil shall be placed up to surrounding sidewalk and curb grade. At the latest, plantings shall occur concurrent with on-site landscaping.
62	14	**Abandonment of Existing Driveway Approaches and Accesses** - Plans for abandonment of existing site accesses shall be submitted with the PIPC plans.
62	15	**Reciprocal Access Easement** - On the final plat, a reciprocal access easement shall be provided for the existing shared driveway on NW Harrison Blvd at the west end of the site. This condition may be modified if the adjacent property owner provides a written letter requesting the abandonment of this driveway access and another viable access point meeting LDC criteria is provided.
67-68	16	**ROW Dedication/Easements** - Per LDC Section 4.0.100.f, any easements or ROW dedications shall be shown on the plat. Easements for water, sewer, and storm drainage shall be provided for facilities located outside the ROW. Minimum easement width shall be per LDC section 4.0.100.a. An environmental assessment for all land to be dedicated must be completed in accordance with LDC Section 4.0.100.g
67,68	17	**Public Improvements** - Any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements by private contract (PIPC) from the City's Engineering Division per LDC section 4.0.80. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street

Page No.	Condition No.	Condition
		lighting improvements are provided. Street signs and curb markings will be reviewed and approved with the PIPC plans. Final utility alignments that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations Public improvement plan submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.80.
67,68	18	**Fire Services and Domestic Meters** - New and upgraded domestic and fire service will be part of the PIPC plans. The existing domestic meter and fire service will need to be upgraded to current City Standards, including backflow prevention.
68,69	19	**Sewer Services** - The sewer service in the alley shall be included in the PIPC permits up to the edge of the alley ROW.
68	20	**Release of Existing City Utility Easement** - Concurrent with the PIPC permits, an easement release will need to be processed per LDC section 2.8.20 for the Utility easement that was reserved in the vacation of NW 27th Street.
69,70	21	**Private Storm Drainage and Pervious Pavement** - Installation of the private storm drainage system and pervious pavement will be subject to permitting through the City's Development Services Division and shall comply with improvements shown on Attachment "L"- Utility Plan (Addendum Attachment C.41). A private maintenance agreement with enforcement provisions to ensure maintenance for of private storm drainage facilities and pervious pavement shall be established in accordance with LDC sections 4.0.70.f and 4..0.60.d prior to permitting these improvements.
69,70 CC SR 17	22	**Private Storm Water Detention -** Concurrent with development, required storm water detention shall be implemented as proposed per LDC section 4.0.130. As allowed in LDC section 4.0.130.b.3.b), the applicant may subtract the square footage of each level of structured parking from the square footage of detention requirements. The storm water detention facilities should be designed consistent with

Page No.	Condition No.	Condition
		both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington, Surface Water Design Manual, and should be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private storm drainage system will be subject to permitting through the City's Development Services Division. The use of pervious pavements may reduce the contributing area used in the detention volume calculations in addition to provisions in LDC section 4.0.130.b.3.b). A private maintenance agreement with enforcement provisions to ensure maintenance for this facility shall be established in accordance with LDC sections 4.0.70.f and 4.0.60.d.
Staff Report Addendum 10	**23**	**Franchise Utility Easements** - As proposed and shown on Attachment R - Tentative Plat (Addendum Attachment C.54), the applicant shall provide a 7-ft wide Utility Easement (UE) in accordance with LDC Section 4.0.100.b.
70,71	**24**	**Franchise Utilities** - Prior to issuance of public improvement permits, the applicant shall submit, as part of the public improvement plan set, an overall site utility plan that shows existing and proposed franchise utility locations, including vaults, poles and pedestals. The proposed franchise utilities shall conform to requirements outlined in the LDC section 4.0.100, including provision of appropriate utility easements. The applicant shall provide confirmation the franchise utilities have reviewed these plans prior to review by the City.
44 CC Staff Report	**25**	**LEED Gold Certification** - Prior to issuance of Building Permits, the applicant shall provide plans and information to the Development Services Division demonstrating how LEED Gold Certification will be pursued under the LEED-NC, LEED-Homes, or equivalent LEED program.
Staff Report Addendum 8	**26**	**Tot-lot Amenities -** The applicant shall provide tot-lot amenities and enclose the tot-lot area as required by Section 3.8.50.03.3. Compliance with this requirement shall be demonstrated prior to issuance of a final occupancy permit for the development.
CC Staff	**27**	**Noise Attenuation -** The applicant shall prohibit outdoor use of the rooftop area on the northern wing of the building along

Page No.	Condition No.	Condition
Report		NW Harrison Blvd for gatherings of any kind after 9 PM and before 8 AM and shall post a notice to that effect in a prominent place in or near the said outdoor space. Prior to occupancy, the applicant shall record a deed restriction implementing this prohibition and against the property, running with the land in form and substance satisfactory to the counsel for the City.
CC Staff Report 17	**28**	**Storm Water Infiltration -** In addition to those requirements set forth in Conditions 21 and 22, the applicant shall provide a minimum total of 1,200 sq. ft. of "rain garden" areas. These rain garden areas shall receive controlled quantities of roof drainage for retention and infiltration.
CC Staff Report	**29**	**Solar Access -** The building shall be designed and placed as shown in **Exhibit C** of the March 9, 2012, Staff Report to City Council such that Solar Access Protection (as defined in LDC Chapter 1.6 - Definitions) for adjacent properties to the north of the subject site is ensured.
CC Staff Report 11,18	**30**	**Roof Pitch, Height, and Articulation -** As proposed on appeal, the portion of the roof that faces NW Harrison Blvd and NW Short Avenue shall have a minimum of a 6:12 pitch. The maximum height of the roof shall be 9-ft. The roof shall have at minimum 6 breaks/notches in the roof along Harrison Blvd and a minimum of two breaks in the roof along NW Short Avenue as shown in the graphics in **Exhibits C.54 - 57** of the March 9, 2012, Staff Report to the City Council. Each roof break shall be at least 3-ft deep.
CC Staff Report	**31**	**Building Height and Articulation -** The applicant shall incorporate at least 6 breaks/recesses along the building elevation facing NW Harrison Blvd as shown in the graphics in **Exhibits C.54 - 57** of the March 9, 2012, Staff Report to the City Council. The breaks shall be a minimum depth of two feet, and a minimum length of four feet.
CC Staff Report	**32**	**Drive Aisle Width -** Based on the Institute of Transportation Engineers Standard (5th Addition), the drive aisle widths in the covered parking structure shall be at least 23-ft wide when serving 90-degree parking stalls, and at least 13-ft 6-inches wide when serving 60 degree parking stalls.

Staff Recommended Development Related Concerns

A. Commercial Approaches - All private accesses shall be constructed to City standards for commercial approaches.

B. Sidewalk stamps - Per LDC section4.0.30.f, prior to issuance of any permits the applicant shall verify if there are any existing sidewalk stamps. Any sidewalk stamps need to be preserved per LDC requirements.

C. Vision Clearance -The Applicant will need to maintain/provide vision clearance per Land Development Code Section 4.1.40.c. with the installation of any signs or landscaping on the property.

D. Detectable Warnings - With construction permits, the need for ADA detectable warning shall be evaluated at the alley crossing.

E. Abandonment of existing service laterals - With the PIPC plans or building permits, the applicant shall abandon and remove any public service lateral connections which will not be used as required by the City Engineer.

F. Excavation and Grading Plans - Prior to issuance of any construction permits, the applicant shall submit an excavation and grading plan, including erosion control methods, to the City's Development Services Department for review and approval.

G. Infrastructure Cost Recovery - Where it is determined that there will be Infrastructure Cost Recovery payments from past public improvements the developer shall pay their required share of the costs prior to receiving any building permits in accordance with Corvallis Municipal Code 2.18.040.

H. Other Permits - Prior to issuance of any construction permits, the applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit if construction activity will disturb, through clearing, grading, and/or excavation, one acre of the site. Additionally, any permits required by other agencies such as the Division of State Lands; Army Corps of Engineers; Railroads; County; or Oregon Department of Transportation, shall be approved and submitted to the City prior to issuance of any City permits.

I. City Fiber Optic Lines - According to City maps, the City has Fiber Optic lines in this area. Any impacts to these lines needs to be discussed in advance of any application for construction permits.

J. Streetscape Plan - As part of the public improvement plans, the applicant shall include a "streetscape" plan that incorporates the following features: composite utility plan; street lights; proposed driveway locations; vision clearance triangles

for each intersection; street striping and signing (in conformance with the MUTCD); and proposed street tree locations.

K. Tree Plantings - When laying out the tree planting locations please be aware of not blocking street signs, or traffic signals. In addition, trees should not be planted in areas outlined in LDC section 4.2.30.b.

L. Mail Box Facilities - Mail box facilities will need to be provided per LDC Code Section 4.0.110.

M. Fire Sprinkler Systems - The building shall be sprinkled as required by Building and Fire Codes.

N. Major Replat and Property Lines - The applicant proposes to consolidate multiple platted lots into a single lot. It is not clear if all of the platted lines are also property lines. Construction cannot occur over property lines. If the platted lines are also property lines, or if property lines currently divide the site ina configuration in which buildings and associated setbacks would be in conflict, Building Permits will not be issued until the Final Plat has been recorded. Prior to issuance of Building Permits, the applicant will be required to demonstrate that construction will not occur across existing property lines, or that the Final Plat has been recorded.

O. Emergency Access and Alley Access Design Considerations - The location of the tire shredder will need to consider the turning movements of fire department apparatus. Appropriate vehicular signage such as do not enter and a warning sign for the tire shredder should be place at the site exit to the alley.

Memorandum

To: File

From: Bob Richardson, Associate Planner

Date: March 9, 2012

Subject: Written Testimony - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this cover memorandum is written testimony that was received after the February 28, 2012, appeal of the Planning Commission decision on the above referenced case, and before March 9, 2012. This memo and testimony are included in the March 9, 2012, Staff Report to the City Council.

EXHIBIT A - 1

Richardson, Robert

From: Kirk Newburgh [newburghk@comcast.net]
Sent: Friday, March 09, 2012 7:41 AM
To: Richardson, Robert
Subject: Harrison Apartments
Attachments: Letter to City Coucil.docx

Robert – I am not going to be available to attend the City Council Meeting and would like to submit the attached written testimony.

EXHIBIT A - 2

Letter to: Corvallis City Council

RE: Harrison Street Apartments Appeal

The City Council should support approving the proposal being made by the applicant. I take exception to the arguments used against the proposed development. Arnold Way is a clear dividing line between large Fraternity and Sorority Buildings to the east and the residential houses to the west. The few houses on Arnold are really the exception in terms of scale as directly to the east are large multi story structures, the current structure is large monolithic building, across the street is a school/church, and to the west along Harrison is a Fraternity and a couple of multistory apartment conversions.

Parking in the College Hill/Fraternity Row area has always been a problem. People buying homes in that area where well aware of that prior to purchasing their homes and still made the choice to do so. The developer has made concerted efforts to provide adequate parking for the residents, and with the close proximity to campus and public transportation most students are not likely to drive to campus.

Solar concerns are laughable. The current structure currently blocks the homes to the west, east and south, so the new structure at worst is equivalent, and across the street is a parking lot.

It is time for Corvallis to support creative design and developer attempts to make accommodations and stop bowing to small special interest groups that have found ways to stop any development.

Kirk Newburgh

3226 NW Covey Run
Corvallis, Oregon

EXHIBIT A - 3

Bob Richardson
City of Corvallis, Planning Div.
PO Box 1083
97339

Harrison Apartment Process
3/5/2012

With an ongoing request for 4 variances away from our Planning Codes, Vision Statements and Viable Neighborhood Associations, it seems clear to me and many others, that to go forward is to go against the citizens of Corvallis, and the neighbors who create the stable year in and year residentially occupied homes.

Just one, of the most outstanding variance requests is to 'waive solar access requirements'. Not only is it just plain rude and selfish to block the view, sunlight and destroy the privacy of neighboring backyards, it is ecologically and economically inappropriate to limit those who would otherwise be able to develop roof top solar panels.

For Project and partners to assume, because they want to attract only students who don't have or need cars will solve a large part of the problem is quite frankly, absurd. They do not have that kind of authority to discriminate who they rent to. That will not fix the problem.

Further the texture in that part of the neighborhood will become grossly unbalanced. OSU resides with-in the boundaries of Corvallis, NOT the other way around.

Here's an idea; Why not (Project and partners) create an independent senior residence, similar to Samaritan Village, Affordable Senior Housing. That is a demi-graphic growing at an alarming rate. These older folks need places to live in more community centered locations. This could be done and in keeping with the Planning Codes, vision and neighborhood concerns.

I am not in favor of the current Harrison Apartment plan for student housing.

Donna J Adams
339 NW 21st
97330

DJ Adams

RECEIVED
MAR - 7 2012
Community Development
Planning Division

EXHIBIT A - 4

DRAFT

VI. VISITORS' PROPOSITIONS

Stewart Wershow read written testimony regarding the issue of vehicles parking in bicycle lanes and a possible solution to the situation.

In response to Councilor Raymond's inquiry, Police Chief Boldizsar explained that the City does not have a policy regarding towing vehicles.

Councilor Raymond noted the uncertainties of where towed vehicles would be parked and how fines would be assessed.

Councilor Hervey suggested that the issue be added to the Bicycle and Pedestrian Advisory Commission's (BPAC) work plan.

In response to Councilor Traber's inquiry, Chief Boldizsar said State laws allow the City to tow illegally parked vehicles that create a serious safety hazard. The City is hesitant to tow a vehicle because of the inherent debate regarding whether the vehicle was illegally parked or creating a hazard. Towing vehicles can create legal issues of property rights and prompt litigation against the City. Regarding the situation Mr. Wershow cited, a Police officer entered Osborn Aquatic Center to determine the owners of the illegally parked vehicles, some of which were moved before the officer returned from another call.

The Council indicated consensus approval that the issue of vehicles parked in bicycle lanes be referred th the BPAC.

DRAFT

Tom Jensen referenced a recent Planning Commission meeting discussion regarding compatibility related to a proposed development. A City staff member noted that compatibility indicated the proposed project met all standards and that the Harrison Apartment project met all standards, making it compatible. Mr. Jensen opined that extensive meetings about development proposals would not occur if projects met standards. He was concerned about staff's statement. He expects that the Council will consider more developments, many presented as student housing. He said non-students have difficulty finding housing. He opined that OSU could develop housing on its property. He is concerned that student housing expanding into neighborhoods surrounding the OSU campus will result in the original core of Corvallis being "erased," as citizens will move farther from the Downtown area, thereby harming the Downtown area. The increasing student population will impact housing in the community. He believes all developments must meet standards without variances, as the standards should be considered the bare minimums. He expects that an increasing OSU student population will result in a decreasing community population, with less access to the Downtown area and fewer students in public schools because families will be unable to afford to live in Corvallis. He urged that developments meet all standards and be available for everyone living in the community.

Councilor Beilstein noted that the Planning Commission's decision on the Harrison Apartments project was appealed to the Council, and Mr. Jensen's comments must be considered *ex parte* contacts for the upcoming Council public hearing. He cautioned that Council members should not discuss the project outside the pending public hearing.

EXHIBIT B - 1

project^ ecological development
413 SW 13th Ave, suite 300
portland or 97205
March 5, 2012

Mr. Robert Richardson
Associate Planner, Planning Division
City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

RE: Harrison Apartments (PLD11-00004, SUB11-00001)
City Council Appeal Letter

Mr. Richardson,

Our goal with the Harrison Apartments is to create a legacy project that meets a high standard of quality, design, and sustainability within the zoning requirements for the site and addresses the priorities of the Corvallis community. To accomplish this, we have solicited input from the members of the surrounding community six times over the last nine months and through this process substantially changed aspects of the design, massing, materials, parking, and vehicular access.

Even though the revised plan meets the height, setback, parking, open space, and other requirements of RS-20 zoning, the Corvallis Planning Commission denied our application on February 1, 2012. The denial cited three issues: 1) issues of scale and massing relating to Harrison Boulevard; 2) incompatible traffic and off-site parking impacts; and, 3) solar access performance.

Our previous submittals made a concerted attempt to solve any concerns raised during public testimony. For instance, at our first public hearing, the Chairman of the main opposition group (College Hill, of which this site is not a part) citied parking as the primary concern. Accordingly, we adjusted our plan to remove any and all parking-related adjustments and variances.

During Planning Commission deliberations it has became apparent that the proposed solar access waiver, which is allowed by code and supported by the planning staff, was their main objection to our plan. Although we feel our original proposals have merit and create an increase in needed housing through a pedestrian-oriented and sustainable community on a currently vacant site, we understand the value of creating good neighborhood relations. In response to the denial from Planning Commission, we have further adjusted our plans and provided additional documentation to address the issues noted above.

Our original application requested 15 variances. Our more recent application requested four variances. The enclosed revised application is seeking two variances. These variances, to the Land Development Code standards regarding parking lot and through-lot landscaping, were characterized in Planning Commission deliberations as being minor. We are specifically asking for one of the variances in response to the neighbors south of the property, who desire to continue their permissive use of parking stalls at the rear of their property.

EXHIBIT C - 1

We have also included in our packet the legal basis for our appeal; substantiation for our parking and stormwater plan; a detailed solar access study; an analysis on how many direct and indirect jobs will be created as a result of this project; and how our plan meets the Planned Development Process, Comprehensive Plan, and Corvallis Vision 2020 Statement.

Finally, we would like to express our continued enthusiasm for forwarding a plan that we believe: meets the intent of the code, provides a new innovative sustainable housing option for Corvallis, and enhances the livability of the neighborhood and the community. We thank you for your ongoing time and consideration.

Best Regards,

Tom Cody, Managing Partner
project^ ecological development

EXHIBIT C - 2

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EXHIBIT C - 4

PART 1: PUBLIC PROCESS

The project team felt it necessary to solicit community opinion early and often, gaining insight on how the plan should be crafted. The feedback received was informative and the team considered the community's opinions when making planning/design decisions. As a result, the plans have changed to reflect the values of the Corvallis community.

Table 1: History of Public Process

Date	Public Meeting or Development Team Action
June 20, 2011	The project team met with the Chintimini, College Hill, and Job's Addition neighborhood associations to solicit feedback on an initial draft plan for Harrison Apartments. Those in attendance expressed concerns about parking, traffic, and noise.
September 26, 2011	Given this feedback, the project team revised its plans and presented new plans to the neighbors that increased the number of parking stalls, provided for alternative forms of transportation for its residents, and detailed the property management strategies for the building. Questions about building massing, height, and variances were also addressed.
October 10, 2011	The team organized a meeting with neighbors who live within 300 feet of the property to present revised plans. Many of the attendees to this meeting were new to the process. They expressed some new concerns and some concerns that were addressed in earlier meetings including parking, density, building massing, and materials.
October 20, 2011	The team was invited to meet with a few of the College Hill neighborhood leaders (Deb Kadas, Mike Middleton, and Gary Angelo) to walk the site and brainstorm on how the community's concerns expressed in the October 10th meeting and in neighborhood emails could be addressed. The group paid particular attention to design elements that meshed well with the adjacent historic neighborhood.
October 28, 2011	The project team then incorporated these solutions and submitted the "Detailed Development Plan and Major Replat" including an introduction that detailed how the plan changed as a result of the process.
November 3, 2011	The team presented this information to community leaders (Deb Kadas and Mike Middleton) who then distributed it to the College Hill Neighborhood Association. The information was well received and Ms. Kadas and Mr. Middleton expressed their appreciation for the changes made.
December 14, 2011	The team presented the project to the Corvallis Planning Commission. The project, despite positive feedback on public boards, blogs, and in one-on-one meetings and a balanced outlook by the media, received intense criticism by the community, mainly members of the College Hill Neighborhood, who introduced known items and brand new items, which were not discussed at the previous five meetings. None of the changes the team made to the plan as a result of community interaction were acknowledged during the public testimony. Much of the criticism revolved around: 1) the project utilizing the allowed parking reduction by right due to its proximity to transit and above code bike parking facilities, 2) the fifteen variances requested and allowed as a part of the Planned Development process, 3) the architecture of the building and its compatibility with a historic neighborhood to the west, and 4) providing housing that catered to students. Criticism was also directed at other aspects of the project including the type of trees, height, scale, density, materials, unit mix, traffic, and access, which are all allowed by right. The Commission postponed deliberations to the next meeting.

EXHIBIT C - 5

January 4, 2012	Despite the strong opinion by the project team that increased parking is not the solution to creating a pedestrian transit-oriented sustainable development, the team changed the plans to reflect the community priorities, mainly additional parking and reduction of variance requests. These adjustments took the requested variances from fifteen to four; provided additional parking at 10% above the allowed parking count by right; increased parking stall widths; reduced the number of compact stalls; eliminated tandem stalls; increased outdoor space to code requirements; added a tot lot; set the building within the minimum setback; provided tree islands; moved the trash enclosure; and, provided a consistent utility easement width. Responding to specific architectural opinions expressed at the December 14 hearing, the team also changed some items not related to code, such as making the wood siding horizontal in direction instead of vertical on the upper floors and changing the roof material from metal to architectural composition.
January 26, 2012	The team presented this new plan to two College Hill Neighborhood Association leaders (Gary Angelo and Mike Middleton). Their thoughts can be wrapped up into one phrase, which was later reiterated in a letter from the Association dated February 1, 2012 that states, "We again express our concern that this proposed development may be the **right building** but it would be in the **wrong location**."
February 1, 2012	Even though the revised plan meets the height, setback, parking, open space, and other requirements of RS-20 zoning, the Planning Commission denied the adjusted plan. The denial was based on three issues: 1) solar access performance; 2) issues of massing and scale evident from not meeting solar access; and 3) incompatible traffic and off-site parking impacts. The Commission did not grant a solar waiver, which is allowed because the property is within the minimum setbacks. In addition, the claims of "incompatible traffic and off-site parking impacts" were not substantiated with any real data.
March 3, 2012	The team took the Planning Commissions findings to heart and revised the plan to 1) provide solar access protection for the properties to the north of the site; 2) stepped the building away from Harrison Boulevard; 3) addressed any additional issues of mass and scale by using the "Design Variety Menu" of the "Pedestrian Oriented Standards" to give the building and the roof more articulation; and 4) provided further documentation to show that the project according to the requirements of the City of Corvallis Land Development Code does not create any traffic and off-site parking impacts.
March 19, 2012	The development team will present the Harrison Apartments revised plans to the City Council. The City Council will hear opinions and deliberate on the plans.

PART 2: ADJUSTMENTS TO ADDRESS PUBLIC AND COMMISSION COMMENTS

The existing application remains fundamentally intact while modifying the plan to respond to new priorities expressed during the public comment period and from the Planning Commission. The adjustments made to the plan since the first submittal on October 28, 2011 are summarized below and the variances they relate to are numbered according to "Table 1: Summary of Proposed LDC Variations" shown on page 4-5 of the staff report from December 2, 2011.

These changes have reduced the number of variances requested from the original 15 to 4 to the proposed 2. Please note that these 2 variances were characterized as minor and acceptable during the Planning Commission deliberations. The changes labeled (New), have been made since the Planning Commission decision.

Table 2: Adjustments to the Harrison Apartments Plan

Topic	Adjustment to the Plan	Variance or Waiver Eliminated
Building Setbacks	The first floor of the building along Harrison Boulevard shifted 4'6" south. (New) Floors two through four shifted approximately 10' south in the part of the building closest to Harrison Boulevard. The part of the building closest to Short Avenue shifted 1' north; providing the minimum front yard setback of 10' for both parts of the building. In summary, the building has a front, side yard, and rear yard setback of a minimum of 10'. The building has a maximum front yard setback of 25', expect where open courtyards with pedestrian amenities are provided. The open courtyards are allowed by code to increase up to 50 percent of the building front beyond the maximum setback. The open courtyard section of the building front is only 23 percent of the total front, which is allowed by code (4.10.60.01.a). *Note: Building setbacks are measured from line of building overhang to the property line. (See **Attachment J**)	**#1:** Setback (3.8.30.01.e)
Outdoor Space	An increase in the combined common and private area outdoor space to meet Land Use Development Code and screening of outdoor spaces for privacy. (See **Table 7, Attachment B-1, B-2, B-3**) **Common Outdoor Space** The minimum size of any common outdoor space is within the allowed minimum of 400 sq. ft., with minimum dimensions of 20-by-20 ft. and is not located within any buffer or perimeter yard setback area. The common outdoor space provides both active and passive amenities. The groundfloor courtyards will provide passive areas for seating, reading and socializing. The upper courtyard will be more active and include a tot lot, picnic and barbecue areas, and includes enough area for active games such as Frisbee. A green roof on the Harrison wing of the building will include large and small deck areas connected by pathways and will be accessible by both an elevator and stairways. The green roof is expected to be more passive in nature and provide for lounging, eating, viewing, reading, and studying. The changes to the existing design, as a result of the green roof, are structural, waterproofing/drainage, and the addition of guardrails along its southern perimeter, and half of the west and east perimeter. All spaces listed above will provide places for people to sit.	**#2, #3, #4:** Private and Common Outdoor Common Space (3.8.50.02, 3.8.50.02.e, 3.8.50.03.a)

EXHIBIT C - 7

	Private Outdoor Space Private outdoor space is provided through groundfloor private patios and gardens. The groundfloor patios will be elevated from the ground and screened and/or designed to provide privacy for the users of the space. Evergreen shrub planting and guardrails for the porches will accomplish this screening. The design of the screening will ensure that the porches are somewhat visible from the sidewalk for safety concern. (New) Private patios and garden space are also provided on the second floor for four apartments.	
Tot Lots	Included two playground areas of 1,200 and 800 SF (combination of the five required tot lots of 2,000 SF). The playgrounds will include a minimum of three items of play equipment such as slides, swings, towers, climbing rocks, and jungle gyms and will be enclosed by a 2.5 to 3 ft.-high wall, fence, planter, or benches/seats. Details of play structure and incorporated equipment to be finalized at time of Building Permit Review.	**#5:** Tot Lot (3.8.50.03.e)
Parking	An increase in the number of parking stalls to 197 spaces, which meets the Land Use Development Code parking standards for this development (See **Table 5 and 6**). The additional parking stalls will be accommodated in an underground parking structure below the second floor garden courtyard.	**N/A**: This modification exceeds the 10% reduction in parking stalls permitted outright due to bicycle facilities and the site's proximity to transit.
	An increase in the parking stall widths and lengths to meet the City's Off-Street Parking and Access Standards. This includes eliminating a number of parking efficiency measures including increased compact stalls on the site, mechanical parking, and tandem parking stalls.	**#6, #10:** Off-Street Parking and Access Standards – Minimum stall dimension width; Tandem parking not permitted. (4.1.40)
Landscape	Provide parking area tree islands and increase the landscape buffer to Land Development Code standards in the surface parking lots. This differs from the original plan in that the landscape buffer widths expanded to a minimum of 7' plus the 6" curb width: 7'-6", so the fence is not needed per code compliance 4.2.20.e. An evergreen hedge will be planted with the mix of evergreen groundcovers. The plan shows as many trees as is required by code.	**#7, #8, #9:** 5' wide landscaped buffer between parking and adjacent property, or 7.5' where no wheel stops are provided; parking lot trees req'd (4.2.40.a)
Solar Access	(New) The building was adjusted on the site to provide at least 4 hours of solar access on November 21 between the hours of 9am to 3pm for the properties north of the site along Harrison Boulevard. (See **Attachment I, I-1, I-2, I-3**)	**#11 Waiver:** Solar protection for adjacent residential buildings
Trash Enclosure	Move the trash enclosure to more than 20' from the building.	**#12:** Service areas to be minimum 20' from residential building. (4.10.60.05)

EXHIBIT C - 8

Utility Easement	Provide a 7' wide franchise utility easement instead of an easement with varying widths. Since, we shifted the Harrison Boulevard wing of the building 4'6" south, this provides enough room to create a 7" wide franchise utility easement along the north side of the building. See **Attachment D and E**)	**#14:** 7' wide franchise utility easement required (4.0.100 –b)
Stormwater Infiltration	(New) Rain Garden areas of 1,200SF have been provided for filtration and temporary retention of water from the roof drainage. (See **Attachment A-2**)	**#15:** Detention facilities do not allow storm water infiltration
Bike Parking	Provide a new covered area within the parking structure for bike parking and shift the bike stalls previously within apartments and other areas into this area. (See **Table 5**)	**N/A**
Unit Mix / Count	A minor adjustment to the unit count/mix within the same building envelope and footprint. (See **Table 5**)	**N/A**
Materials	A revision to the building's siding on floors 2-4 from vertical in direction to horizontal.	**N/A**
Roof Pitch, Height, and Articulation	An adjusted roof design of a dark-colored architectural composition rather that the previously proposed metal roof. (New) The roof elevation has been brought down 3' at notches approximately every 50' along the building; the height of the roof has been reduced from 16' to 9'; the roofline was flattened; and the pitch brought down from 17:12 to 10.8:12. (See **Attachment H, H-1, H-2, H-3**)	**N/A**
Height	(New) The height of the building was brought down from 51' to 47'2". (See **Attachment H-2**)	**N/A**
Building Articulation	(New) The Harrison Boulevard side of the building has 6 notches in plan and in roof elevation (approximately 40'-59' apart). The Short Avenue side of the building has 2 notches in plan and in roof elevation (approximately 50' from the ends of the building). The notches are a minimum of 2' deep and 4 feet long. (See **Attachment H, H-1**) Note: The "Pedestrian Oriented Standards" requires our projects to meet at least four of the "Design Variety Menu" for building articulation. We have gone above and beyond and provided six of these items.	**N/A**
Pedestrian Access	(New) The new pedestrian sidewalk through the site has direct visually access from Harrison Boulevard to Short Avenue. (See **Attachment K**)	**N/A**

Table 3: Remaining Variances

As a result of the new adjustments to the application, the applicant is requesting 2 variances. The following summarizes why a particular variance could not be avoided and the resulting benefits.

No	LDC	Standard	Variance / Compensating Benefits
1	4.4.20.03 .c	20' wide planting screen easement facing street	***Variance:*** Proposed re-plat of existing lots will create a through lot. Project proposes to place buildings facing both adjoining streets, rather than place planting screening facing one street. The unusual condition of this site makes this variance necessary to achieve a pedestrian-oriented experience on Short Avenue.

EXHIBIT C - 9

			Compensating Benefit: Increased density and more efficient use of land, while enhancing pedestrian environment by providing building frontage with windows and architectural features rather than blank wall of vegetation. This increases security with "eyes-on-the street" and provides a pedestrian friendly streetscape with visible, covered front porches on both streets – Harrison Boulevard and Short Avenue, which is one of the characteristics of the neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **3.2.3 -**The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering. **9.2.1 –** Maintain neighborhood characteristics **9.2.4 –** Pedestrian-oriented **9.2.5 - (H)** Buildings close to the street, entrance oriented toward public area; **(I)** Security enhanced, openings and windows overlook public areas
2	4.2.40.a	5' wide landscaped buffer between parking and adjacent property	***Variance:*** At 27th St parking lot, we will not provide a landscape buffer along the south, southwest, and west side of the property. Currently, property owners to the south, southwest, and west side of the 27th Street parking lot, enter, with permission, the Harrison Apartments property to access the rear portions of their lots where they have parking.. If we provide a 5' landscape buffer between the 27th parking lot and these properties, the property owners will no longer have access to existing parking on the rear portions of their lots, which they currently use. ***Compensating Benefit:*** Maintains existing parking layout of the 27th parking lot and the variance allows for permissive access to adjacent off-site parking, and in doing so does not adversely affect an existing parking situation in the neighborhood. In effect, it allows adjacent private property owner to access parking on their lots through the Harrison Apartment property, providing a benefit of maintaining 10 parking spaces for adjacent property owners that would not exist if the buffer, according to code, were implemented. The change improves the existing parking lot above historical conditions. Further, the variance allows us to continue the existing permissive access as well as neighboring off-site parking quantity and layout, and in doing so does not adversely affect an existing parking situation in the neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **3.2.3 -** The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

EXHIBIT C - 10

Table 4: New Conditions of Approval

As a result of adjustments to the plan, the applicant has revised one of the staff recommended conditions of approval and added six new conditions of approval, bringing up the total conditions of approval to 32.

No.	Condition of Approval
25 (Revised)	**LEED Gold Certification -** Prior to issuance of Building Permits, the applicant shall provide plans and information to the Development Services Division demonstrating how LEED Gold Certification will be pursued under the LEED-NC, LEED-Homes, or equivalent LEED program.
27 (New)	**Noise Attenuation –** the applicant shall prohibit outdoor use of the rooftop area on the northern wing of the building along Harrison Boulevard for gatherings of any kind after 9 PM and before 8 AM and shall post a notice to that effect in a prominent place in or near the said outdoor space. Prior to occupancy Applicant shall record a deed restriction implementing this prohibition and against the property, running with the land in form and substance satisfactory to the counsel for the City. (See **Attachment G-4**)
28 (New)	**Storm Water Infiltration –** In addition to those requirements set forth in Conditions 21 and 22, applicant shall provide a minimum total of 1,200 square feet of "rain garden" areas. These rain garden areas shall receive controlled quantities of roof drainage for retention and infiltration. (See **Attachment A-2**)
29 (New)	**Solar Access -** The building shall provide at least 4 hours of solar access on November 21 between the hours of 9am to 3pm for the properties north of the site along Harrison Boulevard. Therefore, no solar waiver shall be required. (See **Attachment I, I-1, I-2, I-3**)
30 (New)	**Roof Pitch and Articulation -** The portion of the roof that faces Harrison Boulevard and Short Avenue shall be a minimum of 6:12 pitch. The roof shall have at minimum three (3) breaks in roof elevation along Harrison Boulevard and a minimum of two (2) breaks in roof elevation along Short Avenue. Each break in elevation shall be three feet or more in height. (See **Attachment H, H-1**)
31 (New)	**Building Articulation –** The applicant shall incorporate a minimum of three (3) offsets (recesses/projections) along the facade of the north wing of the building along Harrison Boulevard. The offsets will be a minimum depth of two feet and a minimum length of four feet. (See **Attachment H, H-1**)
32 (New)	**Drive Aisle Width -** Based on the Institute of Transportation Engineers Standard (5th Addition), a universally accepted national standard, the drive aisles widths in the covered parking structure shall be at least 23 feet wide when serving 90 degree parking, and at least 13 feet 6 inches wide when serving 60 degree parking. (See **Attachment C-2, C-3**)

PART 3: PROJECT SUMMARY DATA

The following tables summarize the details of the revised plan and demonstrate compatibility with the RS-20 zoning designation of the site.

Table 5: Unit Count and Parking

Unit Type	Units	Beds	Car Spaces*	Bike Spaces*
1 BR / 1 BA	1	1	1	1
2 BR / 2 BA	27	54	41	41
3 BR / 2 BA	24	72	60	48
4 BR / 3 BA	38	152	95	76
Total	**90**	**279**	**197**	**166**
With 10% Reduction per LDC 4.1.20.q**			174	166
Total Provided			**197** (71% covered)	**183** (50% of req'd covered)
Compared to Code			**10% more**	**10% more**

* Meets Section 4.1.30 – Off-Street Parking Requirements

** Section 4.1.20.q.1 - A reduction of up to 10% of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

Table 6: Parking Type

Type	Count	Percentage
Regular Spaces	119	58%
Compact	79	40%
Accessible	4	2%
Total	197	

Table 7: Common and Private Outdoor Space

Required	Common (SF)	Private (SF)
48 SF/unit x 90 units	-	4,320
200 SF/unit x 28 units (1BR & 2 BR)	5,600	-
300 SF/unit x 62 units (3BR & 4BR)	18,600	-
Total Required	**24,200**	**4,320**
	28,520 Combined	
Provided	**Common (SF)**	**Private (SF)**
Groundfloor Private Patios		1,744
Second Floor Patios and Garden		1,462
North Wing - NW Corner	1,535	
North Wing - SW Corner	1,007	
North Wing - SE Corner	816	
South Wing - NE Corner	1,320	
Upper Garden Courtyard	12,501	
Green Roof	9,681	
Total Provided	**26,860**	**3,206**
	30,066 Combined	

EXHIBIT C - 12

Table 8: Green Area and Lot Coverage

Locations	Green Area (SF)	% of Site	Landscaped Area (SF)	% of Site
Harrison Blvd Courtyards and Gardens	2,979	3%	3,889	4%
Upper Garden Courtyard	12,501	13%	8,370	9%
Short Avenue Courtyards	300	0%	1,601	2%
Parking Lot Landscaping and Walkways	9,151	9%	5,868	6%
Side Yards	3,264	3%	3,141	3%
Total	**28,195**	**29%**	**22,869**	**24%**

Site	96,703	100%
Lot Coverage	68,508	71%
Green Area	28,195	29%

EXHIBIT C - 13

PART 4: MAIN PRIORITIES ADDRESSED
For a detailed analysis on the legal basis for the appeal for each of these issues, please see **Attachment Q.**

Solar Access
Solar Access Protection is the right to unobstructed solar access for at least four hours between 9am and 3pm on November 21 of each year. The previous plan for Harrison Apartments provided complete solar access for three out of six properties north of the property along Harrison Boulevard. The applicant requested a solar waiver for the remaining properties, given its substantial increase in energy efficiency (14% or more below code), physical development constraints related to the shape of the land (4.6.60.c), and the fact that the building was consistent with the minimum setbacks of the RS-20 zoning (4.6.60.d). Despite meeting the requirements for a waiver, the Planning Commission chose not to grant this waiver.

In order to accommodate comments and address the Planning Commission denial, we have reconfigured the north wing of the building by moving floors two, three, and four south away from Harrison Boulevard and by changing the roof pitch in order to eliminate any solar impact on the residential buildings across Harrison to the north. The project will provide five to six hours of sunlight (above the four hour requirement) for properties to the north (See **Attachment I and I-1**). This is the exact same solar access protection that is provided currently with the existing building (See **Attachment I-2**). As a result, a solar access waiver is not necessary.

Traffic, Access, and Circulation
A Transportation Impact Analysis (TIA), dated July 14, 2011 was completed by Lancaster Engineering. This analysis found that the proposed apartments would generate fewer trips than the prior use of the site as a hospital, even without reductions for pedestrian and bicycle trips, which will obviously be prevalent given the proximity to Oregon State University and the nature of surrounding residential uses. In addition, the redevelopment of the site will provide a considerable improvement in access management, reducing direct access to Harrison Boulevard, which is an arterial street.

An addendum to the TIA was prepared on November 11, 2011 that addressed a slight change in proposed access to the site. This revision allows an egress-only access to the alley, which provides a better distribution of site traffic and further improves circulation to the surrounding neighborhood.

Lastly, a second addendum was just prepared (dated March 2, 2012, see **Attachment N**) that examines the average daily traffic volumes on streets surrounding the site. This addendum verifies that with the development in place, the surrounding street system will operate with traffic volumes that are well within the allowable standards contained in the 1996 Corvallis Transportation Plan. In fact, with the development completed, the local streets near the site will have less than half of the allowable traffic volume.

The original TIA and both subsequent addendums were prepared using standard traffic engineering methodologies. For example, trip generation calculations for the proposed development and prior use of the site were conducted using the latest edition of the manual Trip Generation, published by ITE, which is the standard practice in the industry. Site observations and traffic counts were conducted while school was in session at OSU to ensure that all data represents typical conditions in such close proximity to the campus. The TIA and addendums show:

1. The development complies with the applicable standards and criteria in the 1996 Corvallis Transportation Plan and the City's Land Development Code,
2. The transportation system is capable of supporting the proposed development, and therefore
3. No mitigations are recommended.

Parking and Off-site Parking Impacts
The purposes section of the Land Development Code chapter on Parking, Loading and Access, specifies an off-site intent to maintain carrying capacity on adjacent streets, and goes on to provide through clear and objective standards as to what on-site requirements exist to achieve those off-site impacts (See **Attachment Q**). The LDC specifies how to calculate parking, based on the number of bedrooms in each unit, obviously the major objective basis for determining off-site parking impacts.

In response to neighbor concerns about off-site parking, an underground parking structure was added to the design (See **Attachment C-2**). This will enable accommodation of the full complement of 197 spaces of on-site parking (See **Table 5**). While two parking space reductions of 10% each (for proximity to a transit stop ([at 27th and Arnold Way] and for bicycle parking provided above code requirements) are ordinarily available to a applicant, the design does not use these in providing the full 197 spaces. In addition, the design enables the creation of one additional off-site parking space. Given a showing of compliance with all standards, the off-site parking compatibility requirement is met by compliance with the on-site parking offered for this project.

Other added measures include bike parking in excess of code. A total of 183 are provided while only 166 bicycle spaces are required (10% over code), thus encouraging less need for cars. The applicant is also providing a car-share vehicle available to residents through a national car-share company. The applicant proposes to provide financial incentives to car-free tenants, in the form of a free waiver of the car-share application and annual membership fee. The car-share company proposed is WeCar (http://aboutus.wecar.com/), which already has a presence on OSU campus.

Scale and Massing
The Planning Commission noted incompatible visual elements, notably the scale and massing of the building citing the Land Development Code 2.5.40.04.a.3. The section cited in the Denial, which is part of the Compatibility Factors under the Conceptual Development Plan Review refers to "scale" but does not contain any reference to "massing". (See **Attachment Q** for a Legal Basis for the Appeal)

According to the LDC, the review criteria for approval of the plan "shall be reviewed to ensure consistency with the purposes of [the Planned Development] Chapter, policies and density standards adopted by the City Council." The standards for building "scale" are defined and established for the RS-20 zone under the LDC 3.8.30.02. This section provides how questions of scale are to be addressed, in that if the development site abuts a lower density zone then various "structure height and building mass" restrictions are applied.

Opponents from the College Hill Neighborhood Association, which is located west of the project and is largely in an R-5 designation, have raised this mass and scale question. The project site is completely surrounded by RS-20 zoned land and, as clearly shown on the official zoning map, it shares no property line with any R-5 or other lower density zone and hence does not abut and is not adjacent to an R-5 designation, as those definitions are used in the LDC.

The LDC also addressed questions of scale by establishing a maximum height of 65' (5-stories) for the RS-20 Zone. The proposed building at 4-stories (47'2" tall) is 18'10" feet shorter than the maximum allowed outright for this site. Hence, given the fact, that this project meets both the height requirements and the scale requirements for its zone, the project is in compliance with the Corvallis LDC and should be approved.

The Pedestrian Oriented Design Standards "Design Variety Menu" (4.10.60.04) requires that projects incorporate a minimum of four of eight building design features. The last proposal incorporated four of these; as a bonus, the revised scheme went above and beyond code requirements to incorporate six, in response to the Planning Commission comments. For a more detailed description see **Table 9**, **Attachment L**, and **Attachment M**).

PART 5: MEETS THE INTENT OF THE PLANNED DEVELOPMENT PROCESS

The Harrison Apartments provides needed housing under the Corvallis Comprehensive Plan (CCP) and its foundation, *the Buildable Land Inventory and Land Need Analysis of Corvallis*, as well as under ORS 197.303. Because the project is needed housing,

> "Any approval standards, special conditions and the procedures for approval adopted by the local government shall be clear and objective and may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay." ORS 197.307(6).

Staff informed Applicant that the only procedure available to it, given the Heart of the Valley Planned Development overlay, was a Major Modification and that the applicant needed to go through the Planned Development Process (PD). As a part of this process we are being subjected to unreasonable costs and delay.

We submit that the proposed Harrison Apartments Projects meets the intent of the PD process. The intent of this process is to establish procedures that permit flexibility in the land development process allowing for innovation in site planning and architectural design. The PD process provides an avenue for an owner to request variations from development standards while maintaining the intent of the Comprehensive Plan and the Land Development Code. This process allows the promotion of efficient use of land and implementation of a more economical arrangement of buildings, circulation systems, land uses, and utilities. Given this, we believe our proposal, in its spirit and its technicalities, meets both the intent and the requirements of the PD process.

As a general comment pertaining to the application, it is important to bear in mind that this development site is an urban infill redevelopment site, and as such is heavily constrained. Many aspects of the site that are outside of the developer's control include, but are not limited to, lot size and shape, street pattern, and access points. As such, it is appropriate to request variances, in order to balance the intent of the Land Development Code (LDC) requirements, such as parking, open space, landscaping, and setbacks, as well as meet the needs and desires of the surrounding neighborhood. As this project has progressed, even in light of its challenging infill configuration, the resulting plan requires only two such variances.

A similar development that could be proposed on a greenfield site in the urban fringe could very likely be submitted no variance requests; however, the Corvallis Vision 2020 statement and Comprehensive Plan are adamant that infill redevelopment within the urban core of the City is preferable.

It is also important to balance the economic realities that accompany any proposal for development. An alternate proposal could also theoretically be submitted for this site that requested few or no variances (for example, one that relies on multi-level structured underground parking to meet parking requirements or a typical infill townhouse development with less management and parking controls); the fact that such a proposal is prohibitively expensive to construct means that no such development proposal is likely to be forthcoming or that a development not in the best interest of the neighborhood would occur.

Therefore, the City's alternatives to accepting a development proposal that requests variances would be either to have this valuable property (in close proximity to transit, jobs, OSU, and downtown) remain vacant or to approve a development of a typical development pattern and management style common to areas surrounding campus without the unique features that the Harrison Apartments proposal offers.

This proposal, which we believe is the most appropriate development for the site, fulfills the review criteria for a PD and ensures consistency with the Comprehensive Plan and applicable policies and standards adopted by the City Council.

This is demonstrated through the fourteen compatibility factors summarized on **Table 9**.

Table 9: Compliance with Compatibility Factors

No.	Compatibility Factor	Harrison Apartments Compliance
1	**Compensating Benefits** for the variations being requested	Compensating benefits for the variances requested are outlined on **Table 3**. We believe these benefits offset the requested development standard modifications.
2	**Basic Site Design** (Organization of Uses on a site and the Uses' relationships to neighboring properties)	**ORGANIZATION OF USES ON THE SITE** Harrison Apartments embodies all of the best smart growth, new urbanist planning, and sustainable design principles, combining increased density within a pedestrian- and bicycle-friendly environment. By placing this kind of elegant density near jobs and fulfilling transit goals of increased ridership, and decreased car dependencies are met. The development emphasizes an attractive streetscape at the site frontage and a large interior landscaped common outdoor space, which places the majority of vehicular parking under a raised courtyard structure, hidden from view. The building on the site was placed to front along the two major streets adjoining the site, NW Harrison Boulevard and NW Short Avenue. The design of the building with ground floor apartments and porches that face the street and are accessible from the sidewalk provide "eyes-on-the-street" which increase security and visibility and provide a residential/pedestrian-scale environment. Structured parking is tucked between the two wings of the building and surface parking is placed along an alley and on NW 27th Street screened and away from view along the major street, NW Harrison Boulevard. **USES' RELATIONSHIP TO NEIGHBORORRING PROPERTIES** The current buildings on neighboring properties include: sororities, duplex, small apartment complex, religious assembly, single-family houses (most being rented to students), and/or vacant. The proposed High-Density Residential (RS-20) on the site is compatible with the neighboring properties, since these properties also bear the RS-20 zoning designation. Hence, there are no compatibility conflicts between uses.
3	**Visual Elements** (Scale, structural design and form, materials, etc.)	**SCALE** The building is of an appropriate scale and compatible with the underlying zoning designation (RS-20) and the neighboring properties designation. The proposed development complies with the RS-20 development standards for this site and meets the code with regards to density, height, lot area, and setbacks. ***First-Thirty-Feet*** Experience has taught us that the first thirty feet of a building are the most important as that is what the community experiences and engages with. Accordingly, we have paid particular attention to this area of the building. Through materials, articulation, window placement, landscaping, canopies, and front stoops, we have provided an attractive and richly detailed experience. These are features normally found in the single-family residential realm; they go above and beyond the requirements of the Pedestrian-Oriented Design Standards; and allow our building to conform to its context.

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Height
The proposed building at 4-stories (47'2" tall) is 18'10" feet shorter (1 story lower) than the maximum height (65') allowed outright for this site. Properties to the immediate neighborhood contain a diverse mix of building sizes and uses, though most common are 2-3 story multi-family dwelling units and/or fraternities and sororities. The tallest building in the immediate neighborhood is The Gem apartment building, which is 7 stories tall.

Example A: Taller Buildings in the Surrounding Neighborhood
Existing Building on the Site: 2 and 3 stories (allowed outright: 5 stories)
Alpha Gamma Delta (eastern edge of the site): 2.5 stories
Delta, Delta, Delta (eastern edge of the site): 2.5 stories
Alpha Gamma Rho (Harrison Blvd/26th St, 150' from site): 3 stories
White Bear Apartments (29th St/Tyler Ave, 594' from site): 3 stories
Townhouse Development (23rd St/Polk Ave, 0.19mi from site): 3 stories
The Gem (Kings Blvd./Jackson Ave, 0.31mi from site): 7 stories

See **Attachment L** for buildings listed above, buildings in a .35 radius of the site, and buildings in RS-20 zoning. Note: distances from the site noted are approximate.

Length and Depth
The development site is unusually shaped in that it is L-shaped with the area of land where it is practicable to place a building being relatively narrow and oriented in the east-west direction. Furthermore, maximum setback requirements for the RS-20 zone dictate the placement of the building relatively close to the property line. It is therefore a fundamental conflict between the requirement to maintain solar access for the residences across NW Harrison Blvd to the north of the development site, and the requirement to place the building within the maximum setback from NW Harrison Boulevard. Also, feedback from neighbors indicates that they prefer to have the building close to the street, as that location greatly enhances the residential neighborhood feel of the development. Such a configuration also screens the parking and internal areas from the street.

This resulted in the frontage along NW Harrison Boulevard to be designed to provide an appropriately scaled building with a strong pedestrian environment adjacent to the sidewalk. This frontage is consistent with neighboring properties, the intent of the zoning code, and the goals of the Comprehensive Plan.

This was successfully achieved by 1) breaking up the building along Harrison into five parts so that the building setback varies along its length from 10' to 27'; 2) recessing the roofline and the building façade six times along Harrison and two times along Short Avenue to bring more articulation to the building and roof; 3) keeping the depth of the building at 52 feet, which is similar to the typical depth of a single-family house; 4) providing covered porches on the groundfloor; and 5) providing trees and landscaped garden courtyards between the sidewalk and the building. These measures give the building variety, texture, and landscaping, which is compatible with the underlying zoning and a diverse neighborhood.

Example B: Length of Larger Buildings in the Vicinity
All of the buildings listed below, except for the one on the site, have facades that are almost entirely straight and parallel to the street with little to no relief. The proposed Harrison Apartments vary in distance from the street in five sections, with its longest section being 109 feet in length. The longest building is the area is Franklin School with a straight façade approximately 418 feet in length.

Proposed Building Length: 362'
Existing Building on the Site: 329'
Townhouse Development (23rd St/Polk Ave, 0.19mi from site): 263',
Corvallis Caring Place (NW of above property, 0.23 mi from site): 293'
Fred Meyer (Buchanan Ave/Kings Blvd, 0.23 mi from site): 358'
Franklin School (NW 19th/NW Taylor, 0.37 mi from site): 418'
Harding School (Harrison Blvd/NW 31st St, 0.27 mi from site): 405'

See **Attachment L** for the buildings listed above, buildings in a .35 radius of the site, and **Attachment M** for other buildings in RS-20 zoning. Note: distances from the site and lengths of buildings noted are approximate.

STRUCTURAL DESIGN AND FORM
The positive visual experience of the site is maximized by locating the larger of the two parts of the building to orient toward Harrison Boulevard and placing all of the façades within the maximum allowed setback, except where courtyards with pedestrian amenities are provided along Harrison Boulevard. The north facade, facing Harrison Boulevard, has directional breaks so that the building is essentially divided into five sections, each one facing the street at a slightly different angle. This breaks up the façade and provides a more interesting and varying appearance. Through its features, the building is designed so that it is perceived as 5 separate and smaller buildings.

Although near the College Hill, North College Hill and Chintimini neighborhoods, the site is not located within the bounds of a neighborhood association. Nor is the site governed by any design or historic review standards. The site is not in a historic district. This said we have designed the building to relate to Corvallis' residential and historic character. Our team has chosen not to mimic historic building details but rather to develop a contemporary building language that has an appropriate structural design and form for the site and zoning, while incorporating aspects typical of a larger historic building.

Example 1: A typical profile of larger historic buildings have well-defined base, body, and crown to the building and provide a different material treatment for each part. This allows the base of the building to be more defined in terms of materiality and to provide a richness of materials at the eye-level of pedestrians. The building has incorporated these elements through varying the profile, form, and material treatments for each part.

Example 2: The steep roof pitch is not only highly encouraged by the code but is also prevalent in many of the historic Tudor Revival Style buildings and newer contemporary buildings around the site.

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		Example 3: Windows in historic buildings 1) vary in size, 2) are in groupings, 3) are usually recessed with a sill to provide depth in the façade, and 4) usually have a trim around the windows to give it a visual "pop" of interest. The windows in the façade of this building are grouped into clusters, some which are recessed into the building and others that pop out of the building to give visual interest. These groupings contain windows of various sizes and types (single-hung, casement, and picture windows) with surrounding trim. The design for the windows is in keeping with the diversity of historical architectural styles in the surrounding neighborhood. **MATERIALS** In response to neighbor concerns we have changed the siding to align horizontally with the building, like similar facings in the neighborhood. In keeping with the majority of buildings in the surrounding neighborhoods, this project uses the natural materials of wood and brick with varying textures to give the building a residential look and feel. Two colors of natural stained cedar siding which constitutes the majority of the façade material is complimentary to the horizontal lap siding that is primarily found on other residential properties in the vicinity. The darker colored roof on the building is also complimentary to the gray and brown colors of the asphalt shingle roofing materials of neighboring buildings. Additionally, the site is heavily landscaped and this landscaping is visible from the street frontage, similar to residential homes in the vicinity. **BUILDLING AND ROOF ARTICULATION** The Pedestrian Oriented Design Standards "Design Variety Menu" (4.10.60.04) requires that projects incorporate a minimum of <u>four</u> of eight building design features. This application goes above and beyond the standards by incorporating these six: 1) Trim, 2) Building and Roof Articulation, 3) Building Materials, 4) Increased Windows, 5) Increased Roof Pitch, and 6) Architectural Features.
4	**Noise attenuation**	This project will not create any noises that would be inconsistent with or in excess of the RS-20 zoning or the surrounding residential uses and would need to conform to the City's noise ordinance. In addition, the proposal is designed to limit noise with internal circulation on floors 2-4 and few outward facing common areas/spaces. The project also includes a condition of approval to prohibit outdoor use of the rooftop area from 9pm to 8am (See **Table 4**).
5	**Odors and emissions**	Odors on the site are anticipated to be similar to those permitted on adjacent residential lands. Corvallis is currently in compliance with State and Federal air and water quality standards. It is anticipated that any emissions resulting from this development will be minimal. This project is not expected to affect the City's compliance with State/Federal standards.
6	**Lighting**	Complies. All new exterior lighting for the project will be shielded so as not to produce glare onto adjacent properties. The proposed fixtures are designated as "Full Cut-Off" according to the standards issued by the Illuminating Engineering Society of North America (IESNA) and as such will meet the standard of lamp concealment outlined in the City standards.
7	**Signage**	All new signage will be in compliance with LDC Chapter 4.7.
8	**Landscaping for buffering and screening**	The proposed application complies with all of the standards associated with landscaping for buffering and screening, except for those requested through variances (See **Table 3).**

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9	**Transportation facilities**	As the Traffic Impact Analysis indicates that the anticipated vehicular traffic trips generated will be fewer than the current approved uses as either a Hospital or a Nursing Home, the existing street network is adequate to handle all vehicular traffic associated with the site (See **Attachment N**). Harrison Boulevard currently has bicycle lanes on both sides of the street, and Corvallis Transit System has several lines with stops in the immediate vicinity of the site.
10	**Traffic and off-site parking impacts**	**TRAFFIC** There are no adverse effects on traffic anticipated, as the Traffic Impact Analysis indicates that vehicular trips generated by the project development will be fewer than the quantity generated by the current approved uses as either a Hospital or Nursing Home. (See **Attachment N**) **OFF-SITE PARKING IMPACTS** Off-Site Parking Impacts are measured in two ways in compliance with the Land Development Code, through 1) meeting the parking requirement, and 2) traffic analysis showing no adverse effects. This project successfully does both. Therefore, there are no off-site parking impacts. On street parking on Short Avenue and 27th Street will be reconfigured to accommodate changes in access drive locations; however, no parking spaces will be lost as a result. Actually, through the removal of a driveway access from Harrison Boulevard, the project will add one additional on-street parking space, a net benefit. In addition, the project is designed to promote pedestrian, bicycle, and transit transportation over vehicular and will provide one WeCar, a car-sharing vehicle on site, subsidized by the applicant.
11	**Utility Infrastructure**	**STORMWATER** Storm water will be detained on-site and in “rain gardens”. Storm water will be released at historical rates to the combination systems in Harrison Boulevard and Short Avenue. The applicant proposes a new separated public storm drain in Short Avenue which will allow easy separation of storm and sanitary in the future. Storm water quality and ground water infiltration will be accomplished by the construction of porous pavement sections at the locations for all pollution generating surfaces as defined by the City’s Storm Water Master Plan. The project will also include a functional green roof on the northern wing of the building adjacent to Harrison Boulevard. This will provide for additional storm water cleansing and decreased runoff by increased evapotranspiration. State permitting for underground injection control will not be required. (See **Attachment O** for a detailed description). **WATER** The site is located in the first level of the public water system. The applicant proposes separate fire and domestic water services from the public lines in Harrison Boulevard and Short Avenue. The original hospital/Heart of the Valley facility was served from the Harrison Boulevard public line only. Fire protection systems will be designed based upon actual flow and pressure measurements at the time of permit application. The water system master plan does not indicate any need for system improvements in the project vicinity.

		SANITARY SEWER The site is located in the Fillmore Basin. The wastewater utility system plan states there are no structural problems with the trunk lines or laterals, and the system has capacity through full build out of the City. Any drainage from the covered structured parking will be routed to the sanitary sewer. The existing lines are combination lines. The applicant proposes to outlet to the 10" lateral in the public alley to the east of the site.
12	**Effects on air and water quality**	This project does not create any air or water quality impacts, which would be inconsistent with or in excess of the RS-20 zoning or the surrounding residential uses. Storm water quantity and quality measures will be made consistent with the City's adopted Master Plan and Design Standards.
13	Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - **Pedestrian Oriented Design Standards**	The application complies with this compatibility factor by orienting buildings toward the main streets, putting primary building entrances to face the street, providing landscaped open courtyards, placing 77% of the building within the maximum setback, dedicating 19% of the building area to windows or doors (minimum is 15%), hiding parking, varying building materials, incorporating a high roof pitch, providing ground floor porches, ensuring that sidewalks are continuous and connected, and complying with all other required standards. In addition, the application meets more than the required four "Design Variety Menu" items by complying with six of them.
14	**Preservation and/or protection of Significant Natural Features**. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.	There is no inventoried Significant Vegetation, Riparian Corridors, Wetlands, Floodplains, Steep Slopes, or Landslide Hazards on the site.

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PART 6: FUFILLS THE COMPREHENSIVE PLAN AND VISION 2020

The proposal fulfills the intent and standards set forth in the Comprehensive Plan and also fulfill the City's Vision 2020 Statement.

Table 10: Fulfills the Intent of the Comprehensive Plan

No.	Section 3	How the Proposed Project Meets or Exceeds Intent
3.2.1 B	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize: **Efficient use of land**	This is a larger piece of land in the heart of Corvallis. It is connected to infrastructure and locates housing near jobs and transit. This project efficiently repurposes a currently vacant, underutilized site.
3.2.1 C	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize **efficient use of energy and other resources**	This project is targeting LEED Gold with an energy savings of at least 14% above code. In our two most recent projects, Courtside and Skybox Apartments, we were able to achieve 26% below code in energy savings, 40% water use reduction, and recycle 75% of our construction waste. This project would target similar and other efficiency metrics.
3.2.1 D	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize **compact urban form**	This is an infill project with a building that is designed to fulfill the zoning (RS-20) and maximize the site's potential. The density on the site was designed in a compact form - grouping them into one building leaving room on the site for parking and outdoor space.
3.2.1 E	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize efficient provision of **transportation and other public services**	This project emphasis a land use pattern that puts higher density housing next to transit. This contributes to the population that is near a transit stop and most like to use transportation services - increasing ridership, which will support the viability of these systems long-term.
3.2.1 F	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize neighborhoods with a mix of uses, **diversity of housing types**, pedestrian scale, a defined center, and shared public areas.	The surrounding area is predominately a mix of single-family homes (mostly rented to students), townhouses, duplexes, fourplexes, and large fraternity/sorority buildings. The Harrison Apartments will add to the diversity of housing types available to residents in this neighborhood by providing a sustainable apartment community option. Currently, there are no LEED certified housing buildings in Corvallis, this would be the first and would target LEED Gold. The design of the ground floor of the building differs from the upper floors, allowing residents in these apartments to directly access an private outdoor porch and the sidewalk. This attracts a diversity of people with different living situations to live in the building. The building provides for those who want individual apartments with more privacy and those who want to live as a part of a residential community with shared corridors. We imagine the upper floors to be more attractive to certain people with the ground level more attractive to others. We follow Fair Housing Policy to ensure that all residents have equal access to the housing of their choice. The project is proposing a mix of apartment types including 2, 3 and 4 bedroom apartments. This will make the project suitable to a wider array of people.

EXHIBIT C - 23

		The project has been designed to have a pedestrian scale along the street frontage, with a shared central public promenade and private open space that define its center.
No.	**Section 7**	**How the Proposed Project Meets or Exceeds Intent**
7.2.2	The City shall continue to advocate responsible **environmental behavior** from its citizens and neighbors.	We believe the City will be an advocate for this project as it is designed to be environmentally responsible in its design through: building orientation, efficient layout, construction procedures that recycle construction waste, and utilization of local materials and materials with recycled content. In addition, this project advocates environmental responsibility from its own residents through a sustainable residents' programs that promote recycling, reuse, and transit/bike/foot transportation.
7.2.3	The City shall participate in efforts to **improve environmental quality** at the local, national, and global levels	The construction methods of this building (targeting LEED Gold) will improve indoor air quality by the usage of low-emitting materials; reduce heat island effect from the roof; reduce light pollution by light fixture choices and placement; reduce water and energy usage; and incorporate recycled content and rapidly renewable materials. Additionally, the removal of asbestos in the current building on the site, will contribute toward environmental quality at the immediate local level. Also of local significance is the fact that the building promotes pedestrian and bicycle activity through its design and facilities and allows people to become less car-dependent by locating housing proximate to jobs and transit.
7.2.5	The City shall encourage the use of the most **appropriate technology** in all new developments and existing businesses and industries to comply with or exceed State and Federal environmental standards.	The project is designed to have energy savings at least 14% above current energy standards, with the goal of 26%. The technology used in the building includes passive design and controllable systems for lighting and thermal comfort - this includes operable windows, motion sensors to turn off lights, and control for thermal comfort within individual rooms.
7.3.7	The City of Corvallis shall actively promote the use of modes of transportation that **minimize impacts on air quality**.	Modes of transportation that minimize impacts on air quality include foot, bike, and use of transit rather than the automobile. This development provides housing for potential renters at the heart of the City where these modes of transportation are attractive and viable.
7.5.5	The City shall attempt to **limit** unnecessary **increases** in the percentage of Corvallis' **impervious surfaces**.	This project reduces the impervious surface of the site from 73,459 SF to 37,890 SF.
7.7.8	The City will consider strategies, such as **incentives**, to encourage the use of **green builder construction** methods and materials in private construction.	The project will utilize green building methods and materials in its construction. This includes construction waste management of at least 50% recycled or salvaged, recycled content of at least 10%, regional materials of at least 10%, use of rapidly renewable materials, and incorporation of low-emitting materials (adhesives and sealants, paints and coatings, flooring systems, composite wood and agrifiber products). The project team is open to the City providing incentives to promote these and other measures that could be potentially employed in the building construction.

		The project will also benefit the local economy in an industry suffering from depression level conditions. A letter from the *Association of General Contractors* estimates a multiplier effect of 1.6 to 2.1 additional jobs for each construction job created as a result of this project. According to *EcoNorthwest*, an economic consulting services and expert testimony, Harrison Apartments will provide 172 direct and secondary construction jobs and nine jobs in operations. (See **Attachment P and R**).
No.	**Section 9**	**How the Proposed Project Meets or Exceeds Intent**
9.2.1	City land use decisions shall **protect and maintain neighborhood characteristics** (as defined in 9.2.5) in existing residential areas.	Though on a major thoroughfare, we are proposing a residential project with attendant parking and open space. We are emphasizing the pedestrian experience and connectivity. One of the main characteristics about this neighborhood is that it is pedestrian-friendly; with homes and buildings that front on the sidewalk and tree lined streets. This project creates residential pedestrian connectivity and frontage on a site that currently does not exist and provides more trees to line the street than currently exist.
9.2.4	Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to **pedestrian-based uses**, scales and experiences in determining the orientation, layout, and interaction of private and public areas.	In addition to above, we have also organized the hierarchy toward bicycles, pedestrians, and public transportation above the automobile. Accordingly the parking is largely separated, contained and screened.
9.2.5	Development shall reflect **neighborhood characteristics appropriate to the site and area**. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:	
9.2.5 A	Comprehensive neighborhoods have a neighborhood center to **provide services within walking distance** of homes. Locations of comprehensive neighborhood centers are determined by **proximity** to major streets, transit corridors, and **higher density housing**. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.	This development contributes to the neighborhood as being a “comprehensive neighborhood” by adding a new and higher density housing type next to a major street and transit corridor within a walking distance of services at the neighborhood center along Monroe Avenue.

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9.2.5 B	Comprehensive neighborhoods **support effective transit** and neighborhood services and have a **wide range of densities**. Higher densities generally are located close to the focus of essential services and transit.	This development contributes to the wide range of densities in the neighborhood by adding a higher density option that is located close to transit. This will effectively add new riders to the transit system, supporting an effective transit system.
9.2.5 C	Comprehensive neighborhoods have a **variety of types and sizes** of public parks and **open spaces** to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.	The development provides a variety of open spaces on the site - from smaller and large courtyards to small plaza spaces and a rooftop garden for its residents. It also provides a public walkway through the site connecting the public from Harrison Boulevard to Short Avenue. (See **Attachment K**)
9.2.5 D	Neighborhood development provides for **compatible building transitions** in terms of scale, mass, and orientation.	The building is compatible with the underlying zoning of the site and the surrounding neighborhood in terms of scale, mass, and building orientation. (See **Table 9**)
9.2.5 E	Neighborhoods have a **mix of densities, lot sizes, and housing types**.	This development contributes to the mix and diversity of densities and housing types in the neighborhood by adding a sustainable apartment complex option.
9.2.5 F	Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide **convenient and direct routes for pedestrians and cyclists**. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.	This project provides a mid-block pedestrian and bicycle connection from Harrison Boulevard to Short Avenue that currently does not existing. (See **Attachment K**)
9.2.5 G	Neighborhoods have a **layout that makes it easy for people to understand** where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and **enhancement of views** and natural features **reinforces the neighborhood connection** to the immediate and larger landscape.	The proposed development puts the building frontage along the Harrison Boulevard and Short Avenue to reinforce the sidewalks along those streets as the main pedestrian connections along the site. This design makes it easy for people to understand where they are how to get to where they want to go. The majority of views out of the site occur along the public streets connecting residents to the surrounding neighborhoods and public streets.

9.2.5 H	Neighborhoods have buildings (residential, commercial, and institutional) that are **close to the street**, with their main entrances **oriented to the public areas**.	The building is set as close to the street as possible (19% of the building frontage along Harrison Boulevard is located at the minimum allowed setback of 10') while still maintaining solar access protection for buildings across the street. The main entrances to both wings of the building are oriented toward the public areas.
9.2.5 I	Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. **Security** is enhanced with a mix of uses and **building openings and windows** that overlook public areas.	The ground floor apartments, covered porches, and entrances provide "eyes-on-the-street" and a presence of people at all hours of the day and night. Additionally, a manager's unit and leasing on the ground floor provide additional eyes on the public areas. The building will also have an extensive security system and management controls including: videophone access for guests, security cameras, key card access, a live-in onsite manager, and live-in community assistants.
9.2.5 J	Neighborhoods have automobile **parking** and storage that **does not adversely affect the pedestrian** environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.	The design and location of the parking tucked into the building and along the side of the building does not adversely affect the pedestrian environments along Harrison Boulevard and Short Avenue. Additionally, curb cuts for driveway are limited, with the majority of visible parking located along an existing alley.
9.2.5 K	Neighborhoods incorporate a **narrow street standard** for internal streets, which slows and diffuses traffic.	The proposed development does not have an internal street.
9.2.5 L	Neighborhood **building and street proportions** relate to one another in a way that provides a sense of enclosure.	The scale of the building is appropriately sized to provide a sense of enclosure along the street edge.
9.2.5 M	Neighborhoods have **street trees** in planting strips in the public right-of-way.	The proposed development provides a row of street trees and planting strips along its public right-of-ways.
9.3.7	To the maximum extent possible in residential areas, glare from **outdoor lighting shall be shielded** and noise shall be limited.	All new exterior lighting for the project will be shielded so as not to produce glare onto adjacent properties. The design of the building with the main common open space facing inward and parking hidden in the center of the building, limit noise from the proposed development.

9.7.3	The City and OSU shall work toward the goal of **housing 50% of the students** who attend regular classes on campus in units on campus or within a **1/2 mile** of campus	The proposed development is two blocks or 0.2 miles from campus.
No.	**Section 11**	**How the Proposed Project Meets or Exceeds Intent**
11.4.3	All traffic generators shall provide **adequate parking**.	The proposed development is providing a parking count that is adequate and exceeds the minimum allowed by code.
11.4.5	The City shall continue to **promote the use of other modes of transportation** as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.	This development promotes the use of other modes of transportation due to its close proximity to transit facilities, services, and campus, and by providing generous bike parking facilities and a shared-car (WeCar) onsite.
11.5.8	All new and redeveloped institutional, commercial, and multi-family development shall provide **bicycle-parking facilities** that include covered parking.	This development provides 183 bike-parking stalls with 66 percent covered.
11.6.4	New development and redevelopment projects shall encourage pedestrian access by providing convenient, **useful, and direct pedestrian facilities**.	This development provides both east-west and north-south pedestrian access to the site, making useful and direct connections into and out of the development.
11.6.7	Where minimizing travel distance has the potential for increasing pedestrian use, **direct and dedicated pedestrian paths** shall be provided by new development.	Not Applicable. This development was not designed for people to drive to points within site. Residents of this building will naturally connect to other areas of the development through internal and external pedestrian paths.
11.7.5	New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide **preferential access to transit facilities**.	The connection to the transit stop on Harrison Boulevard and Arnold Way is straight and direct along the pedestrian sidewalk from the proposed development.
11.7.7	The City should **seek appropriate opportunities for increasing residential density** and providing industrial and commercial development **along existing and proposed transit routes**.	This development is in compliance with the current high-density residential zoning of the site (RS-20). The Comprehensive Plan and LDC indicate the appropriateness of high-density development in this area along existing transit routes.

EXHIBIT C - 28

No.	Section 12	How the Proposed Project Meets or Exceeds Intent
12.2.5	The City shall encourage land use patterns and development that **promote clustering and multiple stories**, take advantage of energy efficient designs, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City.	The proposed development clusters the building on the site, provides multiple stories (4 stories), takes advantage of energy efficient designs in its east-west building orientation and target of LEED Gold rating, and has ready access to transit, bike, and car-sharing modes of transportation. The site is also located in the Central City.
12.2.6	The City shall actively promote the use of energy efficient modes of transportation.	See above description.
12.2.7	The City shall encourage the development of high density uses that are significantly less dependent on automobile transportation	See above description.
No.	**Section 14**	**How the Proposed Project Meets or Exceeds Intent**
14.3.1	Infill and redevelopment within urban areas shall be preferable to annexations.	The proposed project is located on an urban infill site, and hence has site constraints and limitations. These limitations are acknowledged and accommodated through the Planned Development process to create a project that meets the intent of the Land Use Development Code while promoting efficient use of land and energy and facilitating a more economical arrangement of buildings, circulations systems, land uses and utilities.

The following chart highlights points from the Vision 2020 Statement that relate to the proposed development and how it lives up the vision. A detailed description of these points can be reviewed in the specifics of the Comprehensive Plan in **Table 10** above.

Table 11: Fulfills the Intent of Vision 2020 Statement

Residential Center	Downtown Corvallis offers attractive residential options for many residents. Those living downtown are drawn to the convenience, variety of housing options, and safety afforded them.
Celebrating Diversity	Corvallis is free of any and all behavior that creates and/or supports prejudice, bigotry and hate. Enriched by OSU's foreign student population, Sister City and international exchange programs, Corvallis has become a community of many cultures.
Regional Transportation System	Public and private sector collaboration has resulted in a regional transportation system, which makes it easy for employees to walk, cycle or ride mass transit to work. The regional system also links with the north-south high-speed rail system for those traveling to Eugene, Salem, or Portland. Public and private incentives exist which encourage employees to use mass transit. This, in turn, has reduced the reliance on the automobile as well as eased traffic congestion and air pollution. Congestion, particularly through the downtown, was also eased with the extension of the north-south bypass. In addition, the Corvallis Regional Airport offers service with daily flights to points in Oregon, Washington, California and beyond. A base for airfreight services, particularly in conjunction with the airport's industrial park, serves as a relief airport for Portland and Eugene and provides hangar space and support services for locally based corporate planes.
Making Decisions	In land use planning, citizens and government attempt to balance the rights and responsibilities of individual property owners with the interests and needs of the community.
Protecting Our Environment	**Paragraph 2:** Corvallis recognizes the connection between development patterns and impacts on the environment. More efficient land-use through higher densities and compact development reduces the amount of land required for development and the negative impacts of an extended infrastructure.
Protecting Against Pollution	**Paragraph 2:** Air pollution has been lessened, thanks to changing attitudes and actions by residents, strict environmental regulations, an increased emphasis on non-polluting forms of heating and transportation, conservation and technological advances. The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods; designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods. **Paragraph 3:** Trees have been planted throughout the community to take advantage of their aesthetic qualities, to provide cooling during the summer, and for their ability to help cleanse the air we breathe.
Where People Live	**Paragraph 1:** Corvallis in 2020 offers balanced and diverse neighborhoods, incorporating mixed-use, that is accessible to residents without driving, which form the building blocks that support a healthy social, economic, and civic life.

EXHIBIT C - 30

A City of Neighborhoods	All development in Corvallis contributes to the creation of complete neighborhoods. Development standards have been created based on the characteristics of traditional Corvallis neighborhoods. These standards insure that development and redevelopment create, protect, and enhance neighborhood form while facilitating the community-wide needs to improve transportation choices, provide housing for a diverse population within safe attractive neighborhoods, and maintain resource lands, natural areas, and recreational open spaces.
Pedestrian Scale	Buildings and trees are close to the street, providing an intimate outdoor room, which is comfortable to pedestrians.
Diversity and the Public Realm	**Paragraph 1:** Several older neighborhoods have incorporated a variety of housing types and small, neighborhood services. **Paragraph 2:** Buildings are oriented to the street to add security and help define the public space.
Maintaining Livability	**Paragraph 2:** A high quality of life, and housing opportunities for those who live, work, and study in the community, are all found in Corvallis.

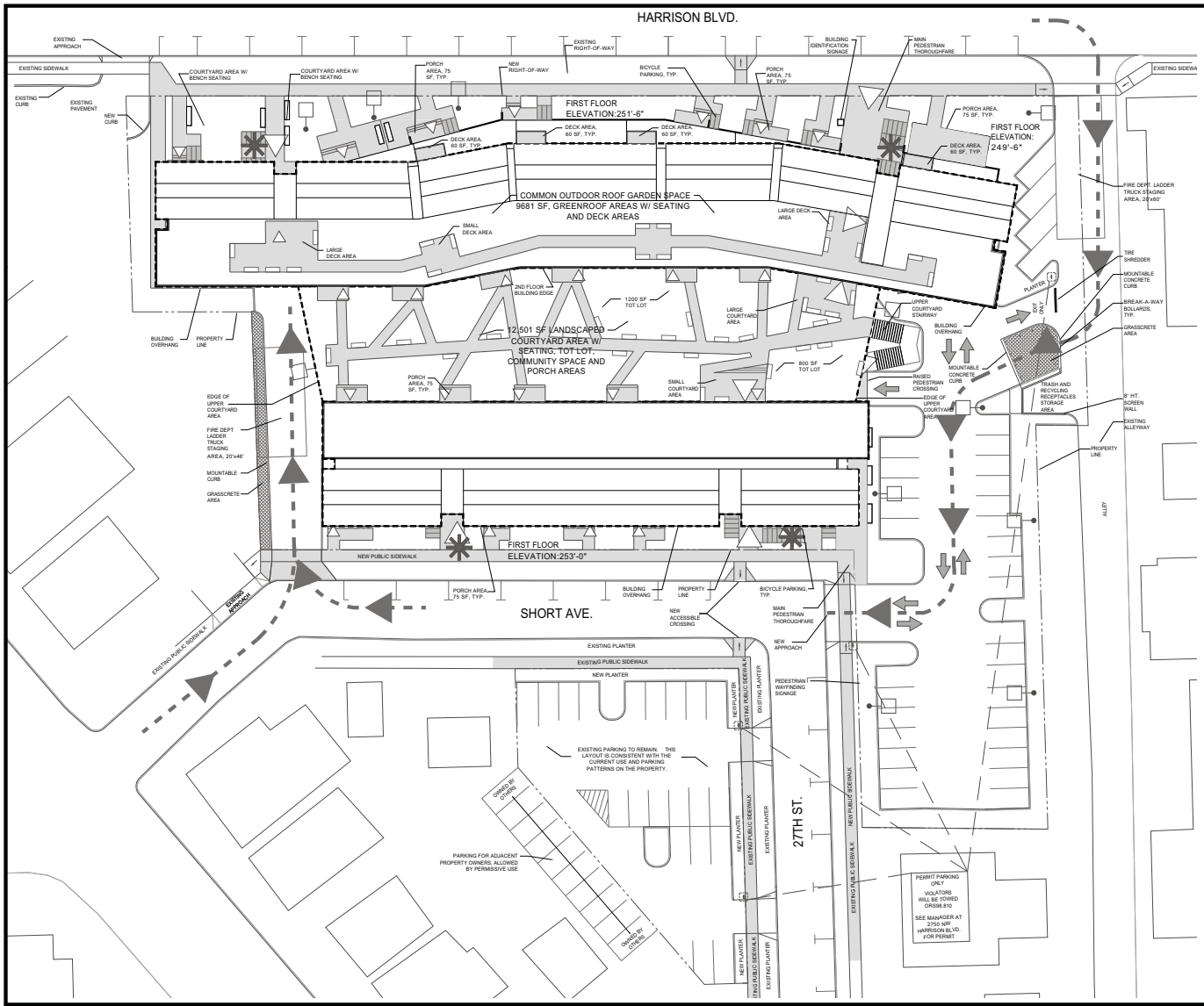
PART 7: SUPPORTING DOCUMENTS

[See the following **Attachments A-R**]

EXHIBIT C - 31

Attachment A-J

Landscape
Civil
Architectural



Legend

- Walkways
- Main Buiding Entrances
- Residence Entrances
- Automobile
- Service/Emergency
- Service/Emergency Route
- Bicycle Parking Areas
- Bench
- Bike Rack

Site Statistics

Site Area = 96,703 sf (2.22 Acres)

Building Area = 104,876 gsf
Building Footprint Area = 32,094 gsf
Parking Structure Area = 26,706 sf
Lot Coverage Area = 68,508 sf (71%)
Building Height = Appx. 47'-2"

Density:
Units = 90
Units/Acre = 40.5

Parking Spaces = 197
Accessible Parking = 3
Parking on Adjacent Property = 20
Covered Parking = 141 (71%)
Bicycle Parking = 109 + 74 = 183
Outdoor Covered Bicycle Parking = 38
Interior Bicycle Parking = 36

Common Outdoor Area = 26,860 sf
Private Outdoor Area = 3206 sf

Green Area = 28,195 sf
(29% Site Coverage)

Landscape Area = 22,869 sf (24%)

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 10' 20' 40'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Site and Circulation Plan

Scale: 1" = 20'-0"

ATTACHMENT "A"

ZGF
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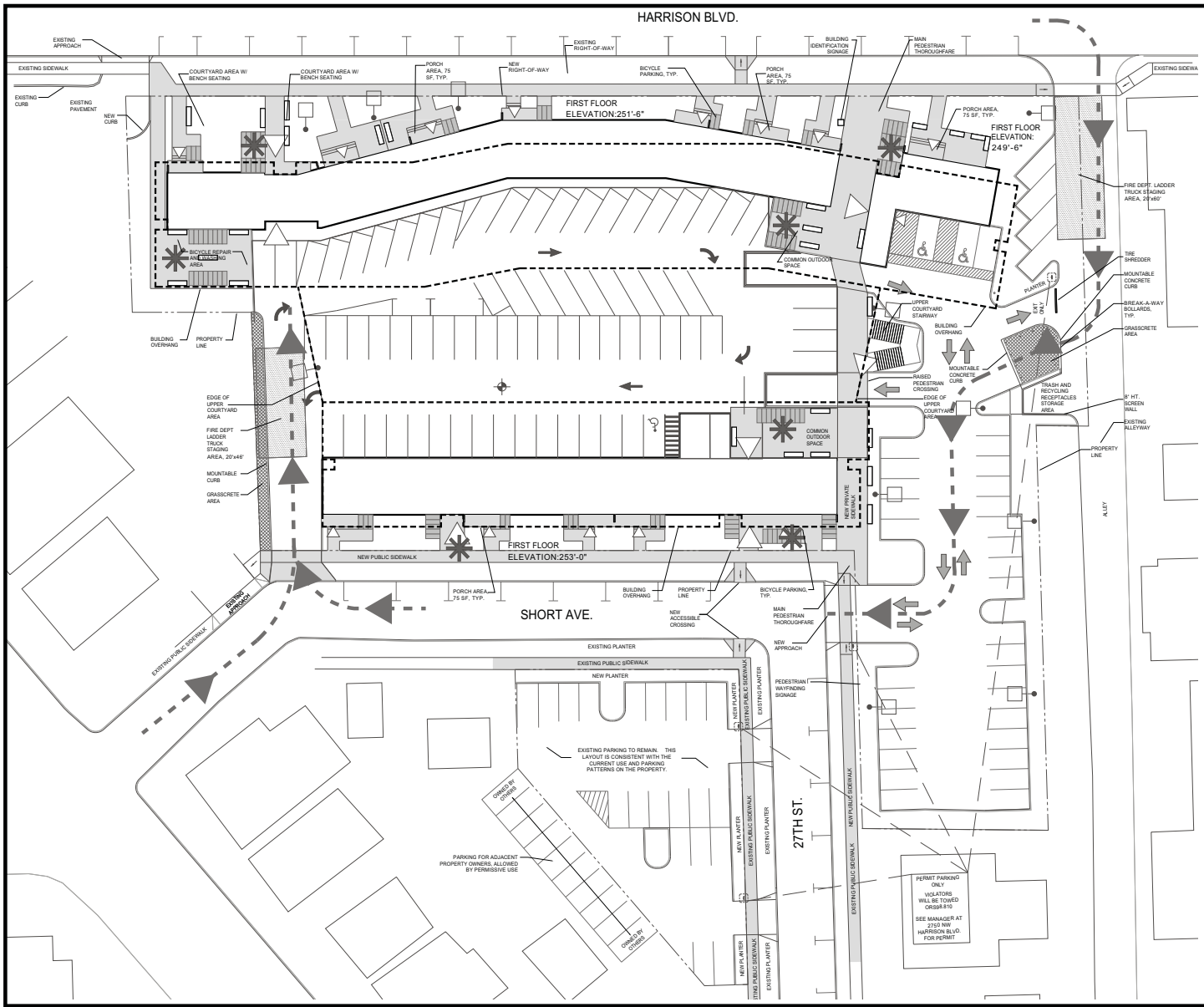
L-1
LAND USE
MARCH 2, 2012



Legend

- Walkways
- Main Buiding Entrances
- Residence Entrances
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PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 10' 20' 40'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Site and Circulation Plan - Surface Level

Scale: 1" = 20'-0"

ATTACHMENT "A-1"

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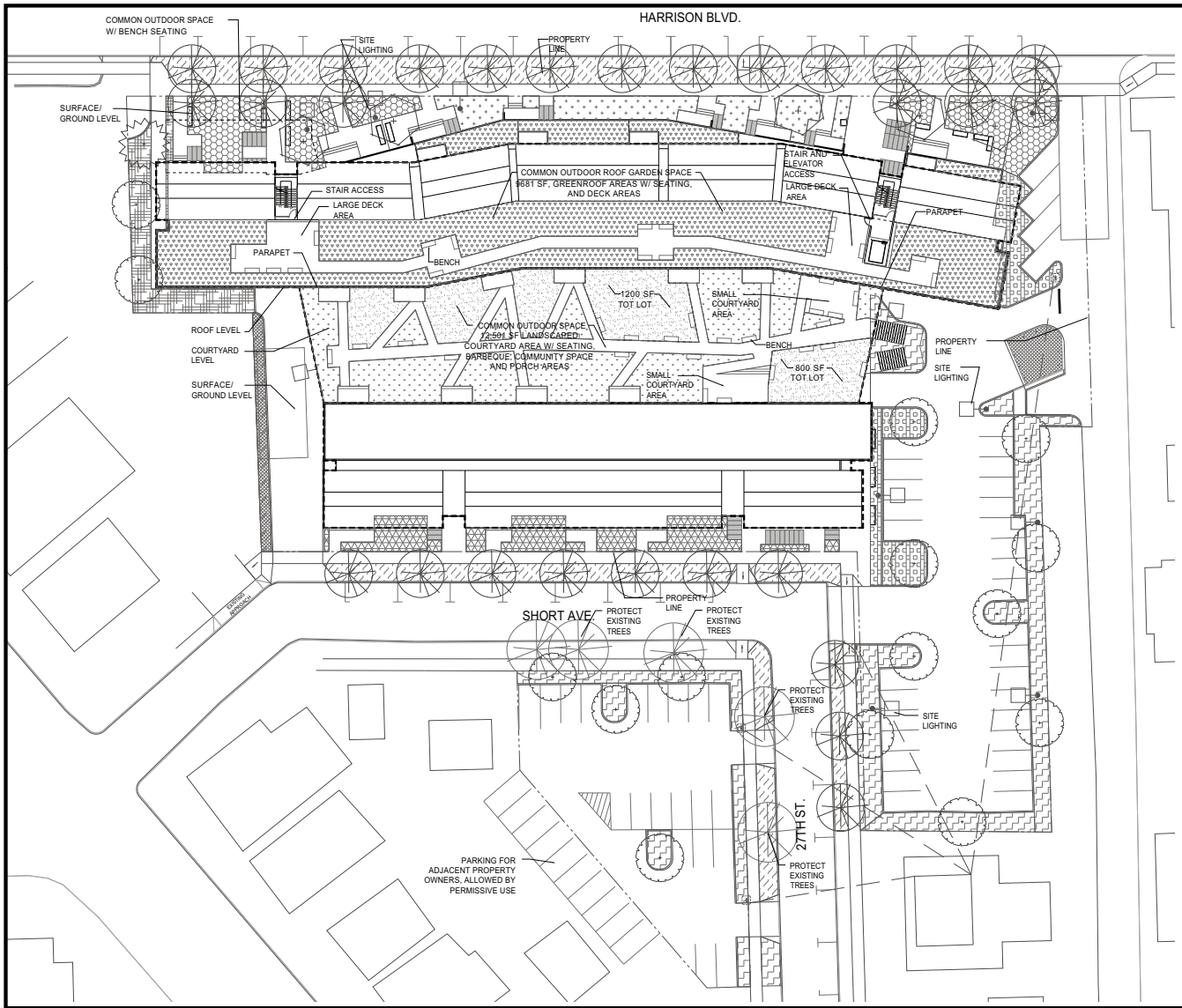
L-2
LAND USE
MARCH 2, 2012



PLANT LEGEND

SYMBOL/CODE	BOTANIC NAME	COMMON NAME	SIZE/COMMENTS
TREES			
	STREET TREES (MEDIUM CANOPY)		
	ACER RUBRUM 'DORIC'	DORIC RED MAPLE	3" CAL., B & B
	FRAXINUS ORNUS	FLOWERING ASH	3" CAL., B & B
	OXYDENDRUM ARBOREUM	SOURWOOD	3" CAL., B & B
	PARKING LOT/BUFFER TREES (MEDIUM CANOPY)		
	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME MAPLE	3" CAL., B & B
	CLADRASTIC KENTUCKEA	YELLOWWOOD	3" CAL., B & B
	ZELKOVA SERRATA 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	3" CAL., B & B
	COURTYARD TREES		
	ACER CIRCINATUM	VINE MAPLE	8-10' HT., B & B
	CORNUS NUTTALLII	PACIFIC DOGWOOD	3" CAL., B & B
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	6-8' HT., B & B
	WEST BUFFER TREE(S)		
	CALOCEDRUS DECURRENS	INCENSE CEDAR	3" CAL., B & B

SHRUBS, GRASSES AND GROUNDCOVERS

STREET ROW/ GRASSCRETE AREAS
MIX OF SMALL EVERGREEN GROUNDCOVERS, MINIMUM 1 GAL. SIZE AT 18" O.C.

NORTH SETBACK
MIX OF SMALL SHRUBS AND EVERGREEN GROUNDCOVERS, MINIMUM 1 GAL. SIZE AT 18" O.C.,

NORTH COURTYARD
ONE MEDIUM DECIDIOUS TREE WITH A MIX OF SMALL SHRUBS, EVERGREEN GROUNDCOVERS, AND PAVING, MINIMUM 1 GAL. SIZE AT 18" O.C.

PARKING LOT BUFFER
MIX OF SMALL EVERGREEN SHRUBS AND EVERGREEN GROUNDCOVERS, MINIMUM 1 GAL. SIZE AT 18" O.C.,

SOUTH COURTYARDS
A MIX OF SMALL SHRUBS AND EVERGREEN GROUNDCOVERS, MINIMUM 1 GAL. SIZE AT 18" O.C.

BUFFER AREA
CONTINUOUS SCREEN OF 3' EVERGREEN SHRUBS OR IF REQUIRED A 6' EVERGREEN SHRUBS. ALSO A MIX OF SMALL SHRUBS AND EVERGREEN GROUNDCOVERS, MINIMUM 1 GAL. SIZE AT 18" O.C.

UPPER COURTYARD
MIX OF DECIDUOUS GRASSES, MINIMUM 1 GAL. SIZE AT 18" O.C.

UPPER COURTYARD
LAWN AREA CONSISTING OF LOW MAINTENANCE SEED MIX 8LBS PER 1000SF W/ SHRUB BUFFER AT BUILDING EDGES

COURTYARD BENCHES, 6' OR 8' LENGTH, FLAT WOOD SLAT SEATING

BIKE RACK(S)

GREEN ROOF
MIX OF SMALL EVERGREEN GROUNDCOVERS, MINIMUM 2" PLUG SIZE AT 6" O.C.

RAIN GARDEN
MIX OF SMALL EVERGREEN SHRUBS AND GRASSES RECOMMENDED FOR STORMWATER CONDITIONS, MINIMUM 1 GAL. SIZE AT 12" O.C.

PLANTING NOTES

1. EXAMINE SPECIFICATIONS CAREFULLY BEFORE COMMENCING WORK SHOWN ON THESE DRAWINGS.
2. PLANT QUANTITIES SHOWN ON THE PLANS ARE ESTIMATES PROVIDED FOR CONTRACTOR CONVENIENCE ONLY. VERIFY ALL QUANTITIES SHOWN. SPACING INDICATED FOR SHRUBS AND GROUNDCOVERS TAKE PRECEDENCE OVER QUANTITIES INDICATED, IF A DISCREPANCY IS FOUND.
3. LOCATION OF ALL PLANT MATERIAL IS SUBJECT TO THE FIELD APPROVAL OF THE ARCHITECT.
4. NOTIFY ARCHITECT AFTER LAYOUT IS COMPLETE AND BEFORE INSTALLATION. THIS SHEET SHOWS TWO TYPES OF PLANTING AREAS WHICH HAVE VARYING TOPSOIL REQUIREMENTS:
   TYPE I PLANTNG AREAS (PLANTING BEDS)
   TYPE II PLANTNG AREAS (UPPPER COURTYARD AREAS)
   SEE DETAILS AND SPECIFICATIONS FOR TOPSOIL DEPTHS AND LANDSCAPE GRADING REQUIREMENTS.
5. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHODS, PLANT PIT DIMENSIONS AND BACKFILL REQUIREMENTS.
6. ALL TYPE I PLANTING AREAS SHALL BE COVERED WITH A MINIMUM OF 3 INCHES DEPTH OF MULCH (SEE SPECIFICATIONS).
7. INSTALL PLANTINGS ONLY IN AREAS WHERE IRRIGATION SYSTEM IS INSTALLED AND FULLY OPERATIONAL. UNLESS OTHERWISE APPROVED BY ARCHITECT.
8. LAWN SEED AREAS:
   PROVIDE FULL DEPTH TOPSOIL MIX PER TYPE II PLANTING AREAS WHERE EXISTING GRADES ARE MODIFIED.

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 20' 32' 40'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Landscape Plan

Scale: 1" = 20'-0"

ATTACHMENT "A-2"

ZGF
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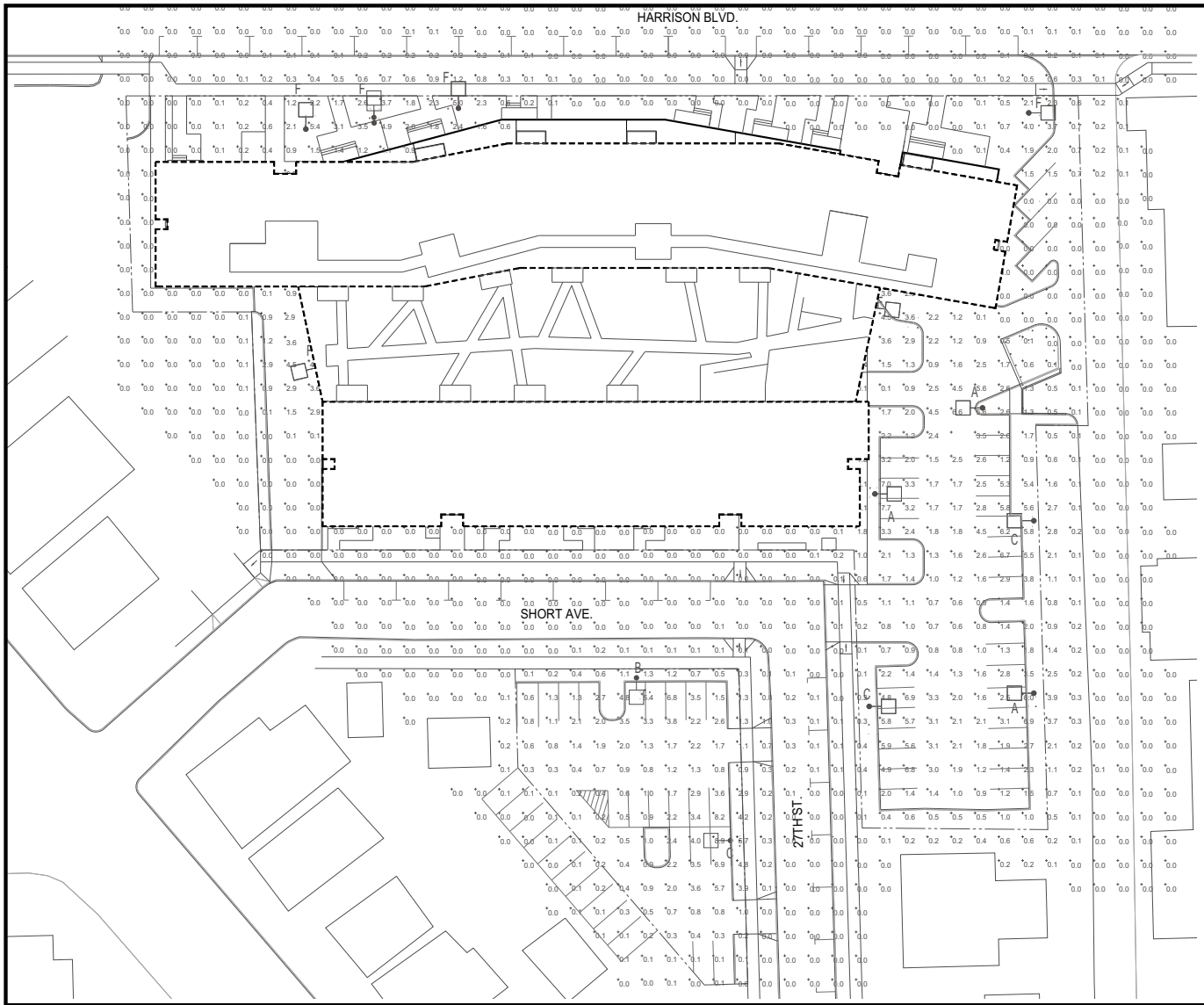
L-3
LAND USE
MARCH 2, 2012



Legend

AS2

Product Cut Sheets

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 10' 20' 40'

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

Site Lighting Plan - Surface Level

Scale: 1" = 20'-0"

ATTACHMENT "A-3"

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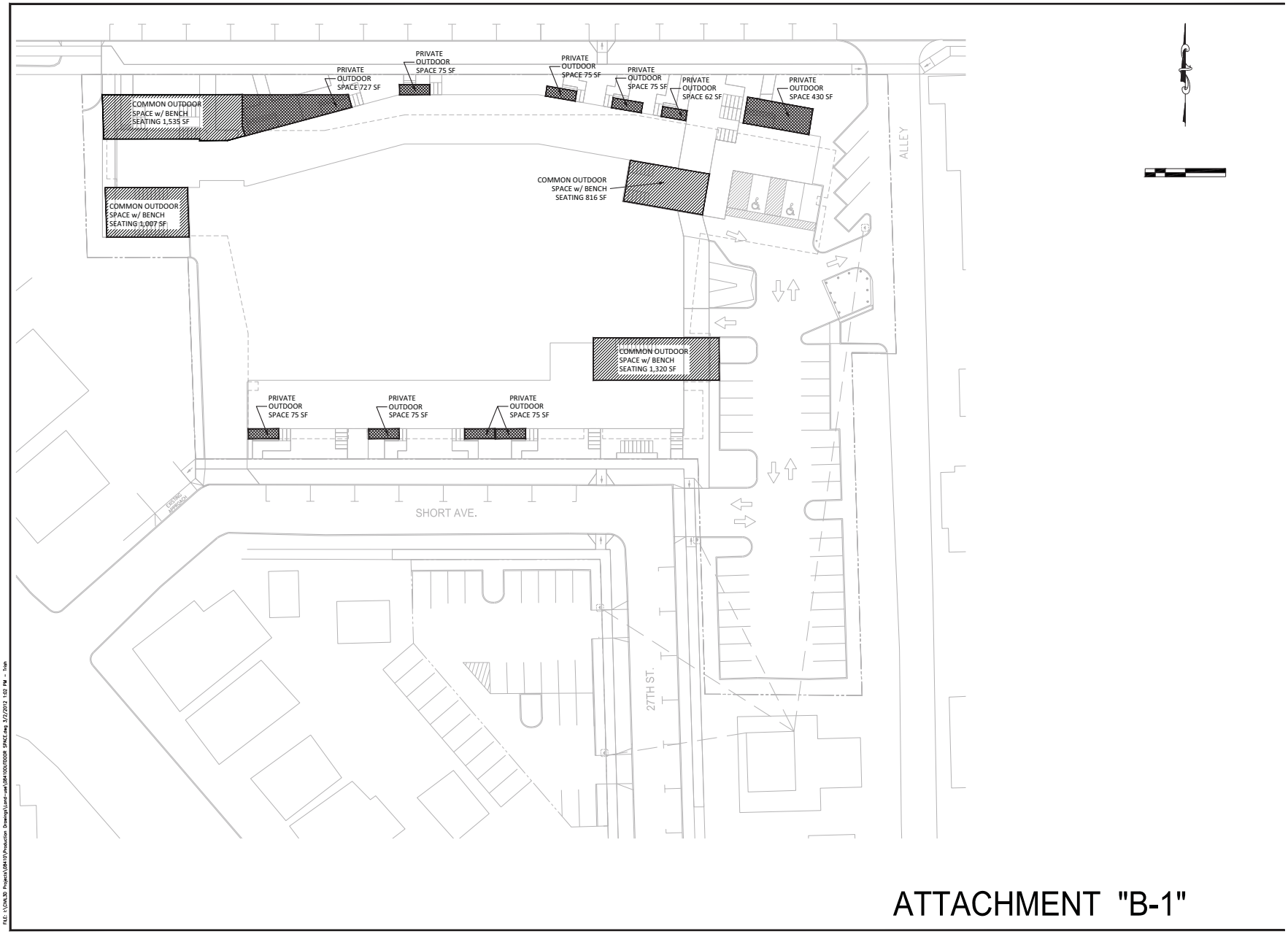
L-4
LAND USE
March 2, 2012



ATTACHMENT "B-1"

FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:
☒ PRELIMINARY	XX\XX\XX
☐ SUBMITTED	
☐ BID SET	
☐ PERMIT SET	
☐ CONST. SET	

No.	REVISION:	DATE:
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△		
△		
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△		
△		
△		

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PROJECT:
HARRISON APARTMENTS

PROJECT LOCATION:
2750 HARRISON BLVD
CORVALLIS, OREGON

CLIENT:
GSRMC/PROJECT ^ ECOLOGICAL

SHEET TITLE:
OUTDOOR SPACE PLAN
GROUNDFLOOR LEVEL

JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

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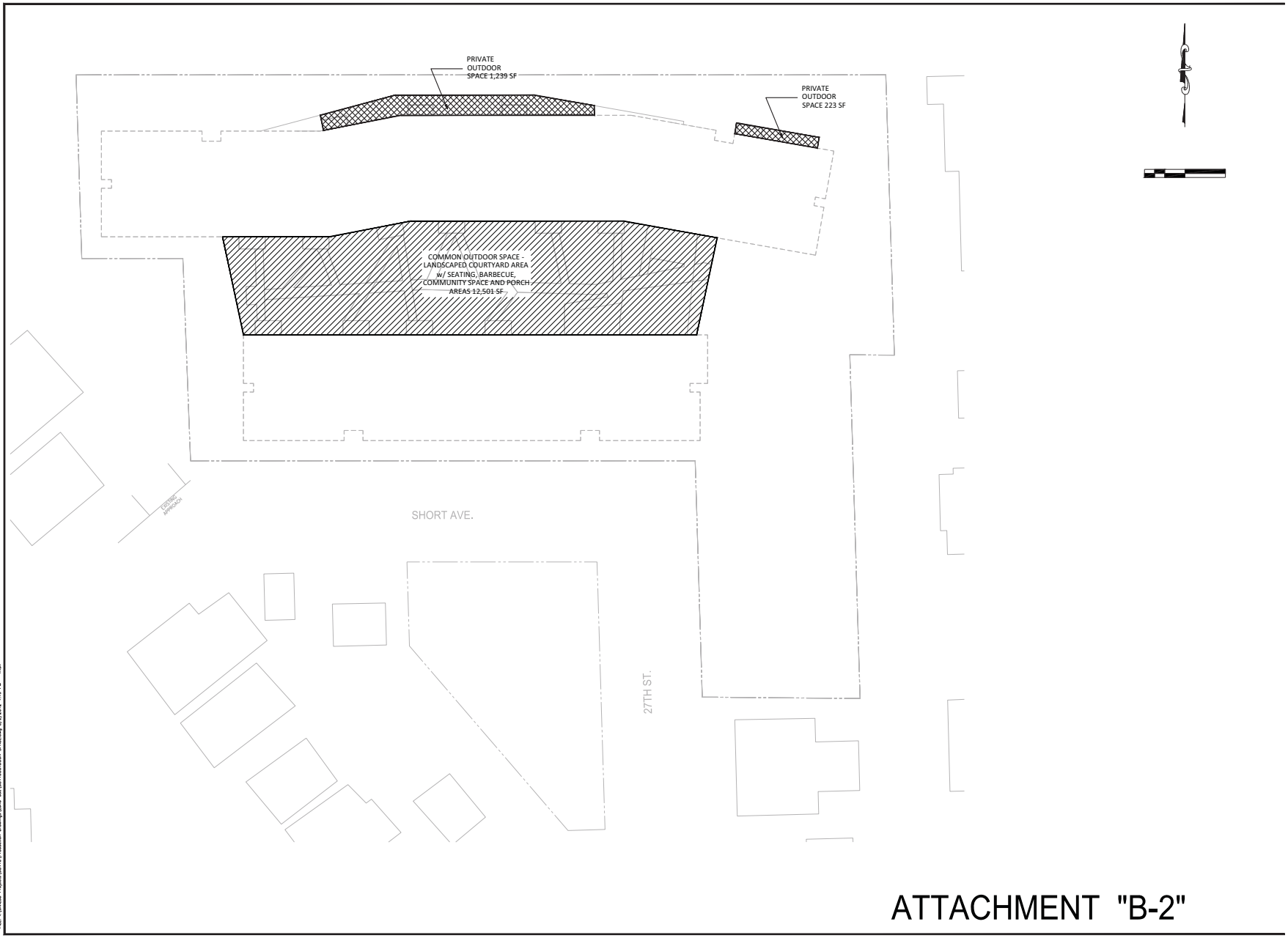

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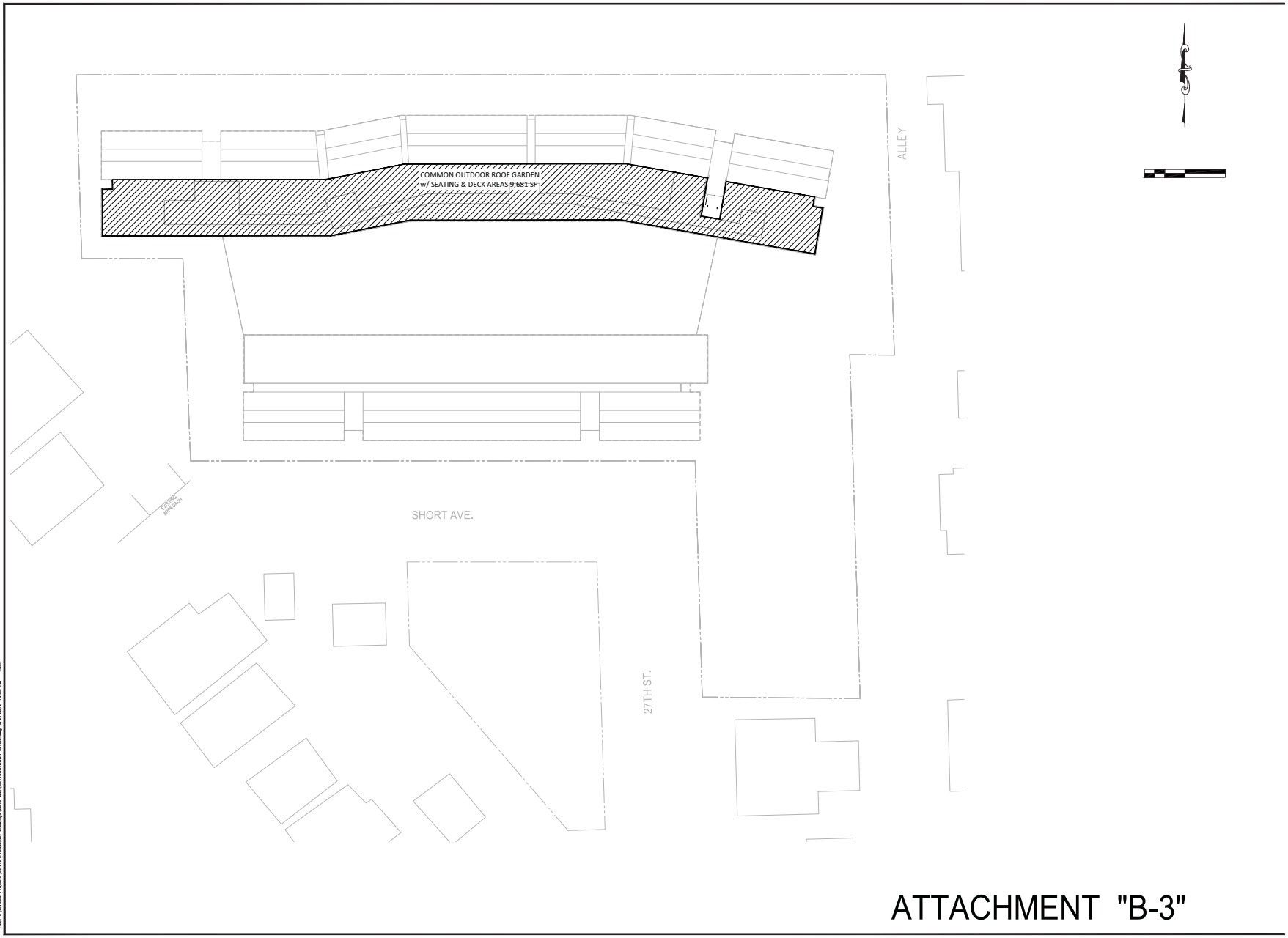

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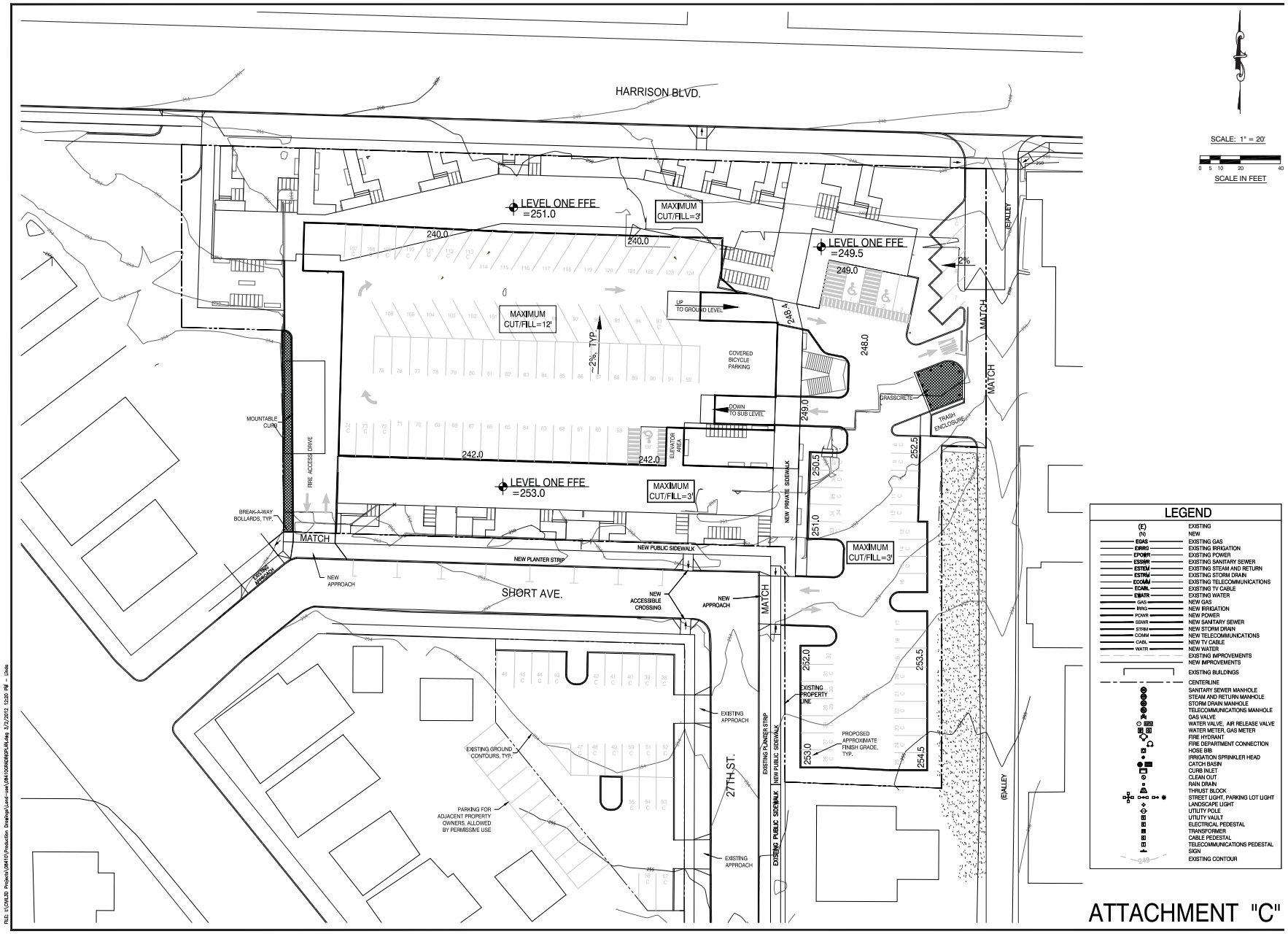

FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:	No.	REVISION:	DATE:
PRELIMINARY		1	PER CITY REVIEW	09/29/11
SUBMITTED	09/02/11	2	PER REVIEW	10/28/11
BID SET		3	PER REVIEW	01/04/12
PERMIT SET		4	PER CITY REVIEW	01/10/12
CONST. SET		5	PER REVIEW	03/02/12

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PROJECT: HARRISON APARTMENTS

PROJECT LOCATION: 2750 HARRISON BLVD. CORVALLIS, OREGON

CLIENT: GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE: GRADING PLAN

JOB NO. 08410

DRAWN BY: DEVCO

DRAWING:

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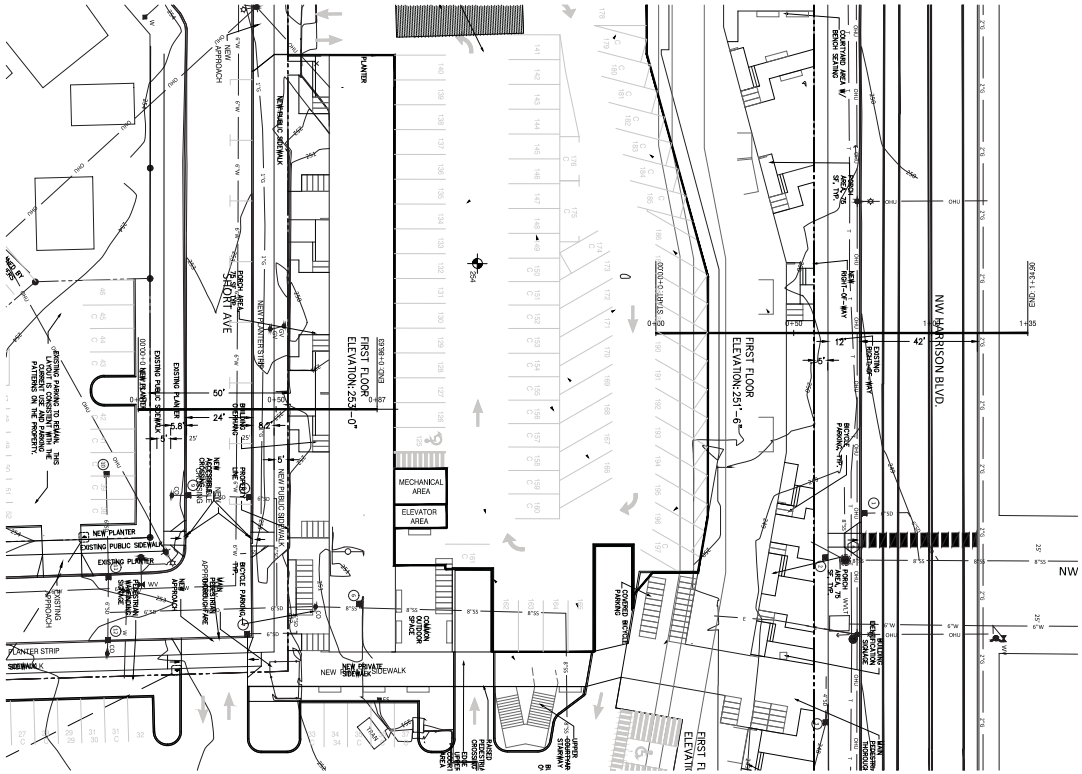

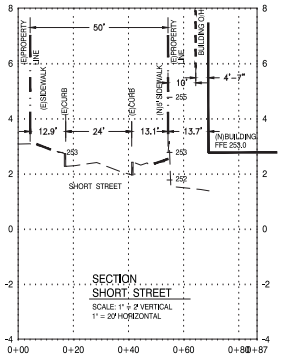

SCALE: 1" = 20'

0 5 10 20 40

SCALE IN FEET

FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:	No.	REVISION:	DATE:
PRELIMINARY		1	PER CITY REVIEW	09/29/11
SUBMITTED	09/02/11	2	PER REVIEW	10/28/11
BID SET		3	PER REVIEW	01/04/12
PERMIT SET		4	PER CITY REVIEW	01/10/12
CONST. SET		5	PER REVIEW	03/02/12

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PROJECT:
HARRISON APARTMENTS

PROJECT LOCATION:
2750 NW HARRISON BLVD.
CORVALLIS, OREGON

CLIENT:
GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE:
SECTIONS

JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

ATTACHMENT "C-1"

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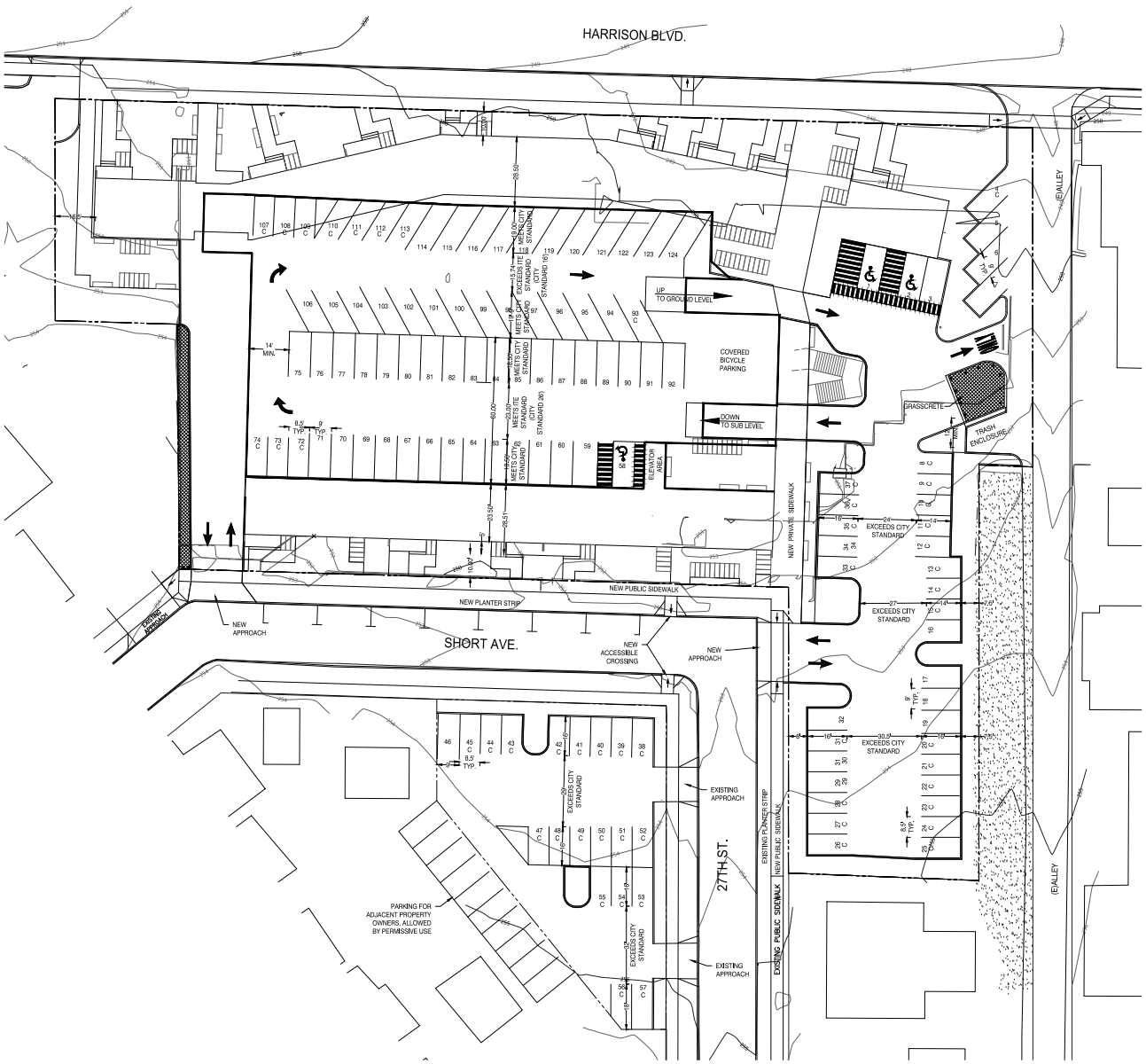

LEGEND

(E)	EXISTING
(N)	NEW
EGAS	EXISTING GAS
EIRRG	EXISTING IRRIGATION
EPOWR	EXISTING POWER
ESSWR	EXISTING SANITARY SEWER
ESTEM	EXISTING STEAM AND RETURN
ESTRM	EXISTING STORM DRAIN
ECOMM	EXISTING TELECOMMUNICATIONS
ECABL	EXISTING TV CABLE
EWATR	EXISTING WATER
GAS	NEW GAS
IRRG	NEW IRRIGATION
POWR	NEW POWER
SSWR	NEW SANITARY SEWER
STRM	NEW STORM DRAIN
COMM	NEW TELECOMMUNICATIONS
CABL	NEW TV CABLE
WATR	NEW WATER
	EXISTING IMPROVEMENTS
	NEW IMPROVEMENTS
	EXISTING BUILDINGS
	CENTERLINE
	SANITARY SEWER MANHOLE
	STEAM AND RETURN MANHOLE
	STORM DRAIN MANHOLE
	TELECOMMUNICATIONS MANHOLE
	GAS VALVE
	WATER VALVE, AIR RELEASE VALVE
	WATER METER, GAS METER
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	HOSE BIB
	IRRIGATION SPRINKLER HEAD
	CATCH BASIN
	CURB INLET
	CLEAN OUT
	RAIN DRAIN
	THRUST BLOCK
	STREET LIGHT, PARKING LOT LIGHT
	LANDSCAPE LIGHT
	UTILITY POLE
	UTILITY VAULT
	ELECTRICAL PEDESTAL
	TRANSFORMER
	CABLE PEDESTAL
	TELECOMMUNICATIONS PEDESTAL
	SIGN
	EXISTING CONTOUR

ATTACHMENT "C-2"

FOR LAND USE PURPOSES ONLY

No.	REVISION:	DATE:
1	PER CITY REVIEW	01/10/12
2	PER REVIEW	03/02/12

DRAWING STATUS	DATE:
PRELIMINARY	
SUBMITTED	01/04/12
BID SET	
PERMIT SET	
CONST. SET	

DEVCO ENGINEERING INC.
Corvallis, Oregon
541 752-0043
345 NW CONCORD, P.O. BOX 328
CORVALLIS, OR 97339
WWW.DEVCOENGINEERING.COM

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PROJECT:
HARRISON APARTMENTS

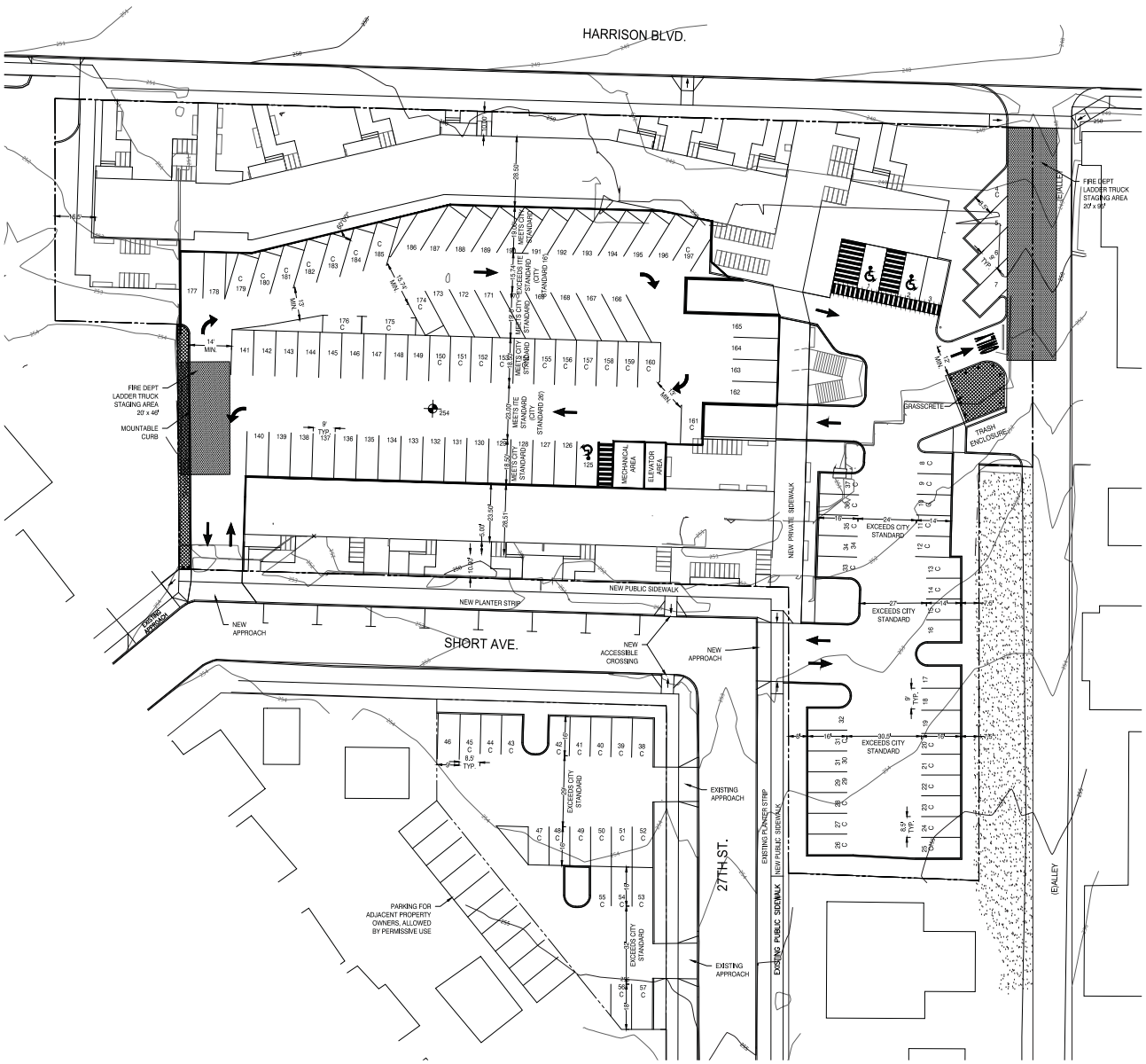
PROJECT LOCATION:
2750 HARRISON BLVD.
CORVALLIS, OREGON

CLIENT:
GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE:
PARKING LAYOUT PLAN
SUB LEVEL STRUCTURE
AND SURFACE

JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\GENERING PLANS.dwg 3/2/2012 2:44 PM - Linda



LEGEND

(E)	EXISTING
(N)	NEW
EGAS	EXISTING GAS
EIRRG	EXISTING IRRIGATION
EPOWR	EXISTING POWER
ESSWR	EXISTING SANITARY SEWER
ESTEM	EXISTING STEAM AND RETURN
ESTRM	EXISTING STORM DRAIN
ECOMM	EXISTING TELECOMMUNICATIONS
ECABL	EXISTING TV CABLE
EWATR	EXISTING WATER
GAS	NEW GAS
IRRG	NEW IRRIGATION
POWR	NEW POWER
SSWR	NEW SANITARY SEWER
STRM	NEW STORM DRAIN
COMM	NEW TELECOMMUNICATIONS
CABL	NEW TV CABLE
WATR	NEW WATER
	EXISTING IMPROVEMENTS
	NEW IMPROVEMENTS
	EXISTING BUILDINGS
	CENTERLINE
	SANITARY SEWER MANHOLE
	STEAM AND RETURN MANHOLE
	STORM DRAIN MANHOLE
	TELECOMMUNICATIONS MANHOLE
	GAS VALVE
	WATER VALVE, AIR RELEASE VALVE
	WATER METER, GAS METER
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	HOSE BIB
	IRRIGATION SPRINKLER HEAD
	CATCH BASIN
	CURB INLET
	CLEAN OUT
	RAIN DRAIN
	THRUST BLOCK
	STREET LIGHT, PARKING LOT LIGHT
	LANDSCAPE LIGHT
	UTILITY POLE
	UTILITY VAULT
	ELECTRICAL PEDESTAL
	TRANSFORMER
	CABLE PEDESTAL
	TELECOMMUNICATIONS PEDESTAL
	SIGN
249	EXISTING CONTOUR

ATTACHMENT "C-3"

FOR LAND USE PURPOSES ONLY

No.	REVISION:	DATE:
1	PER CITY REVIEW	01/10/12
2	PER REVIEW	03/02/12

DRAWING STATUS	DATE:
PRELIMINARY	
SUBMITTED	01/04/12
BID SET	
PERMIT SET	
CONST. SET	

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PROJECT: HARRISON APARTMENTS

PROJECT LOCATION: 2750 HARRISON BLVD. CORVALLIS, OREGON

CLIENT: GSRMC / PROJECT ^ ECOLOGICAL

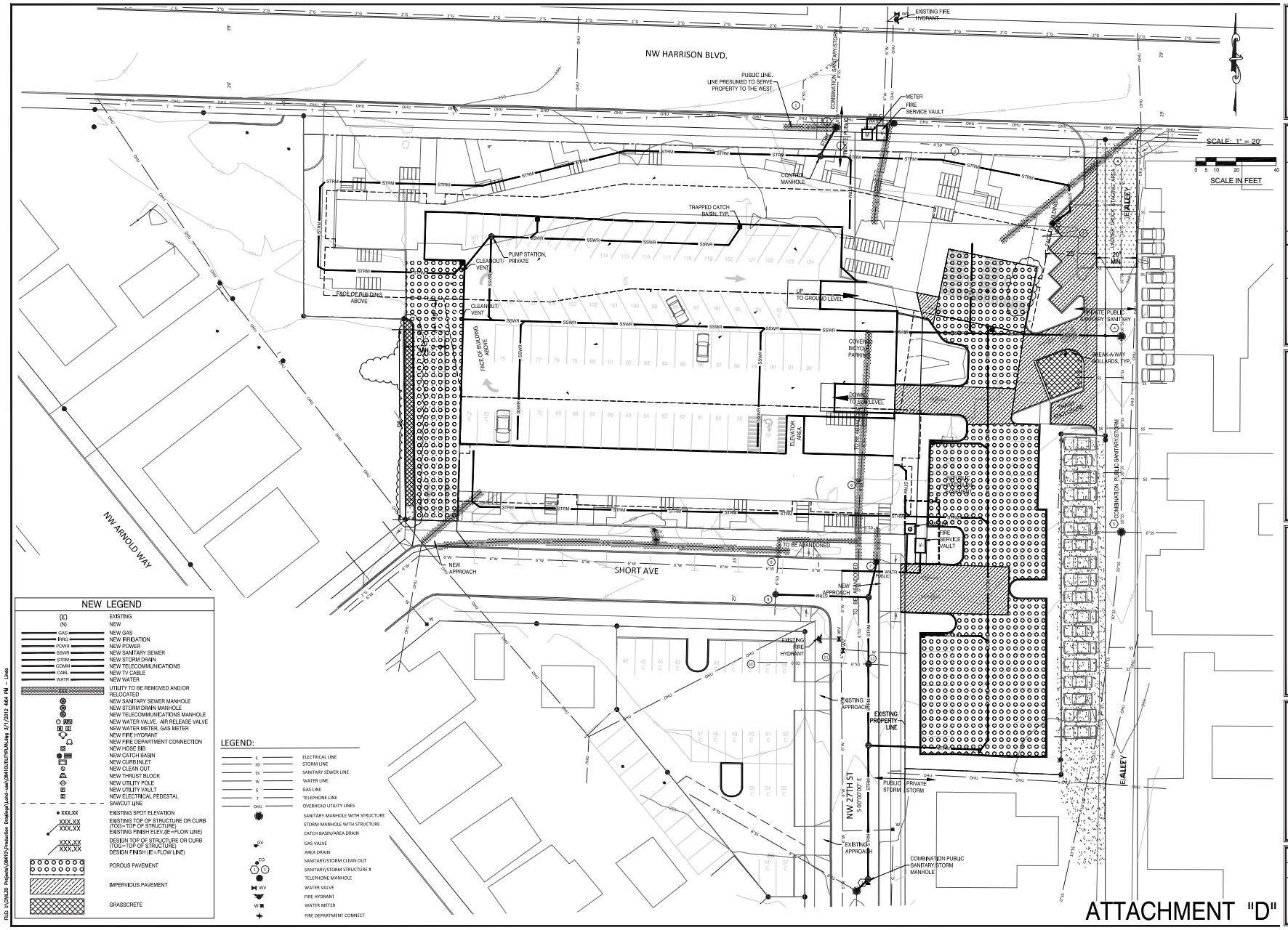
SHEET TITLE: PARKING LAYOUT PLAN MID LEVEL STRUCTURE AND SURFACE

JOB NO. 08410

DRAWN BY: DEVCO

DRAWING:

FILE: X:\CIVIL3D Projects\08410\Production Drawings\Land-use\GENERING PLANS.dwg 3/2/2012 2:44 PM - Linda



FOR LAND USE PURPOSES ONLY

No.	REVISION:	DATE:
1	PER CITY REVIEW	10/28/11
2	PER REVIEW	01/04/12
3	PER REVIEW	03/02/12
4		
5		
6		

DRAWING STATUS	DATE:
PRELIMINARY	
SUBMITTED	10/17/11
BID SET	
PERMIT SET	
CONST. SET	

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PROJECT:
HARRISON APARTMENTS

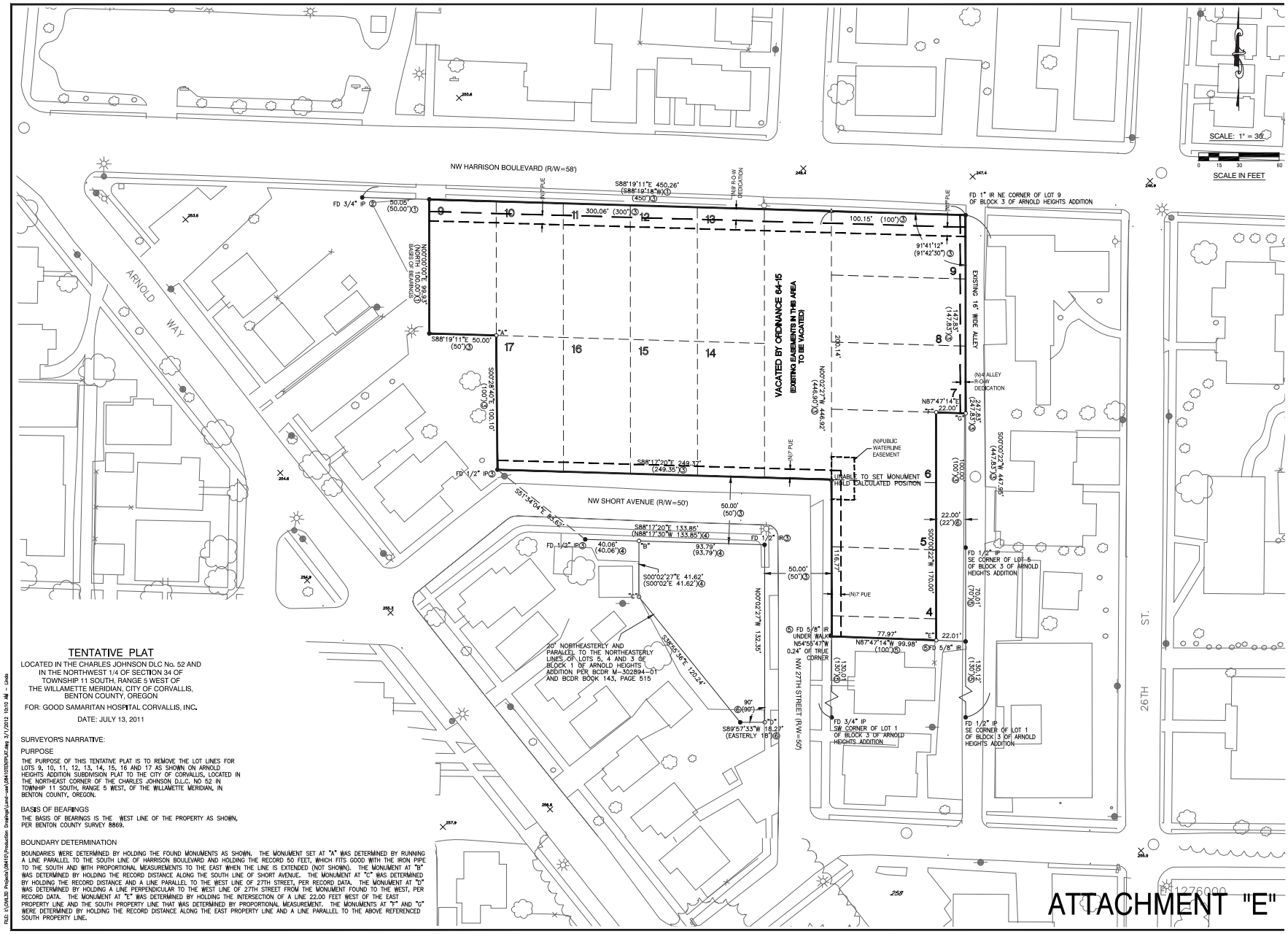
PROJECT LOCATION:
2750 HARRISON BLVD.
CORVALLIS, OREGON

CLIENT:
GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE:
UTILITY PLAN

JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

FILE: J:\CALD Projects\08410\Production Drawings\Land-use\08410STUDY5.dwg 3/1/2012 4:54 PM - Linda



TENTATIVE PLAT

LOCATED IN THE CHARLES JOHNSON DLC No. 52 AND
IN THE NORTHWEST 1/4 OF SECTION 34 OF
TOWNSHIP 11 SOUTH, RANGE 5 WEST OF
THE WILLAMETTE MERIDIAN, CITY OF CORVALLIS,
BENTON COUNTY, OREGON

FOR: GOOD SAMARITAN HOSPITAL CORVALLIS, INC.

DATE: JULY 13, 2011

SURVEYOR'S NARRATIVE:

PURPOSE

THE PURPOSE OF THIS TENTATIVE PLAT IS TO REMOVE THE LOT LINES FOR LOTS 9, 10, 11, 12, 13, 14, 15, 16 AND 17 AS SHOWN ON ARNOLD HEIGHTS ADDITION SUBDIVISION PLAT TO THE CITY OF CORVALLIS, LOCATED IN THE NORTHEAST CORNER OF THE CHARLES JOHNSON D.L.C. NO 52 IN TOWNHIP 11 SOUTH, RANGE 5 WEST, OF THE WILLAMETTE MERIDIAN, IN BENTON COUNTY, OREGON.

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE WEST LINE OF THE PROPERTY AS SHOWN, PER BENTON COUNTY SURVEY 8869.

BOUNDARY DETERMINATION

BOUNDARIES WERE DETERMINED BY HOLDING THE FOUND MONUMENTS AS SHOWN. THE MONUMENT SET AT "A" WAS DETERMINED BY RUNNING A LINE PARALLEL TO THE SOUTH LINE OF HARRISON BOULEVARD AND HOLDING THE RECORD 50 FEET, WHICH FITS GOOD WITH THE IRON PIPE TO THE SOUTH AND WITH PROPORTIONAL MEASUREMENTS TO THE EAST WHEN THE LINE IS EXTENDED (NOT SHOWN). THE MONUMENT AT "B" WAS DETERMINED BY HOLDING THE RECORD DISTANCE ALONG THE SOUTH LINE OF SHORT AVENUE. THE MONUMENT AT "C" WAS DETERMINED BY HOLDING THE RECORD DISTANCE AND A LINE PARALLEL TO THE WEST LINE OF 27TH STREET, PER RECORD DATA. THE MONUMENT AT "D" WAS DETERMINED BY HOLDING A LINE PERPENDICULAR TO THE WEST LINE OF 27TH STREET FROM THE MONUMENT FOUND TO THE WEST, PER RECORD DATA. THE MONUMENT AT "E" WAS DETERMINED BY HOLDING THE INTERSECTION OF A LINE 22.00 FEET WEST OF THE EAST PROPERTY LINE AND THE SOUTH PROPERTY LINE THAT WAS DETERMINED BY PROPORTIONAL MEASUREMENT. THE MONUMENTS AT "F" AND "G" WERE DETERMINED BY HOLDING THE RECORD DISTANCE ALONG THE EAST PROPERTY LINE AND A LINE PARALLEL TO THE ABOVE REFERENCED SOUTH PROPERTY LINE.

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FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:	No.	REVISION:	DATE:
PRELIMINARY		1	PER CITY REVIEW	09/29/11
SUBMITTED	09/02/11	2	PER REVIEW	10/28/11
BID SET		3	PER REVIEW	01/04/12
PERMIT SET		4	PER CITY REVIEW	01/10/12
CONST. SET		5	PER REVIEW	03/02/12

COLE SURVEYING, LLC
PREPARED BY COLE SURVEYING, LLC
245 NE CONIFER BLVD., P.O. BOX 1211
CORVALLIS, OREGON 97339 (541) 929-5500

PROJECT:
HARRISON APARTMENTS

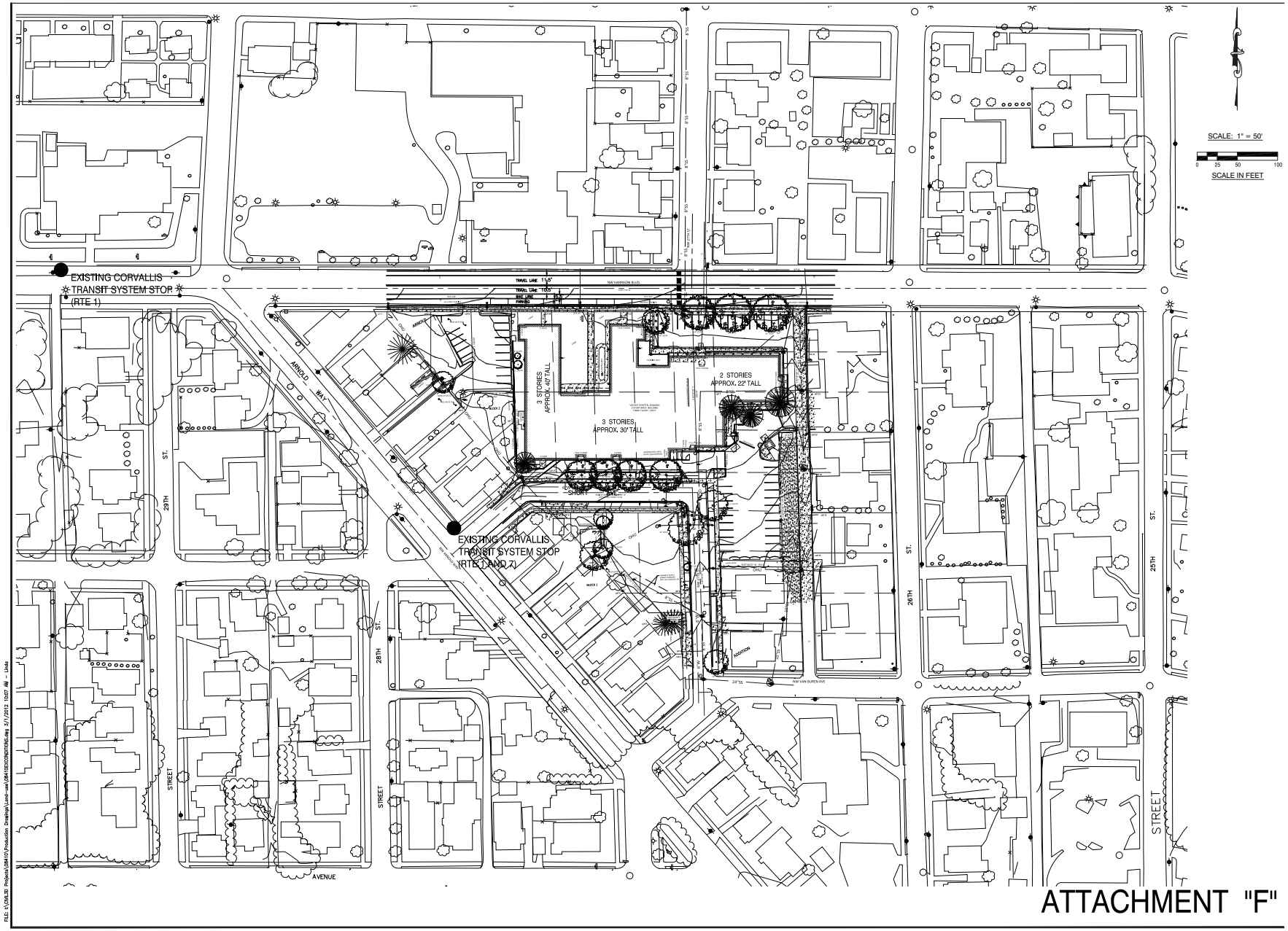
PROJECT LOCATION:
2750 HARRISON BLVD.
CORVALLIS, OREGON

CLIENT:
GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE:
TENTATIVE PLAT

JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

ATTACHMENT "E"



FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:	No.	REVISION:	DATE:
PRELIMINARY		1	PER CITY REVIEW	09/29/11
SUBMITTED	09/02/11	2	PER CITY REVIEW	10/28/11
BID SET				
PERMIT SET				
CONST. SET				

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PROJECT:
HARRISON BLVD. APARTMENTS

PROJECT LOCATION:
2750 NW HARRISON BLVD.
CORVALLIS, OREGON

CLIENT:
GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE:
EXISTING CONDITIONS

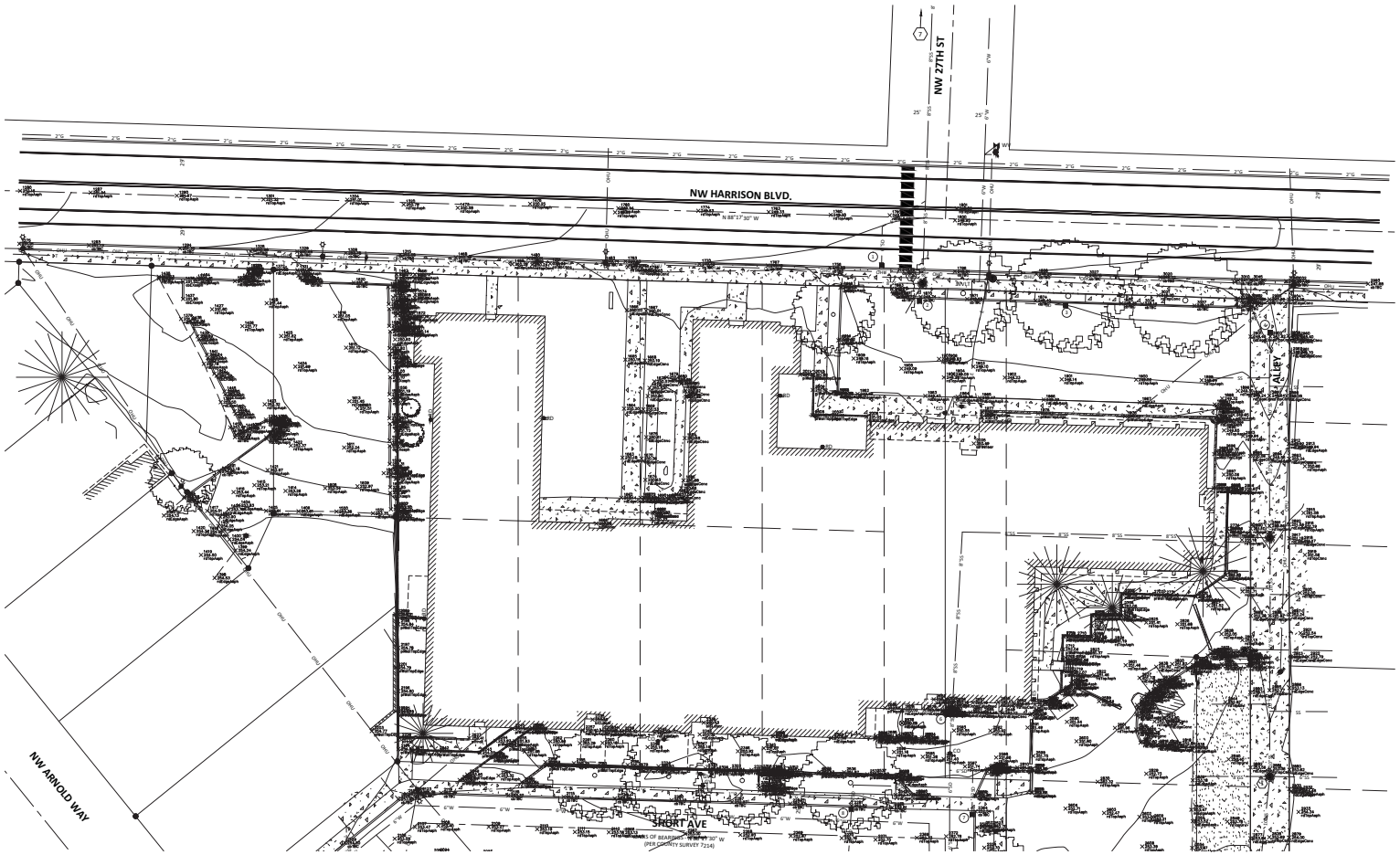
JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

ATTACHMENT "F"

FILE: U:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410SDCNDITIONS.dwg 2/1/2012 10:07 AM – Linda

TOPOGRAPHIC SURVEY

LOCATED IN THE NORTH HALF OF SECTION 34
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CITY OF CORVALLIS, BENTON COUNTY, OREGON
FIELD SURVEYED: FEBRUARY 23, 2011



SEE SHEET 2

LEGEND:

- BUILDING OUTLINE WITH DOOR
- SIDEWALK/CONCRETE
- ASPHALT
- CONCRETE WALL
- BUILDING OVERHANG
- CURB LINE
- EDGE OF ASPHALT
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- BRUSH LINE
- CYCLONE FENCE
- WOOD FENCE
- E — ELECTRICAL LINE
- SD — STORM LINE
- SS — SANITARY SEWER LINE
- W — WATER LINE
- G — GAS LINE
- T — TELEPHONE LINE
- OHU — OVERHEAD UTILITY LINES
- SIGN
- DOUBLE POST SIGN
- CONCRETE
- HANDICAP RAMP
- RD — ROOF DRAIN
- ELECTRICAL MANHOLE
- E — ELECTRICAL METER
- EB — ELECTRICAL BOX
- ES — ELECTRICAL SWITCH
- EVLT — ELECTRICAL VAULT
- TRAN — TRANSFORMER
- GUY ANCHOR
- GUY POLE
- LUMINAIRE
- POWER POLE
- OVERHEAD LIGHT
- POWER POLE/OVERHEAD LIGHT
- SANITARY MANHOLE WITH STRUCTU
- STORM MANHOLE WITH STRUCTURE
- CATCH BASIN/AREA DRAIN
- GV — GAS VALVE
- AREA DRAIN
- CO — SANITARY/STORM CLEAN OUT
- SANITARY/STORM STRUCTURE #
- TELEPHONE MANHOLE
- WV — WATER VALVE
- FIRE HYDRANT
- W — WATER METER
- FIRE DEPARTMENT CONNECT
- DECIDUOUS TREE
- CONIFEROUS TREE
- DECID — UNKNOWN DECIDUOUS TREE
- FOUND MONUMENT

SEE SHEET 2 FOR NOTES & SANITARY/ STORM TABLE

NORTH

SCALE

20 0 10 20 40

1 INCH = 20 FEET

JOB NO: 311008

kpff Consulting Engineers
111 SW Fifth Avenue, Suite 2400, Portland,
Tel: 503-227-3251 * Fax: 503-2
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New York ◦ Pasadena ◦ Phoenix ◦ Portland ◦ St. Louis ◦ Sacramento
San Diego ◦ San Francisco ◦ Seattle ◦ Tacoma ◦ Walnut Creek

ATTACHMENT "F-1"

1/4 SECTION:	NW 1/4 SECTION 34				
TOWNSHIP/RANGE:	T 11 S, R 5 W				
TAX LOT NO:	8100, 5200 & 16400				
FILE:	11008_SB.G				
SURVEYED BY:	JWJ, & SOO	REV.	DATE	DESCRIPTION	BY

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Tel: 503-227-3251 * Fax: 503-274-4681
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New York ◦ Pasadena ◦ Phoenix ◦ Portland ◦ St. Louis ◦ Sacramento
San Diego ◦ San Francisco ◦ Seattle ◦ Tacoma ◦ Walnut Creek

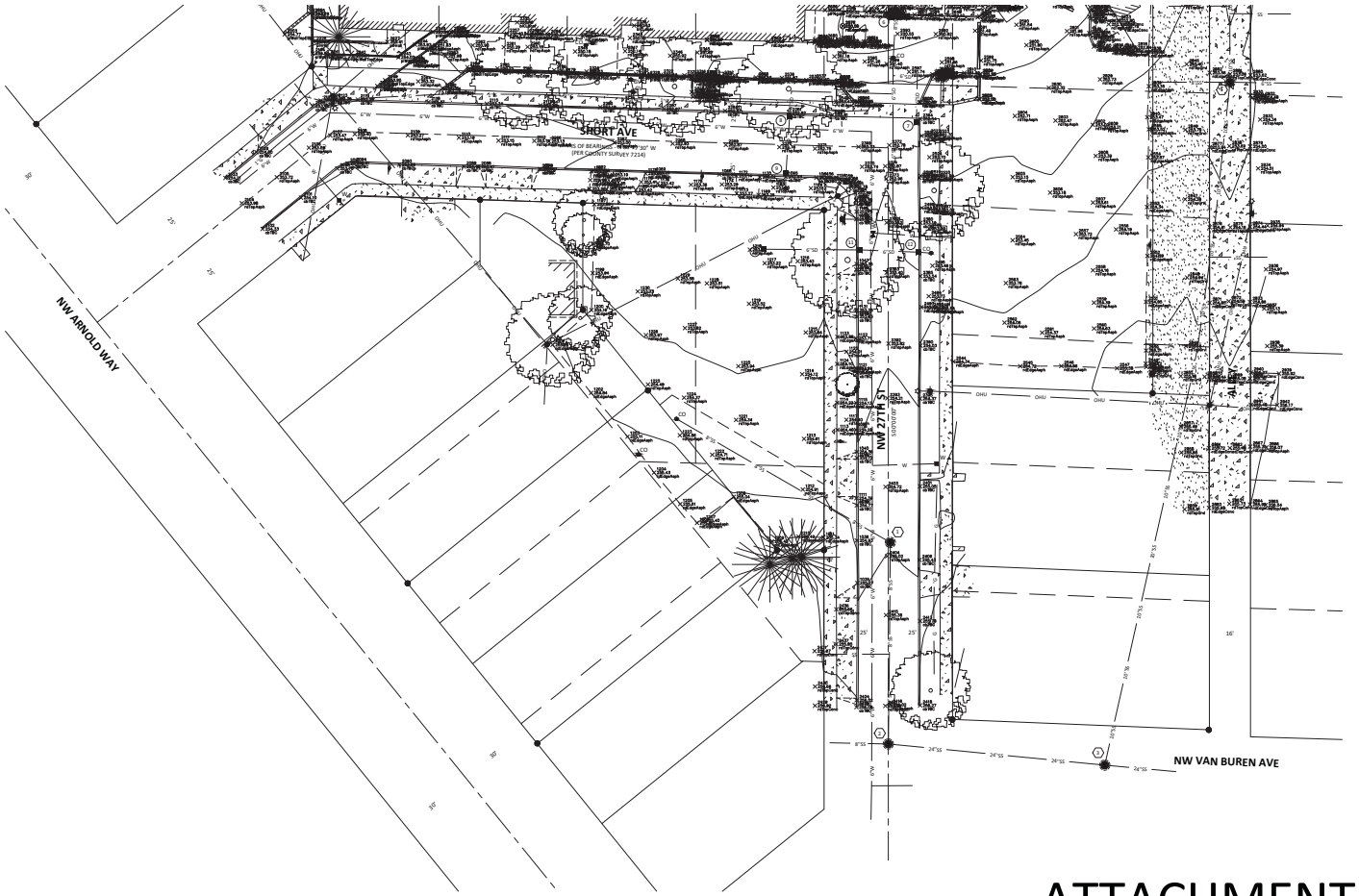
TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project^ecological development
CITY OF CORVALLIS / BENTON COUNTY / OREGON

DATE:	MARCH 9, 2011
SCALE:	1" = 20'
CONTOUR INTERVAL:	1 FOOT
PROJECT NO:	311008
SHEET:	1 OF 2

TOPOGRAPHIC SURVEY

LOCATED IN THE NORTH HALF OF SECTION 34
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CITY OF CORVALLIS, BENTON COUNTY, OREGON
FIELD SURVEYED: FEBRUARY 23, 2011

SEE SHEET 1



NOTES:

1.) VERTICAL DATUM : CITY OF CORVALLIS
BENCHMARK : 4 INCH BRASS DISK AT THE NORTHWEST QUADRANT OF THE INTERSECTION OF JOHNSON AND 30TH STREET. LOCATED IN THE FRONT OF HOUSE # 3009 AND STAMPED "CITY OF CORVALLIS BM #9"
BENCHMARK NO. 301 ELEVATION = 258.226'

2.) BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTER LINE OF SHORT AVE AS N88°17'30"W AS ESTABLISHED FROM FOUND MONUMENTS, PER COUNTY SURVEY NO. 7214.

3) BOUNDARY AND EASEMENTS SHOWN HEREON ARE BASED ON TITLE REPORT NO.47181000777 4TTMIDWIL18 BY TICOR TITLE, EFFECTIVE DATE JULY 1, 2010.

3a.) A BLANKET TYPE EASEMENT EXISTS OVER THE PROPERTY FOR BROADBAND SERVICES. DOCUMENT NUMBER 2003-34017B, RECORDED APRIL 25, 2003.
[AFFECTS ALL PARCELS]

3b.) PARKING, PORTIONS OF DRIVEWAY, AND ACCESS TO NW ARNOLD WAY, AS SHOWN, ARE NOT PART OF THE SUBJECT PROPERTY. RECORDED RECIPROCAL ACCESS OR PARKING AGREEMENTS DO NOT APPEAR TO EXIST. ADJOINING OWNER(S) SHOULD BE NOTIFIED BEFORE THE PROPOSED DEVELOPMENT AFFECTS THE EXISTING USE. ADJOINING PROPERTY OWNER(S) MAY HAVE UNRECORDED OR IMPLIED RIGHTS TO BENEFIT FROM THE USE OF THE SUBJECT PROPERTY, AS SHOWN.

3c.) PARKING, AS SHOWN, IS NOT PART OF THE SUBJECT PROPERTY. PARKING IS CURRENTLY BEING ACCESSED THROUGH THE SUBJECT PROPERTY AND USED BY THE ADJOINING PROPERTIES FRONTING NW ARNOLD WAY. RECORDED RECIPROCAL ACCESS OR PARKING AGREEMENTS DO NOT APPEAR TO EXIST. ADJOINING OWNER(S) SHOULD BE NOTIFIED BEFORE THE PROPOSED DEVELOPMENT AFFECTS THE EXISTING USE. ADJOINING PROPERTY OWNER(S) MAY HAVE UNRECORDED OR IMPLIED RIGHTS TO BENEFIT FROM THE USE OF THE SUBJECT PROPERTY, AS SHOWN.

4.) UTILITY LOCATIONS SHOWN ARE PER FIELD LOCATED UTILITY PAINT MARKS & REFERENCE MAPS MADE AVAILABLE BY THE VARIOUS UTILITY PROVIDERS. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

5. THE SUBJECT PROPERTY NORTH OF SHORT AVENUE AND EAST OF NW 27TH STREET IS ENCLOSED BY A TEMPORARY CONSTRUCTION FENCE.

STORM TABLE:

1. CURB INLET
RIM = 248.24'
IE 6" OUT (N) = 246.41'

2. CATCH BASIN
RIM = 248.18'
FILLED WITH DEBRIS

3. CATCH BASIN
RIM = 248.00'
IE 4" OUT (W) =247.00'

4. CATCH BASIN
RIM = 247.76'
FILLED WITH DEBRIS

5. CATCH BASIN
RIM = 249.71'
FILLED WITH DEBRIS

6. CATCH BASIN
RIM = 249.98'
IE 6" OUT (E) = 249.23'

7. CATCH BASIN
RIM = 252.13'
IE 6" OUT (N) = 250.88'

8. CATCH BASIN
RIM = 252.27'
IE 6" IN (S) = 248.77'
IE 6" OUT (N) = 248.87'

9. CATCH BASIN
RIM = 252.60'
IE 6" IN (S) = 250.30'
IE 6" OUT (N) = 250.30'

10. CATCH BASIN
RIM = 253.21'
IE 6" OUT (E) = 252.06'

11. CATCH BASIN
RIM = 252.75'
IE 6" IN (W) = 250.65'
IE 6" OUT (E) = 250.65'

12. CATCH BASIN
RIM = 252.78'
IE 6" IN (E) = 251.04'
IE 6" OUT (W) = 250.94'

SANITARY / STORM TABLE:

1. SANITARY / STORM MANHOLE
RIM = 254.94'
IE 8" IN (NW) = 245.54'
IE 8" OUT (S) = 245.49'

2. SANITARY / STORM MANHOLE
RIM = 256.18'
IE 8" IN (N) = 245.00'
IE 8" IN (W) = 237.53'
IE 24" OUT (E) = 237.46'

3. SANITARY / STORM MANHOLE
RIM = 256.42'
IE 10" IN (NE) = 238.97'
IE 24" IN (W) = 237.40'
IE 24" OUT (E) = 237.14'

4. SANITARY / STORM MANHOLE
RIM = 250.84'
IE 8" IN CAPPED (W) = 245.45'
IE 10" IN (N) = 245.55'
IE 10" OUT (S) = 245.26'

5. SANITARY / STORM MANHOLE
RIM = 251.40'
IE 6" IN (E) = 246.35'
IE 8" IN (W) = 246.30'
IE 10" IN (N) = 244.58'
IE 10" OUT (SW) = 244.35'

6. SANITARY / STORM MANHOLE
RIM = 248.62'
IE 8" IN (S) = 240.68'
IE 8" IN (W) = 239.75'
IE 8" OUT (N) = 239.75'

7. SANITARY / STORM MANHOLE
RIM = 242.04'
IE 8" IN (W) = 233.76'
IE 8" IN (S) = 232.82'
IE 8" OUT (N) = 232.58'

SEE SHEET 1 FOR LEGEND

NORTH

SCALE
20 0 10 20 40
1 INCH = 20 FEET

JOB NO: 311008

ATTACHMENT "F-2"

kpff Consulting Engineers
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New York ◦ Pasadena ◦ Phoenix ◦ Portland ◦ St. Louis ◦ Sacramento
San Diego ◦ San Francisco ◦ Seattle ◦ Tacoma ◦ Walnut Creek

1/4 SECTION:	NW 1/4 SECTION 34						
TOWNSHIP/RANGE:	T 11 S, R 5 W						
TAX LOT NO:	8100, 5200 & 16400						
FILE:	11008_SB.G						
SURVEYED BY:	JWJ, & SOO	REV.	DATE	DESCRIPTION	BY		

kpff Consulting Engineers
111 SW Fifth Avenue, Suite 2400, Portland, OR 97204
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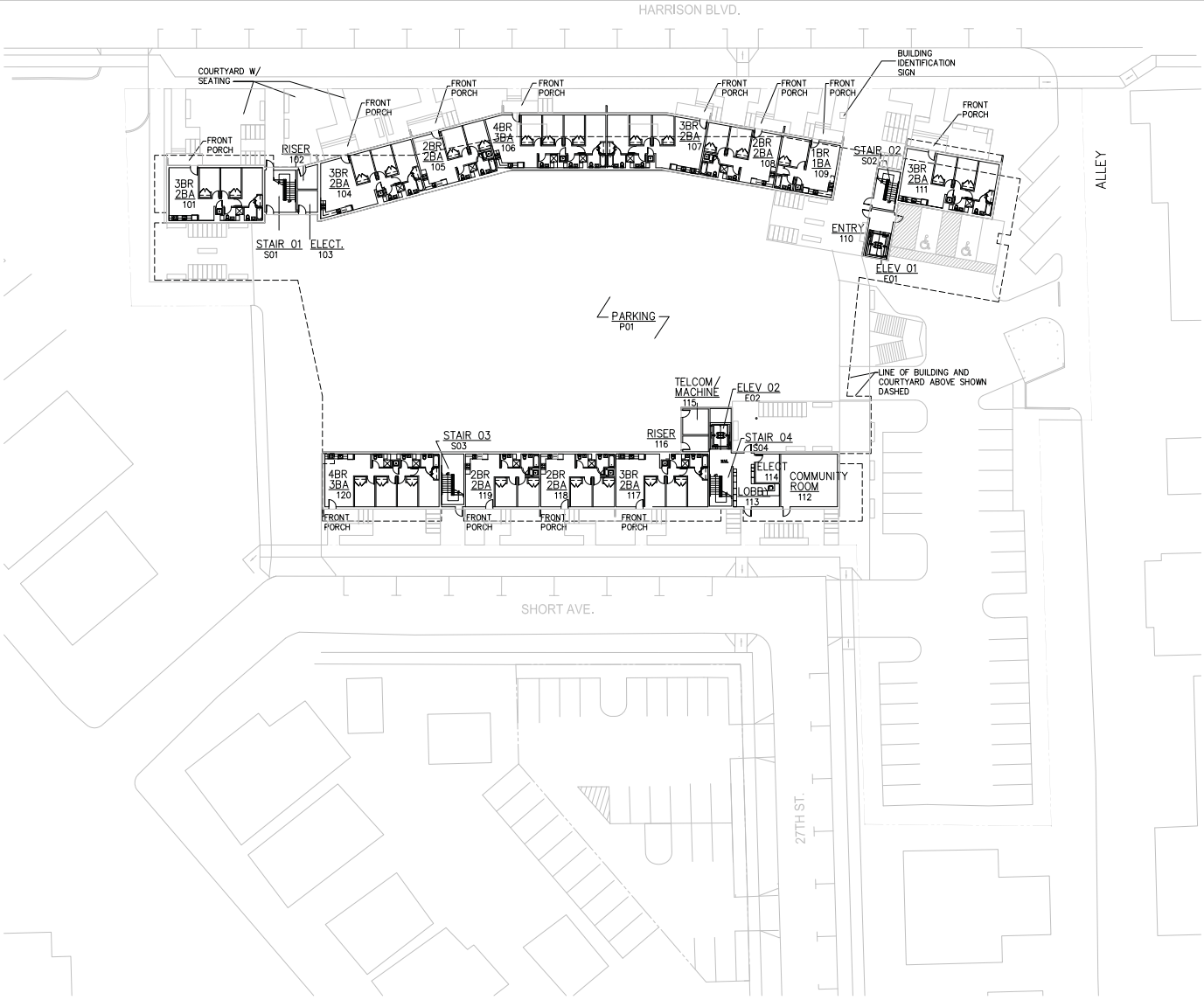
San Diego ◦ San Francisco ◦ Seattle ◦ Tacoma ◦ Walnut Creek

TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project^ecological development
CITY OF CORVALLIS / BENTON COUNTY / OREGON

DATE:	MARCH 9, 2011
SCALE:	1" = 20'
CONTOUR INTERVAL:	1 FOOT
PROJECT NO:	311008
SHEET:	2 OF 2



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

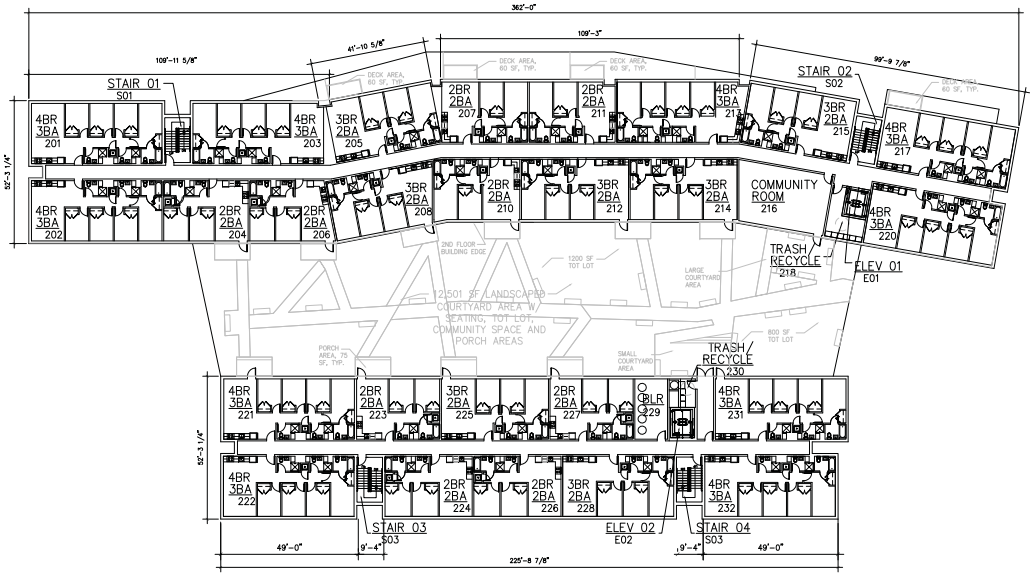
First Floor Plan

Scale: 1" = 20'-0"

ATTACHMENT "G"

ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-1
LAND USE
MARCH 2, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

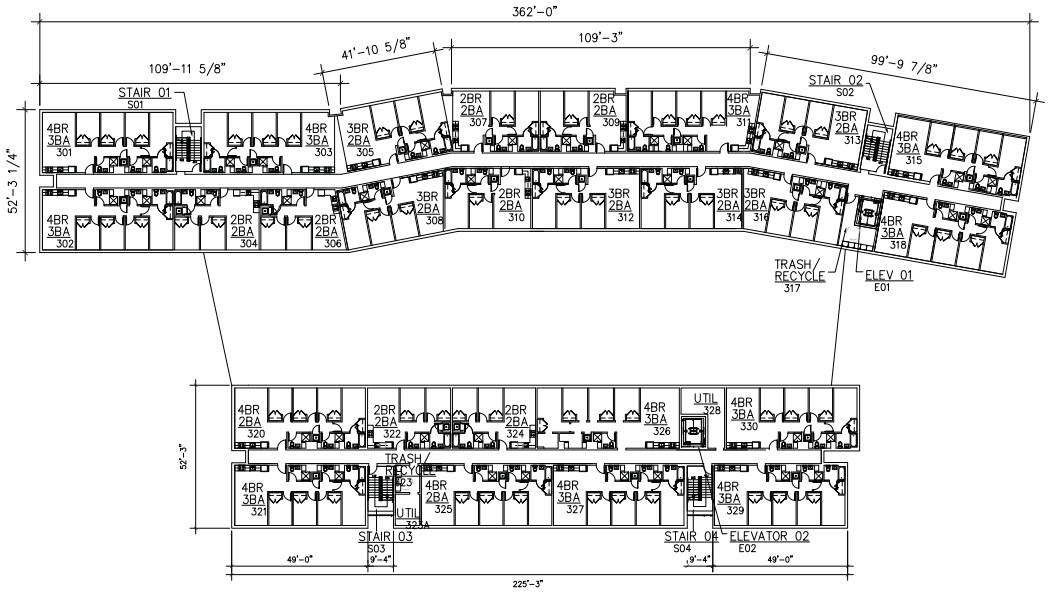
Second Floor & Courtyard Plan

Scale: 1" = 20'-0"

ATTACHMENT "G-1"

ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-2
LAND USE
MARCH 2, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

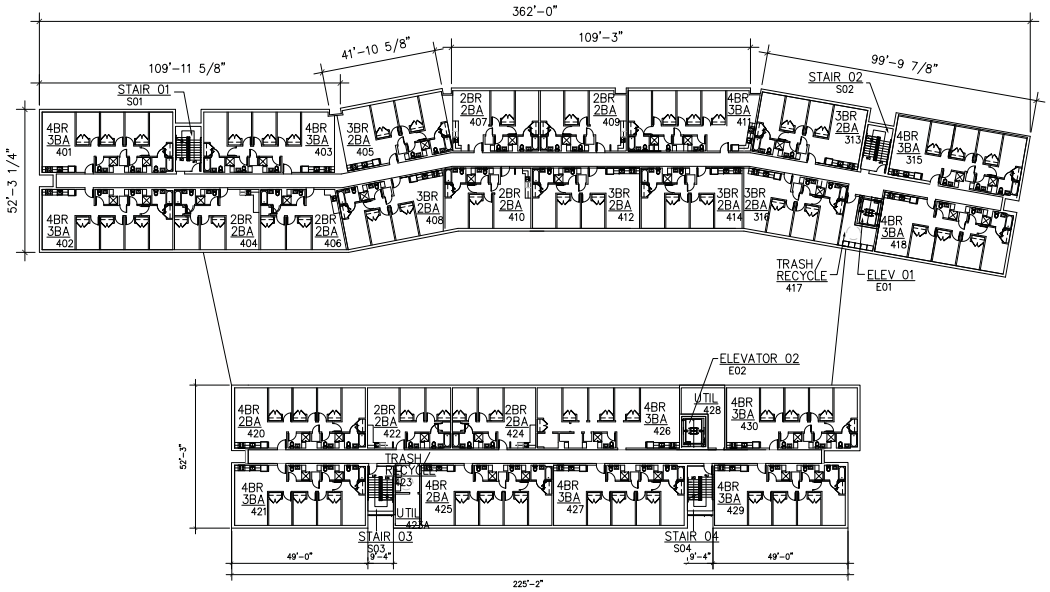
Third Floor Plan

Scale: 1" = 20'-0"

ATTACHMENT "G-2"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-3
LAND USE
MARCH 2, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Fourth Floor Plan

Scale: 1" = 20'-0"

ATTACHMENT "G-3"

ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP
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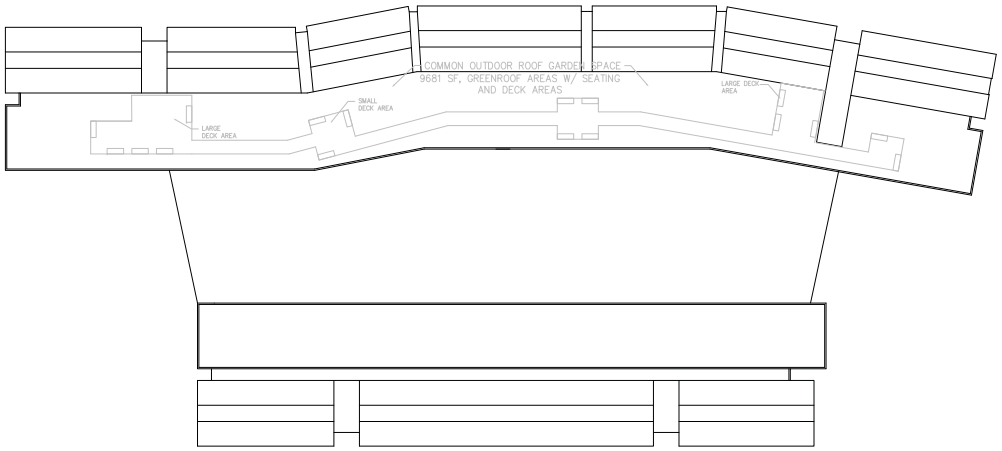
PORTLAND, OR 97205
(503) 224-3860

A-4
LAND USE
MARCH 2, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Roof Plan

Scale: 1" = 20'-0"

ATTACHMENT "G-4"

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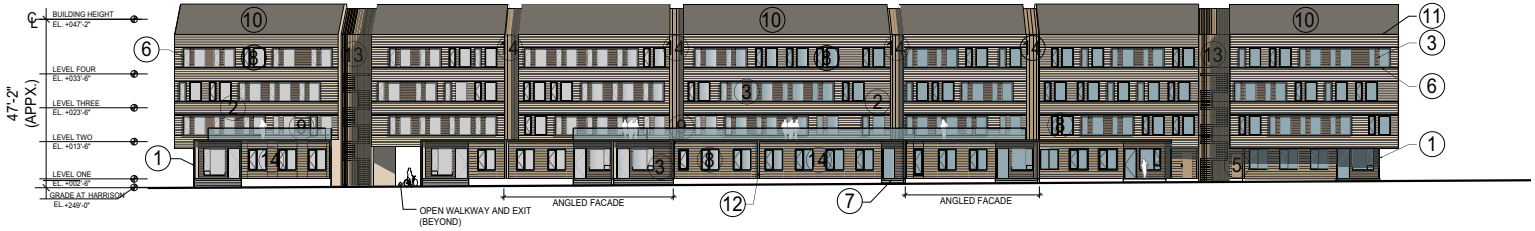
PORTLAND, OR 97205
(503) 224-3860

A-5
LAND USE
MARCH 2, 2012



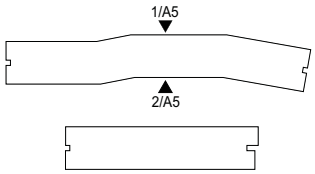
1 Elevation - North Harrison Blvd.

2 Elevation - South Courtyard

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Railing
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair
14. Wood Siding- Cedar, Medium Stain

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations

Scale: 1" = 16'-0"

ATTACHMENT "H"

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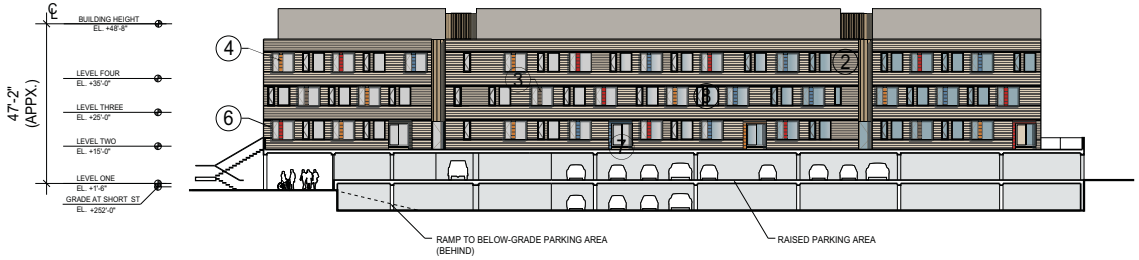
A-6
LAND USE
MARCH 2, 2012

1 Elevation - South at Short Avenue

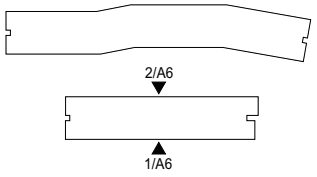


2 Elevation - North at Courtyard

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Railing
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair
14. Wood Siding- Cedar, Medium Stain

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations

Scale: 1" = 16'-0"

ATTACHMENT "H-1"

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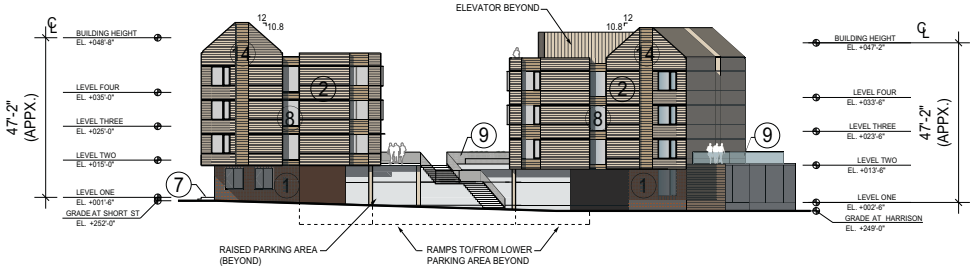
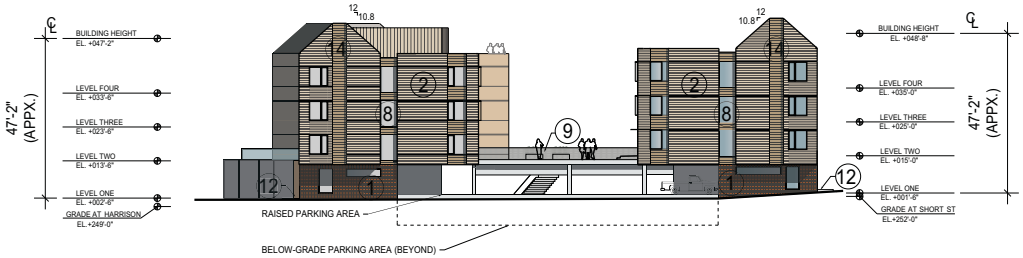
A-7
LAND USE
MARCH 2, 2012



1 Elevation - East

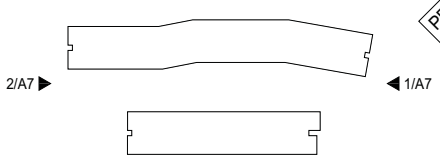


2 Elevation - West

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Railing
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair
14. Wood Siding- Cedar, Medium Stain

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations

Scale: 1" = 16'-0"

ATTACHMENT "H-2"

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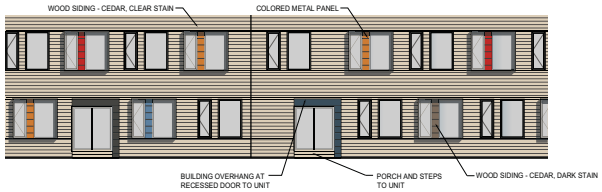
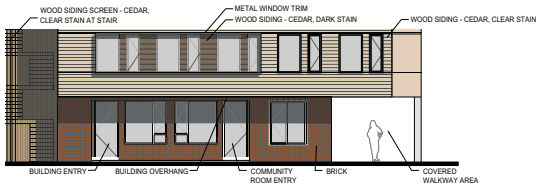
A-8
LAND USE
MARCH 2, 2012

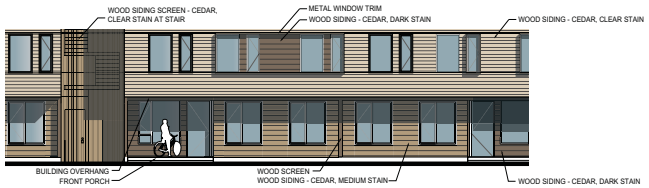


1 Enlarged Elevation - Porch at Courtyard

2 Enlarged Elevation - Porch at Harrison

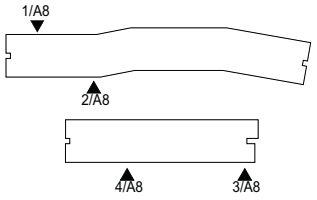


3 Enlarged Elevation - Entry and Walkway at Short Ave.



4 Enlarged Elevation - Porch at Short Ave.

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1/8" = 1'-0"

ATTACHMENT "H-3"

ZGF
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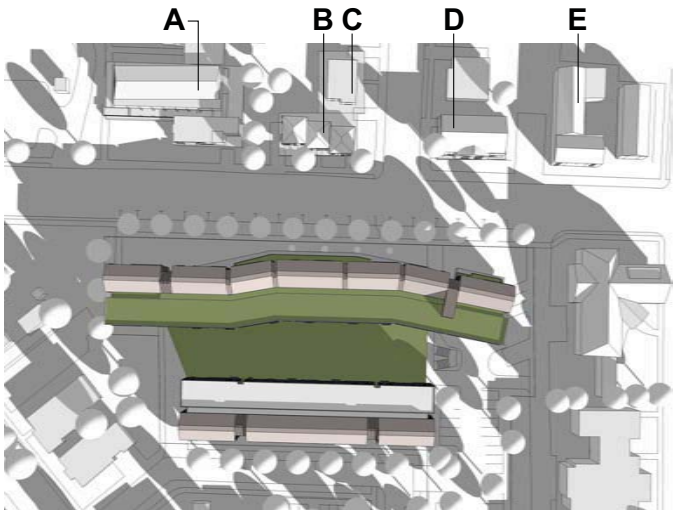
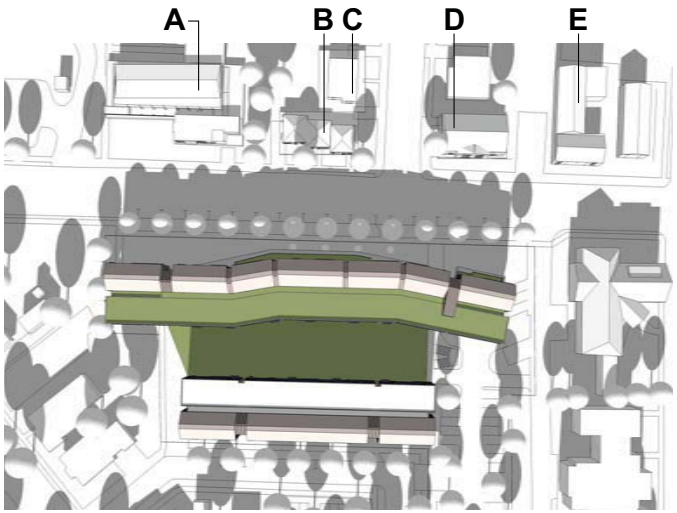
PORTLAND, OR 97205
(503) 224-3860

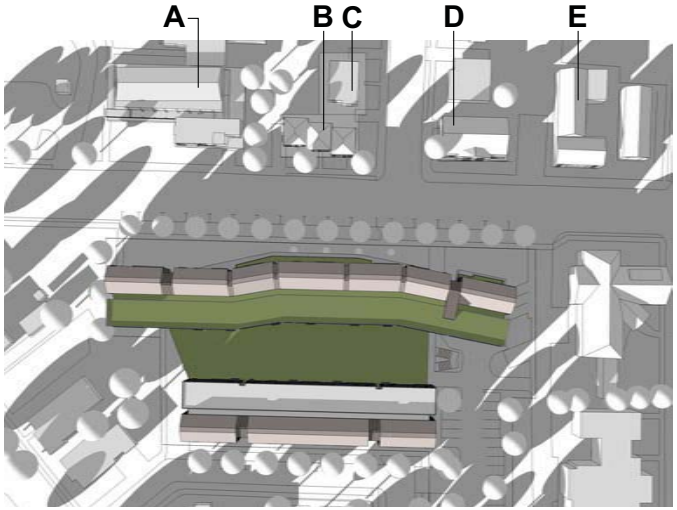
A-9
LAND USE
MARCH 2, 2012



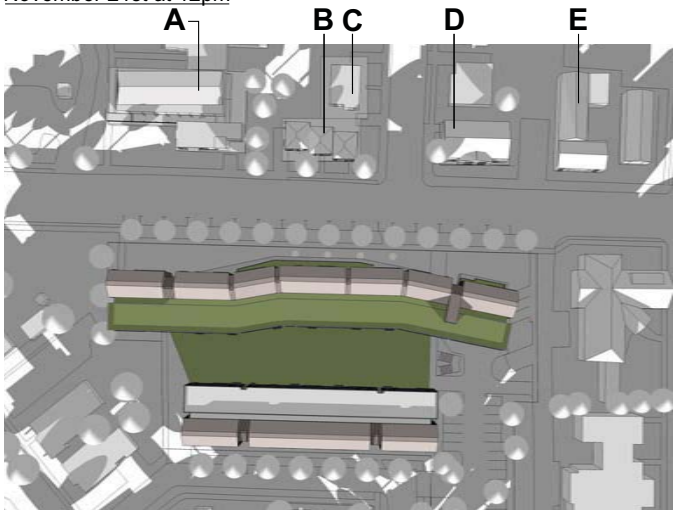
November 21st at 9am



November 21st at 12pm



November 21st at 3pm



November 21st at 9am and 3pm

Solar Access Summary

Building	Hours Sunlight	Hours Shade*
A	6	0
B	5	1
C	6	0
D	5	1
E	5	1

*IMAGES SHOW SHADING FROM EXISTING AND NEW DEVELOPMENT; SHADING CALCULATIONS ACCOUNT FOR NEW DEVELOPMENT.

** ALL BUILDINGS WILL HAVE SOLAR ACCESS PROTECTION. SOLAR ACCESS PROTECTION IS THE RIGHT TO UNOBSTRUCTED SOLAR ACCESS FOR AT LEAST FOUR HOURS BETWEEN 9AM AND 3PM ON NOVEMBER 21 OF EACH YEAR.

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

Solar Access Plan

Scale: NTS

ATTACHMENT "I"

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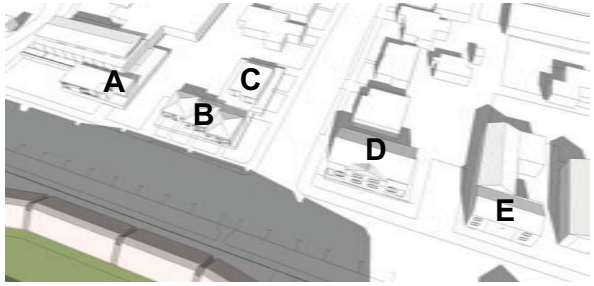
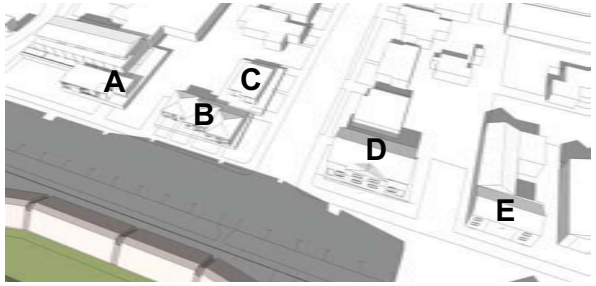
A-0.1
LAND USE
MARCH 2, 2012

November 21st at 9am

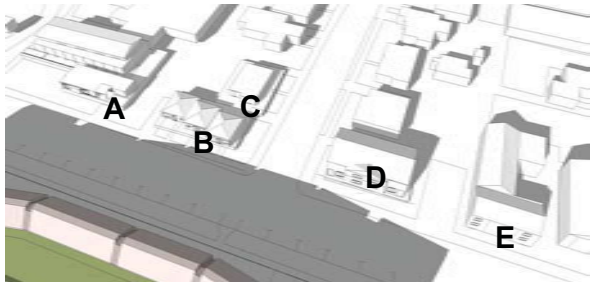
November 21st at 10am



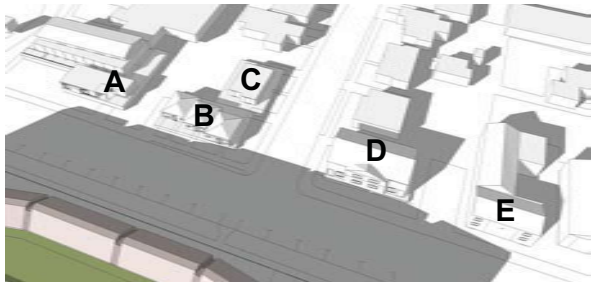
November 21st at 11am



November 21st at 12pm



November 21st at 1pm



November 21st at 2pm

November 21st at 3pm

Solar Access Summary

Building	Hours Sunlight	Hours Shade*
A	6	0
B	5	1
C	6	0
D	5	1
E	5	1

*IMAGES SHOW SHADING FROM EXISTING AND NEW DEVELOPMENT; SHADING CALCULATIONS ACCOUNT FOR NEW DEVELOPMENT.

** ALL BUILDINGS WILL HAVE SOLAR ACCESS PROTECTION. SOLAR ACCESS PROTECTION IS THE RIGHT TO UNOBSTRUCTED SOLAR ACCESS FOR AT LEAST FOUR HOURS BETWEEN 9AM AND 3PM ON NOVEMBER 21 OF EACH YEAR.

PRELIMINARY - NOT FOR CONSTRUCTION

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

Solar Access Plan

Scale: NTS

ATTACHMENT "I-1"

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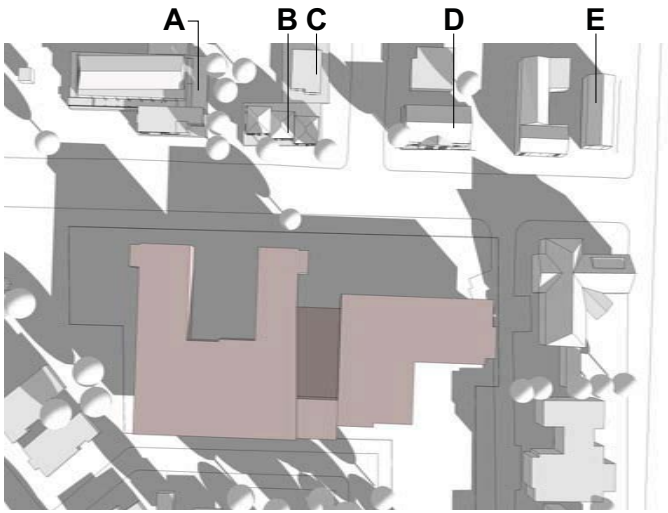
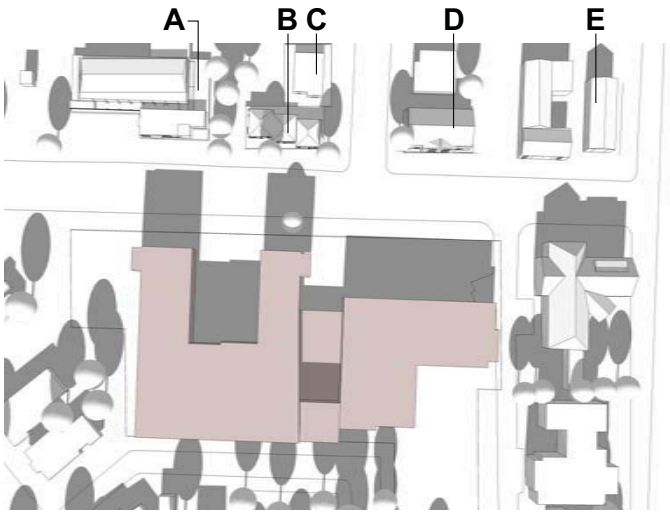
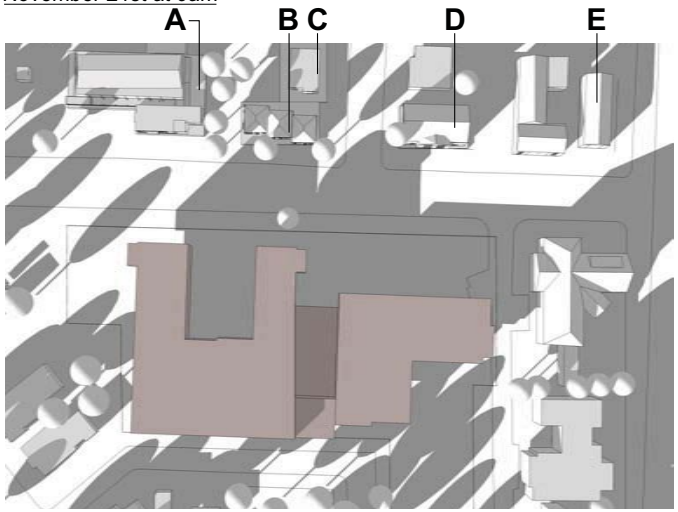
A-0.2
LAND USE
MARCH 2, 2012



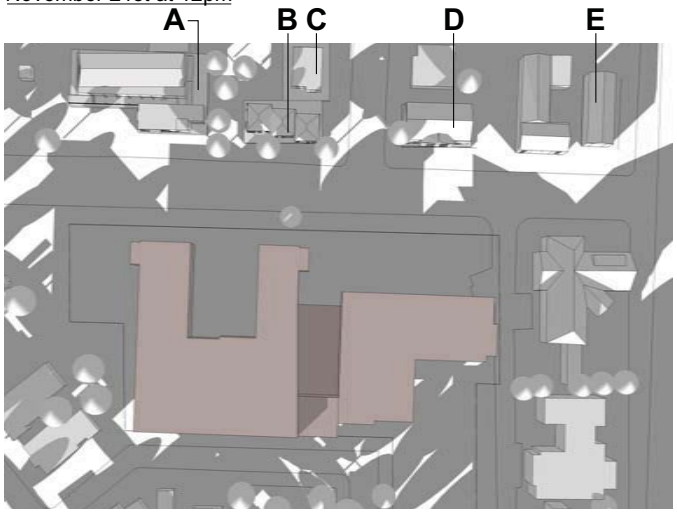
November 21st at 9am



November 21st at 12pm



November 21st at 3pm



November 21st at 9am and 3pm

Solar Access Summary
Existing Building

Building	Hours Sunlight	Hours Shade*
A	6	0
B	5	1
C	6	0
D	5	1
E	5	1

*IMAGES SHOW SHADING FROM EXISTING AND NEW DEVELOPMENT; SHADING CALCULATIONS ACCOUNT FOR NEW DEVELOPMENT.

** ALL BUILDINGS WILL HAVE SOLAR ACCESS PROTECTION. SOLAR ACCESS PROTECTION IS THE RIGHT TO UNOBSTRUCTED SOLAR ACCESS FOR AT LEAST FOUR HOURS BETWEEN 9AM AND 3PM ON NOVEMBER 21 OF EACH YEAR.

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

Existing Solar Access Plan - Existing

Scale: NTS

ATTACHMENT "I-2"

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A-0.3
LAND USE
MARCH 2, 2012

BUILDING A

BUILDING B

BUILDING C

PRELIMINARY - NOT FOR CONSTRUCTION

BUILDING D

BUILDING E

EXISTING BUILDING

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

Solar Access Plan - Existing Building Photographs

Scale: NTS

ATTACHMENT "I-3"

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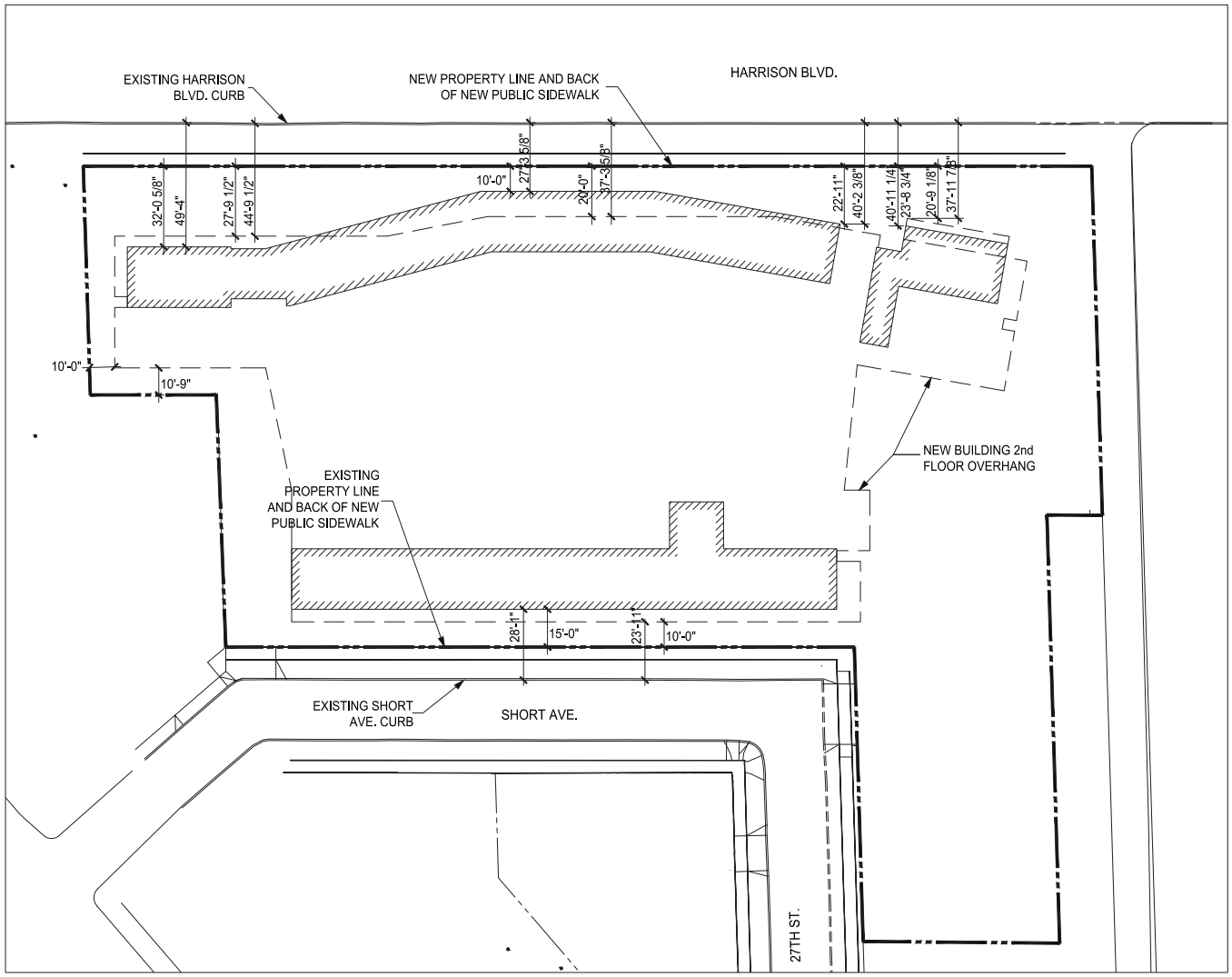
(503) 224-3860

A-0.4
LAND USE
MARCH 2, 2012



0 10 20 40
SCALE IN FEET

FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:	No.	REVISION:	DATE:
☐ PRELIMINARY		△		
☒ SUBMITTED	03/02/12	△		
☐ BID SET		△		
☐ PERMIT SET		△		
☐ CONST. SET		△		

DEVCO engineering inc.
Corvallis Oregon
(541) 757-0991
245 NE CONNER, P.O. BOX 331
CORVALLIS, OR 97339
WWW.DEVCOENGINEERING.COM
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PROJECT:
HARRISON APARTMENTS

PROJECT LOCATION:
2750 HARRISON BLVD.
CORVALLIS, OREGON

CLIENT:
GSRMC/PROJECT ^ ECOLOGICAL

SHEET TITLE:
NEW BUILDING SETBACKS

JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:

ATTACHMENT "J"

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410BUSSETBACKSKETCHES.dwg 3/2/2012 11:11 AM -- Linda

Attachment K

Harrison Apartment Renderings

community

harrison apartments
project^ ecological development / samaritan health services

placemaking

harrison apartments
project^ ecological development / samaritan health services

context

harrison apartments
project^ ecological development / samaritan health services

connectivity

harrison apartments
project^ ecological development / samaritan health services

open spaces

harrison apartments
project^ ecological development / samaritan health services

Attachment L

Buildings in the Surrounding Neighborhood

Attachment L: Buildings in the Surrounding Neighborhood

Buildings within a 0.35 mile radius (5-7 minute walking distance)

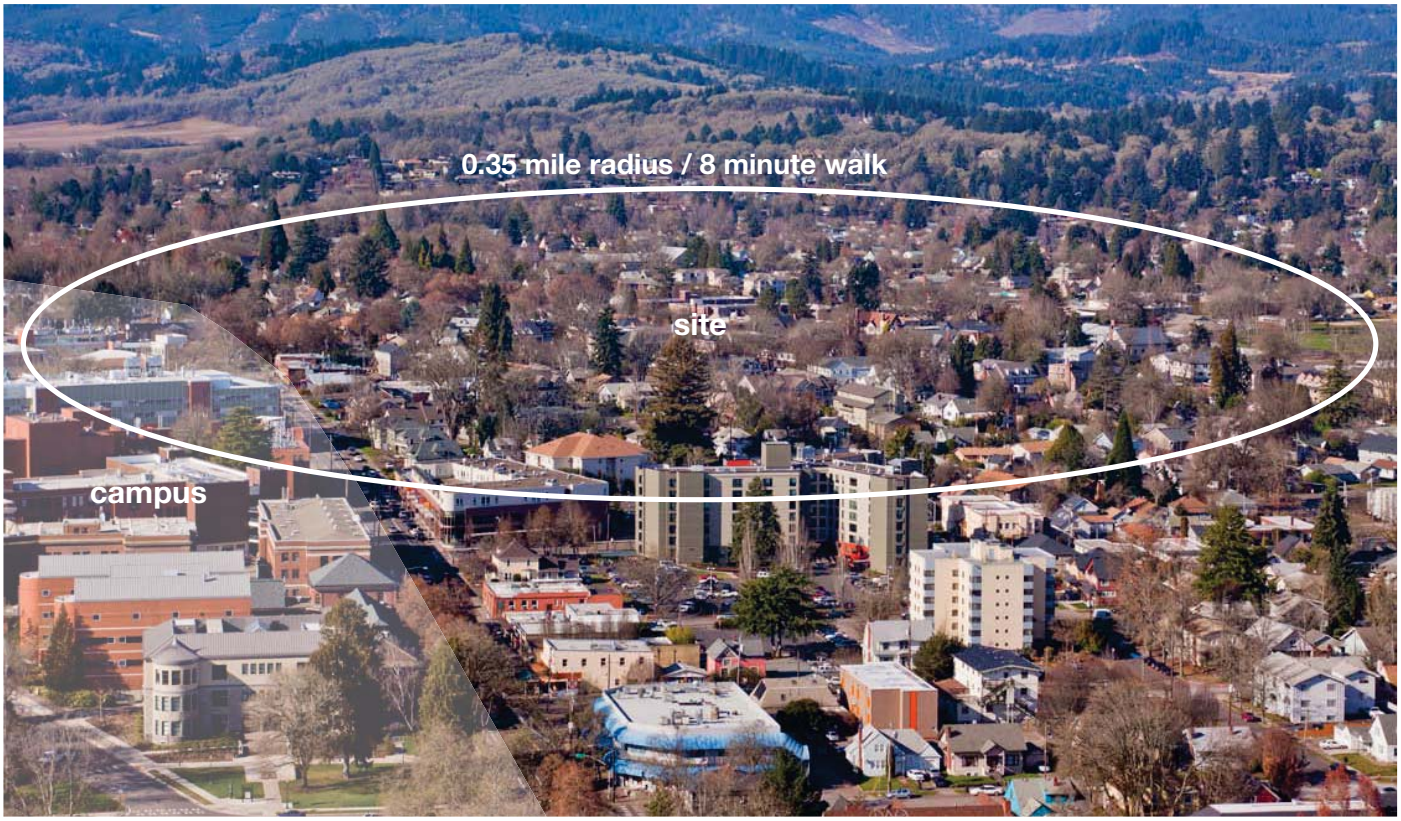


EXHIBIT C - 70

site
existing building: 2750 nw harrison blvd
height: 2-3 stories (5 allowed by right) length: 329'

eastern edge of site
alpha gamma delta
height: 2.5 stories

eastern edge of site
delta delta delta
height: 2.5 stories

0.04 mi from site
alpha tau omega: van buren ave/26th st
height: 2.5 stories

0.11mi from site
white bear apartments: 29th st/tyler ave
height: 3 stories

0.11 mi from site
apartments: 419 nw 26th
height: 3 stories

EXHIBIT C - 71

0.12 mi from site
530 nw 27th: apartments
height: 3 stories

0.12 mi from site
kappa sigma: 354 nw 25th st
height: 2.5 stories

0.13 mi from site
apartments: 410 nw 25th
height: 3 stories

0.13 mi from site
alpha phi: nw harrison and 25th
height: 3 stories

0.16 mi from site
st. marys church: 25th and tyler
height: 3 stories

0.19 mi from site
townhouse development: 23rd st/polk Ave
height: 3 stories length: 263'

EXHIBIT C - 72

0.20 mi from site
apartments: 636 nw 27th
height: 2 stories

0.20 mi from site
apartments: 634 nw 27th
height: 2 stories

0.23 mi from site
buchanan ave/kings blvd: fred meyer
length: 358’

0.23 mi from site
750 nw 23rd st: corvallis caring place
length: 293’

0.25 mi from site
townhouse apartments: 2535 nw taylor
height: 3.5 stories

0.27 mi from site
harding school: harrison blvd/nw 31st st
length: 405’

EXHIBIT C - 73

0.27 mi from site
apartments: 2600 nw fillmore
height: 3.0 stories

0.30 from the site
alpha gamma rho: harrison blvd/26th st:
height: 2.5 stories

0.31 mi from site
the gem: kings blvd./jackson ave
height: 7 stories

0.31 mi from site
Delta Gamma: 715 NW 23rd
height: 2.5 stories

0.34 mi from site
apartments: nw 23rd st and nw fillmore ave
height: 3 stories

EXHIBIT C - 74

0.36 mi from site
apartments: 805 nw 23rd
height: 3 stories

0.37 mi from site
franklin school: nw 19th/nw taylor
length: 418'

1.06 mi from site
apartments: 440 nw tyler
height: 3 stories

1.05 mi from site
apartments: 465 nw tyler
height: 2.5 stories

0.33 mi from site
OSU campus: withycombe hall
height: 3.5 stories

0.33 mi from site
OSU campus: wiegand hall
height: 2 stories

EXHIBIT C - 75

0.33 mi from site
OSU campus: agriculture building
height: 3 stories

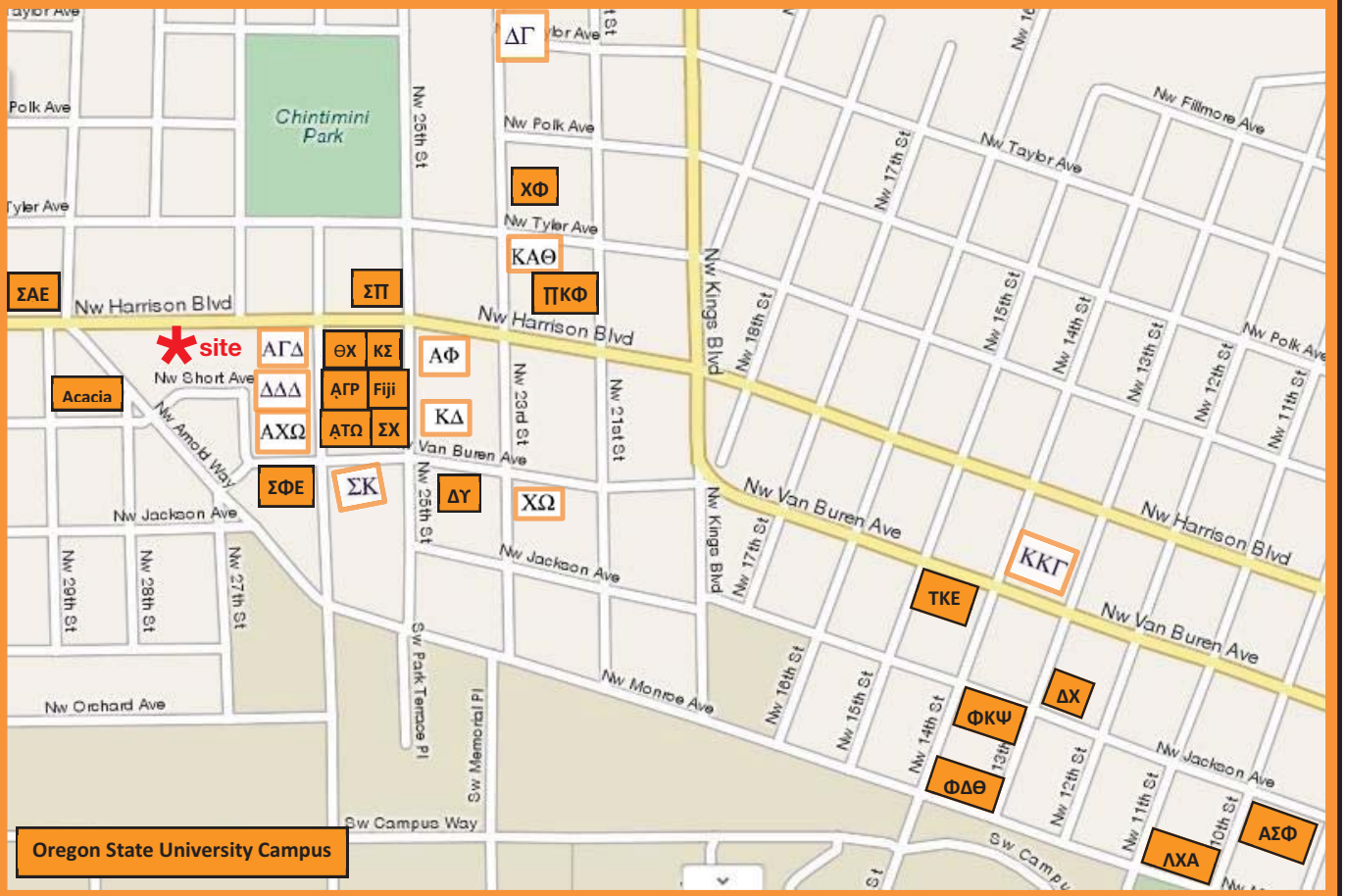
0.33 mi from site
OSU campus: kelly engineering center
height: 5 stories

0.33 mi from site
OSU campus: linus pauling center
height: 4 stories

0.33 mi from site
OSU campus: mileham hall
height: 3 stories

0.33 mi from site
OSU campus: nash hall
height: 5 stories

EXHIBIT C - 76



Housed Fraternities & Sororities at Oregon State University

Corvallis, Oregon 97330

Fraternity Houses		
Acacia		2857 NW Van Buren Ave
ΑΓΡ	Alpha Gamma Rho	331 NW 26th St
ΑΣΦ	Alpha Sigma Phi	143 NW 10th St
ΑΤΩ	Alpha Tau Omega	309 NW 26th St
ΧΦ	Chi Phi	527 NW 23rd St
ΔΧ	Delta Chi	203 NW 13th St
ΔΥ	Delta Upsilon	235 NW 25th St
ΛΧΑ	Lambda Chi Alpha	1015 NW Monroe Ave
ΦΔΘ	Phi Delta Theta	120 NW 13th St
Fiji	Phi Gamma Delta	348 NW 25th St
ΦΚΨ	Phi Kappa Psi	143 NW 13th St
ΠΚΦ	Pi Kappa Phi	2111 NW Harrison Blvd
ΣΑΕ	Sigma Alpha Epsilon	2929 NW Harrison Blvd
ΣΦΕ	Sigma Phi Epsilon	224 NW 26th St
ΣΠ	Sigma Pi	410 NW 25th St
ΣΧ	Sigma Chi	312 NW 25th St
ΤΚΕ	Tau Kappa Epsilon	1460 NW Van Buren Ave
ΘΧ	Theta Chi	361 NW 26th St
Sorority Houses		
ΑΧΩ	Alpha Chi Omega	310 NW 26th St
ΑΓΔ	Alpha Gamma Delta	360 NW 26th St
ΑΦ	Alpha Phi	357 NW 25th St
ΧΩ	Chi Omega	2240 NW Van Buren Ave
ΔΔΔ	Delta Delta Delta	340 NW 26th St
ΔΓ	Delta Gamma	715 NW 23rd St
ΚΑΘ	Kappa Alpha Theta	465 NW 23rd St
ΚΔ	Kappa Delta	305 NW 25th St
ΚΚΓ	Kappa Kappa Gamma	1335 NW Van Buren Ave
ΣΚ	Sigma Kappa	231 NW 26th St

EXHIBIT C - 77

Attachment M

Buildings in RS-20 Zoning

Attachment M: Buildings in RS-20 Zoning

apartments: 707 sw a street
height: 5.5 stories north facade length: 215’

apartments: 1111 sw western st
height: 3 stories south facade length: 176’

apartments: 1375 sw a street
height: 3.0 stories

apartments: 1445 sw a street
height: 3 stories

apartments: sw 16th and western
height: 4.5 stories

EXHIBIT C - 79

Attachment N

Traffic Addendum

TECHNICAL MEMORANDUM

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

TO: Matt Grassel, City of Covallis

FROM: Todd E. Mobley, PE, PTOE

DATE: March 8, 2012

SUBJECT: Harrison Street Apartments (PLD11-00004, SUB11-00001)
Clarification of March 2, 2012 Memorandum

This memorandum is written to provide clarification of data presented in a technical memorandum for the subject project, dated March 2, 2012. Specifically, questions have been raised regarding the data in the "Site Traffic" column of the *Daily Traffic Volume Summary* at the top of page two of that document. The table is shown below for reference. Please refer to the attached Vicinity Map for reference.

Daily Traffic Volume Summary - REVISED

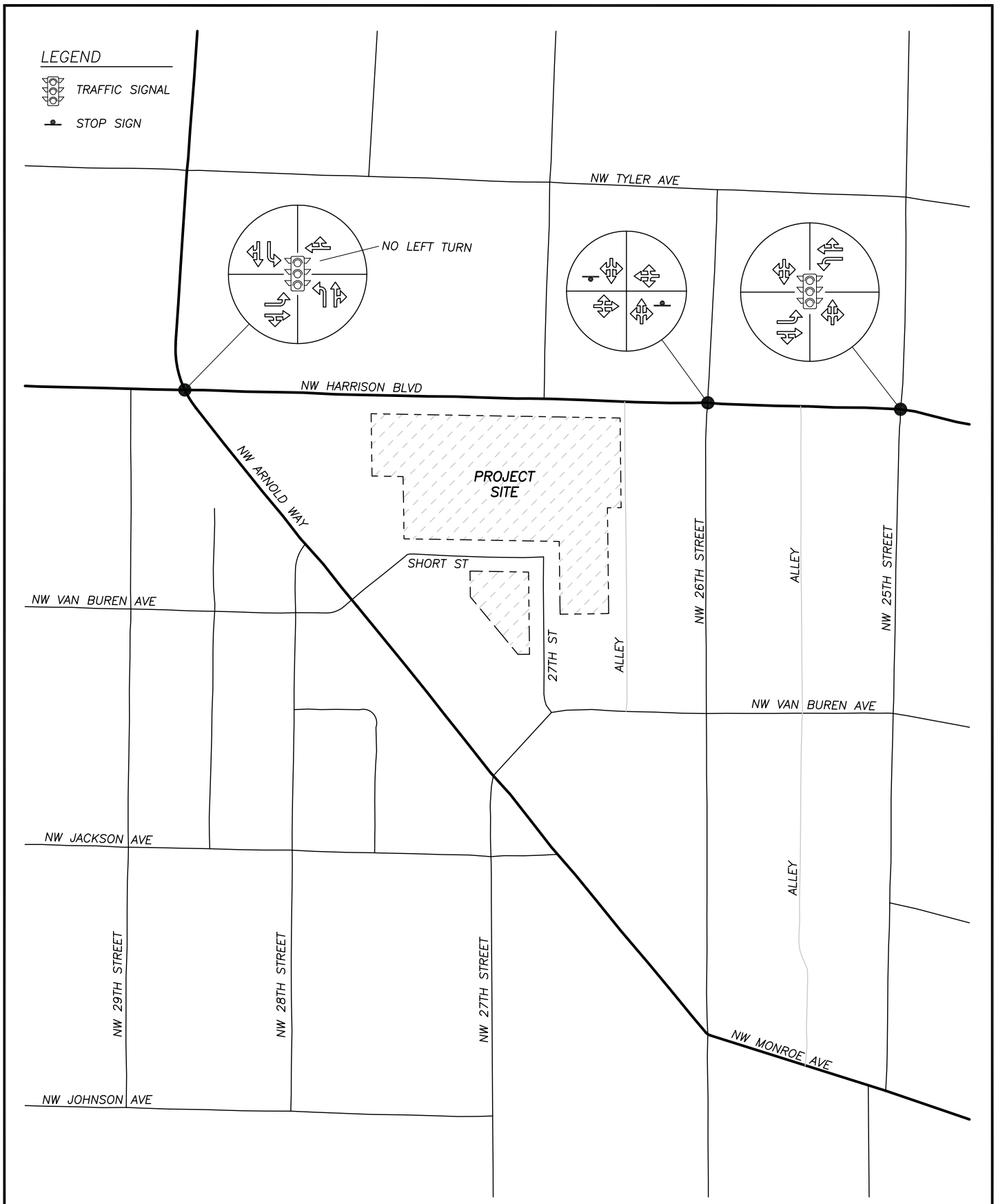
Street	*Location*	*Existing Traffic*	*Site Traffic*	*Total*	*Functional Class*	*Allowable Volume*
NW 27th Street	North of NW Van Buren Avenue	180	390	570	Local	< 2,000
NW Van Buren Avenue	West of NW 27th Street	470	170	640	Local	< 2,000
NW Van Buren Avenue	East of NW 27th Street	550	220	770	Local	< 2,000
NW Arnold Way	North of NW Van Buren Avenue	3,720	~~0~~ **110**	~~3,720~~ **3,830**	Collector	2,000–5,000

In the table, the "Site Traffic" number is the daily volume of site trips from the development that will be present on that road segment. For example, NW 27th Street north of NW Van Buren Avenue is adjacent to the site and will receive a total of 390 daily trips. Of those 390 trips, 170 will be to and from NW Van Buren Avenue west of NW 27th Street and the remaining 220 trips will be to and from NW Van Buren Avenue east of NW 27th Street.

The zero in at the bottom of the "Site Traffic" column is correct, but it refers to the block between NW Short Avenue and NW Van Buren Avenue, where no increase in trips is expected, since drivers will likely reach NW Arnold Way via NW Short Avenue if travelling to and from the north and NW Van Buren Avenue if to and from the south.

Still, to show the additional traffic from the site, we should more appropriately consider the segment north of NW Short Avenue, which *will* have an increase in traffic. The column is corrected above, to show an additional 110 trips per day. The total traffic is also correct.

In any case, the total traffic volume on any of the subject streets will be considerably less than the intended carrying capacity as identified in the City's Transportation Plan.



VICINITY MAP

no scale

FIGURE 1

PAGE –

EXHIBIT C - 82

TECHNICAL MEMORANDUM

LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

TO: Matt Grassel, City of Covallis

FROM: Todd E. Mobley, PE, PTOE TEM

DATE: March 2, 2012

SUBJECT: Harrison Street Apartments (PLD11-00004, SUB11-00001)
Transportation Response, Appeal to City Council

This memorandum is written to provide additional information regarding traffic volumes on the streets surrounding the subject project. This is prepared in response to issues and concerns raised at the Planning Commission hearing.

According to the Notice of Disposition, the Planning Commission denied the subject application, in part, due to "Incompatible traffic and off-site parking impacts (LDC Section 2.5.40.04.a.3). To address the issue of traffic impacts, traffic counts were conducted on streets surrounding the site. Site trips from the proposed development were then added to existing traffic volumes to ensure that the streets will operate with their intended function and daily traffic volume.

Using tube counts, average daily traffic volumes were measured in February 2012 while school was in session at Oregon State University in the following locations:

- NW 27th Street, north of NW Van Buren Avenue
- NW Van Buren Avenue, west of NW 27th Street
- NW Van Buren Avenue, east of NW 27th Street
- NW Arnold Way, north of NW Van Buren Avenue

FUNCTIONAL CLASSIFICATION & TRAFFIC VOLUMES

Per Table 3-4 in the City's *Corvallis Transportation Plan*, adopted in 1996, NW Arnold Way is designated as a collector, since it is a continuation of NW Monroe Avenue. Additionally, NW Van Buren Avenue and NW 27th Street are classified as local streets. Local streets have the primary function of providing access to immediately adjacent land. Collectors are considered a higher classification and provide access as well as circulation through neighborhoods, carrying traffic to arterials and other higher-classification facilities. The 1996 *Corvallis Transportation Plan* indicates that local streets are intended to carry up to 2,000 vehicles per day and collector streets are intended to carry up to 5,000 vehicles per day.

The table on the following page shows a summary of the existing traffic volumes, the additional traffic from development of the subject site, and the total traffic volume. Site traffic volumes were taken from the Transportation Impact Analysis conducted by Lancaster Engineering, dated July 14, 2011. Detailed traffic count data from the February 2012 counts is included in the attached Technical Appendix.

Daily Traffic Volume Summary

Street	*Location*	*Existing Traffic*	*Site Traffic*	*Total*	*Functional Class*	*Allowable Volume*
NW 27th Street	North of NW Van Buren Avenue	180	390	570	Local	< 2,000
NW Van Buren Avenue	West of NW 27th Street	470	170	640	Local	< 2,000
NW Van Buren Avenue	East of NW 27th Street	550	220	770	Local	< 2,000
NW Arnold Way	North of NW Van Buren Avenue	3,720	0	3,720	Collector	2,000–5,000

As shown in the table above, all the streets surrounding the site are operating well within their intended traffic loading. Even with the proposed development in place, the local streets near the site will have less than half of their allowable traffic volume as prescribed in the *Corvallis Transportation Plan*. Similarly, Arnold Way has traffic volumes in the range that is intended and will have 26 percent of its capacity remaining.

SUMMARY & CONCLUSIONS

The streets surrounding the subject development are operating with traffic volumes consistent with their intended function and carrying capacity, as identified in the City's Transportation Plan. With additional traffic from the subject development, the streets will still be well within their intended loading, with the nearby local streets carrying less than half of their allowable volume.

Based on this objective evidence, traffic impacts from the development are compatible with the surrounding neighborhood and street system.

REGISTERED PROFESSIONAL ENGINEER
54853
OREGON
JULY 9, 2001
TODD E. MOBLEY
3/2/12
EXPIRES: 12/31/2012

EXHIBIT C - 84

TECHNICAL APPENDIX

LOCATION: NW 27th N of NW Van Buren Ave
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 10718601
DIRECTION: NB/SB
DATE: Feb 28 2012 - Feb 28 2012

Start Time	Mon	Tue 28-Feb-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
1:00 AM		2				2			2	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		1				1			1	
7:00 AM		6				6			6	
8:00 AM		**15**				**15**			**15**	
9:00 AM		10				10			10	
10:00 AM		9				9			9	
11:00 AM		11				11			11	
12:00 PM		12				12			12	
1:00 PM		8				8			8	
2:00 PM		**16**				**16**			**16**	
3:00 PM		14				14			14	
4:00 PM		8				8			8	
5:00 PM		12				12			12	
6:00 PM		13				13			13	
7:00 PM		9				9			9	
8:00 PM		5				5			5	
9:00 PM		6				6			6	
10:00 PM		8				8			8	
11:00 PM		5				5			5	
Day Total		175				175			175	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 15				8:00 AM 15			8:00 AM 15	
PM Peak Volume		2:00 PM 16				2:00 PM 16			2:00 PM 16	

Comments:

Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: NW Van Buren Ave E of NW 27th
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 10718602
DIRECTION: EB/WB
DATE: Feb 28 2012 - Feb 28 2012

Start Time	Mon	Tue 28-Feb-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
1:00 AM		3				3			3	
2:00 AM		2				2			2	
3:00 AM		0				0			0	
4:00 AM		4				4			4	
5:00 AM		1				1			1	
6:00 AM		4				4			4	
7:00 AM		26				26			26	
8:00 AM		25				25			25	
9:00 AM		36				36			36	
10:00 AM		25				25			25	
11:00 AM		**39**				**39**			**39**	
12:00 PM		29				29			29	
1:00 PM		37				37			37	
2:00 PM		38				38			38	
3:00 PM		42				42			42	
4:00 PM		33				33			33	
5:00 PM		33				33			33	
6:00 PM		**51**				**51**			**51**	
7:00 PM		31				31			31	
8:00 PM		26				26			26	
9:00 PM		20				20			20	
10:00 PM		29				29			29	
11:00 PM		11				11			11	
Day Total		552				552			552	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 39				11:00 AM 39			11:00 AM 39	
PM Peak Volume		6:00 PM 51				6:00 PM 51			6:00 PM 51	

Comments:

LOCATION: NW 27th SW of NW Van Buren Ave
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 10718603
DIRECTION: NB/SB
DATE: Feb 28 2012 - Feb 28 2012

Start Time	Mon	Tue 28-Feb-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
1:00 AM		3				3			3	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		2				2			2	
5:00 AM		1				1			1	
6:00 AM		3				3			3	
7:00 AM		23				23			23	
8:00 AM		23				23			23	
9:00 AM		**33**				**33**			**33**	
10:00 AM		19				19			19	
11:00 AM		26				26			26	
12:00 PM		23				23			23	
1:00 PM		34				34			34	
2:00 PM		38				38			38	
3:00 PM		35				35			35	
4:00 PM		28				28			28	
5:00 PM		24				24			24	
6:00 PM		**49**				**49**			**49**	
7:00 PM		23				23			23	
8:00 PM		25				25			25	
9:00 PM		20				20			20	
10:00 PM		21				21			21	
11:00 PM		9				9			9	
Day Total		469				469			469	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		9:00 AM 33				9:00 AM 33			9:00 AM 33	
PM Peak Volume		6:00 PM 49				6:00 PM 49			6:00 PM 49	

Comments:

Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: NW Arnold Way NW of 27th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 10718604
DIRECTION: NB/SB
DATE: Feb 28 2012 - Feb 28 2012

Start Time	Mon	Tue 28-Feb-12	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		22				22			22	
1:00 AM		13				13			13	
2:00 AM		7				7			7	
3:00 AM		5				5			5	
4:00 AM		7				7			7	
5:00 AM		14				14			14	
6:00 AM		36				36			36	
7:00 AM		212				212			212	
8:00 AM		**301**				**301**			**301**	
9:00 AM		213				213			213	
10:00 AM		152				152			152	
11:00 AM		240				240			240	
12:00 PM		209				209			209	
1:00 PM		237				237			237	
2:00 PM		215				215			215	
3:00 PM		276				276			276	
4:00 PM		273				273			273	
5:00 PM		**358**				**358**			**358**	
6:00 PM		290				290			290	
7:00 PM		223				223			223	
8:00 PM		162				162			162	
9:00 PM		122				122			122	
10:00 PM		83				83			83	
11:00 PM		47				47			47	
Day Total		3717				3717			3717	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 301				8:00 AM 301			8:00 AM 301	
PM Peak Volume		5:00 PM 358				5:00 PM 358			5:00 PM 358	

Comments:

Attachment O

Stormwater Addendum

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

memo

To: anyeley hallová
project^ ecological development

From: Lyle E. Hutchens LEH

Date: 3/2/2012

Re: Harrison Street Apartments
PLD11-00004, SUB11-00001
Storm Water Infiltration

The accompanying information has been prepared to document the applicable City of Corvallis criteria and standards related to storm water infiltration and how those criteria and standards are met by the application documents presented to the Corvallis City Council.

This information is specifically relevant to Land Development Code (LDC) 4.0.130.b.2.b which states – *detention facilities shall be designed to maximize storm water infiltration.*

EXHIBIT C - 91

Introduction

The application for the Harrison Street Apartments, as presented to the Corvallis Planning Commission, underwent a significant modification in order to provide LDC compliant parking in response to neighborhood concerns about parking. This modification required adding a second level of structured parking below the level of structured parking initially included in the application.

Concern was also expressed in testimony to the Planning Commission about the lack of infiltration capabilities proposed with the site's storm water detention system. In an attempt to balance subjective LDC requirements with the specifics of the City's NPDES permit the applicant proposed an overall strategy of porous pavement, vegetated roof top courtyards and vegetated roof top common outdoor spaces. All of these facilitate flow control, water quality and, especially with the use of porous pavement, provide a significant amount of soil/water contact surface to aid the potential for infiltration. The detention system itself was not proposed to facilitate ground water infiltration because by its method of construction it would also work during low rainfall periods to drain ground water into the storm drain conveyance system which in this project's area of the City discharges to a combination public storm drain/sanitary sewer line. All water that discharges into the combination storm/sewer line is treated by the Waste Water Treatment Plant. Treating ground water through the WWTP is not a goal of the City's NPDES permit.

The following information follows strictly the applicable City of Corvallis criteria and standards to a conclusion with respect to storm water quality and detention facilities. Per the LDC, the additional level of structured parking becomes a significant aspect in determining the need for these facilities.

EXHIBIT C - 92

Applicable Criteria and Standards

LDC 4.0.130.b states in part:

1. Impervious surfaces include such elements as roads, driveways, parking lots, walks, patios, and roofs, etc.

2. Expansion and Redevelopment –

   a) Development projects that create new or redeveloped impervious area totaling at least 10,000 sq. ft. and resulting in at least 25,000 sq. ft. of post-development impervious area are required to implement storm, water detention and/or retention measures for the new and redeveloped impervious area, as specified in the Corvallis Design Criteria Manual. Redeveloped impervious area consists of roof area and replaced impervious area, minus any reduction in overall impervious area, associated with substantial improvement or replacement of structures.

   b) Detention facilities shall be designed to maximize storm water infiltration.

3. Exemptions to Storm Water Detention Requirements –

b) Properties subject to Section 4.0.130.b.2, above, may subtract the square footage of underground parking or of each level of structured parking from the square footage subject to detention requirements.

d) Use of infiltration systems is allowed consistent with the Corvallis Design Criteria Manual.

Corvallis uses detention and water quality criteria recommended in Technical Memorandums No. 3 and No. 4 (Appendices "E" and "F") from the Corvallis Storm Water Master Plan (SWMP).

Excerpts from SWMP Technical Memorandum No. 3 include –

Upstream Flow and Quality Controls

Upstream flow and quality controls (upstream controls) are the first line of defense for stormwater flow and quality concerns. They include techniques that delay or reduce the volume of runoff and remove pollutants before they enter the conveyance system.

Table TM#-1. Summary of Upstream Controls

Method	Peak Flow Reduction	Quality Improvement	Applicability/Comments
U1) Roof-top catchment	Yes, 50 percent reduction in runoff volume from roof, 10 percent reduction in peak	Minimal	Flat commercial roofs
U3) Infiltration	Yes, both peak and total, 100 percent	Yes, soil aquifer treatment	Need permeable soils, goes with roof drain isolation
U4) Porous pavement and concrete grid/modular pavement	Peak reduction	Yes	Susceptible to clogging, needs permeable soil.

U1) Roof-Top Catchment. This BMP stores rainfall on rooftops. Storage through establishment of roof-top garden is known as an eco-roof. Eco-roofs have been successfully used in many European communities. They provide a significant reduction in peak flow and volume of runoff through storage and evapotranspiration which limits the stress on the stormwater and combined sewer conveyance systems.

U3) Infiltration. Infiltration facilities such as trenches and infiltration basins are designed to intercept and reduce surface runoff from developed areas. These facilities hold runoff long enough to allow it to enter the underlying soil. They can include layers of coarse gravel, sand or other media to filter the runoff before it infiltrates the soil. Infiltration helps decrease peak flow and volume of runoff.

U4) Porous Pavement and Concrete Grid and Modular Pavement. The use of porous pavement or modular pavement decreases runoff and pollutants by allowing infiltration into underlying soils.

EXHIBIT C - 93

Excerpts from SWMP Technical Memorandum No. 4 include –

K. Detention Facilities.

1. When Required

All new development and redevelopment shall require detention unless specifically exempted from this requirement. When required, stormwater detention facilities shall be designed to capture run-off so the run-off rates from the site after development do not exceed the predeveloped conditions, based on the 2-year through 10-year, 24-hour design storms.

3. Standards

a. Detention facilities shall be designed in accordance with criteria as established in the *King County, Washington Surface Water Design Manual*, September 1998 or the most recent final version.

L. Water Quality Facilities

1. When Required

All new development and redevelopment are required to construct quality facilities to reduce the contaminants entering the storm collection and surface water systems. The stormwater facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm. This policy may require the use of a combination of water quality facilities to achieve the designed removal rate.

2. Standards

a. Water quality facilities shall be designed in accordance with criteria as establishing in the *King County, Washington Surface Water Design Manual*, September 1998 or the most recent final version.

b. Acceptable water quality facilities include vegetated swales, water quality ponds, sedimentation ponds, water quality inlets, and infiltration facilities.

c. The use of infiltration facilities is recommended where soil and slope conditions permit the use of this type of facility and the facilities do not have an adverse impact to adjacent or downhill properties.

EXHIBIT C - 94

Excerpts from the City of Corvallis Off-Street Parking and Access Standards

VIII. Stormwater Quality Facilities

A. When Required: All new development and redevelopment are required to construct water quality facilities to reduce contaminants entering the storm collection and surface water systems. In accordance with King County, Washington Surface Water Design Manual Core Requirement #8, projects that cumulatively create less than 5,000 square feet of pollution generating impervious surface (pavement accessible to motor vehicles) are exempt from water quality treatment facility requirements.

B. Design Criteria: Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington Surface Water Design Manual*. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm (2/3 of the 2-year, 24-hour).

City Council, Proposed Condition of Approval Related to Storm Water Infiltration

28. **Storm Water Infiltration** – In addition to those requirements set forth in Conditions 21 and 22, applicant shall provide a minimum total of 1,200 square feet of "rain garden" areas. These rain garden areas shall received controlled quantities of roof drainage for retention and infiltration.

Overview of Proposed Storm Water Facilities
(as shown on Application Attachments "A-2" and "D")

1) Water Quality Facilities consistent with SWMP Technical Memorandum No. 3, Table TM-1 (See Exhibit SWI-1)

Roof Top Garden (catchment) (landscape areas only)	16,453 sq.ft.
Rain Garden (infiltration)	1,200 sq.ft.
Porous (permeable) Pavement	11,307 sq.ft.
Grid/Modular (grasscrete) Pavement	796 sq.ft.

2) Detention Facilities

See discussion below.

3) These facilities will discharge to the public combination storm/sanitary sewer line in NW 27th Street.

EXHIBIT C - 95

Required Storm Water Quality Facilities

a) Proposed quantity of new Pollution Generating Impervious Surface not fully dispersed is 4,481 sq.ft. which is less than the 5,000 sq.ft. threshold in the City of Corvallis Off-Street Parking and Access Standards. (See Exhibit SWI-2)

Therefore, this project does not require any storm water quality facilities.

Required Quantity of Storm Water Detention

LDC 4.0.130.b.2.a
Redeveloped impervious surfaces exceeding 10,000 sq.ft., therefore detention required.

Summary of Redeveloped Impervious Surfaces[1] for this Project:
(See Exhibit SWI-3)

Driveways/Parking Lots	4,481 sq.ft.
Walks and Patios	4,404 sq.ft.
Roofs	29,005 sq.ft.
Total:	37,890 sq.ft.

[1] Impervious surfaces as defined in LDC 4.0.130.b.1

Exemption to Storm Water Detention per LDC 4.0.130.b.3.b

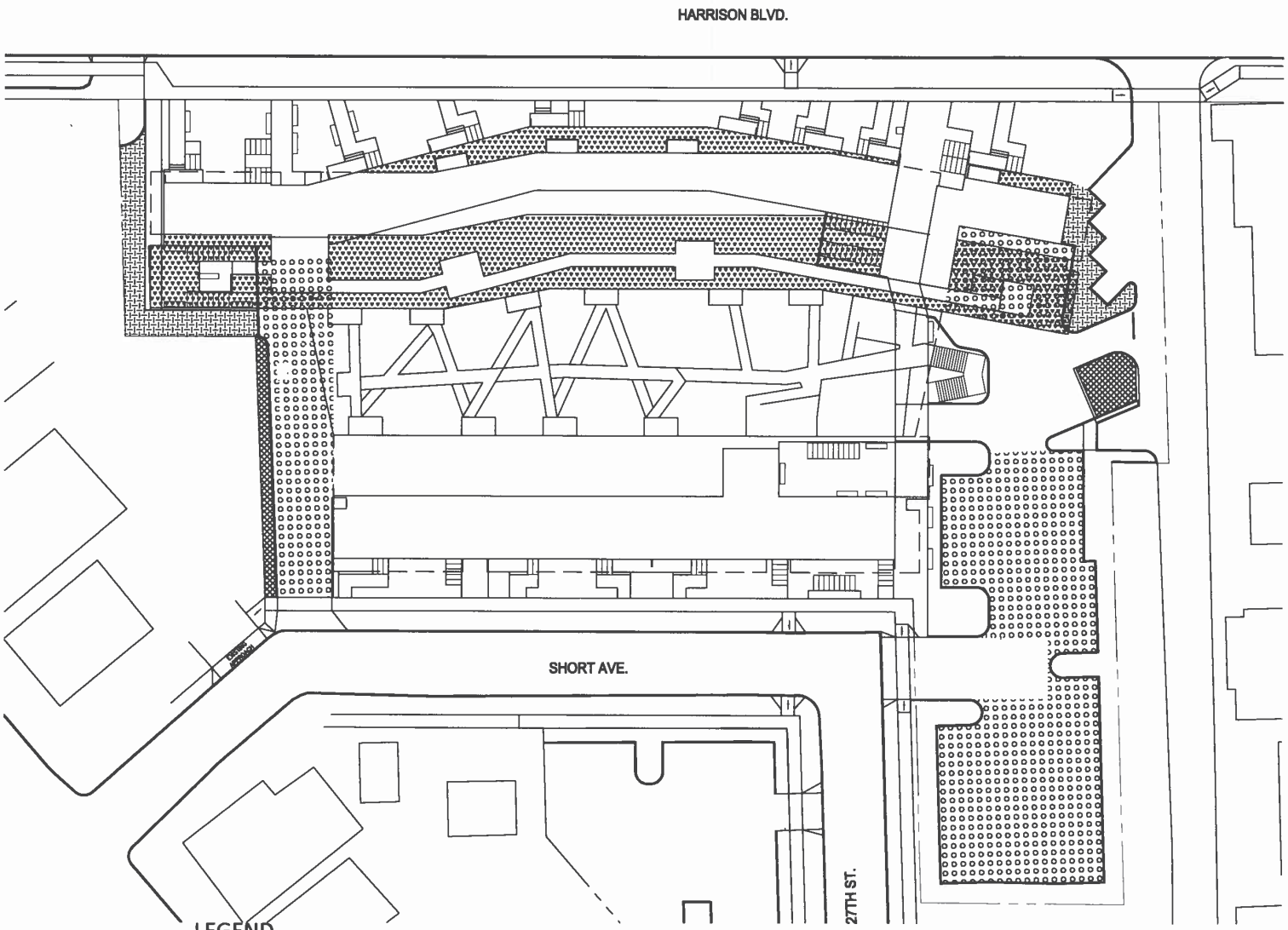
Total impervious surface (Exhibit SWI-3)	37,890 sq.ft.
Less mid-level structured parking (Exhibit SWI-4)	21,577 sq.ft.
Less sub-level structured parking (Exhibit SWI-5)	23,061 sq.ft.
Net impervious surface requiring detention:	(6,7489 sq.ft.) which is less than zero

Therefore, per LDC 4.0.130.b.3.b this project is exempt from the requirement to provide storm water detention.

EXHIBIT C - 96

Conclusion

Under the LDC standards there is no storm water detention required for this project, thus the related requirement for detention systems to maximize storm water infiltration also becomes "not applicable". However, in keeping with the intent of providing the opportunity for infiltration the applicant proposes the Condition of Approval to provide 1,200 sq.ft. of rain garden. The proposed rain garden area is subjective, but is similar to the area of soil/water contact if a detention system with infiltration capability were to be provided. The storm water infiltration requirement in itself is subjective and not quantitative with respect to any infiltration measurements or testing.

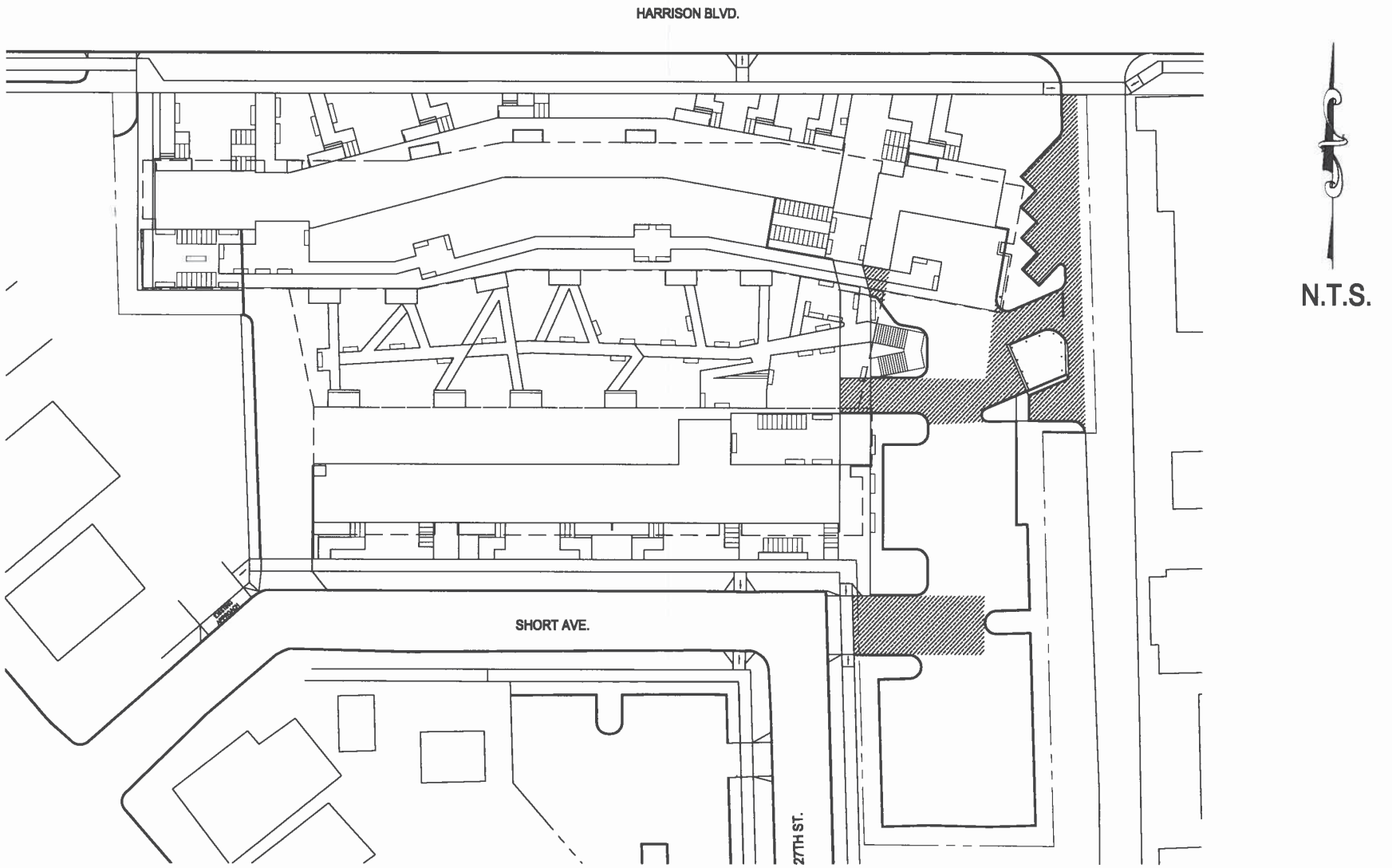


N.T.S.

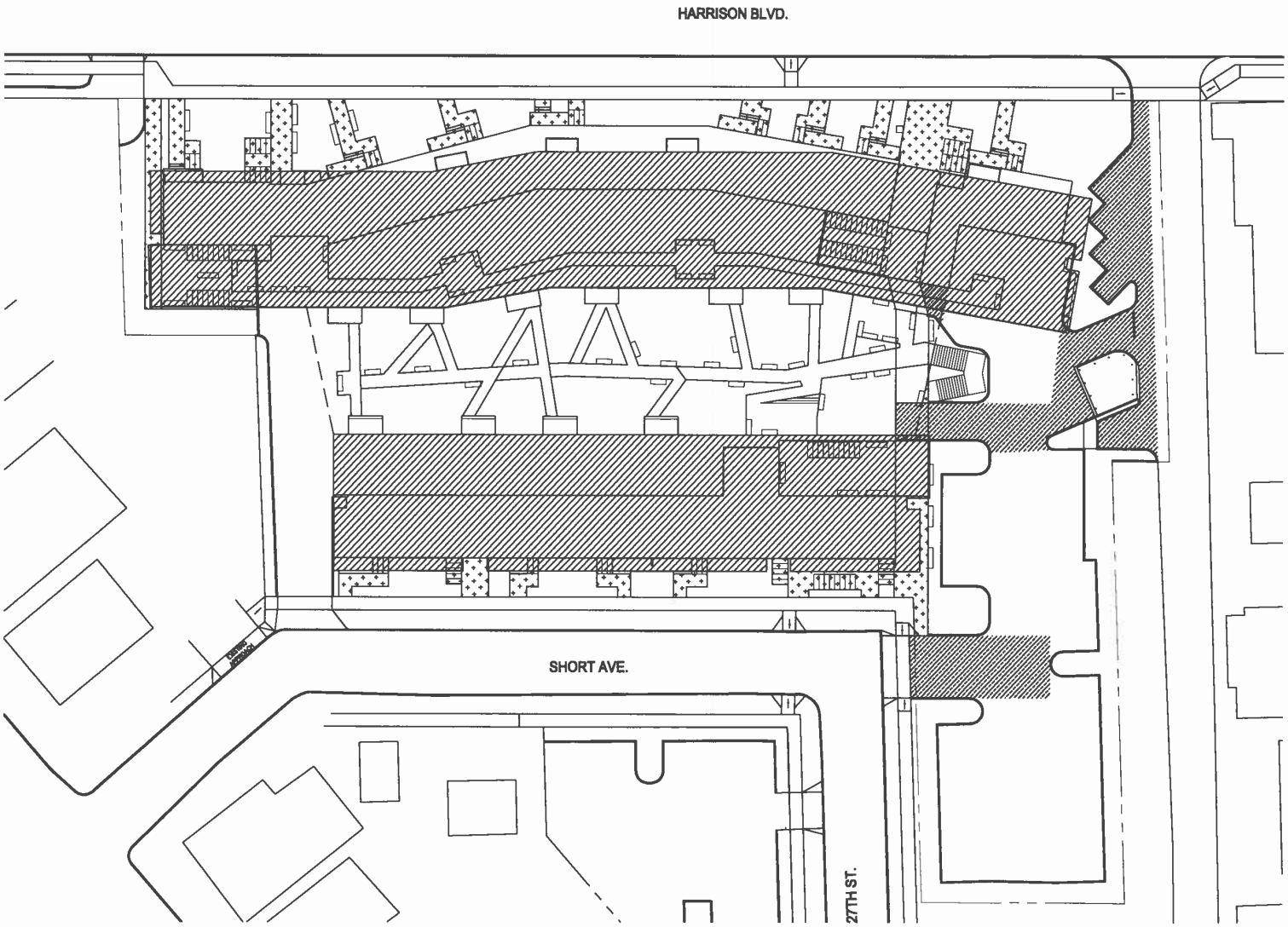
LEGEND

- ROOF TOP GARDEN (CATCHMENT) AREA = 16,453 SQ.FT.
- RAIN GARDEN AREA = 1200 SQ.FT.
- POROUS PAVEMENT AREA = 11,307 SQ.FT.
- GRID/MODULAR (GRASSCRETE) AREA = 796 SQ.FT.

HARRISON APARTMENTS
Storm Water Infiltration
WATER QUALITY FACILITIES
ATTACHMENT SWI-1
March 03, 2012



HARRISON APARTMENTS
Storm Water Infiltration
POLLUTION GENERATING IMPERVIOUS SURFACE
ATTACHMENT SWI-2
March 03, 2012

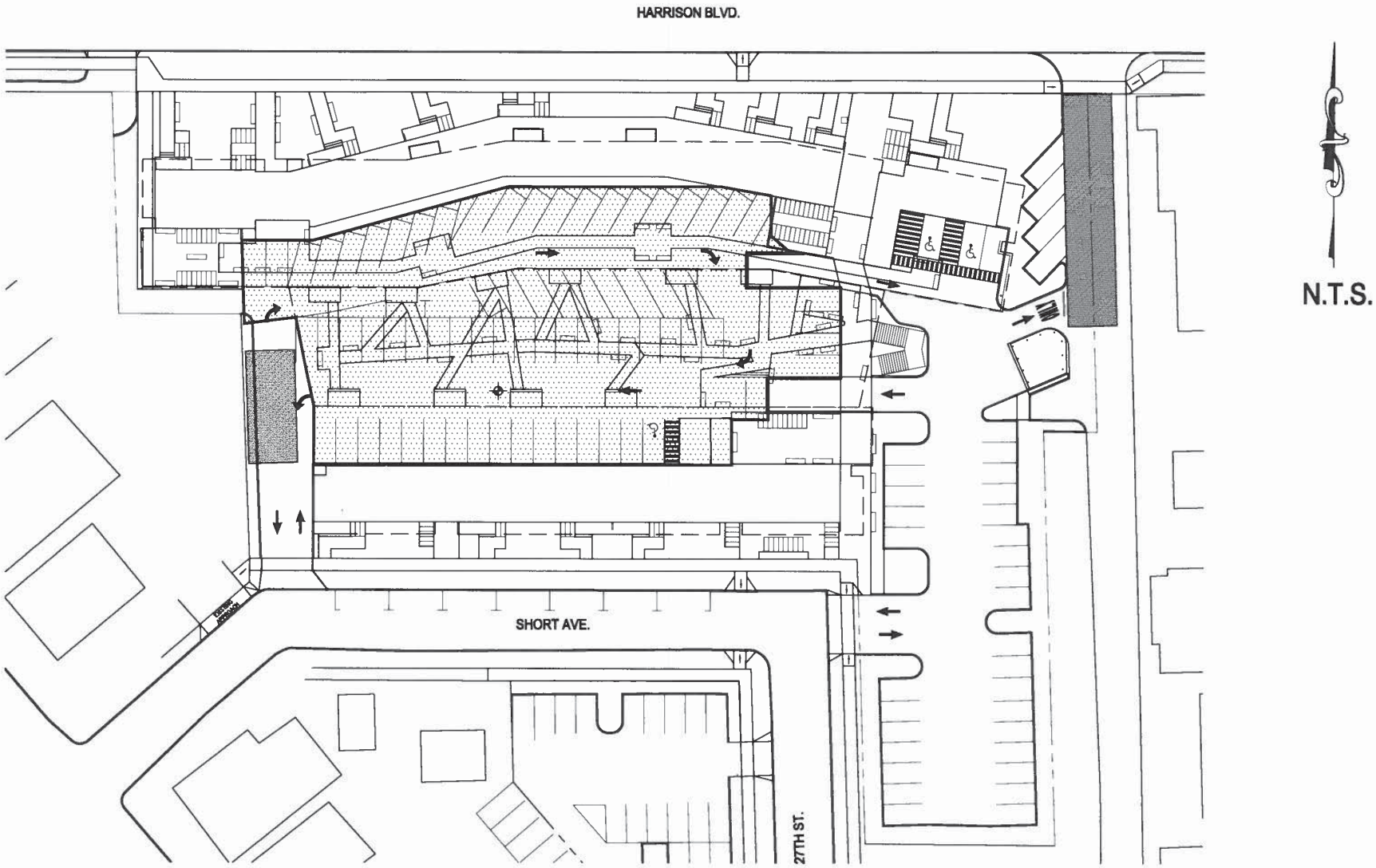


N.T.S.

LEGEND

- DRIVEWAYS AND PARKING LOTS = 4481 SQ.FT.
- WALKS AND PATIOS AREA = 4404 SQ.FT.
- ROOF AREAS = 29,005 SQ.FT.

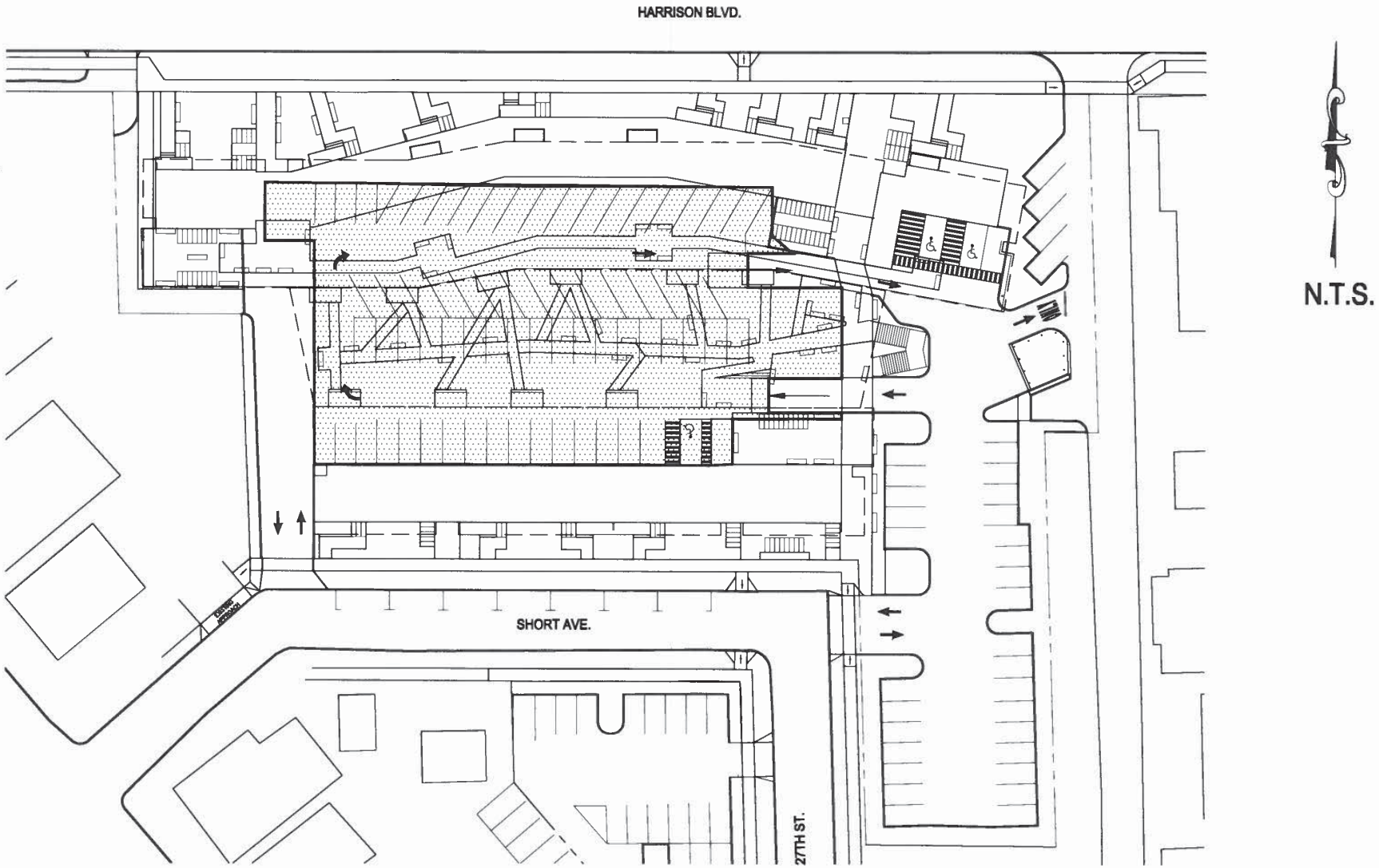
HARRISON APARTMENTS
Storm Water Infiltration
REDEVELOPED IMPERVIOUS SURFACES
ATTACHMENT SWI-3
March 03, 2012



LEGEND

MID-LEVEL STRUCTURED PARKING AREA = 21,577 SQ.FT.

HARRISON APARTMENTS
Storm Water Infiltration
MID-LEVEL STRUCTURED PARKING
ATTACHMENT SWI-4
March 03, 2012



LEGEND

SUB-LEVEL STRUCTURED PARKING AREA = 23,061 SQ.FT.

HARRISON APARTMENTS
Storm Water Infiltration
SUB-LEVEL STRUCTURED PARKING
ATTACHMENT SWI-5
March 03, 2012

Attachment P

Job Impact Calculations

EXHIBIT C - 103

ECONorthwest
ECONOMICS • FINANCE • PLANNING

Phone • 503-222-6060
FAX • 503-222-1504
info@portland.econw.com

222 SW Columbia Street
Suite 1600
Portland, Oregon 97204

Other Offices
Eugene• 541-687-0051
Seattle • 206-262-8013

February 29, 2012

TO: **Anyeley Hallova, Project^ ecological development**

FROM: Bob Whelan, Steven Carter, and Abe Farkas

SUBJECT: **HARRISON APARTMENTS JOB IMPACT CALCULATIONS**

This memo details the estimated job creation arising from the construction and operations of the Harrison Apartments multi-family housing building in Corvallis, Oregon.

The numbers used in these calculations come from the most recent base year of RIMS II economic impact multipliers for Oregon and the 2007 Economic Census of Construction (Census), as well as the data furnished by project^.

RIMS II is a product of the U.S. Bureau of Economic Analysis and is used to determine the total number of jobs created downstream throughout the economy for a given number of direct jobs at a specific project or industry.

In this memo, a direct job is the equivalent of twelve months of employment in the construction of the project by construction labor, managers, staff, and subcontractors on-site. For operations, a direct job is twelve months of paid employment, both part and full time, in the managing housing.

Direct job impacts are calculated by measuring the ratio of net construction value of the industry throughout the state and the total number of employees in the industry. The net construction value of the industry is the difference between gross industry value (measured in dollars) and the cost the industry incurs from subcontractors (specialty trade type workers/businesses). The Census data contains survey information on construction firms, measuring various operational categories. For this analysis, we use the categories:

- Total Value of Construction Work
- Cost of Construction Work Subcontracted
- Total Number of Employees

Using the Census data, as well as the hard construction costs of $14.2 Million provided by project^, we estimate that the direct jobs that will be created through construction is 82. That is 82 worker-years are necessary in the construction of the building. That does not include soft cost effects.

In addition to the direct jobs, the secondary economic activity that is a result of the wages paid to the new employees will support the creation of additional jobs in the state. Secondary impacts are those caused by businesses buying goods and services (indirect impacts) and by employees spending the wages earned as a result of the construction project (induced impacts). These secondary impacts would be concentrated in Benton County, and would also be felt to a lesser degree in other parts of the state as money and employment impacts ripple throughout the economy.

Using the RIMS II multiplier, which is a statistic that allows for the estimation of the secondary impacts, the analysis reveals that a total of 172 jobs would be created in Oregon (direct and secondary) in the year this housing is built.

Once construction ends and operations begin, seven people will staff the housing facility. These new jobs at the residential facility will generate additional economic activity through wages paid to these new employees as well as purchases of goods and service for the building, leading to secondary job creation. Based on the appropriate RIMS II multiplier applicable to multi-family housing, the total number of jobs created from the operation employment information is nine. That impact would continue for every year the building operates.

The job creation figures are summarized below:

	Construction	Operations
Direct Jobs	82	7
Direct and Secondary	172	9

Attachment Q

Legal Basis for Appeal

B L A C K | H E L T E R L I N E LLP

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Our File No. 012014-0001

February 29, 2012

City Council
City of Corvallis
City Hall
501 S.W. Madison Avenue
Corvallis, OR 97

Reference: Appeal of Planning Commission Order 2012-0011 in Harrison Apartments (Heart of the Valley) PLD11-00004 and SUB11-00001

Dear Mayor and Councilors:

We represent the owner of the proposed Harrison Apartments in the Appeal of a denial order by the Planning Commission of the project applications for a Major Modification and Major Replat (both hereinafter called the "Denial"). The Applicant, **project ^ecological development**, which we also represent, is presenting the factual bases to show the errors in the Denial. The purpose of this letter is to set forth in some detail the supporting legal bases for Applicant's appeal.

The following sections: highlight the **benefits** derived from this project; set out Planning Commissioner **Hann's** statement against Denial and provide references to the staff approval recommendations; specify the **comprehensive plan policies** violated by the Denial; show that the Denial compatibility **factors are not clear and objective** as required for needed housing; point out the misinterpretations, findings inadequacies and lack of substantial evidence with regard to the **visual elements** and the **traffic and off-site parking impacts** that serve as the basis for the Denial; and, finally, list and explain the **variances and conditions**.

BENEFITS

Given the benefits focus in the purposes[1] section of the Planned Development review process, it is important to base the findings for any decision regarding this project on at least the following agreed upon benefits. The RS-20 zoning on the site provides for a required minimum of 20 units per acre and no maximum density, and this infill project will provide 90

[1] Corvallis Local Development Code (LDC) 2.5.20.h.

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units at a density of 40.5 units per acre, all within ½ mile of the OSU campus. It fills a need for high density housing as recognized in the Corvallis Comprehensive Plan (CCP)[2].

The project will redevelop a currently vacant site and will abate hazardous materials from the old hospital-nursing home days. The building is targeting LEED Gold certification with an estimated energy savings of 14% to 26% below code and a 30% to 40% reduction in water usage when compared to standard fixtures.

The project will also benefit the local economy in an industry suffering from depression level conditions. A letter from the Association of General Contractors estimates a multiplier effect of 1.6 to 2.1 additional jobs for each construction job created as a result of this project.[3] According to *EcoNorthwest*, an economic consulting services and expert testimony, Harrison Apartments will provide 172 direct and secondary construction jobs and nine jobs in operations[4].

Currently, vacancy rates in Corvallis are approximately 1 percent, which is an extremely tight market[5]. Development of this parcel meets an identified housing inventory need for high-density development close to campus, jobs, shopping, and public transit. The project also complies with parking requirements with 197 parking spaces provided. Additionally, it is superior in terms of the quality of construction and design when compared to the alternative housing types, which are townhouses. The City Council's approval of the project with 32 conditions and two variances, each of which has compensating benefits, will assure that the City's process will not result in exclusion of needed housing at permitted densities or result in unreasonable cost or delay.

COMMISIONER HANN'S STATEMENT AND STAFF APPROVAL

To understand the Planning Commission's 6-1 Denial vote from the perspective of Commissioner Hann who voted against it, the City Council needs to be aware of his viewpoint, with which the applicant agrees. In essence[6], he said that:

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[2] CCP Findings 9.3.a and 9.3.d.

[3] See Associated General Contractors letter of January 30, 2012 in the record.

[4] Harrison Apartments Job Impact Calculation, *ECONorthwest*, February 29, 2012

[5] "Townhouse teardown for Job's Addition", *Corvallis Gazette-Times*, February 4, 2012

[6] The words are not exact, but are based on the memories and notes of people present. Staff had a tape recording malfunction at the Planning Commission deliberations and the recording did not occur.

> ...We (i.e., the Planning Commission) have a responsibility to work to condition/approve this project ... I do not think the reasons the other commissioners are giving for denial will hold up.... The developer has done a good job, at great expense, responding to the concerns expressed by the community, and they have proposed a project that fits within the zoning. The project is consistent with the zoning and our Comprehensive Plan and therefore it is our responsibility to approve it.

In its December 2, 2011 report, your staff found that, with the conditions and with the variances, duly compensated with offsetting benefits, the proposal satisfies the applicable criteria for both the Major Replat and the Conceptual and Detailed Development Plan Major Modification, and it recommended their approval.[7] In its January 25, 2012 addendum, your staff, in considering the Applicant's proposed changes to reduce the variances and modify conditions, again recommended approval.[8]

COMPREHENSIVE PLAN

CCP provisions govern and control over LCD provisions.[9]

High Density

The Denial violates Corvallis Comprehensive Plan Policy (CCP) 9.6.3, which reads:

> **"The development review process shall not result in the exclusion of needed housing at densities permitted by underlying district designations or result in unreasonable cost or delay."**

The CCP Findings include the statement that, "... there is a shortage of land zoned for medium-high and high-density development."[10] Further, "Efficient utilization of land (i.e., encouraging building to the mid-point or high-end of the required density of a residential zoning classification) in undeveloped areas of the City is necessary to provide City services in a cost-effective manner, to meet anticipated demand for residential uses, and to support the creation of

[7] Staff Report of December 2, 2011, p. 88 of 97.

[8] Staff Report Addendum of January 25, 2012.

[9] *Baker v City of Milwaukie*, 271 Or 500 (1975)

[10] CCP Finding 9.3.a.

comprehensive neighborhoods."[11] Finally, the CCP Finds: "Oregon Revised Statutes (ORS 197) preclude development review processes that discourage needed housing through unreasonable costs or delays."[12]

The underlying district is an RS-20 with a minimum density of 20 units an acre and no maximum density. In this district multi-dwelling is an outright primary use.[13] A need for land at this density was established in the Buildable Lands Inventory in 1998.[14] Failure to find in favor of the Applicant will result in unreasonable delay and significantly increased costs because of the City's code section that prohibits refiling for year.[15] There is no finding or substantial evidence under this policy on which to base a denial. Its implementation requires approval.

Oregon State

The Denial violates CCP Policy 9.7.3 that reads:

"The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within a ½ mile of campus."

The Harrison Apartments project is on Harrison Boulevard, within much less than ½ mile from campus. While the Fall 2011 enrolled OSU students totaled 24,977 (up 5.2% over the previous year)[16], CCP Finding 9.7.a says that (at least in 1997) only 4,430 students occupied the residence halls, cooperative house, student family house, the College Inn, fraternities and sororities.[17] The CCP findings go on to state: "If the percentage of OSU students who live within ½ mile of the main campus could be increased from the current estimated 50% to 60%, there is a

[11] CCP Finding 9.3.d.

[12] CCP Finding 9.3.c.

[13] Corvallis Land Development Code (LDC) 3.08.20.01.a.2.

[14] ECONorthwest, *Buildable Land Inventory and Land Need Analysis for Corvallis,* 1998, Tables S-1 and 5-1.and pp. viii and 5-9.

[15] LDC 2.50.15.

[16] "OSU breaks enrollment records again," *Corvallis Gazette Times*, November 11, 2011; in 2010 OSU enrollment was 23761, up 8.2% from the previous year. "OSU surpasses UO," *The Register-Guard*, Nov 11, 2010, Page A1.

[17] CCP Finding 9.7.b.

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potential savings of at least 5,000 vehicle trips per day in a very congested part of the City."[18] If the Denial is sustained on appeal, the City will not have worked toward this goal.

CLEAR AND OBJECTIVE STANDARDS

The Harrison Apartments provide needed housing under the CCP and its foundation, the *Buildable Land Inventory and Land Need Analysis of Corvallis*, as well as under ORS 197.303. Because the project is needed housing,

> **"Any approval standards, special conditions and the procedures for approval adopted by the local government shall be clear and objective and may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay."**
>
> ORS 197.307(6)[19].

Staff informed Applicant that the only procedure available to it, given the Heart of the Valley Planned Development overlay, was a Major Modification. Because compatibility factors LDC 2.5.50.04.a.3) and -.a.10) are not clear and objective, they cannot be used as a basis for the Denial in this Major Modification process for needed housing [20]

VISUAL ELEMENTS

Citing LDC 2.5.40.04.a.10, the Denial notes incompatibility of scale and massing of the building.

The section cited in the Denial, which is part of the Conceptual Development Plan Review (that is, a broader based review) does not contain any reference to massing. Adding language not present in the Code exceeds the Planning Commission's authority.

The questions of "building mass" and "height" are questions of scale and mass, and they are dealt with expressly in the standards established for the RS-20 zone. LDC 3.8.30.02 provides how questions of scale and mass are to be addressed, in that if the development site

[18] CCP finding 9.7.e.

[19] As it read on the date of the application.

[20] ORS 227.173(1)

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abuts a lower density zone then various "structure height and building mass" restrictions are applied.

Opponents from the College Hill Neighborhood Association, which is located west of the project[21] and is largely in an R-5 designation, have raised the mass and scale question. The project site is completely surrounded by RS-20 zoned land[22] and, as clearly shown on the official zoning map, it shares no property line with any R-5 or other lower density zone and hence does not abut and is not adjacent to an R-5 designation, as those definitions are used in the LDC.[23]

When the LDC expressly addresses how an issue should be solved, the Denial, in attempting to create a new standard under general language, undercuts the overall objective of have "clear and objective" standards for development, exceeds the authority of the Planning Commission, and violates CCP 9.3.6, as specified above.

TRAFFIC AND OFF-SITE PARKING

The Denial finds that Applicant did not demonstrate compatibility in the area of traffic and off-site parking impacts. The record lacks substantial evidence to support this finding.

Traffic

In the narrative requirements for a Planned Development application, a Traffic Impact Analysis (TIA) is required,[24] and its form is specified in LDC 4.0.60.a. Such a study was prepared by the Lancaster firm's Todd Mobley, a registered professional engineer, as required by the LDC. This study is the substantial evidence in the record.

Based on the reductions for bike trips, a requirement in this project, the TIA shows a total weekday traffic count of 546 daily trips, which is less than either of the prior uses for the site, namely the Heart of the Valley nursing home or the hospital. The TIA specifies that the proposed use will reflect a decrease in trip generation compared to prior uses of the site, without taking into consideration the public transit available to the site.

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[21] See City of Corvallis map, revised October 19, 2011 and entitled Corvallis Neighborhood Associations.

[22] See Enlargement of Official Zoning Map focused on the Development Site.

[23] See the definitions of "Abut" and "Adjacent" as well as Figure 1.6-1 in LDC 1.6, pp 1.6-1 and 1.6-3.

[24] LDC 2.5..40.01.g.5

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Further, direct access to Harrison Boulevard will be significantly reduced, as well as causing slight reductions on Short Avenue, 27th Street and Van Buren Avenue South. While there will be some increases on 25th and 26th, they will not be above what would normally be expected for a local street.

Off-site Parking

The Denial finds incompatibility arising out of off-site parking, but no clear or objective standard is provided and no substantial evidence is referenced. In fact, the purposes section of the LDC chapter on Parking, Loading and Access, specifies an off-site intent to maintain carrying capacity on adjacent streets,[25] and goes on to provide through clear and objective standards as to what on-site requirements exist to achieve those off-site impacts.

A specific rule is established in the LDC regarding multiple parking standards, namely the use requiring the greater number shall govern.[26] Thus, the requirement is that there must be a number, and the compatibility standard does not provide one. The LDC specifies how to calculate parking, based on the number of bedrooms in each unit, obviously the major objective basis for determining off-site parking impacts.

In response to neighbor concerns about off-site parking, an underground parking structure was added to the design. This will enable accommodation of the full complement of 197 spaces of on-site parking. While two parking space reductions of 10% each (for nearness to a transit stop ([at 27th and Arnold Way] and for bicycle parking provided above code requirements) are ordinarily available to a developer[27], the design does not use these in providing the full 197 spaces.

While 166 bicycle spaces are required, a total of 183 are provided, thus encouraging less need for cars. Finally, the design enables the creation of one additional off-site parking space. Given a showing of compliance with all standards and no study or other substantial evidence showing an increase in demand for off-site parking arising from the project, as well as the conflict resolution standard, the off-site parking compatibility requirement is met by compliance with the on-site parking offered for this project.

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[25] LDC 4.1.10.

[26] LDC 4.1.20.h.

[27] LDC 4.1.20.q.

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The findings of the Denial violate ORS 227.173(3) and Oregon case law, which require a statement of the factual basis for the finding. Applicant is left to speculate as to what facts are used. One speculation arises out of Statements by Commissioner Howell at the Planning Commission deliberations about his negative vote because of the possibility of a future parking district and this project's impact on parking in that future district.[28] There is nothing in the record dealing with what or when or where or how such a district might be. An entirely different viewpoint was express by Planning Commissioner Feldmann who indicated his negative vote was based on increased parking on site, notwithstanding the required minimum for the units involved.[29] Planning Commissioner Woodside, who voted for the Denial, is reported as saying "I know the parking is within city code"[30], but she is also reported as saying she wanted the code to be changed. Each of these statements reflects an improper basis for the finding dealing with traffic impacts and off-street parking, either because there is no applicable standard[31] or because there is no substantial evidence.

SOLAR ACCESS

To accommodate neighbor concerns and address the Denial finding on solar access, Applicant has reconfigured the north wing of the building by pushing floors two, three, and four south (away from Harrison Boulevard) and by changing the roof pitch in order to eliminate any solar impact on the residential buildings across Harrison to the north. As a result, no waiver of the solar access requirement is needed.

APPLICANT REQUESTS

Based on the foregoing, Applicant respectfully requests a decision from the City Council approving both the Major Modification and the Major Replat, as adjusted to meet public concerns, together with 32 conditions attached hereto, two variances to the Land Development Code standards regarding parking lot and through-lot landscaping, and a proposal to use Institute of Transportation Engineers standards for parking lot design, rather than City of Corvallis Off-Street Parking and Access Standards.

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[28] Because there was no tape recording, reliance is based on reporter's story*(Corvallis Gazette-Times*, Thursday February 16, 2012), personal notes and recollection.

[29] Id., *Gazette-Times*.

[30] Id.

[31] ORS 222.173(1)

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Attachment A: Variances

Whereas the application started with 15 variances, the number has been reduced substantially to just two. The two, all supported by staff, are:

1. Giving priority to the building facing the street and a pedestrian oriented design with safety and "eyes on the street," the required 20 foot vegetative buffer for a through-lot is not needed

2. Not installing a 5-foot buffer on the south side of the 27th street parking area because of permissive use across this space for access by adjacent property owners.

Attachment B: Conditions

With the exception of condition 25, which requires elimination of the reference to the solar access waiver, the Applicant supports the staff conditions as set forth at pp. 19-25 of the 1/25/12 Staff Report Addendum.

The Applicant proposed two new conditions in the Planning Commission process and again offers them here. Proposed Condition #27 deals with a publicly expressed concern about late night noise from activity on the roof garden by offering signage and an enforceable restrictive covenant limiting activity after 9 p.m.

Proposed Condition #28 memorializes an understanding crafted between the Applicant, Public Works, and the Planning staff to provide "rain garden" areas for filtration and temporary retention of water from the roof drainage as well as some temporary storage from voids in porous rock.

A third new condition, #29, is offered to assure sufficient setbacks to allow for solar access to the residential buildings to the North across Harrison from the project.

Proposed Condition #30 provides for an increased roof pitch per the Design Variety Menu in the Pedestrian Oriented Design Standards and adds greater variety to the roof elevation.

Proposed Condition #31 adds greater variety to the building's façade

Proposed Condition #32 deals with the parking lane widths in the covered parking lot and replaces a variance because it is not at variance with the Land Development Code but is merely one way to implement the requisite requirements.

Attachment C: Documents

Please enter the documents shown on Attachment C into the record, copies of which accompany this letter.

Very truly yours,

Steven R. Schell

SRS:pls
507898_2

cc. Client

Attachments
A. Variances
B. Conditions
C. Documents List

Attachment A
Applicant Recommended Variances

No.	LDC	Standard	Variance / Compensating Benefits
1.	4.4.20.03.c	20' wide planting screen easement facing street	***Variance:*** Proposed re-plat of existing lots will create a through lot. Project proposes to place buildings facing both adjoining streets, rather than place planting screening facing one street. The unusual condition of this site makes this variance necessary to achieve a pedestrian-oriented experience on Short Avenue. ***Compensating Benefit:*** Increased density and more efficient use of land, while enhancing pedestrian environment by providing building frontage with windows and architectural features rather than blank wall of vegetation. This increases security with "eyes-on-the street" and provides a pedestrian friendly streetscape with visible, covered front porches on both streets – Harrison Boulevard and Short Avenue, which is one of the characteristics of the neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1** - The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **3.2.3** -The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering. **9.2.1** – Maintain neighborhood characteristics **9.2.4** – Pedestrian-oriented **9.2.5** - **(H)** Buildings close to the street, entrance oriented toward public area; **(I)** Security enhanced, openings and windows overlook public areas
2.	4.2.40.a	5' wide landscaped buffer between	***Variance:*** At 27th St parking lot, we will not provide a landscape buffer along the south, southwest, and west side of the property. Currently, property owners to the south, southwest, and west side of the 27th Street parking lot, enter, with permission, the Harrison

		parking and adjacent property	Apartments property to access the rear portions of their lots where they have parking. If we provide a 5' landscape buffer between the 27th parking lot and these properties, the property owners will no longer have access to existing parking on the rear portions of their lots, which they currently use. ***Compensating Benefit:*** Maintains existing parking layout of the 27th parking lot and the variance allows for permissive access to adjacent off-site parking, and in doing so does not adversely affect an existing parking situation in the neighborhood. In effect, it allows adjacent private property owner to access parking on their lots through the Harrison Apartment property, providing a benefit of maintaining 10 parking spaces for adjacent property owners that would not exist if the buffer, according to code, were implemented. The change improves the existing parking lot above historical conditions. Further, the variance allows us to continue the existing permissive access as well as neighboring off-site parking quantity and layout, and in doing so does not adversely affect an existing parking situation in the neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **3.2.3 -** The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

Attachment B
Staff Recommended Conditions of Approval (1-26)
Applicant Recommended Conditions of Approval (25 correction, 27-32)

No.	Condition of Approval
1	**Consistency with Plans** – All development shall comply with applicable City standards unless a variation has been granted through this approval. Development shall comply with the application narratives, and revised plans in **Addendum Attachment C** of the January 25, 2012, Staff Report Addendum, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
2	**Parking** As proposed, the applicant shall provide 197 parking stalls. Parking stall dimensions and the parking lot configuration shall comply with Corvallis Off-Street Parking and Access Standards, except that drive aisle widths may be reduced to 23-ft between 90-degree angle parking, and 15-ft 9-in between 60-degree angled parking. Wheel stops shall be provided where required by Corvallis Off-Street Parking and Access Standards.
3	**Landscape Installation and Maintenance** – Prior to issuance of building permits, the applicant shall submit detailed landscaping plans that demonstrate compliance with the provisions of Land Development Code Chapter 4.2, and applicable Conditions of Approval for this land use request. The following landscaping provisions shall apply to overall development of the site: a. Landscape Construction Documents – Prior to issuance of necessary building or occupancy permits, the applicant shall submit for approval by the Community Development Director, landscape construction documents for this site, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall comply with LDC Chapter 4.2 and other conditions of this approval. All trees shall have at least a 1½-inch trunk caliper, four feet above the ground, at the time of installation. Landscaping installed as a requirement of this proposal shall be designed to achieve a minimum coverage of 90 percent within three years of installation.

	b.	On-site Landscaping - Required landscaping on the subject site shall be installed and inspected prior to issuance of Final Occupancy permits. Required landscaping shall be illustrated on the landscape plan submitted to comply with item (a) above, except where, due to plant availability or performance, minor changes that meet the Code performance criteria and maintain at least the minimum plant density and plant size are authorized. Consistent with Section 4.2.20(a), a three-year landscaping maintenance bond that covers all landscaping required for this proposal shall be provided to the City prior to issuance of the occupancy permit. All landscaping shall be separated from vehicle maneuvering areas by a raised curb.
	c.	Landscaping in the Public ROW - In accordance with LDC Section 4.2.20.a.2, the applicant shall submit planting and irrigation plans for all trees and vegetation required in the public ROW. The Final Plat shall not be approved until all required landscaping and related improvements are installed or financially secured. In accordance with LDC Section 4.2.20.a.3, required landscaping in the ROW shall achieve a minimum 90% ground coverage within three years. A financial guarantee for the installation of required landscaping shall be provided per Section 4.2.20.a.3. The applicant shall plant at least 13 trees in the NW Harrison Blvd planter strip, 7 trees in the Short Ave planter strip (north side of street), 3 trees on the 27th Street planter strip (east side), and 4 trees in the 27th Street planter strip (west side). The two existing trees on the south side of Short Ave shall be preserved. Prior to landscaping, paved or gravel areas within planter strips shall be removed and replaced with soil. If necessary to comply with Condition 3.d, below, trees may be omitted from final landscape plans.
	d.	Tree Planting Techniques and Tree Species - Trees shall not be planted where they will block street signs or traffic signals. Trees shall not be planted in areas outlined in LDC Section 4.2.30.b, including locations that are five feet from hard surface areas and 10 feet from utilities. Where this is not possible, the applicant shall submit an arborists report or include planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with location / distance standards.

	If necessary to comply with Section 4.2.30.b as determined by the City Engineer and City Urban Forester, required trees may be omitted from plans. All trees planted on the site and in the public ROW shall be an appropriate species as approved by the City's Urban Forester. All trees shall be planted according to the City of Corvallis Tree Planting Park Strips and Planting Islands Detail, Number 610, or other technique as required or approved by the City Urban Forester.
4	**Standards for Bicycle Access and Parking** - Prior to issuance of building permits, the applicant shall submit construction details of the bicycle parking facility, for review and approval by Development Services Division Staff demonstrating compliance with Standards for Bicycle Access and Parking in LDC Section 4.1.70.
5	**Lighting Plan** - All new exterior lighting fixtures shall be of a shielded, full cut-off design. Prior to Building Permit approval, the applicant shall submit a light plan with information identifying exterior light locations, manufacturer specifications, and other information deemed necessary by the Community Development Director to determine compliance with LDC Section 4.2.80 and LDC 4.1.70.e.
6	**Public Access Easement** - A minimum 12-ft wide public access easement shall be provided on the site, following the location of the pedestrian connection between NW Harrison Blvd and NW Short Avenue. This easement shall be shown on, and recorded with, the Final Plat. Maintenance of all private sidewalks and sidewalks within pubic access easements shall be the responsibility of the property owner.
7	**Harrison Blvd Plaza / Artwork** - As proposed, the applicant shall install a plaza or artwork on the subject site, and not within the public ROW, commemorating the site's history. As long as the work does not exceed the thresholds requiring a Planned Development Major Modification, no further land use action is required to install the plaza or art. The plaza or artwork shall be installed prior to issuance of Final Occupancy permits.
8	**Sign Permit** - The applicant shall obtain a sign permit prior to installing any non-exempt sign on the subject site.
9	**Harrison Improvements and ROW Dedication** - The applicant shall install setback sidewalks including associated pedestrian ramps and 12-foot wide planting strips on NW

	Harrison. Final construction plans for the pedestrian ramps and transitions shall be reviewed to meet City standards such as details 107, 107A and 107B which note ADA requirements for slopes. These improvements shall be constructed with the PIPC plans and prior to final plat or building occupancy (whichever comes first) as required by the LDC. Consistent with LDC table 4.0-1 additional ROW shall be dedicated concurrent with the plat or building permits, as applicable, to provide a 12-foot Planter Strip and 5-foot setback sidewalk.
10	**Short Avenue Improvements** - The applicant shall install setback sidewalks on the north side of NW Short Ave. The back of walk shall align with the existing ROW. ADA ramps on NW Short Ave shall be installed concurrent with the sidewalk improvements consistent with Attachment "J-1 - Site and Circulation Plan, Surface Level" (Addendum Attachment C.36).
11	**Alley Improvements** - Alley improvements shall consist of widening the alley to 20 feet along the site frontage where needed for emergency vehicle access. Where additional width is needed for fire department ladder truck access it shall be located within an emergency vehicle access easement and maintained by the property owner. Concurrent with widening the alley, the existing alley approach on NW Harrison Blvd. will need to be reconstructed to City Standards.
12	**Restricted Alley Access** - Except emergency vehicle access, site access to the alley shall be restricted to exit only.
13	**Asphalt Removal From Planter Strips** - Concurrent with the PIPC improvements, existing asphalt and gravel in the planter strips fronting the site shall be removed. Topsoil shall be placed up to surrounding sidewalk and curb grade. At the latest, plantings shall occur concurrent with on-site landscaping.
14	**Abandonment of Existing Driveway Approaches and Accesses** - Plans for abandonment of existing site accesses shall be submitted with the PIPC plans.
15	**Reciprocal Access Easement** - On the final plat, a reciprocal access easement shall be provided for the existing shared driveway on NW Harrison Blvd at the west end of the site. This condition may be modified if the adjacent property owner provides a written letter requesting the abandonment of this driveway access and another viable access point meeting LDC criteria is provided.
16	**ROW Dedication/Easements** - Per LDC Section 4.0.100.f, any easements or ROW dedications shall be shown on the plat. Easements for water, sewer, and storm drainage shall be provided for facilities located outside the ROW. Minimum easement width shall

	be per LDC section 4.0.100.a. An environmental assessment for all land to be dedicated must be completed in accordance with LDC Section 4.0.100.g.
17	**Public Improvements** - Any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements by private contract (PIPC) from the City's Engineering Division per LDC section 4.0.80. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street lighting improvements are provided. Street signs and curb markings will be reviewed and approved with the PIPC plans. Final utility alignments that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations Public improvement plan submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.80.
18	**Fire Services and Domestic Meters** - New and upgraded domestic and fire service will be part of the PIPC plans. The existing domestic meter and fire service will need to be upgraded to current City Standards, including backflow prevention.
19	**Sewer Services** - The sewer service in the alley shall be included in the PIPC permits up to the edge of the alley ROW.
20	**Release of Existing City Utility Easement** - Concurrent with the PIPC permits, an easement release will need to be processed per LDC section 2.8.20 for the Utility easement that was reserved in the vacation of NW 27th Street.
21	**Private Storm Drainage and Pervious Pavement** - Installation of the private storm drainage system and pervious pavement will be subject to permitting through the City's Development Services Division and shall comply with improvements shown on Attachment "L"- Utility Plan (Addendum Attachment C.41). A private maintenance agreement with enforcement provisions to ensure maintenance for of private storm drainage facilities and pervious pavement shall be established in accordance with LDC sections 4.0.70.f and 4.0.60.d prior to permitting these improvements.
22	**Private Storm Water Detention** - Concurrent with development, storm water detention shall be implemented as proposed. The storm water detention facilities should be

	designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington, Surface Water Design Manual, and should be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private storm drainage system will be subject to permitting through the City's Development Services Division. The use of pervious pavements may reduce the contributing area used in the detention volume calculations. A private maintenance agreement with enforcement provisions to ensure maintenance for this facility shall be established in accordance with LDC sections 4.0.70.f and 4.0.60.d.
23	**Franchise Utility Easements** - As proposed and shown on Attachment R - Tentative Plat (Addendum Attachment C.54), the applicant shall provide a 7-ft wide Utility Easement (UE) in accordance with LDC Section 4.0.100.b.
24	**Franchise Utilities** - Prior to issuance of public improvement permits, the applicant shall submit, as part of the public improvement plan set, an overall site utility plan that shows existing and proposed franchise utility locations, including vaults, poles and pedestals. The proposed franchise utilities shall conform to requirements outlined in the LDC section 4.0.100, including provision of appropriate utility easements. The applicant shall provide confirmation the franchise utilities have reviewed these plans prior to review by the City.
25 (revised)	**LEED Gold Certification** - Prior to issuance of Building Permits, the applicant shall provide plans and information to the Development Services Division demonstrating how LEED Gold Certification will be pursued under the LEED-NC, LEED-Homes, or equivalent LEED program.
26	**Tot-lot Amenities** - The applicant shall provide tot-lot amenities and enclose the tot-lot area as required by Section 3.8.50.03.3. Compliance with this requirement shall be demonstrated prior to issuance of a final occupancy permit for the development.
27 (new)	**Noise Attenuation** – the applicant shall prohibit outdoor use of the rooftop area on the northern wing of the building along Harrison Boulevard for gatherings of any kind after 9 PM and before 8 AM and shall post a notice to that effect in a prominent place in or near the said outdoor space. Prior to occupancy Applicant shall record a deed restriction implementing this prohibition and against the property, running with the land in form and substance satisfactory to the counsel for the City.

28 (new)	**Storm Water Infiltration** –In addition to those requirements set forth in Conditions 21 and 22, applicant shall provide a minimum total of 1,200 square feet of "rain garden" areas. These rain garden areas shall receive controlled quantities of roof drainage for retention and infiltration.
29 (new)	**Solar Access** - The building shall provide at least 4 hours of solar access on November 21 between the hours of 9am to 3pm for the properties north of the site along Harrison Boulevard. Therefore, no solar waiver shall be required.
30 (new)	**Roof Pitch and Articulation** - The portion of the roof that faces Harrison Boulevard and Short Avenue shall be a minimum of 6:12 pitch. The roof shall have at minimum three (3) breaks in roof elevation along Harrison Boulevard and a minimum of two (2) breaks in roof elevation along Short Avenue. Each break in elevation shall be three feet or more in height.
31 (new)	**Building Articulation** – The applicant shall incorporate a minimum of three (3) offsets (recesses/projections) along the facade of the north wing of the building along Harrison Boulevard. The offsets will be a minimum depth of two feet and a minimum length of four feet.
32 (new)	Based on the Institute of Transportation Engineers Standard (5th Addition), a universally accepted national standard, the drive aisles widths in the covered parking structure shall be at least 23 feet wide when serving 90 degree parking, and at least 13 feet 6 inches wide when serving 60 degree parking.

Attachment R

Legal Basis for Appeal, Attachment C

Attachment C
Documents List as Additions to Record

Please add the following documents, which accompany this letter, to the Record in this matter.

1. Buildable Land Inventory and Land Need Analysis, *ECONorthwest* 1998
2. "OSU surpasses UO", *The Register-Guard*, Nov. 11, 2010, Page A1
3. "OSU breaks enrollment Records Again," *Corvallis Gazette-Times*, Nov. 11, 2011
4. City of Corvallis map, revised October 19,2011 and entitled Corvallis Neighborhood Associations
5. Enlargement of portion of Official Zoning Map focused on the Development Site
6. "Planning Commission rejects Harrison Apartments," *Corvallis Gazette-Times*, February 16, 2012.
7. Harrison Apartment Job Impact Calculations, *ECONorthwest*, February 29, 2012
8. "Townhouse teardown for Job's Addition", *Corvallis Gazette-Times*, Feb 4, 2012

Attachment Q

Legal Basis for Appeal, Attachment C

Buildable Land Inventory and Land Need Analysis for Corvallis

ATTENTION:
For the adopted analysis and conclusions, please see Appendix G (blue pages)

Prepared for:
The City of Corvallis

Prepared by:

ECONorthwest
99 W. Tenth, Suite 400
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(541) 687-0051

June 1998
(minor final revisions August 1998)

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Preface

This report was prepared by ECONorthwest: Terry Moore and Bob Parker are its principal authors. The Lane Council of Governments (LCOG) conducted a GIS evaluation of buildable and constrained land, assisted with the development of definition and assumptions for test evaluation, and prepared maps: Cress Bates and Jeff Schenck were responsible for that work. Greg Winterowd of Winterowd Planning Services advised on all aspects of the analysis and wrote large parts of the chapter on policies.

This report would not have been possible without the substantial assistance of staff and citizen groups at the City of Corvallis. Particular thanks goes to David Dodson, the City's project manager, who not only reviewed and advised on all aspects of this report, but also never failed to do immediately whatever was required to assure that the report was accurate, useful, and timely. We were greatly assisted by the City's well developed GIS capabilities, and particularly by Alice Grucza and Brady Callahan. Other Corvallis staff that provided valuable review and assistance include Linda Sarnoff, Ken Gibb, and Fred Towne. Doug Sackinger of Benton County made a special effort, despite a busy schedule, to deliver some needed assessment data in a GIS format.

Despite all the assistance, some errors are sure to remain in the document, and are ECO's responsibility. Errors of fact are relatively easy to correct once they are found. But some data sources are inherently limited by the way data can be collected. Any data intensive analysis has to make decisions about the appropriate relationship between analytical detail and cost. Among those decisions in this study was one to assign a single land use designation to each tax lot, even if the tax lot was covered by more than one designation. That decision preserved the schedule and budget, but created inherent discrepancies when large tax lots with multiple land use designations were assigned the predominant land use classification. The scope of this study did not allow a tax lot to reflect these other uses. Thus, acreage calculations within each category should not be viewed as absolute values, but as reasonable approximations of the amount of area within each land use category. Moreover, readers must realize that even accurate information about past and existing conditions does not ensure that the future will look like the forecasts contained in this report. The future is, by definition, uncertain. We have made a special effort to be clear about our definitions, assumptions, and forecasting methods. We have produced a forecast that meets or exceeds the professional standards for studies of this type, and complies with state regulatory requirements. Though it provides a solid basis for a 20-year planning analysis, different assumptions could lead to different conclusions.

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Summary

The City of Corvallis is going through "periodic review" of its comprehensive plan as required by the Land Conservation and Development Commission. As part of that review it must update its estimate of buildable land (residential and non-residential) and assess whether it has sufficient buildable land within its Urban Growth Boundary (UGB) to accommodate the next 20 years of development that expected growth in population and employment will require. In addition, an evaluation of buildable land and land needs provides basic information to meet other requirements of the periodic review process.

The information presented in this report complies with the requirements of ORS 197.296 (House Bill 2709). It can also be of use in evaluating other policy discussions, such as:

- Update of Comprehensive Plan policies. One the one hand, a plentiful inventory of land within the UGB may provide more opportunity for natural resource protection measures to be implemented without requiring UGB expansion. On the other hand, a projected shortage of land supply may support policies to increase the density of land development in order to reduce the need for a UGB expansion.
- Updates of Comprehensive Plan land use map during periodic review.
- Review of future Comprehensive Plan amendments and land development applications.

The reader should consider the following points when considering the information contained within this report:

- The information reflects an analysis of land supply and demand at one point in time, in this case, July 1, 1996. Actions that have occurred after that time will not be accounted for in the data presented or conclusions reached in this report.
- The report was developed with consideration of past trends and is based on a range of assumptions about the amount and characteristics of land supply and future growth. Trends and assumptions are subject to changes that impact their applicability.
- Estimates of buildable land are based on numerous assumptions and other factors (e.g. data availability, computer assignment of a single land use classification to all parcels, assumptions about redevelopment). These estimates should be interpreted as a reasonable approximation of the amount of area in each category, not as an absolute value.
- The report discusses the issue of long-run land supply inventories and short-run constraints such as zoning, service availability and market forces that impact the amount of land available for development. The potential of having an adequate long-term supply of various land use types while simultaneously experiencing short-term scarcity of parcels ready for development at prices developers are willing to pay should be considered when the City develops policies or makes

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decisions on land development proposals or other decisions that affect land use or development.

- As policy, mapping, and other land use decisions are made, it should be recognized that many other factors need to be considered. For example, Statewide Planning Goal 9 provisions may require that the City look at the parcelization patterns and serviceability of industrial land in addition to the basic inventory of acreage established through the supply and demand analysis. Other data sources, community desires, and experiences may also be pertinent. Periodic review also requires the City to address any new planning requirements adopted by the State since the City's last review of its Comprehensive Plan. In particular, ORS 197.296 (originally HB 2709) specifies many of the details that a housing needs analysis must consider.

A land inventory and need analysis that complies with state requirements for long-run planning is not the same as a market analysis for a development proposal, which typically has a short-run view (1-3 years). In the short-run, land available for development may be constrained by lack of proper zoning, lack of services, neighborhood opposition to development, the situation and expectations of land owners and users, and so on. In the long-term, it is reasonable to assume that prices, preferences, and policies will adjust so that land that is vacant and buildable becomes available for development. Thus, it is not uncommon for a long-run land need inventory to find ample land supply to meet state requirements at the same time land and housing prices are rising and developers and builders are having difficulty finding buildable land at prices they are willing to pay.

Those details are addressed in this report. The summary that follows focuses only on the conclusions of the report.

The City has sufficient land within its UGB to accommodate population and employment growth under a wide range of assumptions about the amount and characteristics of growth and land

Table S-1 shows estimated future land need and supply by plan designation for the Corvallis UGB between 1996 and 2020. The estimated total land need, for all types of land, is 1,845 vacant, unconstrained acres for the period between 1996 and 2020. The estimated supply is 6,824 unconstrained vacant or redevelopable acres in 1996.

The land need/supply comparison shown in Table S-1 indicates that Corvallis has sufficient buildable lands within its UGB to meet needs between 1996 and 2020. Moreover, a comparison of land need and vacant or redevelopable lands inside the city limits indicate that Corvallis has a net surplus of about 500 acres of buildable land.

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Table S-1. Comparison of land need and land supply, Corvallis UGB, 1996-2020

Plan Designation	Land Need		Land Supply			
	Net Acres	Gross Acres	Unconst. Vacant Acres	Redev Acres[a]	Total Buildable Acres	Surplus/ Deficit
Agriculture			174		174	174
Commercial/Office						
Commercial (CB/LC/SA)	60	76	109	27	136	60
Office (PAO)	176	220	32	1	33	-187
Comm/Office Total	**237**	**296**	**141**	**28**	**169**	**-127**
Industrial						
Heavy Industrial (GI/II)	35	44	1,101	49	1,150	1,106
Light Industrial (LI/RTC)	86	108	82	4	86	-22
Industrial Total	**121**	**152**	**1,182**	**53**	**1,236**	**1,084**
Intensive Development Sector[b]			**465**	**0**	**465**	**465**
Public-Institutional	**525**	**657**	**94**	**0**	**94**	**-563**
Residential						
Low Density Residential	337	438	3,876		3,876	3,438
Medium Density Residential	122	156	673		673	516
Medium-High Density Residential	101	126	99	7	107	-20
High Density Residential	16	21	7	8	15	-5
Residential Total	**576**	**741**	**4,655**	**15**	**4,670**	**3,930**
No Plan Designation				**16**	**16**	**16**
Total, All Designations	**1,460**	**1,845**	**6,711**	**113**	**6,824**	**4,979**

Source: ECONorthwest, 1998.

[a] Redevelopable land includes commercial, industrial and multi-family residential (medium-high and high) land.

[b] No land need was allocated to this sector. The Intensive Development Sector is a mixed use designation that can accommodate residential and commercial uses.

A land inventory and need analysis that complies with state requirements for long-run planning is not the same as a market analysis for a development proposal, which typically has a short-run view (1-3 years). In the short-run, land available for development may be constrained by lack of proper zoning, lack of services, neighborhood opposition to development, the situation and expectations of land owners and users, and so on. In the long-term, it is reasonable to assume that prices, preferences, and policies will adjust so that land that is vacant and buildable becomes available for development.

Thus, it is not uncommon for a long-run land need inventory to find ample land supply to meet state requirements at the same time land and housing prices are rising and developers and builders are having difficulty finding buildable land at prices they are willing to pay. Such appears to be the case in Corvallis, where the median sales price of homes increased almost

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15% per year between 1990 and 1996. This report gives several reasons (e.g., lack of large-scale developers or builders, lack of parcels of sufficient size to allow large-scale development, annexation voting, speculation on vacant land, the cost of providing infrastructure) that explain why short-run problems with land availability and housing price can exist even when a long-run analysis shows ample land to accommodate expected growth.

The City generally has sufficient land designated residential and industrial to accommodate expected growth, but some minor adjustments should be considered

State statutes and good planning require a more detailed evaluation to determine whether the buildable land inside the UGB is planned in such a way that the amount of buildable land by plan designation (e.g., medium-density residential) is adequate to meet the needs for that use. It is obviously possible to have a surplus of land in the UGB in the aggregate, but not enough land designated for certain types of use.

Not only does Corvallis have more than sufficient buildable land within the existing urban growth boundary to meet long-term growth needs; it also has sufficient buildable land designated for residential and industrial uses to meet projected needs for these broad land use categories. Some issues that require attention, and possible policies, are:

- *Residential land*—a small deficit of land (estimated at 25 acres) exists in the Medium-High- and High-Density Residential designations. Some additions to the medium-high-density plan designation from either of the lower-density residential designations would be appropriate.

- *Industrial land*—a small deficit of land (estimated at 22 acres) exists in light industrial designations (LI/RTC). The City should either (a) continue to rely on its existing over-supply of Industrial land (GI/II) to meet Light Industrial needs, or (b) re-designate some Industrial land to Light Industrial to assure greater compatibility and choice among alternative Light Industrial sites.

- *Commercial/Office land*—a substantial deficit (estimated at 187 acres) exists in land designated for office uses. The City could (a) continue to rely on its existing over-supply of Commercial land to meet more specific Office Commercial needs, and (b) re-designate some Commercial land (LC or SA) to Office (PAO) to assure greater compatibility and choice among alternative office commercial sites.

- *Public/institutional land*—a substantial deficit (estimated at 563 acres) exists for public/institutional land. Well over half of the need derives from the City's policy stating that it should add 35 acres of parkland for every 1,000 people added to the City's population. For these uses the City is probably not required to re-designate land to address the potential deficit. The City can rely on its oversupply of low-density residential land, its subdivision and PUD process, and the land taken out of the buildable land inventory because of its natural features (e.g., steep slopes, wetlands) to meet much of this need.

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The City generally meets the more detailed requirements of State housing policy

Manufactured homes on individual lots are permitted in all of the City's residential districts. Just the City's zoning districts that implement Low-Density Residential (RS-3.5, RS-5 and RS-6) contain more than enough land for residential development. There is no need to determine the need for manufactured homes on individual lots separate from the need for single-family housing in general.

Manufactured dwelling parks must be allowed in a zone or zones that allow from 6-12 dwelling units per acre. Table 5-1 shows the City's Medium-Density Residential designation (which allows 6-12 dwelling units per acre) has a significant surplus of buildable land, as indicated on. Therefore, the City has sufficient buildable land to meet identified need for manufactured home parks.

Much of the shortage of buildable land exists in the Medium-High- and High-Density Residential plan designations will be handled through development and re-development in the City's mixed-use zones. The City should consider, however, rezoning some Low-Density or Medium-Density Residential land to Medium-High- and High-Density Residential.

Corvallis has not established special review standards for government assisted or farm worker housing. These housing "types" are allowed on within the City's residential zoning districts based on review standards that apply equally to all proposed housing developments, regardless of funding sources or end-users. Thus, these housing types are subsumed within the broader single-family and multi-family categories and subcategories.

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Chapter 1 Introduction

1.1 BACKGROUND

The City of Corvallis is going through periodic review of its comprehensive plan as required by the Land Conservation and Development Commission. As part of that review it must update its estimate of buildable land (residential and non-residential) and assess whether it has sufficient buildable land within its Urban Growth Boundary (UGB) to accommodate the next 20 years of development that expected growth in population and employment will require.

Periodic review requires the City to address any new planning requirements adopted by the State since the City's last review of its comprehensive plan. The most directly relevant of those requirements to a land need assessment are those of ORS 197.296 (originally HB 2709), which requires that the City:

- Prepare a buildable lands and housing demand analysis to document, among other things, trends during the last five years for land absorption (i.e., the amount of buildable land that gets converted to development)
- Forecast future need for land, by type of use, and within residential use, by housing type
- Ensure that there is enough buildable land to accommodate 20 years of growth.

In addition, an evaluation of buildable land and land needs provides basic information to meet other requirements of the periodic review process.[1]

1.2 METHODS

In general, a Land Need Assessment contains a *supply* analysis (buildable and redevelopable land by type) and a *demand* analysis (population and employment growth leading to demand for more built space: residential and non-residential development). Figure 1-1 shows the key relationships. The geographic scope of the Land Need Assessment is all land inside the Corvallis Urban Growth Boundary.

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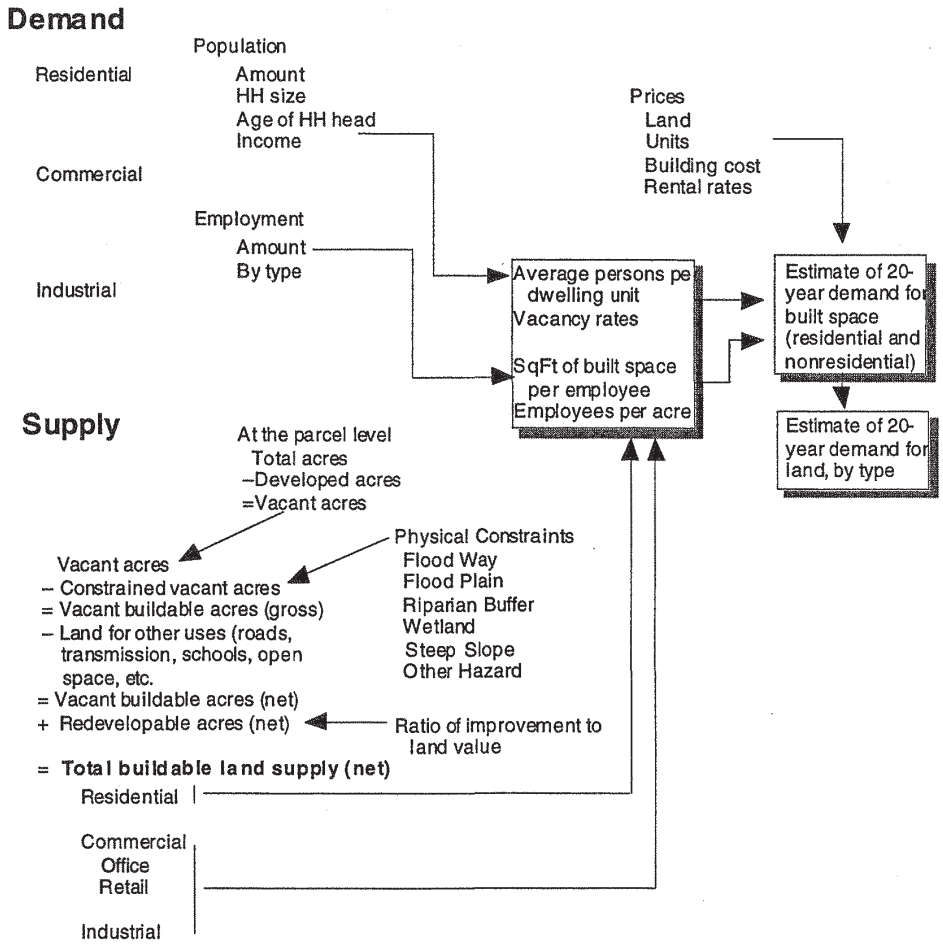
[1] For example, statewide planning Goal 9 (Economy of the State) an assessment of the need for industrial and commercial land, and the amount of buildable land available to meet that need. Specific requirements are described on Oregon Administrative Rules, Chapter 660-009: Industrial and Commercial Development. Some of the requirements for the economic opportunity analysis are addressed in this report.

Figure 1-1: Components of a Land Needs Assessment



1.2.1. LAND SUPPLY

The methods we use to evaluate land supply were developed in coordination with the City's Work Groups and Buildable Lands Committee, which ultimately approved them. They are described in detail in Appendix B. The general structure of the supply analysis is based on the DLCD HB 2709 workbook, which specifically addresses residential lands. We use similar methods for commercial, industrial, and other lands. The steps and sub-steps in the supply inventory are:

- Calculate the gross vacant acres by plan designation, including fully vacant and partially vacant parcels.
- Calculate gross buildable vacant acres by plan designation by subtracting unbuildable acres from total acres.
- Calculate net buildable acres by plan designation subtracting land for future public facilities from gross buildable vacant acres.

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- Calculate total net buildable acres by plan designation by adding redevelopable acres to net buildable acres.

The supply analysis builds from a parcel-level database to sub-area estimates of buildable land by generalized land use type (e.g., residential, commercial, industrial).[2] Two types of use are not included in the buildable land inventory:

- *Parks/Open Space/Agriculture*: No development is expected on existing park and designated open space lands within the UGB. Since the majority of land designated for Agriculture in the UGB is owned by OSU, we assumed that it would not convert to urban (the typical assumption is that land inside a UGB designated for agriculture will convert to urban uses during the planning period).
- *Institutional Use*: Most publicly owned parcels are parks, governmental, or public facilities and are considered unavailable for development. The exceptions are (1) the City-owned airport industrial park, which is leasable land intended for urbanization, and (2) the more-or-less developed area of land owned by OSU, which will almost certainly support future expansions that will accommodate employment and residences. (But since OSU expects no net employment growth over 20 years, and any residences would be group quarters not part of the City's housing inventory, the analysis does not require specific forecast for OSU.)

For other generalized land use types, each parcel was determined to be developed or undeveloped. If undeveloped in whole or in part, it was classified as follows:

- *Vacant Land*: parcels greater than 0.075 acre (3,250 sq. ft) with improvement value less than $5,000.
- *Partially Vacant (Under-Utilized) Land*: parcels greater than 0.075 acre (3,250 sq. ft) with improvement value greater than $5,000 that have a developable remainder.[3]
- *Constrained Land*: constrained land is subtracted from Total Vacant and Partially Vacant Land to get Buildable Land (which is further divided into totally vacant and partially vacant based on parcel boundaries and existing development on parcels). There are several categories of constraints:
    - Floodway/floodplains[4]

[2] The parcel-level database was based on information from the Benton County Assessor and the Corvallis Geographic Information System (GIS). The base data in the GIS system was supplemented with additional land use data gathered by LCOG and City staff. To estimate the amount of acreage for certain types of constraints (e.g., undelineated wetlands), some of the data were derived based on the rules described in Appendix B. While these data were attributed to parcels in the database to allow subarea estimates, the data are not accurate for any given parcel, and can not be applied at that level.

[3] See Appendix B for exact definitions.

[4] Floodways are considered constrained lands based on regulations that prohibit development in floodways (Section 4.5.70, Corvallis Land Development Code). Floodplains (called the "Floodway fringe" in the City Code) are not

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- Wetlands
- Drainageways and riparian buffers
- Hazardous land: slide areas, steep slopes, and earthquake faults
- Lands Above Third Level Water Service (560' in Elevation)

If the above criteria resulted in a determination that a parcel was totally developed, it was then evaluated to determine whether it was redevelopable and thus might help accommodate new growth over the analysis period.

- *Redevelopable Land*: parcels with lower-value structures that are judged as likely to be demolished for new buildings to be constructed in their place. Redevelopable Land means all commercial, multi-family residential (District Designation RS-12 or RS-20), or industrial parcels, that are greater than 0.1 acres *and* have land values greater than improvement values *and* are not already classified as vacant or partially vacant.

1.2.2. LAND DEMAND

Demand for land is characterized through analysis of national, regional, and local demographic and economic data. For residential uses, population and households drive demand. For the residential sector, for example, information about the characteristics of households is used to identify types of housing that will be sought by households. For non-residential uses, employment data is the primary driver of demand for land, and is used to estimate probable absorption rates for commercial and industrial lands.

1.2.2.1. RESIDENTIAL LAND

Accepted economic theory, as applied to real estate markets, is clear that the amount of housing built and purchased in a market is a function of demand factors (e.g., demand for housing by type, driven by number of households, incomes, preferences, and prices of alternatives), supply factors (e.g., the type and quality of the housing product, and the factors that influence the cost of that product and its substitutes), and prices (of the particular housing product and its substitutes by type, quality, and location). In short, though observed housing absorption results from the interaction of many factors, almost no forecasting models used in Oregon planning work that way. Rather, they forecast demand and supply independently, and rarely have even a qualitative (much less quantitative or modeled) analysis of prices.

There are two exceptions we are aware of. One is ODOT's work in progress on developing an integrated land use and transportation model for the Eugene/Springfield metropolitan area. This is a huge, state-of-the art

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considered constrained, because the City Code allows development in these areas, providing it meets the standards described in Section 4.5.60.

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project with a budget over 10 times that for the Corvallis project. The other is work done by Metro in Portland over the past several years to develop a housing forecasting model that explicitly considers household preferences (based on demographics) and prices.

For this project we supplemented the required and topical descriptive analysis of key variables with a version of Metro's Real Estate Location Model (RELM) to Corvallis. The RELM model works by equilibrating demand for residential housing units with supply through changes in price. These price changes feed back into the model, changing the quantities demanded and supplied until a balance is achieved.

The version of the RELM model we used divides households into 64 categories, each a combination of one of four household size classes, one of four household income classes and one of four age of household head classes (four times four times four is 64). Metro abbreviates these categories as HIA (for Household size-Income-Age). It then predicts the number of housing units, by type, that households in each HIA will demand, taking into account the price levels prevailing in the local market.

As prices increase, the model assumes that households of a given HIA category will choose smaller lot sizes, choose smaller house sizes, and choose a higher proportion of multi-family units. As household size increases, people choose larger houses and a higher proportion of single-family units, all else the same. Increasing incomes has the opposite effect as increasing price. Increasing the age of the household head has little effect, all else the same, and the effect varies depending on where one starts (i.e., the effects of age on housing demand are not uniform over the life cycle).

RELM predicts the number of units by price class, by single- or multi-family, and by tenure (owner- or renter-occupied) that will be consumed within a geographic area. It can be run a number of different ways, and any number of constraints may be applied. We calibrated a base-case model to 1990 data and then substituted in a 2020 population of households and constrained the real price to remain constant. That allowed us to determine the number of new units, by type, that would be required to serve the forecasted population while maintaining current price levels. Note that while the price level for equivalent units remains constant, the average price does increase because, as incomes increase, the average dwelling unit becomes larger and more expensive.

To make RELM work, we needed HIA distributions for 1990 and 2020. The best available data for 1990 were from the 1990 Census Public Use Microsample data (PUMS). The PUMS data allow us to calculate the proportions of PUMS-area population in each HIA category, but Corvallis does not have its own PUMS area. Through the PUMS area containing Corvallis also included the rest of Linn and Benton Counties, Corvallis makes up a large proportion of the population, and the urban areas of the counties accounted for 61% of the two county population. Thus, the PUMS data is a reasonable approximation for Corvallis.

No 2020 forecasts for Corvallis or Benton County provide the detail necessary to calculate future HIA distributions. The Center for Population

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Research and Census at Portland State University (CPRC) does break its forecast for Benton County into age cohorts, so we started with changes in age distributions. From the 1990 HIAs, we calculated relative frequencies for each income and household-size category given membership in a particular age category. We then applied those conditional probabilities to the new age distribution from the CPRC forecast to obtain an estimate of the complete distribution of 2020 HIAs. We scaled the new HIA distribution by the forecasted 2020 population and adjusted for the expected change in average household size (about three percent smaller as a result of the aging of the population).

We then ran the calibrated RELM model with the new HIA distribution and obtained changes in the number of housing units by type that would be required to keep supply and demand in balance without real price increases and to accommodate the forecasted population increase. The RELM model also allows one to calculate the land consumed by single-family units (net acres). For multi-family units, we used the net density for actual construction from 1993 to 1996. We used the ratio of net acres to gross acres for actual construction from 1993 to 1996 to convert net acres to gross acres for both single- and multi-family units.

We used the output from the model, our work on previous projects regarding the markets for different housing types, data on housing sales in Corvallis, and interviews with local real estate professionals to supplement our basic descriptive analysis of key variables affecting demand and supply.

1.2.2.2. COMMERCIAL AND INDUSTRIAL LAND

Several methods exist to determine commercial and industrial land need. The method most appropriate depends on the data available. Basic methods such as extrapolation of past development trends or ratios of acres per employee or per total land area are appropriate for small communities where data are limited. These methods, however, only forecast land demand in the aggregate: they cannot provide reliable estimates by sector or type.

For larger communities that have better data sources, forecasting industrial land need is usually based on ratios of employee per land area (acre). The basic steps in this analysis are:

- *Develop employment projections.* Based on historic data and regional and statewide projections, we develop a sector-level employment projection for Corvallis.
- *Analyze existing employment patterns by sector.* This step estimates the amount of industrial employment on non-industrial land, the amount of non-industrial employment on industrial land, and the ratio of office and non-office employment for various industrial sectors.
- *Determine employee per acre ratios.* Few empirical analysis of employee per acre ratios exist. For this study, we use ratios we have developed in previous studies.

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- *Apply the ratios to employment forecasts by sector.* This step applies employment per acre ratios to changes in employment by sector between 1996 and 2020. The output of this analysis is an estimate of land demand by employment sector. For the largest employers in Corvallis (including OSU and Hewlett-Packard) we will allocate employment by hand. For OSU, for example, even though its employment may be growing, it can probably be accommodated on land that we are not considering as part of the buildable land inventory anyway.
- *Determine aggregate demand for employment-supporting land.* This step divides the employment estimated in the previous step to that which is likely to locate on industrial and commercial (divided, to the extent possible, into office and retail) land, and that which is likely locate on non-industrial lands. The final result is an estimate of the demand for industrial, retail, and office land.

1.2.2.3. PUBLIC AND INSTITUTIONAL LAND

All things being equal, land used for public facilities such as schools, hospitals, governments, churches, parks, and other non-profit organizations will expand as population increases. Many communities have specific standards for parks. School districts typically develop population projections to forecast attendance and need for additional facilities.

With one exception, the assumptions applied to the supply analysis consider public and institutional lands unavailable to meet land needs for residential, commercial, and industrial uses. The exception to this is that all non-aeronautical lands owned by the City surrounding the airport. The issue to consider is whether *additional* public and institutional land will be required over the analysis period. For the purpose of this analysis, we use the following assumptions regarding public and institutional lands:

- *OSU holds sufficient land for expansion over the analysis period.* Lands owned by OSU will not be considered available for other uses, and the University will not require additional land for expansion.
- *115 acres will be required for parks.* This is consistent with the assumption in the supply portion of this analysis.
- *Other public and institutional uses are covered by the gross-to-net acreage factor.* The supply analysis assumes that between 20%-25% of buildable residential land will be required for public and institutional uses. This factor includes all public and institutional uses except OSU and parklands which are described above.

1.2.3. OTHER ISSUES

Other issues that arise in analyzing a community's land needs include time periods of projections and forecasts, differences in geography for different data sources, and the precision of the data.

The date of the inventory must be made to coincide with the beginning date of population and employment forecasts. The vacant land data need to match with the 20-year forecast period to ensure that a portion of land need

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is not being attributed to land that is already developed, or was vacant at the beginning date of the forecast.[5] This study uses a base date of June 1996. An important implication of this assumption is that there will not–cannot–be a perfect match between the tax lot level information this report is based on, and actual development status at that tax lot. Parcels have developed since 1996. Review by the City staff and Work Groups updated some of the changes, but we did not conduct a parcel-by-parcel analysis to update the inventory to June 1998. Nor would it have been appropriate unless we had also updated the population and employment forecasts.

As an example of differences in geography, consider population forecasts, which are available for the City of Corvallis. Should the City forecast be considered a forecast for just city limits, or for all land in the UGB? We discuss this issue and clarify our assumptions in Chapter 3.

Precision of numbers is another key issue. The supply inventory is based on GIS data that provide areas of parcels to four decimal places. Chapter 3, for example, reports acreages in tables to one decimal place. To allow the reader to easily track numbers between text and tables, the text also gives figures to one decimal place. The quality of the data as aggregated to the community level, however, is not accurate to tenths of an acre. The figures presented in the supply tables should not be considered as the absolute amount of land available for development, but as estimates that are accurate to the tens of acres. That is a level of accuracy that is more than sufficient to make a determination of whether sufficient supply of buildable land exists to meet a 20-year need.

Finally, this study relies on a number of specific definitions that were agreed upon by the Work Groups, the Buildable Lands Committee, city staff, and the consultant. The glossary presented in Appendix A provides definitions of key terms.

1.3 ORGANIZATION OF THIS REPORT

This report is organized along the lines implied by the methods just described:

- *Chapter 2* sets the stage for the supply and demand analysis with an overview of some economic and demographic trends in the Northwest, state, and the Corvallis region.
- *Chapter 3* describes the demand analysis: how much land is growth likely to require over the next 20 years?
- *Chapter 4* describes the supply analysis: how much buildable land—by type, parcel size, and location—is available inside the Corvallis UGB?

[5] Some land needs assessments assume that vacant land that have an approved building permit is not truly vacant. The fact that a vacant parcel may have been issued a building permit that has not resulted in construction as of the effective date of the analysis (July 1996) does not keep that parcel from accommodating some of the demand forecasted to occur after that date.

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- *Chapter 5* compares the supply and demand to comment on where shortages or surpluses are likely to exist.
- *Appendix A* is a glossary of terms
- *Appendix B* provides details about the methods, data, and assumptions used in estimating buildable land.
- *Appendix C* describes the sources for and assumptions regarding the population and employment forecasts that are the basis for estimates of demand for residential and non-residential land.
- *Appendix D* contains tables of socioeconomic and demographic data for the Corvallis city limits and the Urban Growth Boundary.
- *Appendix E* contains detailed tables on the supply of land.
- *Appendix F* contains projected growth in employment and resulting land need for Corvallis' largest employers.

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Chapter 2

Development Trends

Development trends are important indicators of historic and future land demand. This section summarizes factors that help characterize the historical and projected demand for land within the Corvallis study area. It begins by describing historical trends in population and employment growth in Oregon, Benton County, and the City of Corvallis. It then summarizes land development trends within the Corvallis UGB and in the Corvallis Urban Fringe Area. Finally, it presents forecasts for population and employment for Corvallis, as well as for the State and Benton County.

This chapter is intended as an overview. It does not come to conclusions about the trends it describes, nor does it describe them in detail. Chapters 3 and 4 provide details about the demand for and supply of land. Chapter 5 comes to conclusions about how well demand and supply match.

2.1 POPULATION AND EMPLOYMENT TRENDS

Table 2-1 shows total population for Oregon, Benton County, and Corvallis between 1990 and 1997. Population in Corvallis increased at an annual rate of about 1.9%—a rate significantly higher than the 1.1% annual rate experienced by Benton County.[1]

Table 2-1. Historical population trends for Oregon, Benton County, and Corvallis 1990-1997

Year	Oregon	Benton County	Corvallis
1990	2,842,321	70,811	44,757
1991	2,930,000	71,900	45,780
1992	2,979,000	72,900	45,470
1993	3,038,000	73,300	46,260
1994	3,082,000	75,400	46,195
1995	3,132,000	75,500	47,487
1996	3,181,000	76,000	49,275
1997	3,217,000	76,700	51,145
Annual Growth Rate[2]	1.8%	1.1%	1.9%

Source: Center for Population Research & Census, PSU.

[1] There are some internal inconsistencies with the PSU estimates that are difficult to accept. In particular, Corvallis, which is entirely within Benton County, is estimated to have increased population by 6338 between 1990 and 1997, while Benton County increased population during the same period by only 5889. The only way both estimates could be correct would be if the rest of Benton County outside Corvallis lost population. Given the level of building permits issued by the County and other municipalities, such a loss does not seem likely.

[2] Throughout this report we use "Annual Growth Rate" to mean the annual rate of increase between two years which, if applied each year, would cause the value in the first year to grow to the value in the second year (like compound interest on a savings account).

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Consistent with national and regional economic trends, employment growth in Oregon and Benton County was strong between 1990 and 1996. Total employment in the three areas grew at two to three times the rate of population growth for the same period. Not surprisingly, unemployment rates generally decreased during this period also.

Table 2-2. Historical employment trends for Oregon and Benton County, 1990-1996

	Oregon		Benton County	
Year	Total Emp	Unemp Rate	Total Emp	Unemp Rate
1990	1,407,000	5.5%	34,330	5.0%
1991	1,420,000	6.0%	34,640	4.0%
1992	1,426,000	7.5%	34,620	4.1%
1993	1,480,000	7.3%	36,240	3.4%
1994	1,551,000	5.4%	38,550	2.6%
1995	1,570,000	4.8%	40,340	2.2%
1996	1,619,400	5.9%	41,820	2.7%
Annual Growth Rate	2.4%		3.3%	

Source: Office of Economic Analysis, Oregon Employment Department.

Table 2-3 shows total employment, by sector, for Corvallis in 1990.[3] We present 1990 Census data because no published estimates of current employment exist for Corvallis. The three largest employment sectors in 1990 were professional and related services (43%), retail trade (19%), and manufacturing (13%). These totals are greatly influenced by the presence of Oregon State University, Hewlett-Packard, and the local health care service facilities.

The lack of an official estimate of current employment for Corvallis does not eliminate the need for one. An estimate of future need for commercial and industrial land needs is almost always made as a function of the expected employment growth that must be accommodated. The most accurate approach to estimating employment in a community is to use the Bureau of Economic Analysis (BEA) Section 202 tapes. The 202 data provide estimates of employment by business address, which allows estimates for subareas like city boundaries. We have used the 202 tapes in other studies, but always in cases where a public agency (usually a Council of Governments) already had access to the data (whose use is restricted to protect confidentiality) and had made the considerable effort required to correct several types of problems inherent in the data sources. The scope for this project did not include developing detailed subarea employment forecasts.

[3] The U.S. Census employment figures only include persons in a city who also *work* in that city.

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Though employment estimates do not exist for the city limits or UGB of Corvallis, they do exist for Benton County. One can use them to place a reasonable bound on employment in Corvallis using ratios. In 1996, about 65% of Benton County's population lived in Corvallis. Moreover, other things equal, one would expect employment to be more concentrated in urban areas; residences are easier to create outside UGBs than jobs. Corvallis is the major employment center for Linn and Benton Counties—data on major employers in Corvallis further suggest that the city has a net inflow of jobs. Thus, the ratio of employment in Corvallis to employment in Benton County is likely higher than the ratio of population.

Table 2-3. Total employment for Corvallis, by sector,1990

Employment Sector	Total	Percent
Agriculture, forestry, and fisheries	696	3.4%
Mining	5	0.0%
Construction	511	2.5%
Manufacturing, nondurable goods	601	3.0%
Manufacturing, durable goods	1,990	9.8%
Transportation	299	1.5%
Communications and other public utilities	194	1.0%
Wholesale trade	323	1.6%
Retail trade	3,807	18.7%
Finance, insurance, and real estate	819	4.0%
Business and repair services	668	3.3%
Personal services	588	2.9%
Entertainment and recreation services	270	1.3%
Professional and related services		
Health services	1,228	6.0%
Educational services	5,827	28.7%
Other professional and related services	1,763	8.7%
Public administration	717	3.5%
Total	20,306	100.0%

Source: 1990 U.S. Census.

Discussions with staff at the Oregon Employment Department and the Corvallis Economic Development Partnership place the upper bound on the ratio of employment in Corvallis to employment in Benton County at 80%-85%. The Census shows that about 60% of Benton County employment was in Corvallis in 1990. This figure, however, probably underestimates the ratio because the Census counts employment by place of residence, not place of work. A reasonable middle point would be 70%-75%. Based on the labor force ratios and other data we estimate that total employment in Corvallis was about 30,558 in 1996.

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Much of total employment in Corvallis can be attributed to a relatively small number of businesses that specialize in education, health care, government services, and high-technology. As Table 2-4 shows, the ten largest employers in Corvallis were responsible for about 18,000 jobs in 1997. Given our estimate of employment, Oregon State University and Hewlett-Packard account for about 45% of City's total employment.

Table 2-4. Total employment for the ten largest employers in Corvallis, 1997

Employer	Total Employment
OSU	7,473
Hewlett-Packard	6,500
Corvallis School District	924
Good Samaritan	950
Corvallis Clinic	550
City of Corvallis	378
EPA	300
Benton County	330
CH2M Hill	325
Summit Info Systems	270
Total	18,000

Source: Corvallis-Benton County Economic Development Partnership, Inc. January 1998.

Another way to evaluate the economy of an area is to develop location quotients for each primary employment sector. Location quotients evaluate the degree that a region specializes in a certain employment sector by comparing the ratio of employment within an employment sector in a community to the ratio of total community employment to the total county or state employment. Location quotients are calculated using the formula below:

$$\frac{\text{Sector Employment in Corvallis}}{\text{Sector Employment in Benton County}} \div \frac{\text{Total Employment in Corvallis}}{\text{Total Employment in Benton County}}$$

In developing location quotients for Corvallis, we compared employment in Corvallis with Benton County and Oregon as a whole. Table 2-5 shows 1990 location quotients for each employment sector in Corvallis. A location quotient exceeding 1.0 implies a specialization and comparative advantage: it means employment of a certain type is relatively more important in one area than in the area to which it is being compared. The sectors in Corvallis that had the highest quotients in 1990 were educational services (1.25), entertainment and recreational services (1.25), personal services (1.16), and retail trade (1.1). The industrial-related sectors with the highest quotients

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were durable (0.76) and nondurable manufacturing (0.91). The durable manufacturing figure is probably significantly underestimated due to the way the Census gathers the data.[4]

Table 2-5. Location quotients in Corvallis, By Sector,1990

Employment Sector	Area			Location Quotient	
	Oregon	Benton County	Corvallis	Corvallis/ Benton Co	Corvallis /Oregon
Agriculture, forestry, and fisheries	66,730	1,892	696	0.60	0.68
Mining	2,479	54	5	0.15	0.13
Construction	74,206	1,215	511	0.68	0.45
Manufacturing, nondurable goods	61,873	1,070	601	0.91	0.63
Manufacturing, durable goods	171,335	4,235	1,990	0.76	0.75
Transportation	55,283	715	299	0.68	0.35
Communications and other public utilities	31,006	459	194	0.69	0.41
Wholesale trade	61,938	673	323	0.78	0.34
Retail trade	239,010	5,619	3,807	1.10	1.04
Finance, insurance, and real estate	78,671	1,338	819	0.99	0.68
Business and repair services	60,660	1,047	668	1.04	0.72
Personal services	40,768	823	588	1.16	0.94
Entertainment and recreation services	17,650	352	270	1.25	0.99
Professional and related services					
Health services	103,623	2,107	1,228	0.95	0.77
Educational services	112,018	7,593	5,827	1.25	3.38
Other professional and related services	88,557	2,629	1,763	1.09	1.29
Public administration	54,113	1,163	717	1.00	0.86
Total	1,319,920	32,984	20,306		

Source: 1990 U.S. Census, location quotients calculated by ECONorthwest.

[4] The Census employment counts do not include employees that live outside the community. Based on employment figures for the top ten employers in Corvallis, the Census figures appear to significantly underestimate manufacturing employment.

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2.2 UGB AMENDMENTS AND ANNEXATIONS

Between 1990 and 1996, the City of Corvallis annexed a total of about 300 acres of land, an average of about 50 acres per year. The total land area of Corvallis inside the city limits increased from about 8,217.6 acres in 1990 to about 8,514.6 acres by the end of 1996.

2.3 RECENT DEVELOPMENT TRENDS

Table 2-6 shows that the City of Corvallis approved 2,629 residential permits between 1990 and 1996. Permit activity during this period was strongest (especially multi-family permits) in 1995 and 1996, with 1,157 approved permits. Permit activity was distributed fairly equally between single-family and multi-family permits during the six-year period.

Table 2-6. Historical residential building permits Corvallis, 1990-1996

Type	Single Family	Multi-Family	Total
1990	128	179	307
1991	120	53	173
1992	177	207	384
1993	179	51	230
1994	177	214	391
1995	167	397	564
1996	209	371	580
Total 90-96	1,157	1,472	2,629

Source: *1996 Land Development Information Report*, City of Corvallis.

Table 2-7 shows the lot sizes and number of subdivision projects for each development district during the study period. On average, the percentage of the subdivision area that was devoted to roads and rights-of-way was about 22%. The average lot size, expressed as a percentage of minimum lot size, for the developments was 125%. A comparison of actual densities with allowable indicates that development generally occurs at between 70% and 80% allowable densities.

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Table 2-7. Lot Sizes of Selected Subdivisions By Development District Corvallis, 1993-96

Development District	Roads Percent of Area	Lot Size Percent of Minimum	Percent of Allowable Density	Number of Projects
RS-3.5	20.2%	120%	77%	8
RS-5	25.4%	105%	70%	3
RS-6	22.8%	140%	80%	3
RS-9	20.8%	152%	70%	4
RS-12	20.5%	77%	79%	3
RS-20[a]	N/A	N/A	N/A	3
Averages	21.5%	125%		NA

Source: City of Corvallis Planning Department, 1998

[a] Because the RS-20 zone has no maximum density, any calculations here would not be comparable to those for other zones.

Another useful indicator of development trends is the density at which development occurs. Table 2-8 shows that the subdivisions we analyzed consisted of 1,180 housing units. The average gross and net density columns are weighted averages of the project analyzed. The units/gross acre column shows the actual density that development occurred (unweighted). The average gross density for the subdivisions was 6.0 units/gross acre. Net densities eliminate lands used for public facilities and reflect land that is actually used for development (e.g., for residential development, net acres are the amount of land in lots).

Table 2-8. Densities of selected subdivisions by zoning district Corvallis, 1993-96

Development District	Number of Projects	Units	Gross Acres	Average Net Density[a] DU/Acre	Average Gross Density DU/Acre
RS-3.5	11	238	89.2	3.8	2.7
RS-5	3	54	15.5	7.2	3.5
RS-6	3	143	29.7	6.2	4.8
RS-9	4	122	19.3	8.9	6.3
RS-12	5	185	19.4	14.3	9.5
RS-20	3	438	22.5	21.8	19.4
All Developments	29	1,180	195.6	N/A	6.0

Source: City of Corvallis Planning Division, 1998

[a] Not all projects had data on public dedications. The average net density is a weighted average and reflects only those projects where data were available.

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Another indicator of development trends is vacancy rates. Vacancy rates for single-family and multi-family units vary significantly during the year in Corvallis. Rates typically increase during the summer months when OSU's student population declines. The 1990 Census estimated single-family vacancy rates to be about 0.9% and multi-family rates to be about 2.7 percent. These estimates are similar to more recent estimates of about three percent citywide.

In summary, Corvallis has grown substantially during the 1990s. The City grew 14.3%, adding an estimated 6,388 new residents, between 1990 and 1997. The City approved 2,629 residential building permits between 1990 and 1996—increasing total residential units to an estimated 19,937 units within the city limit. Multifamily units accounted for about 56% of the new units between 1990 and 1996.

Chapter 3 Demand for Land

This chapter evaluates the demand for land in Corvallis during the next 20 years in three general categories: (1) residential land, (2) non-residential land (commercial and industrial), and (3) public and institutional land.

3.1 DEMAND FOR RESIDENTIAL LAND

3.1.1 POPULATION FORECASTS

The demand for residential land derives from a demand for new housing, which in turn is a function of growth in households (population). Appendix C describes in more detail various issues related to population forecasts. It concludes that:

- The population of Corvallis in 1990, according to the U.S. Census, was 44,757
- The population of Corvallis in 1996, as estimated by the Center for Population Research and Census (CPRC), was 49,275
- For the purposes of this report, the base case forecast of population for Corvallis is the one in the City's acknowledged comprehensive plan: 58,461 people in 2020. Thus, the forecasted population growth between 1996 and 2020 that needs to be accommodated by new housing units is 9,186.

3.1.2 HOUSING FORECASTS AND RESIDENTIAL LAND NEED

3.1.2.1 OVERVIEW AND PROVISIONAL FORECAST

The simple way to forecast demand or need for new housing units is to assume a simple relationship: population growth is converted to households by an assumption about persons per household, and new households are assumed to equal the number of new units needed (sometimes with small adjustments for vacancy rates, demolitions, and so on). That method is typical and meets state requirements.[1] By assuming that simple relationship, however, one implicitly makes multiple assumptions about the influence of and interaction among demographic and socioeconomic change, and prices, on future demand for housing by type.

State statutes also require that any forecast be based, as a starting point, on trends for the last five years. The purpose of the requirement is to reduce the possibility that local governments will make unrealistic assumptions about the mix and density of future housing development. This type of

[1] As described in *Planning for Residential Growth: a Workbook for Oregon's Urban Areas;* TGM, ODOT, DLCD; June 1997 (the HB 2709 Workbook).

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forecast is insensitive to any expectations about changes in demographics, socioeconomics, prices, preferences, and policy.

For our analysis we first make a provisional forecast of housing demand based on a simple extrapolation of past development trends. We present that forecast in this section as a starting point for the analysis. We then look in subsequent sections at underlying causal variables in more detail (e.g., income, prices), and supplement the simple forecasting method with a more complete housing demand model.

Table 3-1 summarizes housing development in Corvallis on a broad scale, focusing on the split between single-family and multi-family development.[2] It paints a picture of a city that started out with primarily single-family units, and then shifted toward only a slight preponderance of single-family units because of a trend over the last 25 years of building more multi-family than single-family housing. The City's building permit data also allow us to calculate average densities for single- and multi-family subdivisions.

Table 3-1. Distribution of units by type, Corvallis city limits

Category	Single Family/Multi-Family split[a]
1990 Census	58%/42%
Permits 1970-96 (LDIR)	45%/55%
Permits 1990-96 (LDIR)	44%/56%
Permits 1991-96 (LDIR)	44%/56%

Source: U.S. Census, City of Corvallis Land Development Information Report
[a]Single-family units includes mobile homes.

Thus, as a starting point for our analysis, we assume that future housing construction in Corvallis, if it follows past trends, would be 50% single-family units at an average density of about 5 units per net acre, and 50% multi-family units at an average density of about 15 units per net acre. Those assumptions yield an estimate of overall density of about 7.5 units per net acre, which is consistent with past trends.

The forecasted increase in population for the planning period is 9,186 people. At a historical average household size of 2.3 people, that implies a need for approximately 4,000 housing units during the planning period, and a need for about 530 net acres of residential land.

[2] The definition of what constitutes a "single-family unit" varies. We prefer the one that makes most sense to a lay person: a unit is single family if it is the only unit in a structure. By that definition, manufactured housing and mobile homes are almost always single family, and duplexes and townhouses are multi-family units. The U.S. Census makes a technical distinction between two types of single-family units: detached (consistent with the definition we just gave) and attached. An attached single-family unit looks to the casual observer like a multi-family unit: several families appear to live in the same structure. The technical distinction is that the walls separating the units extend from ground to roof: under this definition, many duplexes and most row or townhouses would be classified as single-family units. The definitions can be further confused when people mix tenure considerations with structure type (e.g., considering a row house to be single-family if it is owned (condominium), but multi-family if it is rented).

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Note that *the previous estimates are just a starting point for the analysis.* In the next section we look at other determinants of housing type and density to see what adjustments they might suggest to this provisional forecast.

3.1.2.2 DETAILS OF HOUSING DEMAND

The provisional forecast gives an aggregate estimate of the number of housing units needed to accommodate forecasted growth, and the amount of land those units will require. For a housing analysis as part of periodic review, however, the state requires local jurisdictions to provide more detail about the housing need. The relevant statutory requirements are:

> Conduct an analysis of housing need by type and density range, in accordance with ORS 197.303 and statewide planning goals and rules relating to housing, to determine the amount of land needed for each needed housing type for the next 20 years. ORS 196.296(3)(d)

Needed housing as defined in ORS 197.303 means:

> ...housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. Needed housing includes:
>
> - Housing that includes, but is not limited to, attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
> - Government assisted housing;
> - Mobile home or manufactured dwelling parks
> - Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions.

Thus, this section begins with a qualitative discussion of some of the factors that will influence housing demand and, in particular, may cause it to shift in ways not captured in the model. Research we have performed for previous studies provides some insights into future housing market trends.[3] Following are key trends that will affect demand for housing and housing types in Corvallis.

Family type and life cycle affect housing choices. Families with children and older households are more likely to own housing.

- One-parent families. These households, with lower median incomes than two-parent households, have lower rates of home ownership than their two-parent counterparts. Ownership rates increase as the age of the youngest child increases, and are higher than for single people.

[3] ECONorthwest and the Leland Consulting Group conducted a detailed housing market analysis of the Eugene-Springfield area for the HB 2709 workbook.

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- Older households (ages 45 to 64). These households have a strong tendency to own their own homes and to remain in their current housing unit. Although households have been shown to move motivated by the need for additional space, the same motivation has not been found for households with excess space. Many households view these years as a transitional period before retirement, and defer major housing changes until retirement. In other words, even though children have left and a smaller house would be possible, they wait to make the shift in housing until they are also making decisions about retirement.

Changing composition of households will affect demand for residential real estate.

- Growth in households with below median incomes will increase demand for low-cost rental apartments. Most of these households will occupy older units, and many may require subsidy.
- Growth in households with income around and slightly above the median should increase demand for low-to moderately-priced single-family housing.
- Most new single-family housing will be built for households with incomes well above the median: they are the only ones that can afford it. Demand for standard- and large-lot single-family housing could decrease if housing prices rise faster than incomes for a large percentage of households.
- Growth of one- and two-person households should increase demand for apartments and smaller forms of single-family housing.
- Declining share of three- and four-or more-person households could reduce the relative demand for traditional single-family housing, other things being equal. On the other hand, the long-term trends nationally and in the state have been for larger average house sizes, and more square footage per person.
- Aging households should increase the number of households making post-retirement transitions out of traditional single-family housing.
- The direction of the demographics and economics is toward reducing housing cost (in part by reducing land and built space), smaller households, and older households.

Demographic forces suggest those trends will change. The amount of demand and how it will be supplied with housing is influenced by the amount and price of buildable land, and is illustrated by trends in construction and absorption.

- In the 1980s and 1990s, there has been growing demand for large new homes on large lots.
- But the supply of buildable land is decreasing (at least temporarily) and dispersing.

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- Public policies (e.g., the UGB, environmental regulation, and the cost of services) and market forces (growth pressure) will increase the cost of land and housing.
- Given these general trends as context, we now turn to local factors that will influence future demand for housing in Corvallis: income, age, household composition, housing type, and value.

As another indicator of trends in the local market we conducted interviews with local realtors and developers. The consensus from these interviews is:

- The housing market is cooling off. The rapid increase of housing prices experienced in the early 1990s is stabilizing and homes are staying on the market longer.
- Substantial unmet demand for units under $130,000 exists. Individuals we spoke with indicated that very few units are being built in this price range.
- Rental vacancy rates are increasing. This is in part due to the development of multi-family units, but may also be affected by stable or declining enrollments at OSU.
- The majority of new single-family development is units in the $200,000-$300,000 range.
- Prices for existing platted lots range from $50,000 and up. The limited supply of available lots, combined with annexation voting has affected the ability to develop lower-cost housing units.
- While demand exists for manufactured housing, high land prices provide little incentive to develop manufactured housing subdivisions.

These general trends provide context, but it is hard to apply them as they are in any quantitative way in Corvallis. Thus, we tried to see their combined effects by using a model. We adapted a single-zone version of Metro's Real Estate Location Model (RELM) to Corvallis. RELM works by equilibrating demand for residential housing units with supply through changes in price. These price changes feed back into the model, changing the quantities demanded and supplied until a balance is achieved.[4]

RELM requires a level of demographic detail that is only available from U.S. Census data,[5] which means that the forecast period must start from 1990. It makes a forecast of housing demand from 1990 to 2020, when the acknowledged population forecast projects a population of 58,461. For that period between 1990 and 2020 RELM projects 5,768 new housing units will be needed in Corvallis to accommodate a population increase of 13,704 people. That estimate implies growth that averages 2.38 persons per household, typical of urban areas of comparable size but higher than the average of 2.33 for the City as a whole in 1990.

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[4] See Chapter 1 for a more detailed description of the RELM model.

[5] Moreover it requires cross-classifications of data that are only available at the county level.

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Limitations imposed by the data required us to run our forecast with RELM from 1990. But our base year for the rest of the analysis is 1996 (specifically, June): the date all the land use data are available for. Some of the demand for new housing from 1990 to 2020 that RELM estimates has already been met, or will be met by units already permitted. We backed out the number of single- and multi-family units represented by building permits. Not all of the permits issued by 1996, however, had resulted in actual housing units to accommodate population growth. Moreover, population estimates done by CPRC in non-Census years are made, in large part, based on building permits. Thus, it is difficult to estimate the number of units on the ground in 1996. If one were to assume as an upper bound that all permits issued by 1996 resulted in houses in 1996, then adjustments to the 30-year RELM forecast yield estimates of 3,528 units to be built between July 1996 and 2020 (2,422 SF; 1,106 MF).

In our judgment, however, that estimate underestimates the units that will be built, and underestimates the demand for land. That judgment is supported by four cross-checks on the reasonableness of the model's results:

- The assessment data from the GIS data indicate that about 919 single family units were actually *built* between April 1990 (when the 1990 Census count was administered) and June 1996 (compared to 1,001 permits between 1990 and 1996). This suggests that about 92% of the permits issued resulted in units on the ground.
- The CPRC population estimates—which are based, in part, on building permits—contain inconsistencies that are difficult to resolve. For example, Corvallis, which is entirely within Benton County, is estimated to have increased population by 6338 between 1990 and 1997, while Benton County increased population during the same period by only 5889.
- The difference between the estimated population of Corvallis in June 1996 (49,275) and the forecasted population for 2020 (58,461) is 9,186. If all that new population were accommodated in new housing then the implied average number of persons per household is 2.6. The average in 1990 was 2.3, and most demographers expect average household size to remain stable or decrease slightly, not to increase.
- Vacancy rates should be factored into the overall housing need estimate and increase the overall need for housing and land. The *1996 Land Development Information Report* indicates that vacancy rates varied substantially between 1970 and 1990. The Census showed that 3.6% of single and multi-family units were vacant in 1990. Analysts typically use long-term vacancy rates of about 5% to account for these differences.

In sum, all indications are that adjustments to RELM forecasts based on building permits underestimate the amount of housing and land needed to accommodate growth.Table 3-2 presents what we judge to be a more reasonable preliminary estimate of housing and residential land demand. It accepts the output of RELM with respect to the ratio of single-family to multi-family housing and expected average densities, but calibrates the RELM results to hold persons per household roughly constant at 1990 levels.

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Table 3-2. RELM results, adjusted: housing and land need by type within the Corvallis UGB, 1996-2010

Use Type	Units	% of Total Units
Single Family	2,750	69%
Multi-Family	1,250	31%
Total	4,000	100%

Source: RELM, analysis and adjustments by ECONorthwest

RELM forecasts a housing future that is substantially different from either the current situation or the recent past. In particular, it forecasts that about 69% of all future development will be single family. Compare that percentage to the ones in Table 3-1, and it is clear that RELM predicts a significant change in residential development trends. To make a more informed judgment about which future seems more likely, we turn to an examination of local factors that will influence future demand for housing in Corvallis: income, age, household composition, housing type, and value.

Table 3-3 shows growth in income between 1989 and 1997 for persons and households living within the Corvallis city limit. Depending on the measure, income has increased between 36% and 45% during this period. The fact that averages measured by means (first two rows) are increasing at a faster rate than averages measured as medians (last two rows) means that the income growth is weighted toward households with incomes above the means.

Table 3-3. Income measures, 1989, 1997[a]

Indicator	1989	1997	Percent Change
Per capita	11,815	17,213	45.7%
Average household	30,095	43,718	45.3%
Median household	23,196	31,648	36.4%
Median family	34,816	48,146	38.3%

Source: U.S. Census (1989), Claritas, Inc. (1997)

a. Not adjusted for inflation

Table 3-4 shows annual household income in 1989 and 1997 for all households inside the Corvallis UGB. All of the income categories below $35,000 lost households between 1990 and 1997, suggesting strong income growth during this period. The largest decrease was in households with annual incomes under $10,000. This finding is what one should expect given growing incomes and no adjustments for inflation.

Table 3-4. Annual household income, Corvallis UGB, 1989, 1997[a]

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Income	1990		1997		1990-1997 Change	
	Number	Percent	Number	Percent	Number	Percent
Under $10,000	4,118	24.6%	3,009	16.8%	-1,109	-26.9%
$10,000-$20,000	3,331	19.9%	3,075	17.2%	-256	-6.2%
$24,000-$24,999	1,344	8.0%	1,285	7.2%	-59	-1.4%
$25,000-$29,999	1,177	7.0%	1,157	6.5%	-20	-0.5%
$30,000-$34,999	1,274	7.6%	1,053	5.9%	-221	-5.4%
$35,000-$49,999	2,432	14.5%	2,668	14.9%	236	5.7%
$50,000-$74,999	1,981	11.8%	2,922	16.3%	941	22.9%
$75,000-$99,999	658	3.9%	1,355	7.6%	697	16.9%
$100,000-$149,999	352	2.1%	1,079	6.0%	727	17.7%
$150,000 and over	76	0.5%	322	1.8%	246	6.0%
Total	16,743	100.0%	17,925	100.0%	1,182	28.7%

Source: U.S. Census (1989), Claritas, Inc. (1997)

a. Not adjusted for inflation

Household size is a key variable in estimating housing need. Household size nationally has steadily decreased over recent decades due to changes in household type. The average household size in 1990 for Corvallis was 2.30 persons in the city limit and 2.33 persons for the entire UGB. Data from Claritas, Inc. shows average household size in 1997 was 2.31 persons in the city limit and 2.35 persons in the entire UGB. Since Corvallis already has a smaller household size than the state average, the Claritas five-year forecast that household size will remain constant between 1997 and 2002 is not unreasonable.

Table 3-5 shows households by type for the city limit, urban fringe, and entire UGB. Corvallis has a significantly different distribution of households by type than the state. The city has far fewer single-person households than the state and far more non-family households. The large percentage of non-family households can be explained by the presence of OSU, and perhaps by doubling-up of younger (20-35 year old) workers in low- and moderate-paying service and professional jobs. Based on regional employment projections and conversations with OSU officials, we anticipate that non-family households will increase at a rate lower than other household types over the planning period.

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Table 3-5. Households by type, Corvallis, 1990

Household type	City limit		Urban Fringe		Oregon	
	Number	Percent	Number	Percent	Number	Percent
Male, no wife, no child	173	1.0%	4	0.4%	116,232	10.5%
Female, no husband, no child	401	2.4%	20	2.0%	162,484	14.7%
Married couple family	7,594	45.1%	730	74.3%	613,297	55.5%
Other family household with child	1,009	6.0%	46	4.7%	139,596	12.6%
Non-family	7,646	45.4%	182	18.5%	73,753	6.7%
Total	16,823	100.0%	982	100.0%	1,105,362	100.0%

Source: Claritas, Inc.

Table 3-6 shows persons by age in 1990 and 1997 for the area inside the Corvallis city limit. The data indicate the Corvallis population aged significantly during the period. Persons aged 35-54 increased nearly one-third in number between 1990 and 1997. County-level projections from PSU indicate the Benton County population will continue to age.

Table 3-6. Persons by age, Corvallis city limits, 1990 and 1997

Age	1990		1997		1990-1997 Change		
	Number	Percent of Total	Number	Percent of Total	Number	Percent Difference 90-97	Percent of Total
Under 20	12,171	27.2%	12,530	26.6%	359	-0.6%	2.9%
20-34	17,009	38.0%	15,430	32.8%	-1,579	-5.2%	-9.3%
35-54	9,063	20.2%	12,035	25.6%	2,972	5.4%	32.8%
55-64	2,300	5.1%	2,563	5.4%	263	0.3%	11.4%
65 and over	4,214	9.4%	4,485	9.5%	271	0.7%	6.4%
Total	44,757	100.0%	47,043	100.0%	2,286	–	5.1%
Median Age	26.3	–	29.2	–	2.9	–	11.0%

Source: U.S. Census (1990), Claritas, Inc. (1997)

Table 3-7 shows estimated housing units by type in 1996. The U.S. Census shows Corvallis had 17,307 dwelling units within the city limit in 1990. Since 1990, 2,240 building permits were issued within the city limit. Using data from Claritas, Inc., we estimated the number of dwelling units in the urban fringe. The Claritas data estimated 1,118 dwelling units were in the urban fringe in 1990. County building permit data show that only 58 residential permits were issued in the urban fringe (the area outside the city limits and inside the UGB) between 1990 and 1996. Thus, we estimate that only 5.7% of all houses in the Corvallis UGB are in the urban fringe (outside city limits) and that only about 2.5% of all development between 1990 and 1996 occurred within the urban fringe. Given policies that govern development in the urban fringe and annexation, we expect this trend to continue: a decreasing share of housing will exist between the city limits and the UGB.

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Table 3-7. Estimated housing units by type for the Corvallis city limit, 1996

Housing type	Dwelling Units (1990)	Residential Permits Issued (1990- 1996)	Units + Permits (June 1996)
Single Family	9,313	1,001	10,314
Multi Family	7,241	1,239	8,480
Mobile Home/Trailer/Other[a]	753	N/A	753
Subtotal	17,307	2,240	19,547

Source: Claritas, Inc., City of Corvallis *Land Development Information Report.*
[a] The LDIR does not include mobile home, trailer and other types of permits

Table 3-8 shows single-family residential units by value in 1996. While assessment values do not represent true market value of real property, the data provide a relative comparison of the distribution of housing units by value in 1996. Based on assessment data, the average value was $148,724, while the median value was $137,080. According to the 1990 Census, the median value of single-family owner-occupied housing units was $71,010. Although the data are not directly comparable, they are consistent with anyone's casual observation: housing values increased sharply between 1990 and 1996 (between 75% and 100% in nominal terms); and, more importantly, housing costs have probably increased at a greater rate than income.

Table 3-8. Single family residential units by assessed value, 1996

Value	Number of Units	Percent of Units
<$50,000	132	1.2%
$50,000-$74,999	377	3.4%
$75,000-$99,999	1,268	11.3%
$100,000-$124,999	2,689	23.9%
$125,000-$149,999	2,275	20.2%
$150,000-$174,999	1,756	15.6%
$175,000-$199,999	1,107	9.8%
$200,000-$224,999	643	5.7%
$225,000-$249,999	395	3.5%
$250,000-$299,999	399	3.5%
$300,000-$399,999	169	1.5%
$400,000-$499,999	17	0.2%
$500,000 and Over	18	0.2%
Total	11,245	100.0%
Average Value	$148,724	
Median Value	$137,080	

Source: Benton County Assessment Data, 1996

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RELM produces estimates of changes in the number of units by price category. Tables 3-9 and 3-10 shows the percentage of new units by type (single-family or multi-family) expected in each price category (1995 dollars: i.e., real dollars, with constant purchasing power, adjusted for expected inflation). There are no under-$50,000 single-family units in either the 1990 or 2020 models. The model implicitly predicts that the loss of units in the $50,000 to $74,999 price class will be offset by increases in more expensive units before 2020.

Table 3-9. Change in number of single-family units by price, 1990-2020

Value	Percent Change
Less than $50,000	0%
$50,000-$74,999	-2%
$75,000-$99,999	3%
$100,000-$119,999	5%
$120,000-$149,999	30%
$150,000-$174,999	23%
$175,000-$199,999	13%
$200,000 and up	27%

Source: RELM model, analysis by ECONorthwest

Table 3-10 Change in multi-family units by price, 1990-2020

Value	Percent Change
Less than $200	0%
$200-$299	0%
$300-$399	16%
$400-$499	3%
$500-$599	21%
$600-$749	36%
$750-$999	8%
$1,000 and up	15%

Source: RELM model, analysis by ECONorthwest

To get a feeling for the implications of these numbers, one must estimate what typical households can afford to pay (the sample calculations are shown in the sidebar). Typical assumptions are that households can afford to pay 30% of their gross (pre-tax) income on housing related expenses (which, depending on the agency and purpose, may or may not include utilities, taxes, insurance, and maintenance costs). To keep things simple, assume

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Rough estimate of housing affordability	
Annual Household income:	$40,000
30% of Annual HH income:	$12,000
Minus other costs (@$250/mo):	$3,000
Annual mortgage payment:	$9,000
Monthly mortgage payment:	$750
Total mortgage value (@8.5% and 30 years):	$98,000
Total affordable housing value (with 20% down payment):	$122,000

that households can, on average, pay 30% to cover mortgage payments and other costs, and that other costs are about $250 per month ($3,000/year). Thus, a household with a $40,000 income could handle $9,000 in annual mortgage costs, or payments of about $750 per month. Those payments would support a mortgage of almost $98,000 (at 8.5% for 30 years), which in turn supports a purchase price (assuming a 20% down-payment) of about $122,000. At a household income of $30,000, the value of a house that could be purchased drops to about $81,000.

Median household income in Corvallis is estimated to be just over $30,000 per year. The smallest new, stick-built house on the market today cannot be built for $80,000. Thus, more than half of the households in Corvallis cannot afford a new house of any size. When one shifts from looking at "households" to "families" the story is different. The median family income is about $48,000, which allows the purchase of a home in the range of $150,000, which is in the middle of the range that RELM predicts will grow substantially.

One way to interpret these data is that non-family households will be looking primarily at older housing and rentals, whereas traditional families will be the predominant buyers of new single-family homes. That conclusion is consistent with casual observation.

Another inference is that if the households that cannot afford new stick-built housing want to get ownership, then there are three primary options:

- Manufactured housing, which can produced single-family, detached dwelling units at substantially lower cost.
- Attached dwellings for ownership (row and townhouses, as condominiums), at a substantial decrease in interior and exterior space, since the units typically cost more to build per square foot.
- Older housing. Despite criticisms of the inequity or even immorality of "trickle down" housing for the low income, that system does more to house lower-income households than any government program for housing assistance.

3.1.2.3 CONCLUSIONS

The picture that emerges from some of the data presented above is one that contrasts with the future painted by RELM. RELM looks at demographic characteristics for Benton County (the only level at which the necessary cross-tabulations are available) and at forecasts of increasing incomes, and

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predicts a shift toward single-family housing (about two new single-family units for every multi-family unit). In contrast, the City's housing construction since 1970 has been more evenly split between single- and multi-family units. The aging of the population and increases in real housing costs support continuation of these trends.

There is no way to determine quantitatively which future is likely to occur. One has to make a judgment about the assumptions that seem most reasonable.

On the one hand, RELM moves in the right direction in terms of where the market will want to go in the absence of changes in public policy. The amount of multi-family that Corvallis has is exceptional for cities of its size and is attributable in part to the presence of OSU. But OSU does not expect much growth in students or employment over the next 20 years.

Moreover, the last 10-15 years of multi-family unit development was certainly spurred by increases in the high-technology sector of industry, which tends to cause disproportionate increases in young, mobile households that are more likely to seek apartments for housing. Those same households are aging, marrying, having children, and increasing their incomes—all of those factors increase the propensity to seek single-family housing and the ability to buy it.

On the other hand, the predicted shift is a substantial diversion from current conditions, recent trends, and some aspects of City policy.

Thus, our forecast is for something in between. We believe an estimate of up to 60% single-family construction is justifiable, which is close to the 58% single-family percentage of total housing stock in 1990. But state planning guidelines are clear that the burden is on local governments to justify predictions of substantial differences between recent trends and forecasting assumptions. Thus, from a policy perspective, it will be easier for the City in the subsequent review of its plan amendments by DLCD if it has assumed a split closer to recent trends, and then tested the sensitivity of land demand to different assumptions. For the base case of our analysis we therefore assume 50% of future development will be single-family.

But state planning guidelines require a more detailed forecast of housing type, and residential land need estimates must be tied to land allocations. The City of Corvallis has four plan designations for residential use:

- Low density–2-6 units per acre
- Medium density–6-12 units per acre
- Medium-high density–12-20 units per acre
- High density–20 or more units per acre

To allocate housing units to specific plan designations, we considered historic development by plan designation, land supply, and the market and demographic trends reviewed earlier in this chapter. Based on those data, we allocated 40% of all housing to single-family detached units, and 75% of that

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amount (i.e., 30% of total units) to the low-density plan designation. The remaining 25% is allocated to the medium-density designation. We assumed 10% of the total housing stock would be manufactured homes, split even between low- and medium-density residential zones. For multi-family residential (which we assumed to constitute 50% of total new housing), we allocated 80% to the medium- and medium-high density designation and 20% to the high-density designation. Table 3-11 shows the percentage allocations of housing types to the City's residential plan designations. Table 3-12 shows the estimates of demand for housing units and land that these assumptions lead to.

Table 3-11. Allocation of housing units by plan designation, 1996-2020

	Plan Designation				
Housing type	**Low Density**	**Medium Density**	**Medium -High Density**	**High Density**	**Total**
Single-family					[50%]
Detached	30%	10%			**40%**
Manufactured	5%	5%			**10%**
Multi-family					**[50%]**
Row/townhouse		5%			**5%**
Duplex		5%	5%		**10%**
Apartment			25%	10%	**35%**
Total	**35%**	**25%**	**30%**	**10%**	**100%**

Source: ECONorthwest, 1998.

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Table 3-12. Refined estimate of housing and land need by type within the Corvallis UGB, 1996-2020

Housing Type/ Plan Designation	Units	Expected Density DU/Net Acre	Net Acres	Net to Gross Assumption	Expected Density DU/Gross Acre	Gross Acres
Single Family						
Low Density	1,400	4.2	337	77%	3.2	438
Medium Density	600	8.2	73	77%	6.3	95
Subtotal	2,000	4.9	410	77%	3.8	533
Multi-Family						
Medium Density	400	8.2	49	80%	6.3	61
Medium-High Density	1,200	11.9	101	80%	9.5	126
High Density	400	24.4	16	80%	19.5	21
Subtotal	2,000	12.0	166	80%	9.6	208
Total	4,000	7.0	576	77%	5.4	741

Source: ECONorthwest, 1998.

Chapter 5 discusses the implications of this forecast for City policy (especially for the issue of whether more land is needed in the UGB), and how reasonable variations in the assumptions affect final conclusions and policy recommendations.

3.2 DEMAND FOR NON-RESIDENTIAL LAND

The demand for non-residential land in the Corvallis UGB is a function of future employment, the density of employment, and the specific type of employment on a given parcel. This section evaluates these variables and presents an estimate of demand for industrial land between 1996 and 2020.

3.2.1 EMPLOYMENT

Employment growth is the usual variable used to drive estimates of the demand for commercial and industrial built space, and hence for the demand for commercial and industrial land. Appendix C describes in more detail various issues related to employment forecasts. It concludes that:

- The number of employees in Corvallis in 1996 is estimated to have been 30,558
- The number of employees in Corvallis in 2020 will be 38,853. Between 1996 and 2020 the City will have to accommodate over 8,000 new employees
- The great majority of that growth is in government, trade, and services (see Appendix C for details).

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3.2.2 COMMERCIAL AND INDUSTRIAL LAND NEED

We used employee-per-acre ratios to estimate demand for non-residential land. The general approach begins with sector-level employment estimates. Employment added during the analysis period is then divided by employee-per-acre ratios to yield net land need in acres by sector. The final step is to allocate office and non-office based employment by sector and to aggregate up to generalized land use types.

Because detailed employment data have not been previously compiled by government agencies for Corvallis, we used information from the Eugene-Springfield metro area (1993 and 1994) to estimate employee-per-acre (EPA) ratios. The first set of figures (ECONW estimate) are EPA ratios we developed using actual employment and land areas.[6] The second set of figures are the EPA ratios LCOG used in the 1993 *Buildable Lands Inventory* for Eugene-Springfield.

As Table 3-13 shows, the EPA ratios we calculated vary substantially by sector, while the LCOG estimates were relatively constant. Manufacturing sectors tend to have lower EPAs than office-based sectors. Because we did not remove the vacant portions of partially-developed parcels and land in other non-employment based uses from the database, our EPA estimates are lower than LCOG's, which tend to look at theoretical maximums under the assumption of efficient use of land and building space.

Moreover, our evaluation of 1994 employment and parcel data indicate significant variation occurs within individual sectors. This is due, in part, to inefficiencies of land uses, and the fact that some employment occurs on parcels that are only partially used for that employment. Our analysis of the Eugene-Springfield data led to several other conclusions:

- Employment is not always consistent with plan designation. For example, commercial uses occurring on land designated for industrial uses.
- Some employment sectors provide difficulties in developing EPA ratios. For example, many construction-related businesses are based out of residences.
- Most businesses have some level of office-based employment associated with them. LCOG accounted for this in the Eugene-Springfield *Industrial Lands Inventory* by allocating a percentage of employment for each sector to office, and using different EPAs for office use.

[6] Appendix C contains a more detailed description of the EPA ratios.

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Table 3-13. Floor area and employee per acre ratios in the Eugene/Springfield area, 1994

Division Title	ECONW Estimates	LCOG Estimates
Agriculture, Forestry, and Fishing	5.1	N/A
Mining	5.9	35
Construction	6.4	35
Manufacturing	12.6	25
Transportation, communications, and utilities	6.8	25
Wholesale trade	8.2	25
Retail trade	21.2	25
Finance, insurance, and real estate	22.4	44
Services	14.5	25
Public Administration	12.1	25

Source: LCOG, ECONorthwest.

Table 3-14 uses employment forecasts by sector (Appendix C) and the EPA ratios in Table 3-13 to estimate non-residential land need for the Corvallis UGB between 1996 and 2020. To account for variations in employment densities, we used the LCOG estimates as a upper bound for each sector and rounded our EPAs up to the next higher increment of 5 for each sector. The analysis shows a net non-residential land need of 429 acres and a gross land need (assuming net land is 75% of gross land) of 536 acres.

The output of the EPA ratio analysis is net and gross land need by sector. Generalized plan designations for non-residential use include heavy industrial (the City classifications of General and Intensive), light industrial, commercial, and office. To allocate that land need to specific plan designations, we made the following assumptions about which plan designations employment would be most likely to locate in:

- Heavy industry–includes lumber and wood products; food products; mining; agriculture, forestry, and fishing; other durable manufacturing; and other non-durable goods
- Light industrial—includes machine and electrical equipment; construction; transportation, communication and utilities; and wholesale trade
- Commercial—includes retail trade
- Office—includes finance, insurance, real estate; and services

Although government employment is included in the land need estimate shown in Table 3-14, we assume all governmental employment will be absorbed on public land as shown in Table 3-15.

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Table 3-14. Commercial and industrial land need by sector 1996-2020

Sector	EPA	Employment 1996.	Employment 2020	Employment 1996-2016 New	Land Needs (Acres) 1996-2020 Net	Land Needs (Acres) 1996-2020 Gross
Manufacturing		7,639	8,789	1,149	64	80
Lumber & Wood	10	611	641	30	3	4
Mach & Electric Equip	20	6,325	7,130	804	40	50
Other Durable	15	214	344	130	9	11
Food Products	30	92	106	14	0	1
Other Non-Durable	15	397	568	171	11	14
Non-Manufacturing		22,918	30,064	7,146	365	456
Ag, Forestry, Fishing	5	458	517	58	12	15
Mining	10	-	-	-	-	-
Construction	20	703	958	255	13	16
TC&U	10	642	815	173	17	22
Trade		4,584	6,221	1,637	76	95
Wholesale Trade	10	397	555	157	16	20
Retail Trade	25	4,156	5,666	1,510	60	76
Finance, Insurance, Real Estate	25	947	1,354	407	16	20
Services	20	6,417	9,617	3,200	160	200
Government	20	9,167	10,583	1,415	71	88
Total Wage and Salary Employment		**30,558**	**38,853**	**8,295**	**429**	**536**

Source: Data compiled from OEA employment forecasts (1997) and Oregon Employment Department employment by sector (1997). Analysis by ECONorthwest 1998.

Chapter 5 discusses the implications of this forecast for City policy (especially for the issue of whether more land is needed in the UGB), and how reasonable variations in the assumptions affect final conclusions and policy recommendations.

3.2.3 PUBLIC/INSTITUTIONAL LAND NEED

Public facilities such as schools, hospitals, governments, churches, parks, and other non-profit organizations will expand as population increases. Many communities have specific standards for parks. School districts typically develop population projections to forecast attendance and need for additional facilities.

New growth will cause demand for parks on lands not now owned by the City. The City estimates that it currently has about 20 acres of parkland per 1000 people. In the May 1991 Land Acquisition Strategy report, Corvallis specifies 35 acres of parkland for every 1,000 residents. Preliminary estimates are that there are 115 acres of vacant land designated as parkland. Given that the City does not currently meet the standards it is imposing on new development, we will assume that any vacant land the City owns for

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parks and open space is meeting existing needs, and that for every 1000 new people the City will acquire (either directly via purchases (funded by, for example, SDCs) or by developer contributions of land) 35 acres of parkland.

Table 3-15 shows public and institutional per capita ratios and land need. The per capita ratios were developed by analyzing tax exempt properties from the Benton County Assessor's database. Some ratios are relatively high ranging from 36.3 acres per 1,000 persons for city land (including parks) and 19.7 acres per 1,000 persons for OSU. The land needs are based on the acknowledged 2020 population projection for Corvallis of 58,461.

Table 3-15 also estimates acres needed for public and institutional use between 1996 and 2020. Based on conversations with OSU officials, we assume OSU will need no additional land during the planning period. The analysis shows the city will need 525.4 acres for public and institutional uses between 1996 and 2020. Over 63% of the land need will be for city uses; the majority of which will be needed for parks. Based on the standard of 35 acres of parkland per 1,000 population, the city will need 321.5 acres for parks between 1996 and 2020.

Table 3-15. Corvallis public and institutional land uses and per capita ratios, 1996

Use	Acres per 1000 People (1996)	Acres Needed 1996-2020
Religious, Service, Fraternal		
Service	0.9	8.3
Church	2.3	21.1
Education		
OSU	19.7	0.0
School	5.3	48.7
Government		
City	36.3	333.5
County	1.2	11.0
State	9.9	90.9
Federal	0.3	2.8
Other	1.0	9.2
Total	**77.0**	**525.4**

Source: Benton County Assessors Data, City of Corvallis population projection, analysis by ECONorthwest

3.3 SUMMARY OF TOTAL LAND NEED

Table 3-16 summarizes the estimates of land needs. Under our base case assumptions, Corvallis has an estimated net land need of 1,460 acres between 1996 and 2020. This translates to an estimated gross land need of

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1,845 acres. This need is fairly evenly distributed between residential land, non-residential land, and public/institutional land.

Table 3-16. Summary of estimated land need, Corvallis UGB, 1996-2020

Use Type	Net Acres	Gross Acres
Residential		
Single Family		
Low Density	337	438
Medium Density	73	95
Subtotal	410	533
Multi-Family		
Medium Density	49	61
Medium-High Density	101	126
High Density	16	21
Subtotal	166	208
Residential Total	576	741
Non-residential		
Heavy Industrial	35	44
Light Industrial	86	108
Commercial	60	76
Office	176	220
Subtotal	358	447
Public and Institutional		
Public	438	548
Institutional	87	109
Subtotal	525	657
Total	1,460	1,845

Source: ECONorthwest, 1998.

[a]Includes "General" and "Intensive" industrial designations

Chapter 4 estimates the amount of land available to supply this estimated need; Chapter 5 compares the need to the supply and discusses implications for City policy.

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Chapter 4

Supply of Land

This chapter presents the results of inventory of the supply of vacant, buildable land within the Corvallis Urban Growth Boundary (UGB).[1] Appendix B contains a detailed explanation of the methods and assumptions.

Many ways exist to present the land supply data: for example, by development status, plan designation, zoning, or current use. This chapter uses the categorizations most relevant to policy making: vacant land by plan designation (i.e., future use classification), vacant land by parcel size, and land with redevelopment potential. Appendix E contains many additional tables that present the data in different ways.

4.1 VACANT LAND BY PLAN DESIGNATION

Tables 4-1, 4-2, and 4-3 shows vacant land by plan designation for 1996 for the entire Corvallis UGB, and for two subareas that compose it: the area within the city limits, and the urban fringe (defined for this study as the area between the city limits and the UGB). Parcels shown in the tables are those identified as either fully vacant or partially vacant. Fully vacant means that a parcel has no significant improvements; partially vacant means that despite some improvements a parcel is judged large enough to have a buildable portion.[2] The tables classify land area in the following categories:

- Total—all land within parcels that are either fully vacant or partially vacant
- Unavailable for development—land that is developed or unavailable for development (i.e., parks, open space, public lands, permanent agriculture (OSU), etc.)
- Gross available for development—total land minus land unavailable for development
- Constrained—land that has wetland, riparian area, or is above 560 feet in elevation (4th level water service constraint)
- Net available for development—gross land available for development minus constrained land

The analysis estimates that Corvallis had 6,710.8 net acres available for development in 1996 (Table 4-1). Of this, 2,311.2 net acres were available within the city limit (Table 4-2) and 4,399.3 net acres were in the urban fringe (Table 4-3).

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[1] The base date for the inventory was July, 1996.

[2] See Appendix A, Glossary, and Appendix B, Methods.

Table 4-1. Vacant land by plan designation inside the Corvallis UGB in 1996

Plan Designation	Number of Parcels	Acres				
		Total	Unavail. for Dev.	Gross Avail. for Dev.	Con-strained	Net Avail. for Dev.
Agriculture	7	1,133.1	957.4	175.7[a]	2.0	173.7
Conservation	140	1,103.6	1,103.6	0.0	0.0	0.0
Ag/OS Total	**147**	**2,236.7**	**2,061.0**	**175.7**	**2.0**	**173.7**
Central Business	475	102.1	97.9	4.2	0.9	3.2
Linear Commercial	255	193.4	143.9	49.6	8.3	41.3
Professional Administrative Office	127	56.5	17.7	38.8	6.6	32.2
Shopping Area	122	118.1	52.5	65.6	1.5	64.0
Comm/Office Total	**979**	**470.1**	**312.0**	**158.1**	**17.4**	**140.8**
General Industrial	176	1,477.5	365.5	1,112.0	142.8	969.2
Intensive Industrial	36	256.9	76.0	181.0	49.5	131.4
Limited Industrial	46	56.2	13.0	43.2	7.0	36.3
Research-Technology Center	36	89.4	36.7	52.7	7.3	45.4
Industrial Total	**294**	**1,880.0**	**491.2**	**1,388.8**	**206.6**	**1,182.3**
Intensive Development Sector	59	629.9	34.9	595.1	130.5	464.5
Mixed Use Total	**59**	**629.9**	**34.9**	**595.1**	**130.5**	**464.5**
Public-Institutional	135	2,278.8	2,183.2	95.6	1.3	94.3
Pub/Inst Total	**135**	**2,278.8**	**2,183.2**	**95.6**	**1.3**	**94.3**
Low Density Residential	9,109	6,933.3	2,445.0	4,488.3	612.4	3,876.0
Medium Density Residential	2,272	1,173.8	376.8	797.0	124.5	672.5
Med-High Density Residential	796	365.9	247.0	118.9	19.4	99.5
High Density Residential	579	219.3	209.6	9.7	2.4	7.3
Residential Total	**12,756**	**8,692.3**	**3,278.4**	**5,413.9**	**758.6**	**4,655.2**
No Data	1	66.0	66.0	0.0	0.0	0.0
No Data Total	**1**	**66.0**	**66.0**	**0.0**	**0.0**	**0.0**
Total	**14,371**	**16,253.8**	**8,426.7**	**7,827.2**	**1,116.4**	**6,710.8**

Source: LCOG/ECONorthwest, from City of Corvallis GIS & Benton County Assessor

[a]Six of the seven parcels designated for Agriculture inside the UGB are owned by OSU and assumed to be unavailable for development. The assessor's data had no information about ownership of the seventh parcel, which totals 175.7 acres. The agricultural designation only allows development of one unit per parcel. If this designation is retained through the planning period, this parcel would not have any significant development potential. For this analysis we treat it as buildable (assuming that it will convert to urban uses during the planning period).

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Table 4-2. Vacant land by plan designation inside the Corvallis city limits in 1996

Plan Designation	Number of Parcels	Acres				
		Total	Unavail. for Dev.	Gross Avail. for Dev.	Con-strained	Net Avail. for Dev.
Conservation	12	17.5	17.5	0.0	0.0	0.0
Ag/OS Total	**12**	**17.5**	**17.5**	**0.0**	**0.0**	**0.0**
Central Business	15	6.1	1.9	4.2	0.9	3.2
Linear Commercial	82	97.1	47.7	49.4	8.1	41.3
Professional Administrative Office	35	44.6	5.8	38.8	6.6	32.2
Shopping Area	29	76.0	10.4	65.6	1.5	64.0
Comm/Office Total	**161**	**223.7**	**65.8**	**157.9**	**17.2**	**140.8**
General Industrial	61	718.7	171.4	547.3	67.1	480.2
Intensive Industrial	3	15.3	8.7	6.6	0.0	6.6
Limited Industrial	22	45.3	2.1	43.2	7.0	36.3
Research-Technology Center	25	76.5	23.8	52.7	7.3	45.4
Industrial Total	**111**	**855.9**	**206.1**	**649.8**	**81.4**	**568.4**
Public-Institutional	15	76.8	3.5	73.3	1.3	72.0
Pub/Inst Total	**15**	**76.8**	**3.5**	**73.3**	**1.3**	**72.0**
Low Density Residential	1,027	1,132.2	121.6	1,010.6	109.9	900.8
Medium Density Residential	222	697.5	21.8	675.7	97.1	578.6
Med-High Density Residential	66	60.4	6.2	54.2	10.9	43.3
High Density Residential	16	12.2	2.5	9.7	2.4	7.3
Residential Total	**1,331**	**1,902.4**	**152.1**	**1,750.3**	**220.3**	**1,530.0**
Total	**1,630**	**3,076.3**	**445.0**	**2,631.3**	**320.2**	**2,311.2**

Source: LCOG/ECONorthwest, from City of Corvallis GIS & Benton County Assessor

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Table 4-3. Vacant land by plan designation within the Corvallis urban fringe in 1996

Plan Designation	Number of Parcels	Acres: Total	Unavail. for Dev.	Gross Avail. for Dev.	Con-strained	Net Avail. for Dev.
Agriculture	1	175.7	0.0	175.7[a]	2.0	173.7
Conservation	48	306.5	306.5	0.0	0.0	0.0
Ag/OS Total	**49**	**482.2**	**306.5**	**175.7**	**2.0**	**173.7**
General Industrial	29	574.7	10.0	564.7	75.7	489.0
Intensive Industrial	19	228.1	53.8	174.4	49.5	124.8
Industrial Total	**48**	**802.8**	**63.8**	**739.0**	**125.2**	**613.9**
Intensive Development Sector	45	613.1	18.0	595.1	130.5	464.5
Mixed Use Total	**45**	**613.1**	**18.0**	**595.1**	**130.5**	**464.5**
Public-Institutional	2	22.3	0.0	22.3	0.0	22.3
Pub/Inst Total	**2**	**22.3**	0.0	**22.3**	**0.0**	**22.3**
Low Density Residential	508	3,630.0	166.7	3,463.4	488.5	2,974.9
Medium Density Residential	12	124.8	4.0	120.8	26.9	93.9
Med-High Density Residential	6	66.1	1.5	64.6	8.5	56.2
Residential Total	**526**	**3,821.0**	**172.2**	**3,648.8**	**523.9**	**3,124.9**
No Data	1	66.0	66.0	0.0	0.0	0.0
No Data Total	**1**	**66.0**	**66.0**	0.0	0.0	0.0
Total	**671**	**5,807.4**	**626.5**	**5,180.9**	**781.6**	**4,399.3**

Source: LCOG/ECONorthwest, from City of Corvallis GIS & Benton County Assessor

[a]Six of the seven parcels designated for Agriculture inside the UGB are owned by OSU and assumed to be unavailable for development. The assessor's data had no information about ownership of the seventh parcel, which totals 175.7 acres. The agricultural designation only allows development of one unit per parcel. If this designation is retained through the planning period, this parcel would not have any significant development potential. For this analysis we treat it as buildable (assuming that it will convert to urban uses during the planning period).

4.2 VACANT LAND BY PARCEL SIZE

Parcel size and location are important factors in providing a balanced land supply. Table 4-4 shows net vacant land by plan designation and parcel size within the Corvallis UGB. The first column of the table shows plan designation. The following three columns show total net vacant acres, net vacant acres on fully vacant parcels and net vacant acres on partially developed. The final five columns show the number of parcels. The first numbers represents the number of fully vacant parcels; the second, the number of partially vacant parcels.

Consolidated ownership of land can affect the availability of land for development. To assess whether consolidated ownership could impact the

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Table 4-4. Vacant parcels by size class inside the Corvallis UGB in 1996

Plan Designation	Acres			Number of Fully Vacant/Partially Vacant Par				
	Total	Fully Vacant	Partially Vacant	Total Parcels (FV/PV)	<1 Acre (FV/PV)	1-4 Acres (FV/PV)	5-9 Acres (FV/PV)	10-19 Acres (FV/PV)
Agriculture	173.7	173.7	0.0	1/0	0/0	0/0	0/0	0/(
Conservation	242.0	124.5	117.5	34/26	11/3	14/15	5/4	3/:
Ag/OS Total	415.7	298.2	117.5	35/26	11/3	14/15	5/4	3/:
Central Business	3.3	2.0	1.3	11/4	11/3	0/1	0/0	0/(
Linear Commercial	41.2	14.2	27.0	22/60	17/32	4/28	1/0	0/(
Professional Administrative Office	32.2	15.8	16.4	24/11	18/7	6/2	0/2	0/(
Shopping Area	64.0	33.8	30.2	15/14	6/4	8/8	1/1	0/'
Comm/Office Total	140.8	65.8	75.0	72/89	52/46	18/39	2/3	0/'
General Industrial	969.2	410.0	559.2	32/58	10/13	11/29	2/6	3/:
Intensive Industrial	131.4	100.9	30.5	5/17	0/1	2/9	0/4	0/:
Limited Industrial	36.3	30.1	6.2	13/9	8/6	3/3	1/0	1/(
Research-Technology Center	45.4	28.7	16.7	17/8	10/1	5/4	2/2	0/'
Industrial Total	1,182.2	569.6	612.6	67/92	28/21	21/45	5/12	4/(
Intensive Development Sector	464.5	142.6	321.9	9/36	2/0	2/27	2/2	1/'
Mixed Use Total	464.5	142.6	321.9	9/36	2/0	2/27	2/2	1/'
Public-Institutional	94.3	55.0	39.3	10/7	3/3	3/2	1/1	2/(
Pub/Inst Total	94.3	55.0	39.3	10/7	3/3	3/2	1/1	2/(
Low Density Residential	3,875.7	1,947.4	1,928.3	614/921	440/492	98/349	34/46	11/1'
Medium Density Residential	672.5	241.9	430.6	132/102	117/60	10/34	0/2	0/'
Med-High Density Residential	99.5	67.2	32.3	41/31	32/25	5/5	2/0	1/(
High Density Residential	7.3	2.9	4.4	9/7	8/5	1/2	0/0	0/(
Residential Total	4,655.0	2,259.4	2,395.6	796/1061	597/582	114/390	36/48	12/1:
Total	6,952.4	3,390.5	3,561.9	989/1312	693/655	172/518	51/70	22/2:

Source: LCOG/ECONorthwest, from City of Corvallis GIS & Benton County Assessor

long-term availability of land, we looked for owners that had three or more parcels more than 10 acres in size. About 160 parcels met these criteria.[3]

Analysis of individual ownership does not suggest that a handful of owners control the supply of vacant, buildable land. Note that for the purpose of this analysis, ownerships with similar assessor listings were considered, but some owners may have their property listed under multiple names. For vacant, unconstrained commercial land inside the city limits, two owners (out of 121) had 10 commercially-designated parcels (out of 161) totaling about 26 vacant, unconstrained acres (out of 141). For vacant, unconstrained industrial land inside the city limits, three owners (out of 77) had 15 industrially-designated parcels (out of 111) totaling about 102 vacant, unconstrained acres (out of 568). For vacant, unconstrained residential land inside the city limits, six owners (out of 1,027) had 63 residentially-designated parcels (out of 1,331) totaling about 490 vacant, unconstrained acres (out of 1,530). For vacant, unconstrained residential land inside the UGB, 19 owners (out of 1,416) had 119 residentially-designated parcels (out of 1,857) totaling about 1,378 vacant, unconstrained acres (out of 4,655).[4]

Our analysis is approximate. It does not get to the details of vacant, buildable parcels *with services immediately available*, which some brokers we interviewed believe is owned primarily by only a few landowners.

4.3 REDEVELOPMENT POTENTIAL

Redevelopment potential deals primarily with parcels with developed structures that are judged as likely to be demolished and new buildings constructed in their place. Parcels with redevelopable potential include commercial, multi-family residential (District Designation RS-12 or RS-20), or industrial parcels. Not all, or even a majority of parcels that meet these criteria for redevelopment *potential* will be assumed to redevelop during the planning period. The issue of *how much* land might redevelop over the planning period is discussed in the next chapter.

Table 4-5 shows a summary of developed parcels by improvement/land value ratio in 1996.[5] Parcels with improvement/land value ratios of less than 1:1 are considered to have more redevelopment potential, while parcels with improvement/land value ratios of more than 1:1 are considered to have less

[3] This does not include 64 parcels that met the criteria but did not have owner data in the GIS.

[4] These estimates probably understate the amount of consolidation. First, we had to estimate individual ownerships based on an exact match of owner names for each taxlot: errors in spelling or slight differences in data entry would cause us to identify two taxlots as having different ownerships, even though they really have common ownership. Second, though our report refers to *parcels*, we are actually dealing with *taxlots*. In most cases they are the same, but it is not uncommon for a parcel (a legally transferable lot of record) to consist of more than one taxlot, especially when the parcels are large.

[5] Developed parcels include parcels that are fully developed, and the developed portion of partially developed parcels.

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redevelopment potential. A ratio of less than 1:1 is a typical standard for estimating lands with redevelopment potential.

Table 4-5. Developed parcels by improvement/land value ratio inside the Corvallis UGB in 1996

Description	Acres				
	Comm/ Office	Ind.	Res.	Total Acres	Percent of Total Acres
Parcels with more redevelopment potential					
Land Value 0, Bldg Value 0	2.2	71.0	13.4	86.6	8.0%
Land Value 0, Bldg Value > 0	8.2	16.0	0.7	24.9	2.3%
Imp/Land Ratio Between > 0 and < .25:1	36.4	155.7	26.4	218.5	20.1%
Imp/Land Ratio Between .25:1 and .5:1	15.5	23.9	3.7	43.1	4.0%
Imp/Land Ratio Between .5:1 and 1:1	53.8		33.0	86.8	8.0%
Subtotal	115.9	266.7	77.2	**459.8**	42.2%
Parcels with less redevelopment potential					
Imp/Land Ratio Between 1:1 and 2:1	82.4	3.7	99.2	185.3	17.0%
Imp/Land Value Between 2:1 and 3:1	36.7	24.3	102.5	163.5	15.0%
Imp/Land Value > 3:1	52.0	51.7	176.5	280.2	25.7%
Subtotal	171.1	79.8	378.1	629.0	57.8%
Total	287.0	346.5	455.3	1,088.8	100.0%

Source: LCOG/ECONorthwest, from City of Corvallis GIS & Benton County Assessor

4.4 SUMMARY

Corvallis has 6,710.8 net acres of vacant, buildable (no significant natural, infrastructure, or planning constraints) land within its UGB. About one-third of that land is within the city limits. In addition to the vacant buildable land, many developed parcels have low improvement values that suggest they could be redeveloped (and, thus, be part of the land base that could support new development). Using the assumption (determined by the City, documented in Appendix B, and common in buildable land studies in Oregon) that any parcel where improvement value is less than land value suggests a ripeness for redevelopment, an additional 459.8 acres may have redevelopment potential.

The implications of these findings are explored in the next chapter, which presents a comparison of land supply and demand and an analysis of the sensitivity of supply and demand to the various assumptions that drive those estimates.

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Chapter 5 Comparison of Supply and Demand

This chapter summarizes from data and analysis presented in Chapters 3 and 4 to compare "demonstrated need" for vacant buildable land with the supply of such land currently within the Corvallis UGB and city limits.

5.1 COMPARISON OF SUPPLY AND DEMAND

Tables 5-1 and 5-2 show a future land need and supply by plan designation for the Corvallis UGB and city limit between 1996 and 2020. The purpose is to determine whether deficits of land exist for specific plan designations.

The comparison requires assumptions regarding in which plan designations certain types of development are likely to occur. Some of the assumptions are relatively straightforward: for example, we assume the majority of single-family residential development will occur in the low-density residential plan designation. Others are more difficult. For example, commercial uses could locate in one of three plan designations in the City: in this case we lump the land need and supply for these designations together and make a general comparison.

Additional complications arise from plan designations such as the City's Intensive Development Sector that allow multiple uses. We did not specifically allocate any of the future land need to multiple-use designations, but recognize that a portion of future demand can, and will, be met by lands in these designations.

Agricultural plan designations are typically considered available for development when they occur inside a UGB. In Corvallis, however, the great majority of these parcels are owned by OSU: thus, they are considered unavailable for development. Only one parcel of about 175 acres is considered potentially developable. It is in the urban fringe, and the assessor's data base provides no information on ownership. Rather than speculating about whether it will or will not develop, and how, we do not specifically allocate its acreage to any particular use and simply note that its existence may increase the amount of buildable land in the City.

The demand analysis in Chapter 3 leads to our base estimate for total land needed: 1,845 vacant, unconstrained acres for the period between 1996 and 2020. The land supply analysis (Chapter 4) shows the City had 6,711 unconstrained vacant acres in 1996.

In addition to the 6,710.8 acres of unconstrained vacant land, the City had a total of 459.8 acres of developed land with improvement to land value ratios of less than 1:1. Some of that land will redevelop between 1996 and 2020. The amount of land that redevelops depends on a variety of factors including the vacant land supply, regional economic conditions, and City policies. It is

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reasonable to assume that that range will be between 20% and 80% of lands with low improvement to land value ratios. We used a conservative figure of 25% for the analysis presented in Tables 5-1 and 5-2. Assumptions of a higher percentage would increase the estimate of buildable land.

The land need/supply comparisons shown in Tables 5-1 and 5-2 indicate that Corvallis has sufficient buildable lands within its UGB to meet needs between 1996 and 2020. Moreover, Table 5-2 shows that Corvallis has a net surplus of buildable land within its city limit. The comparison, however, shows deficits of buildable land in some categories:

- Office: The City has an overall deficit of 187 acres of land designated for office uses. While some of this demand will probably be absorbed in commercial and other designations that allow office-based employment, it is difficult to estimate the exact amount of office-based employment that will be absorbed in other plan designations. Even if 50% of office-based employment locates in other designations, a deficit of nearly 100 acres still exists.
- Light industrial: The City has a small deficit (22 acres) of light industrial land. This probably does not pose a significant problem due to the large surplus of general and intensive industrial land.
- Public/institutional: The City has a deficit of 563 acres of public/institutional land. The majority of this need is for parks (about 330 acres) and schools (about 50 acres). It is not surprising such a deficit exists: parks and schools typically develop concurrent with residential development and use land designated for residential uses. Moreover, it is common for some park development to occur on constrained lands that we have previously taken out of the vacant, buildable land inventory (e.g., steep slopes, wetlands).
- Residential: The city has a substantial surplus of residential land (3,930 acres) in the aggregate, but available land is close to need for both medium-high-density residential (a deficit of 20 acres under base assumptions) and high-density residential (a deficit of 5 acres). Note that if we were to assume the higher percentage of single-family housing that we believe could be justified (see Chapter 3), the deficit for medium-high-density residential would be reduced.

Table 5-1. Comparison of land need and land supply, Corvallis UGB, 1996-2020

Plan Designation	Land Need		Land Supply (Gross Acres)			
	Net Acres	Gross Acres	Unconst. Vacant Acres	Redev Acres[a]	Total Buildable Acres	Surplus/ Deficit
Agriculture			174		174	174
Commercial/Office						
Commercial (CB/LC/SA)	60	76	109	27	136	60
Office (PAO)	176	220	32	1	33	-187
Comm/Office Total	**237**	**296**	**141**	**28**	**169**	**-127**
Industrial						
Industrial (GI/II)	35	44	1,101	49	1,150	1,106
Light Industrial (LI/RTC)	86	108	82	4	86	-22
Industrial Total	**121**	**152**	**1,182**	**53**	**1,236**	**1,084**
Intensive Development Sector[b]			**465**	**0**	**465**	**465**
Public-Institutional	**525**	**657**	**94**	**0**	**94**	**-563**
Residential						
Low Density Residential	337	438	3,876		3,876	3,438
Medium Density Residential	122	156	673		673	516
Medium-High Density Residential	101	126	99	7	107	-20
High Density Residential	16	21	7	8	15	-5
Residential Total	**576**	**741**	**4,655**	**15**	**4,670**	**3,930**
No Plan Designation				**16**	**16**	**16**
Total	**1,460**	**1,845**	**6,711**	**113**	**6,824**	**4,979**

Source: ECONorthwest, 1998.

[a] Redevelopable land includes commercial, industrial and multi-family residential (medium-high and high) land.

[b] No land need was allocated to this sector. The Intensive Development Sector is a mixed use designation that can accommodate residential and commercial uses.

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Table 5-2. Comparison of land need and land supply, Corvallis city limit, 1996-2020

Plan Designation	Land Need		Land Supply (Gross Acres)			
	Net Acres	Gross Acres	Unconst. Vacant Acres	Redev. Acres[a]	Total Buildable Acres	Surplus/ Deficit
Commercial/Office						
Commercial (CB/LC/SA)	60	76	109	27	136	60
Office (PAO)	176	220	32	1	33	-187
Comm/Office Total	**237**	**296**	**141**	**28**	**169**	**-127**
Industrial						
Industrial (GI/II)	35	44	487	40	526	482
Light Industrial (LI/RTC)	86	108	82	4	86	-22
Industrial Total	**121**	**152**	**568**	**44**	**612**	**460**
Intensive Development Sector[b]						
Public-Institutional	**525**	**657**	**72**		**72**	**-585**
Residential						
Low Density Residential	337	438	901		901	463
Medium Density Residential	122	156	579		579	423
Medium-High Density Residential	101	126	43	7	50	-76
High Density Residential	16	21	7	8	15	-6
Residential Total	**576**	**741**	**1,530**	**15**	**1,545**	**804**
Total	**1,460**	**1,845**	**2,311**	**87**	**2,398**	**553**

Source: ECONorthwest, 1998.

[a] Redevelopable land includes commercial, industrial and multi-family residential (medium-high and high) land.

[b] No land need was allocated to this sector. The Intensive Development Sector is a mixed use designation that can accommodate residential and commercial uses.

5.2 SENSITIVITY ANALYSIS

Land needs analyses are premised on a number of assumptions that have a profound impact on the outcome of the analysis. Key assumptions that go into land need are population and employment forecasts, development density, and demographic shifts. The supply analysis tends to be more empirical in nature—the rate of redevelopment is the key assumption on the supply side.

Table 5-3 shows the sensitivity of land need and supply to selected variables. The intent of this analysis is to provide an estimate of land need under conditions to make the need greater: a scenario where population and employment grow faster than expected, densities are lower than expected,

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and redevelopment occurs at a lower rate than expected. If, under such conditions, sufficient land still exists to meet the forecasted need, then a strong case has been made that the UGB does not need to be expanded.

Table 5-3. Sensitivity of land need and supply

Change in Assumption	Affect
Forecasts	
Increase 2020 population forecast	The City has an acknowledged 2020 population forecast of 58,461. The 2020 Vision process developed a forecast of 63,500. All other things being equal, this increases the residential land need by about 375 gross acres. Sufficient residential land exists to accommodate the additional need.
Increase 2020 employment forecast	Increasing the employment growth rate from 1.0% to 2.0% annually increases commercial and industrial land need by about 690 gross acres (about 125%). About 450 acres of this additional land need would be for commercial land, while 240 would be for industrial land.
Land Use	
Decrease 1996-2020 average residential density from 7.5 du/net acre to 6.0 du/net acre to account for underbuild	Corvallis needs 4000 units between 1996 and 2020 to accommodate population growth. Decreasing the density from 7.5 du/net acre to 6.0 du/net acre increases residential land need by about 23% (175 gross acres).
Decrease overall EPA from 20 to 15	Decreasing the employee-per-acre ratio from 20 to 15 yields an increase non-residential land need of about 28% (about 150 acres).
Change the single-family/multi-family residential split for new development from 50%/50% to 70% single-family and 30% multi-family	The split of single-family and multi-family units impacts land needs. All things being equal, more single family units equates to a greater land need. For the base case analysis we used a 50%/50% sf/mf split, consistent with development trends in Corvallis over the past 5 years. The RELM model predicts a big shift: 70%/30% sf/mf. Changing the split while holding densities constant increases the overall residential land need by about 15% (about 125 acres)
Redevelopment potential	About 115 acres of land within the UGB were considered to have redevelopment potential. The base case assumption was that 25% of land with redevelopment potential would redevelopment between 1996 and 2020. Land with redevelopment potential account for less than 0.2% of vacant land. Reducing the assumption to 10% would reduce redevelopment potential to about 50 acres.

Source: ECONorthwest

For all of these scenarios, Corvallis still has a surplus of vacant buildable land. Even combining all of the factors described in Table 5-3 yields a total land need of about 3,360 acres, while reducing supply by only 50 acres: the

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net surplus of vacant, buildable land would about 3,500 acres. Again, there is no lack of vacant, buildable land in the UGB in the aggregate.

5.3 PUBLIC POLICY CONSIDERATIONS

The clear conclusion from the previous section, and probably the most important finding of this report, is:

Under the adopted rules and accepted practices that govern land analysis in cities in Oregon, the City of Corvallis has enough vacant buildable land inside its Urban Growth Boundary to accommodate expected growth: it would be very difficult to justify a UGB expansion at this time.

That general conclusion, applies in the aggregate and in the long run: i.e., it is based on a comparison of total buildable land to expected land need for all development types over a 20-year period. State statutes and good planning require a more detailed evaluation to determine whether the buildable land inside the UGB is planned in such a way that the amount of buildable land by plan designation (e.g., medium-density residential) is adequate to meet the needs for that use. It is obviously possible to have a surplus of land in the UGB in the aggregate, but not enough land designated for certain types of use. Moreover, it is possible to have ample land to meet a forecasted 20-year need and simultaneously have builders complaining about a shortage of currently buildable parcels, and buyers and renters complaining about the high price of housing.

Our analysis suggests that not only does Corvallis have more than sufficient buildable land within the existing urban growth boundary to meet long-term growth needs, but that it also has sufficient buildable land designated for residential and industrial uses to meet projected needs for these broad land use categories. For residential land, some additions to the medium-high-density plan designation from either of the lower-density residential designations would be appropriate. For industrial, the City should either (a) continue to rely on its existing over-supply of General Industrial land to meet Limited Industrial needs, or (b) re-designate some General Industrial land to Limited Industrial to assure greater compatibility and choice among alternative Limited Industrial sites.

For commercial land, the City could either (a) continue to rely on its existing over-supply of Commercial land to meet more specific Office Commercial needs, or (b) re-designate some Commercial land (LC or SA) to Office (PAO) to assure greater compatibility and choice among alternative office commercial sites.

For public/institutional uses the City is probably not required to re-designate land to address the potential deficit. As we noted, the City can rely on its oversupply of low-density residential land and its subdivision and PUD process to meet most of this need, which is mostly for park land.

A land inventory and need analysis that complies with state requirements for long-run planning is not the same as a market analysis for a development proposal, which typically has a short-run view (1-3 years). In the short-run, land available for development may be constrained by lack of proper zoning, lack of services, neighborhood opposition to development, the situation and expectations of land owners and users, and so on. In the long-term, it is reasonable to assume that prices, preferences, and policies will adjust so that land that is vacant and buildable becomes available for development. Thus, it is not uncommon for a long-run land need inventory to find ample land supply to meet state requirements at the same time land and housing prices are rising and developers and builders are having difficulty finding buildable land at prices they are willing to pay.

From our observations and interviews, it appears that many people from all walks of life believe that housing prices are accelerating too rapidly in Corvallis, and many of those people attribute a large part, if not all, of that increase to constraints on buildable land. A recent article in the Gazette-Times cited a report by the Available Housing Task Force of the Chamber of Commerce showing the median sales price of homes in Corvallis increasing at almost 15% per year between 1990 and 1996.

That increase in home prices has a couple explanations. Some of it is simply inflation: even with no increases in demand one would expect some price increase. But inflation in the state has been running at 3-4% annual and does not explain the larger increases. What does explain them, from an economic perspective, are factors of demand and supply. Corvallis has a good job base, and attractive physical setting and built environment that it has worked hard to protect and enhance. Those factors make it attractive as a residential location. Given the strength of the Oregon economy since 1990, and of job growth and wages in Corvallis, it is not surprising that more households would have a preference for living in Corvallis, other things being equal.

But other things are not equal. A surge in demand for housing cannot be immediately supplied by adding a few people and hours to the operation of an assembly line. Building a house takes a long time and requires capitalization. The public sector has to respond with urban services. Thus, in a relatively small housing market, a surge in demand leads inevitably to increases in price to ration the scarce supply. The boom-bust cycles of real estate markets are evident in all cities: demand and supply are rarely in equilibrium, and prices rise and fall (sometimes, though usually they just don't rise as quickly) to take up the slack.

Of interest to public housing policy and a study like this one is whether there are excessive constraints on the supply of buildable land that cause prices to rise "too much." This study has addressed one of those constraints in detail: the urban growth boundary. As we noted, from a long-run perspective, Corvallis has vacant, buildable residential land in its UGB that exceeds what any reasonable forecast of population growth would require for housing development. But as everyone knows, not all that land is available for development now for several market and governmental reasons.

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Even if all the land had services and were properly planned and zoned, the decisions of individual land owners and developers would keep some of the land off the market. This would not be much of a constraint, however, if the full 20-year supply of land were otherwise ready for development.

The full 20-year supply of land, of course, is *not* all ready for immediate development: most of it is not. It would not make economic sense for service providers to extend (and pay for) services (especially roads, water, and sewer) to all parts of the UGB. So the issue is to make sure that they are available to enough land, with enough willing owners, to allow development to proceed without running up prices excessively. Nobody knows exactly how much land that should be, but it almost certainly has to enough to accommodate several years of demand if there is going to be any opportunity for choice and scale economies. We would hazard a guess that, roughly, about five years worth of buildable land should be within striking distance of public services.

That striking distance obviously has a physical component: the land has to be able to be reached by the services in an economical fashion. Most people assume that means that such land will be proximate to the currently developed area. But striking distance also has a policy/political component. Corvallis, for example, requires annexation to get services, and voter approval for annexation. If a lot of land is in the UGB but outside the city limits, it is possible that the City could have a short-run land supply problem. The quantitative evidence is that Corvallis does not currently have that problem: it has about 1,500 acres of vacant, buildable, residential land inside its city limits. Even a pace of 400 units per year and 70% single-family development, the annual need is only about 50 acres.

But if there's so much land, why are housing prices rising? There are several possible explanations, but trying to determine which apply and are most important is beyond the scope of this project. They include: lack of large-scale developers or builders (possible); lack of parcels of sufficient size to allow large-scale development (not likely for low-density; likely for medium- and high-density); excessive profits by developers (unlikely: the excess profits accrue to landowners, who may or may not be developers); few land owners and sellers (the data suggest some possibility for medium-high- and high-density residential), and the ability to hold back land to speculate on continued increases in value; neighborhood opposition; city design requirements (e.g., site development standards, overlays for planned development) and fees (moreover, it may be these regulations that allow the City to maintain the quality of its services and environment that make it an attractive place to live, stimulating the demand that pushes up the prices).

Realtors we interviewed cited several factors that could contribute to the increase of housing prices. While there was not unanimous agreement that the City has a shortage of available land, most realtors believed that no, or certainly too little, residential land is unavailable for immediate development, citing annexation voting, speculation on vacant land, and cost of providing infrastructure as potential reasons.

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As a final point on this topic, note that increasing housing prices are not necessarily and completely bad. First, they are partially a result of the success of Corvallis in maintaining the amenities that make it a desirable place to live. People pay more for quality products. Second, from the perspective of existing homeowners, increasing prices mean increasing value of their investments. In sum, the issue of housing prices seems to be one of balance: housing prices should definitely not fall, and maybe should increase a little, but not to much. If they do rise a lot because the City chooses policies that maintain quality services and environments that simultaneously increase the cost of development, then the City must decide whether to address housing affordability issues by decreasing its standards, increasing its share of costs for public service extensions to new development, and finding ways to subsidize households that cannot afford to rent or purchase the kind of housing they want or need.

To comply with Statewide Planning Goal 10 (Housing), one must consider certain additional issues with respect to residential land.

Manufactured homes on individual lots are permitted in all of the City's residential districts. The City's LDR zoning districts alone (RS-3.5, RS-5 and RS-6) contain more than enough land for residential development. There is no need to determine the need for manufactured homes on individual lots separate from the need for single-family housing in general.

Manufactured dwelling parks must be allowed in a zone or zones that allow from 6-12 dwelling units per acre. Table 5-1 shows the City's MDR designation (which allows 6-12 dwelling units per acre) has a significant surplus of buildable land. Therefore, the City has sufficient buildable land to meet identified need for manufactured home parks.

Table 5-1 indicates that a shortage of buildable land exists in the Medium-High-Density Residential plan designation. We anticipate that much of this deficit will be handled through development and re-development in the City's mixed use zones. The City should consider, however, rezoning some LDR or MDR land to MHDR.

Corvallis has not established special review standards for government assisted or farm worker housing. These housing "types" are allowed within the City's residential zoning districts based on review standards that apply equally to all proposed housing developments, regardless of funding sources or end-users. Thus, these housing types are subsumed within the broader single-family and multi-family categories and subcategories. As noted in Table 5-1, there is more than sufficient LDR and MDR land within the existing UGB to meet long term housing needs for all needed housing types.

The policy analysis presented above takes a long-run (20-25 year) view of buildable land. In doing so it is consistent with state requirements. But it is important to note that professionals in land markets and development usually take a shorter run view. At the extreme, some view the supply of buildable land as land that is on the market that they could buy, provide services to, and develop at what they deem a reasonable price. In this view,

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much of the land outside the city limits that we have categorized as buildable is not really available for immediate development.

Thus, though the data indicate that Corvallis clearly has a surplus of residential land from a long-run perspective, residential land availability and housing affordability was mentioned in all of the interviews we conducted. Is there a problem that the City needs to address with policy?

One potential argument is that the requirement to allow votes on annexation reduces the ability to get services to vacant land to allow it to be developable (because annexation is a necessary condition for urban services, which are necessary for urban-level development). But though annexation voting may have the effect of limiting additions to residential buildable land that is in the city limits, our buildable lands inventory found Corvallis has nearly 1,500 acres of vacant buildable land designated for low- and medium-density residential uses within the city limits.

That land supply is apparently not, by itself, sufficient to keep housing costs low: Corvallis also has some of the highest housing values in the Willamette Valley. Analysis of assessment data placed the median value of single-family residences in 1996 at about $137,000 and the average value at $148,000. Interviews with realtors indicate that vacant lots in platted subdivisions start at $50,000. Such high land values relative to the region suggest an inability to build housing quickly enough to satisfy the demand. Land constraints could be part of the problem, but so could the capacity of developers or City policy for providing services, including service costs.

There are, of course, several ways to reduce housing costs. Almost all of them require households to accept less of what they want: smaller units, smaller lots, fewer amenities. One way to allow households to maintain the single-family square footage and types of amenities that are most important to them is to substitute (lower-cost) manufactured housing for stick-built housing. The demand analysis found that substantial demand exists for lower-cost single family residences: for Corvallis this means units in the $100,000 to $130,000 range. Many communities meet this demand for lower-cost housing through development of manufactured home subdivisions. The problem in Corvallis, however, is that high land values push developers to build high-value homes. (A typical rule-of-thumb is that land cost should be about 20-25% of the selling price). Thus, high land prices in the city limits, coupled with a potentially slow rate of future annexation, could cause our estimate that 10% of new housing would be manufactured housing to be overstated.

Appendix A

Glossary

Actual Housing Mix and Actual Net Density—as defined by state statue, the housing mix (e.g., single-family, multi-family) and density (dwelling units per acre) that has actually been developed in the community in the last five years or since the last periodic review, whichever is greater.

Buildable lands—means lands in urban and urbanizable areas that are suitable, available and necessary for residential uses. Buildable lands include both vacant land and developed land likely to be redeveloped.

Constrained land—land that is not part of the buildable land inventory because of physical impediments (e.g., steep slopes, floodway) or legal impediments (e.g., designated wetlands or riparian area) to development.

Developed land—parcels that have improvements on them with no vacant areas.

Drainageways/riparian corridors—include waterways mapped within the river and stream overlay. The buildable land inventory assumes a corridor 170 feet wide would define undevelopable land around each drainage on the River and Stream overlay map (assumes a 20' channel, 50' protected area on either side of channel measured from top of bank, and 25' buffer adjacent to protected area). Thus, we will consider all land 85' from the centerline of any drainage on the river and stream overlay as unbuildable.

Floodplain—the area adjoining a stream that is subject to inundation by flood. The floodplain consists of two parts:

1. **Floodway fringe**: The area of the floodplain lying outside the floodway.

2. **Floodway**: the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than 0.2 feet.

Government assisted housing—means housing that is financed in whole or part by either a federal or state housing agency or a housing authority as defined in ORS 456.005, or housing that is occupied by a tenant or tenants who benefit from rent supplements or housing vouchers provided by either a federal or state housing agency or a local housing authority.

Gross Vacant Acre — an acre of vacant land before land has been dedicated for public right-of-way, private streets, or public utility easements. For example, a standard assumption is that between 20% and 30% of land in a subdivision is used for streets and utilities: if so, then a

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gross vacant acre will yield only about 35,000 sq. ft. (70%-80% of a full acre) for lots.

Group Quarters — All persons not living in households are classified as living in group quarters. Two general categories of persons in group quarters are recognized: (1) institutionalized persons and (2) other persons in group quarters such as dormitories (also referred to as "noninstitutional group quarters"). Persons in group quarters are not considered to be living in housing units.

Hazardous Land: Slide Areas, Steep Slopes, and Earthquake Faults—Without current evidence that the City has a great many slide scars, it is assumed that this issue not significant. Though the City has not inventoried its steep slope areas, only limited development constraints are anticipated due to this hazard. The City provides a way for property owners to transfer density off of steep slopes and special engineering can minimize impacts on development density in the majority of cases, therefore, the buildable lands inventory is not expected to be impacted in a significant way.

Historic Structures — are structures identified on the City and County land use maps will not constrain development on existing vacant lands. Archeological issues will not constrain development.

Housing Units — A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms or a single room occupied as separate living quarters or, if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from outside the building or through a common hall.

Institutional Use — includes publicly owned parcels, parks, governmental, or public facilities and are considered unavailable for development. The exceptions are (1) the City-owned airport industrial park, which is leasable land intended for urbanization, and (2) the more-or-less developed area of land owned by OSU, which will almost certainly support future expansions that will accommodate employment and residences (group quarters).

Lands Above Third Level Water Service (560' in Elevation)—The adopted City water master plan does not serve lands above 560' in elevation (either by a reservoir or by a pumping type system). Without the ability to provide City water the Land Development Code would not permit subdividing the land. Therefore, the only way development could occur is if one dwelling unit were located on an existing lot where the owner/developer was successful in drilling for water.

Living Quarters — Living quarters are classified as either housing units or group quarters. Usually, living quarters are in structures intended for residential use (for example, a one-family home, apartment house, hotel or motel, boarding house, or mobile home). Living quarters also may be in structures intended for nonresidential use (for example, the rooms in a warehouse where a guard lives), as well as in places such as tents, vans, shelters for the homeless, dormitories, barracks, and old railroad cars.

Net Vacant Acre — an acre of vacant land after land has been dedicated for public right-of-way, private streets, or utility easements. A net vacant acre has 43,560 square feet available for construction, because no further street or utility dedications are required: all the land is in lots.

Open Space — are lands designated either as Open Space– Agriculture or Open Space–Conservation in the City's Comprehensive Plan.

Parks — are lands dedicated to public parks within the UGB. No development potential is expected on existing park lands within the City. No development potential is expected for vacant lands within the fringe area that are owned by the City and are part of the Parks and Recreation Department's park land inventory.

Partially vacant constrained land—same as partially vacant, but with constraints.

Partially vacant land—parcels with some development, but vacant portions large enough to develop.

Probable wetlands—wetlands that are likely to be protected under federal law. The buildable land inventory assumes any land so designated can be developed to only 50% of the intensity/density that is permitted under current land use designations

Redevelopment Potential — are parcels with developed structures that are likely to be demolished and new buildings constructed in their place. Redevelopment Potential means all commercial, multi-family residential (District Designation RS-12 or RS-20), or industrial parcels, any of which is greater than 0.1 acres *and* have land values greater than improvement values *and* are not already classified as vacant or partially vacant. Not all, or even a majority of parcels that meet these criteria for redevelopment *potential* will be assumed to redevelop during the planning period.

Scenic Land — is land that has scenic resources. For the purpose of the supply analysis, no scenic land was removed from the inventory.

Significant wetlands—wetlands that are protected under federal law. Significant wetlands are not part of the buildable land inventory.

Undevelopable constrained land—vacant constrained or partially vacant constrained parcels with unconstrained remainders smaller than 0.075 acre (3,250 sq. ft)

Undevelopable vacant land—vacant parcels smaller than 0.075 acre (3,250 sq. ft).

Urban Fringe—the area between the city limits of Corvallis and its urban growth boundary.

Vacant constrained land—same as vacant land, but with portions that fall within significant wetlands, riparian areas or above 560' in elevation.

Vacant land—parcels greater than 0.075 acre (3,250 sq. ft) with improvement values less than $5,000 and no physical constraints.

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Appendix B

Methods, Data and Assumptions

B.1 BACKGROUND

We met with City staff and Work Group members on December 1. In a phone conversation on December 10, David Dodson and Terry Moore agreed that ECO would send the memorandum on Methods (specified on page 2 of the scope of work in our contract) after we received the work in progress by several of your Work Groups regarding definitions and criteria for buildable land. On December 24 ECO received your memorandum summarizing their recommendations.

We have reviewed those recommendations and concur with most of them. This memorandum summarizes the definitions, methods, and data sources we propose to use in the rest of this study. This memorandum—with any amendments suggested by your review or by changes that occur during the course of the analysis—will become an appendix to our Land Needs Assessment (allowing the report itself to focus on results and policy implications).

As soon as you and any others you think appropriate (staff and Work Group members) have reviewed this memorandum, please call so we can discuss any outstanding issues. When any such issues are resolved, we will begin our analysis. We are aiming to begin that analysis by mid-January if possible.

To facilitate your review of this memorandum, the next section lists and briefly explains the key changes that we suggest to the recommendations in your memorandum of December 23. After that section, however, the memorandum does not talk about changes or options: we describe only the methods we recommend. If you disagree with our recommendation you should say so. We'll discuss the issue and then make final adjustments to this memorandum.

B.2 SUMMARY OF CHANGES RECOMMENDED TO THE MEMORANDUM OF DECEMBER 23

A memorandum from David Dodson dated December 23, 1997, summarizes the recommendations of the Work Groups with respect to assumptions, definitions, and methods for the Land Need Assessment (primarily for the portion of that analysis that estimates buildable land). We reviewed those recommendations thoroughly and accept most of them. Some, however, may cause either procedural or methodological problems. Terry Moore discussed those issues with David Dodson by phone on

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December 31 and concluded that none of the changes ECO recommended was clearly unacceptable to the City. Here are the key changes to the recommendations in the memo of December 23:

- Vacant land. Drop the requirement that vacant land not have a building permit to be considered truly vacant. The fact that a vacant parcel may have been issued a building permit that has not resulted in construction as of the effective date of the analysis (July 1996) does not keep that parcel from accommodating some of the demand forecasted to occur after that date.

- Level of detail for rivers and streams. The Work Group did an excellent job of defining in detail how to estimate riparian areas (and wetlands, discussed later). Unfortunately, the level of information is not uniform across all of Corvallis. Our recommendation is that the base analysis of constrained and buildable land be based on the level of information that is common across all areas of the City and that can be attributed to parcels. We will then look at the detailed work in the Jackson-Frazier drainage to get an idea of the magnitude of the errors that might be introduced by this assumption.

- Policy issues. For a few constraints, as we understand it, the Work Group was making its best judgment about policies that it thought desirable for environmental protection, and that might be adopted by the City. You clarified, however, that such policy changes might not find their way into City development codes for over two years, which raises the question: What set of policies should we assume apply? For example, current codes allow development in flood plains to the full densities allowed by the underlying zoning, but the December 23 memo says to allow only one unit per lot (a standard that the City *could* adopt, but that is not currently in its codes). DLCD staff advised David Dodson that Corvallis should base its analysis on *existing* policy: that is what we will do.

- Wetlands. Instead of one dwelling unit per lot on residentially zoned land, assume *no* development on significant wetlands.

- Flood plains. Instead of one dwelling unit per lot on residentially zoned land, assume that development can occur to the full extent allowed by zoning.

- Riparian corridors. Use GIS overlay of major rivers and streams (not all drainages, which are mapped for only one subarea of the City). Assume a buffer 60' on either side on the drainage centerline. We do not subtract from the vacant land inventory an additional 25' buffer on both sides of this riparian corridor as proposed by the Working Group. Even if the City eventually requires this buffer, it can probably be handled as part of setbacks, and not significantly affect the density of development.

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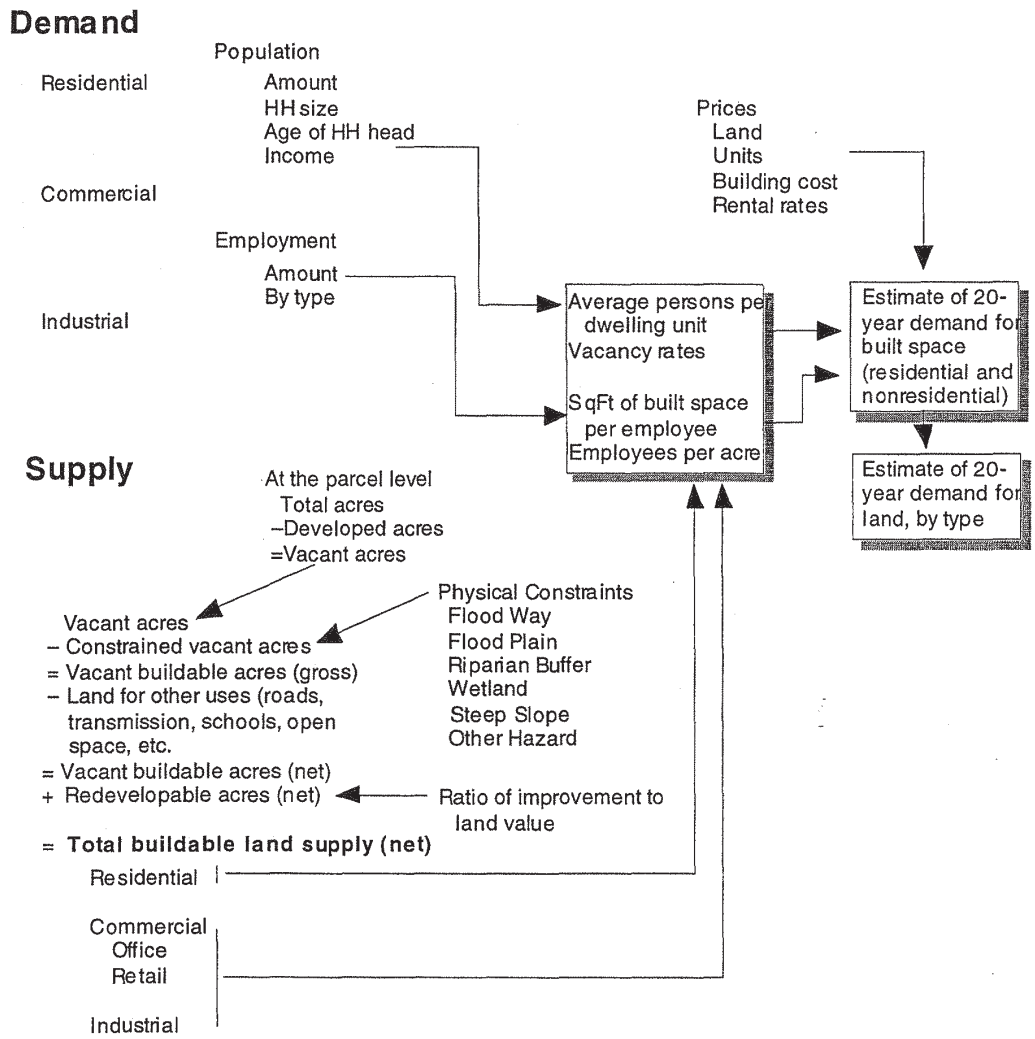
- Scenic lands. We recommend no adjust to the land inventory for scenic land; the Work Group had recommended reducing net buildable lands by an additional 3%.

B.3 OVERVIEW OF METHODS

The Scope of Work in our contract describes methods in general, and why we think of a Land Need Assessment as containing a *supply* analysis (buildable and redevelopable land by type) and a *demand* analysis (population and employment growth leading to demand for more built space: residential and non-residential development). Figure 1 shows the key relationships. The geographic scope of the Land Need Assessment is all land inside the Corvallis Urban Growth Boundary.

Figure B-1: Components of a Land Needs Assessment



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This memorandum is organized according to the two main heading of Figure 1: Supply and Demand.

B.4 SUPPLY OF BUILDABLE LAND, BY TYPE

B.4.1. DEFINITIONS

There are many ways that "vacant land" and "buildable land" can be defined. We have to pick one. Figure 2 shows an organization that is as good as any, and better than most, in that it is internally consistent.

Figure B-2: Classification scheme for urban land

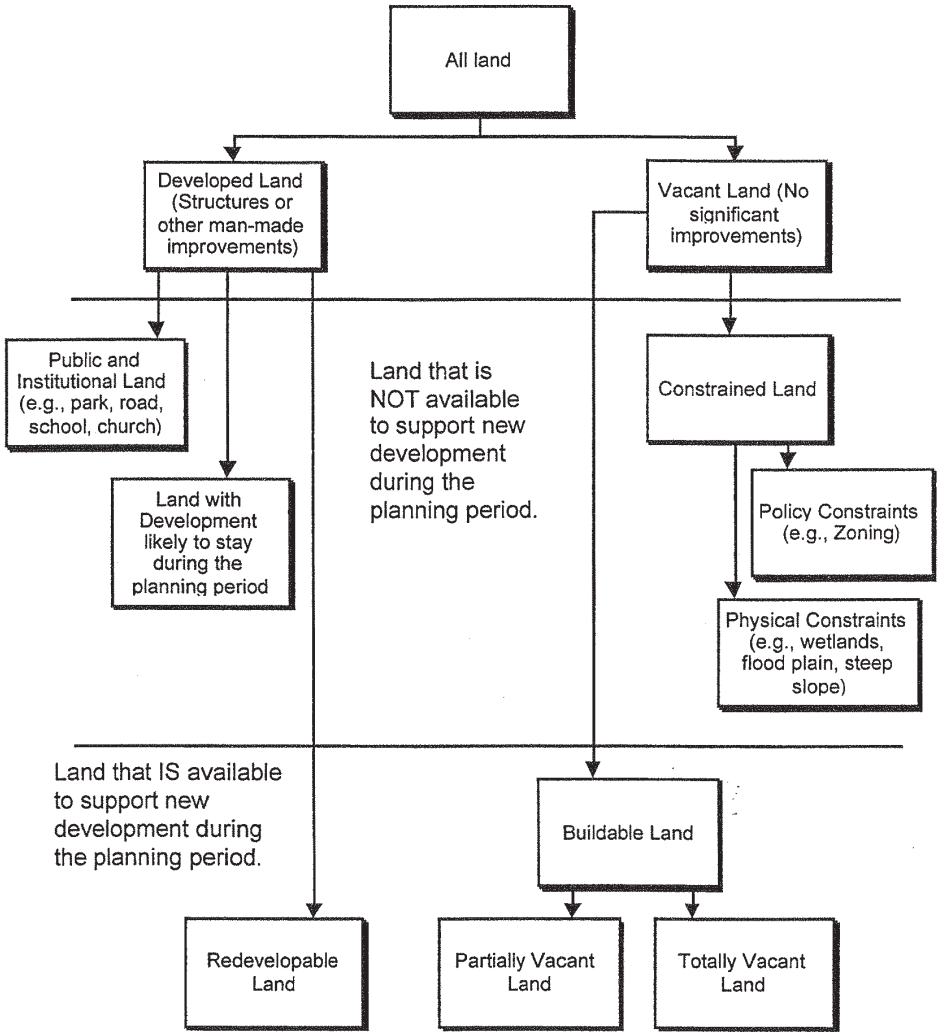

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Figure 2 illustrates that:

- Vacant land means land without structures or other significant man-made improvements. In general, "vacancy" is not a difficult determination to make: most people walking the land or looking at an aerial photograph could agree on what land was covered by significant structures that constituted existing development (and thus precluded new development unless the existing development were demolished).

- Vacant land that is constrained (either physically or legally) is not buildable.

- Complications occur when the physical assessment of vacancy gets overlaid on parcel boundaries. If parcel boundaries did not have to be considered, then every square foot of land can be characterized as vacant or developed. Parcel boundaries, however, often lump developed and vacant land together on the same parcel (e.g., one houses on a three-acre lot). Thus, on a parcel level vacant land that is not constrained (i.e., buildable land) comes in two varieties: totally vacant (no significant improvements on the parcel) and partially vacant (synonymous in this study with under-utilized land).

- Redevelopable land is not vacant, but it is available to support some of the new development demanded by increasing population and employment. Redevelopment occurs on redevelopable land. Infill, however, is defined in this study not as a type of vacant land, but as a condition of a parcel relative to surrounding parcels. If surrounding parcels are primarily developed, then an isolated buildable parcel (i.e., a parcel totally or partially vacant) is also an infill parcel.

- Thus, there are three types of land that can support new development: buildable vacant land, buildable partially-vacant land, and redevelopable land.

Figure 2 gives general definitions of different types of land; those definitions must be more specific, however, about measurement and thresholds. For example, how much vacant land must a developed parcel have to allow the parcel to switch from "developed" status to "partially vacant" status? The details of the definitions for this project follow.[1]

B.4.1.1. VACANT LAND

Vacant Land means all parcels greater than 0.075 acre (3,250 sq. ft) with improvement value < $5,000. The minimum lot size for a residential dwelling unit in Corvallis is currently 3,250 sq. ft., but very few residential parcels of this size exist. A large number of residential and downtown commercial lots are platted at 5,000 sq. ft. and are buildable if vacant. These parcels with

[1]The majority of the definitions that follow are as proposed by the Working Groups and summarized in a memorandum from David Dodson dated December 23, 1997.

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improvement values of $5,000 or less are considered vacant. Land with improvement value greater than the $5,000 threshold may still be classified as partially vacant or as redevelopable.

B.4.1.2. PARTIALLY VACANT (UNDER-UTILIZED) LAND

Under-Utilized Land falls in one of two classes, depending on whether it is inside or outside City limits. The first class includes all residential parcels within the City limits that are greater than 0.4 acres, with 0.2 acres subtracted to account for the residence, regardless of the zoning district. The remainder portion of the parcel is considered ìbuildable landî for purposes of this analysis. The second class includes all residential parcels outside the City limits and within the UGB greater than 1 acre, with 0.5 acres subtracted to account for the residence, regardless of zoning district. The remainder portion of the parcel is considered *buildable land* for purposes of this analysis. For non-residential parcels the Work Group made no recommendation. Non-residential land is more difficult than residential land. The percent of lot coverage (the area of the building footprint to the parcel size) vary from almost 100% (downtown), to 25-33% (suburban retail and light industrial), to as low as 10% (heavy industrial, with extensive seasonal yarding areas or other unused land). The percents vary by type of use and by location. We recommend simplifying the analysis by assuming conservatively an average of 25% coverage and a minimum remainder of acres for land to be classified as partially vacant. An example of the calculation: a three-acre parcel with a 10,000 sq. ft. building footprint (about 1/4 acre), yields one acre developed and two acres as partially vacant (under-utilized). Some parcels did not have building area data. For those parcels, we reviewed improvement to land value ratios and parcel size to determine whether to consider the parcel fully- or partially-developed. Parcels under two acres with improvement to land value ratios over 1:1 were considered developed. All other parcels were considered partially developed.

Parcels in the first residential class are often small parcels associated with an existing residence and are more likely to develop at urban densities as compared to lands outside the City limits. The existing residences within the City limits are likely to be parceled into a city size lot, so 0.2 acres (8,712 sq. ft) have been removed for the existing residence. The second residential class is for larger parcels outside the City Limits and within the UGB. These parcels are likely to contain farmhouses or larger estate homes, therefore 0.5 acres have been removed for the existing residence.

B.4.1.3. CONSTRAINED LAND

Constrained Land is subtracted from Total Vacant Land to get Buildable Land (which is further divided into totally vacant and partially vacant based on parcel boundaries and existing development on parcels). There are several categories of constraints.

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B.4.1.3.1. Wetlands

Your memo of December 23 covers wetlands issues in detail. Here is the summary of how we will proceed.

- Where *significant wetlands* have been explicitly delineated, use those delineations and assume any land so designated is not part of the buildable land inventory. We recognize that in some cases the City may allow development on these parcels (e.g., via density transfers, or off-site mitigation), but the impact on amount of development accommodated inside the UGB will be small. We think the City should be able to distinguish between assumptions it makes about the use of wetlands for its Land Needs Assessments (i.e., that significant wetlands are generally not developable), and how the City responds on a case by case basis to special situations of efficiency and equity on specific parcels in significant wetland areas. In other words, assuming no development on significant wetlands for the purposes of the Land Need Analysis does not preclude the City from allowing such development in site-specific cases (though the City may choose to adopt policy to limit that possibility).

- Where *probable wetlands* have been explicitly delineated, use those delineations and assume any land so designated can be developed to only 50% of the intensity/density that is permitted under current land use designations. At minimum, assume one dwelling unit per lot.[2] Given current State/ Federal wetland management programs, where development with mitigation is most likely to be permitted on these lands and where the mitigation is most likely to happen on site, and given that future development is most likely to be on "farmed wetlands," it is anticipated that the state will follow its practice of using a 1:1 ratio (1 acre of restoring a wetland permits 1 acre of development). During the City's Goal 5 process Corvallis may adopt a different management approach, however, the results of that process are uncertain so State management guidelines should be assumed.

- In other basins with significant undeveloped land that do *not* have significant or probable wetlands explicitly delineated,[3] base the estimates of wetlands on the data on hydric soils (which exist) and the relationship between hydric soil and wetland found in the basins where detailed wetlands analysis has been completed. For example, the amount of significant wetlands in the Oak Creek Basin will be

[2]The Probable Wetland Inventory for the Squaw Creek Basin (1994) and the Probable Wetland Inventory for Jackson/Frazier Basin (1997) identified many different types of wetlands according to the Federal government's classification system. The portion of these wetlands that the State identifies as significant is less than the total amount of jurisdictional wetlands in the basin. For these two basins, the State has adopted data using their *Oregon Freshwater Wetlands Assessment Methodology* which specifies which wetland sites are significant.

[3]The only other significant basin areas not developed are the Oak Creek Basin (much of which is OSU agricultural lands, the Airport Basin south of Goodnight, and a small amount of the Dixon Creek basin (i.e., the upper portions of Timberhill).

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found by averaging the percent of significant wetlands in the Squaw Creek Basin and the Jackson/Frazier basin and multiplying that percentage times the estimated probable wetlands in the Oak Creek Basin. For the Airport Basin, assume that 8% of lands south of Goodnight Avenue are jurisdictional wetlands and that 33% of these are significant.[4]

B.4.1.3.2. Floodplain

The memo of December 23 suggested limiting development in the floodplain to one unit per existing lots. That creates a problem. The City code currently allows development to the full extent permitted by the underlying zoning, provided floor elevations are at least one foot above the floodplain's highest elevation. That regulation, combined with the potential for density transfer or clustering through a PUD process, argues for not considering floodplains as a constraint. DLCD's position, per David Dodson's conversation with staff, is that any reductions to buildable land for environmental protection must have an explicit policy base. Thus, we recommend *not* reducing the buildable land supply or the density of development it will support if floodplains are the only constraint.

B.4.1.3.3. Drainageways

Use the City's River and Stream overlay for the entire City. The overlay consistently shows major streams, but not all drainageways. Only the Jackson/Frazier basin has detailed drainage mapping. By using only the River and Stream overlay we will underestimate the amount of vacant land that might be lost to riparian buffers. On the positive side: (1) the error is offset at least partially by the fact that some of the drainages not counted are already covered by other constraints (e.g., wetlands, flood plains); (2) some of the drainages mapped in the Jackson/Frazier basin should probably not have 170-foot riparian buffers around them (e.g., drainage ditches along highways); (3) the estimates we get will be consistent, and we will know the direction of the error; and (4) we can look in detail at the Jackson/Frazier basin to estimate and report the magnitude of error.

The Work Group recommends protecting the average width of a river corridor. A corridor 170 feet wide would define undevelopable land around each drainage on the River and Stream overlay map (assumes a 20' channel, 50' protected area on either side of channel measured from top of bank, and 25' buffer adjacent to protected area).[5] Thus, we will consider all land 85'

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[4]To obtain the anticipated percentages of the basin that is likely to be wet and what portion of that is likely to be significant, a DSL approved wetland analysis for the City's lands near the Airport was extrapolated to apply to the other flat lands within this basin. This extrapolation is reasonable given the similar terrain of other lands in the basin and given knowledge that other industrial property owners in the basin have generally had similar findings when they obtained their wetland delineation approvals from DSL.

[5]The above calculations are based on an assumed average channel width of 20', the typical 50' wide area that is generally protected by using the City's current drainage dedication formula specified in the Land Development Code

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from the centerline of any drainage on the river and stream overlay as unbuildable.

B.4.1.3.4. Hazardous Land: Slide Areas, Steep Slopes, and Earthquake Faults

Without current evidence that the City has a great many slide scars, it is assumed that this issue not significant. Though the City has not inventoried its steep slope areas, only limited development constraints are anticipated due to this hazard. The City provides a way for property owners to transfer density off of steep slopes and special engineering can minimize impacts on development density in the majority of cases, therefore, the buildable lands inventory is not expected to be impacted in a significant way. The hazard represented by the Corvallis fault can probably be addressed by site design and is assumed not to create a loss in development potential.

B.4.1.3.5. Lands Above Third Level Water Service (560' in Elevation)

The adopted City water master plan does not serve lands above 560' in elevation (either by a reservoir or by a pumping type system). Without the ability to provide City water the Land Development Code would not permit subdividing the land. Therefore, the only way development could occur is if one dwelling unit were located on an existing lot where the owner/developer was successful in drilling for water. We will use this overlay to identify existing parcels whose centroid falls in the third-level boundary and then limit their development potential. Only a very small percentage of the City's vacant land is in this overlay.

B.4.1.3.6. Parks

No development potential is expected on existing park lands within the City. No development potential is expected for vacant lands within the fringe area that are owned by the City and are part of the Parks and Recreation Department's park land inventory.

New growth will cause demand for parks on lands not now owned by the City. The City estimates that it currently has about 20 acres of parkland per 1000 people. In the May 1991 Land Acquisition Strategy report, Corvallis specifies 35 acres of parkland for every 1,000 residents. Preliminary estimates are that there are 115 acres of vacant land designated as parkland. Given that the City does not currently meet the standards it is imposing on new development, we will assume that any vacant land the City owns for parks and open space is meeting existing needs, and that for every 1000 new people the City will acquire (either directly via purchases (funded by, for example, SDCs) or by developer contributions of land) 35 acres of parkland.

(established to assure adequate room to allow meandering and minimize maintenance costs, and to address water quantity and quality issues), and the information provided by the EPA indicating that it takes at least 25' of undeveloped land (no impervious cover, no cut and fills) to avoid damage to the riparian corridor along a drainageway).

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One option is to backout parkland from the residential land inventory at that rate. Alternatively, we could use a slightly lower rate to account for the likelihood that park and open space land often overlaps areas that are otherwise deemed unbuildable (e.g., riparian buffers, steep slopes). We will probably do the latter, at a rate that we will determine later with the City. In either case, we will handle this constraint through the factor that we use to go from gross buildable land to net buildable land.

B.4.1.3.7. Open Space

Comprehensive Plan designations of Open Space–Agriculture are on OSU lands in the fringe area and are not currently within City limits with the following exceptions: (1) Kendal Farms which is now City Park land and should become Open Space-Conservation and (2) there is one OSU parcel south of the Philomath Highway and in the City Limits that has an Open Space–Ag *District* designation but a Comprehensive Plan designation of Public Institutional. During the 20-year period of this study, it is assumed that OSU will maintain the current amount of Agriculture land in Agricultural uses; thus, this land has no development potential.

Plan designations of Open Space–Conservation are placed on lands that contain drainageways, cemeteries, and most of the City's parks. It is not anticipated that this designation will be removed from these lands within the planning period. The designation permits limited development if on private lands, however, past experience indicates that when development surrounds these lands they are not urbanized. In addition, most of these designations are on lands that will also have development limitations due to their location in the City's drainageways. Thus, assume no development.[6]

B.4.1.3.8. Scenic Land

The Work Group originally recommended subtracting an additional 3% from the final estimate of buildable land to account for protection of scenic resources. But the other constraints may already largely account for scenic easements, and the policy basis for justifying the subtraction of an additional 3% for the land base is not strong. We recommend, instead, dealing with scenic issues, if at all, as a later adjustment to the build-out factor we will use (i.e., the percent of maximum allowable density, by type of zoning, that will be achieved by future development, on average, as vacant land with that zoning is used up).

[6]Unlike Open Space-Agriculture, Open Space-Conservation does not contain a corresponding District Designation. In addition many of the areas designated Open Space-Conservation are not parcel based designations (ex: Timberhill drainageways). Current mapping data has some very rough estimates of Open Space-Conservation areas, but this estimate has only been done on lands outside the City limits. Most lands with this designation within the City are within the hydric soil designations of Squaw Creek and Oak Creek and Timberhill. The data is not field verified and significant errors may exist.

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B.4.1.3.9. Historic

Historic structures identified on the City and County land use maps will not constrain development on existing vacant lands. Archeological issues will not constrain development.[7]

B.4.1.3.10. Institutional Use

Most publicly owned parcels are parks, governmental, or public facilities and are considered unavailable for development. The exceptions are (1) the City-owned airport industrial park, which is leasable land intended for urbanization, and (2) the more-or-less developed area of land owned by OSU, which will almost certainly support future expansions that will accommodate employment and residences (group quarters).

B.4.1.4. REDEVELOPABLE LAND

Redevelopment Potential deals primarily with parcels with developed structures that are likely to be demolished and new buildings constructed in their place. Redevelopment Potential means all commercial, multi-family residential (District Designation RS-12 or RS-20), or industrial parcels, any of which is greater than 0.1 acres *and* have land values greater than improvement values *and* are not already classified as vacant or partially vacant. We agree that the issue raised about "improvement only accounts" is important and will attempt to deal with it. Not all, or even a majority of parcels that meet these criteria for redevelopment *potential* will be assumed to redevelop during the planning period.

Regarding the definition of what constitutes redevelopable land, we continue to recommend that we not get stuck on the definitions now. We will prepare a summary table that will show the amount of land in various categories of improvement-to-land-value. That way we can see how the numbers break first, and then define which categories to include in the estimate.

B.4.1.5. GROSS AND NET VACANT ACRES

A Gross Vacant Acre is an acre of vacant land before land has been dedicated for public right-of-way, private streets, or public utility easements. For example, a standard assumption is that about 20% of land in a subdivision is used for streets and utilities: if so, then a gross vacant acre will yield only about 35,000 sq. ft. (80% of a full acre) for lots. The factor we will use in this study for reducing gross to net residential acres is one that will

[7]The City staff suspect that there are archeological sites on vacant land in the UGB since archeological sites have been found nearby. The difficulty is that these sites are usually not discovered until the development process is underway. However, the City's Planned Development process permits density transfer and permits flexibility in development standards that can help address this issue should it arise. It is believed that only a small amount of land will be found to be impacted and that impacts will not be significant given the flexibility of the PD and given the State provisions that also address this issue.

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come later from City staff based on their analysis of the last five years of subdivision permits.

A Net Vacant Acre is an acre of vacant land after land has been dedicated for public right-of-way, private streets, or utility easements. A net vacant acre has 43,560 square feet available for construction, because no further street or utility dedications are required: all the land is in lots.

B.4.2. METHODS FOR THE LAND SUPPLY ANALYSIS

This section summarizes the steps in the land supply analysis. It includes a proposed table structure that will facilitate a summary of land supply that can be cross-referenced geographically, by plan designation, and other variables. The general structure is based on the DLCD HB 2709 workbook, which specifically addresses residential lands. We'll use similar methods for commercial, industrial, and other lands.

As outlined in the Workbook, the steps and sub-steps in the supply inventory are:

1. Calculate the gross vacant acres by plan designation, including fully vacant and partially vacant parcels.

2. Calculate gross buildable vacant acres by plan designation by subtracting unbuildable acres from total acres.

3. Calculate net buildable acres by plan designation subtracting land for future public facilities from gross buildable vacant acres.

4. Calculate total net buildable acres by plan designation by adding redevelopable acres to net buildable acres.

Here is the proposed structure for the parcel database that we should have when we are done with the GIS overlays. For ease of presentation, the columns of the database (i.e., the fields) are listed below as bullet points (so don't mistake them as rows of the database; i.e., records). In other words, for each record (which probably means each parcel in the database) we would create the following fields:

A. Miscellaneous parcel attributes. Several fields: e.g., map and taxlot i.d., land use, zoning, land and improvement value

B. Parcel size (acres).

C. Building footprint (sq ft). This information is available for all parcels inside City limits.

D. Building? (Flag based on "C"). 'Y' if footprint > some minimum threshold value.

E. Footprint ratio (%, entered in lookup table as assumption). 'C' gives footprint. We need an assumption that tells us how much land for any

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parcel is undevelopable because of the fact that it has a building on it. The ratio can be simple (e.g., multiply footprint by 2) or complex (e.g., find centroid of footprint on parcel, establish setbacks, etc.). We will use the factors described previously in the text.

F. Undeveloped area on parcel (acres). If D = yes, then F = 'B' – (C * E).

G. Potential buildable area on parcel (acres). Lookup assumptions about minimum residual to consider part of a partially developed parcel as buildable. Then insert either 'F' or some percentage of 'F'.

H. Constrained land (acres). Of G, how much has constraints that make it either unbuildable or reduce its density? Answer comes from GIS overlays: floodway, flood plain, wetlands, hazards, riparian, slopes (or water service zones). Need a union. LCOG would produce maps of all the constraints individually and combined. City amends and signs off. LCOG lays composite overlay on parcel base and potential buildable area (G).

I. Gross buildable land (acres). G – H.

J. Gross to net ratio (percent). Typically, 20–30% of gross buildable land is outside of lots (e.g., roads, transmission lines, parks, public, etc.).

K. Net buildable land (acres). (1 - I) * J

L. Improvement to land value (ratio). Go to 'A,' calculate, and report here. Use the ratio for subsequent sorting and reporting of Potentially Redevelopable Acres by improvement-to-land-value category: 'B' – 'G'

K gives net buildable land by type (since 'A' is really a multitude of parcel attributes; 'L' is one more attribute for reporting redevelopment potential). We can then sort by type and location to report subtotals.

Some of the data (e.g., public facilities) will be based on a community-level assumption and can be calculated in the database. Other data will be the result of GIS output based on layer intersections at the parcel or subparcel level. As long as each parcel has a unique identifier, aggregating from subparcels to parcels is not a problem.

B.5 DEMAND FOR BUILDABLE LAND, BY TYPE

Demand for land is characterized through analysis of national, regional, and local demographic and economic data. For residential uses, population and households drive demand. For the residential sector, for example, information about the characteristics of households is used to identify types of housing that will be affordable to area households. For non-residential uses, employment data is the primary driver of demand for land, and is used to estimate probable absorption rates for commercial and industrial lands.

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B.5.1. POPULATION AND EMPLOYMENT FORECASTS

B.5.1.1. POPULATION

The City adopted a population projection that is anticipated to be 58, 461 by the year 2020. We have reviewed the additional material you sent regarding recent debates about the best forecasts of population for the City and Benton County. The County argues that it has issued around 1,000 building permits in the last five years, PSU population estimates and forecasts do not reflect that growth in unincorporated areas. If the County gets more population allocated to unincorporated areas while the County total stays the same, than population in incorporated areas (the great majority of which is in Corvallis) will have to decline. Meanwhile, the population forecasted for Corvallis for 2020 (a forecast made with 1995 as a base year), combined with the estimated population for Corvallis in 1997, implies that Corvallis will only grow at an average of 0.6% per year between now and 2020.

Our opinion is that the forecasts for both Benton County and Corvallis are probably low. It is unlikely that better forecasting techniques will be brought to bear on the issue, even if they were available.[8] More likely is that the issue will be resolved politically.

Our contract does not include forecasting either population or employment. We will work with whatever number the City decides on. In our final report, however, we will discuss the implications of having growth that is substantially greater (we agreed with City staff on 63,500 by 2020, from the City's 2020 Vision Statement). The way I expect to handle the issue, assuming that the lower forecast does not exhaust the supply of residential buildable land, would be to illustrate how much additional population the remaining residential buildable land in the UGB (i.e., the amount that remains after accommodating the new housing units demand by population growth to 58, 461, or whatever number the City decides on) could accommodate.

B.5.1.2. EMPLOYMENT

We have confirmed that no sector-level employment projections exist for Corvallis. A city-level projection was developed in 1990 as part of the Transportation Plan, but those numbers are out of date. We need a 20-year employment projection to estimate need for commercial and industrial land.

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[8] We are on record in several other projects as saying that population forecasts are in part determined by public policy. Thus, if Corvallis were, for example, to decide that its highest priorities were environmental protection and having growth pay its full costs (assume, for this example, that paying full costs would mean greater development fees), then rising land prices and development costs could slow down growth. This kind of issue makes forecasting for small areas extremely difficult: most forecasting models I am aware of do not handle the issue explicitly; the few that try handle it qualitatively.

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To develop the projections, we will review historic employment data for Benton County and Corvallis. We will apply a top-down methodology in developing the projections. We will develop a citywide projection based on review of historic data, regional and statewide employment projections, and interviews with the Region 4 economist.

The next step is to allocate employment by sector. We will begin with a review of employment by industry from the U.S. Census and Bureau of Economic Analysis (BEA). We also have 1997 employment figures for the ten largest employers in Corvallis. These 10 employers account for 47% of total employment in Benton County in 1997, and an estimated 75% of total employment in Corvallis. We will hand-allocate employment for the 10 largest employers to their respective sectors. That allocation could be improved if City staff could contact someone at these employers to get an idea about future plans for expansion, if any. For other sectors, we will develop ratios based on city and county averages. These will be applied to the 2020 citywide employment projection to develop sector-level employment projections for 2020.

B.5.2. DEMAND FOR RESIDENTIAL LAND

Accepted economic theory, as applied to real estate markets, is quite clear that the amount of housing built and purchased in a market is a function of demand factors (e.g., demand for housing by type, driven by number of households, incomes, preferences, and prices of alternatives), supply factors (e.g., the type and quality of the housing product, and the factors that influence the cost of that product and its substitutes), and prices (of the particular housing product and its substitutes by type, quality, and location). In short, though observed housing absorption results from the interaction of many factors, almost no forecasting models used in Oregon planning work that way. Rather, they forecast demand and supply independently, and rarely have even a qualitative (much less quantitative or modeled) analysis of prices.

There are two exceptions we are aware of. One is ODOT's work in progress on developing an integrated land use and transportation model for the Eugene/Springfield metropolitan area. This is a huge, state-of-the art project with a budget over 10 times that for the Corvallis project. The other is work done by Sonny Condor of Metro over the past several years to develop a housing forecasting model that explicitly considers household preferences (based on demographics) and prices.

We have worked with Condor before on this model. For this project he has agreed to help us adjust the model to make it applicable to the Corvallis project. In short, we are pleased to report that we will be able to piggyback on person-months of development work to supply Corvallis with a demand model that is well beyond what the scope of this project would normally allow. The model will allow us to forecast number of housing units by type (e.g., at least SF and MF) based on expected household characteristics

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(primarily household size, age of household head, and income) while controlling for real housing prices.

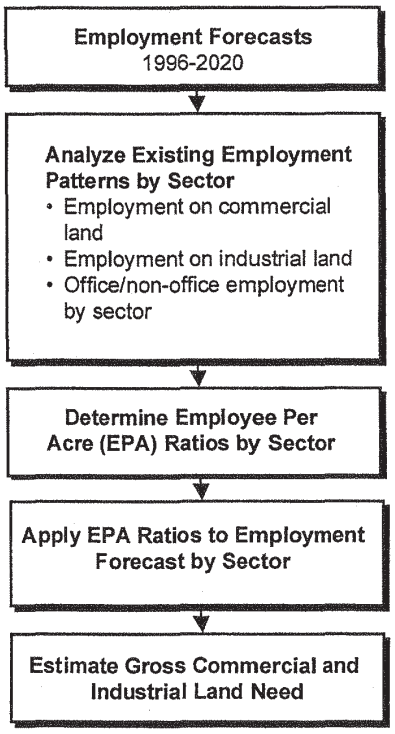
The output of the model will be a rough match of household types to dwelling types. As part of our Land Needs Report we will describe the structure and assumptions of the model.

B.5.3. DEMAND FOR COMMERCIAL AND INDUSTRIAL LAND

Several methods exist to determine industrial land need. The method most appropriate depends on the data available. Basic methods such as extrapolation of past development trends or ratios of industrial acres per employee or per total land area are appropriate for small communities where data are limited. These methods, however, only forecast land demand in the aggregate: they cannot provide reliable estimates by sector or type.

For larger communities that have better data sources, forecasting industrial land need is usually based on ratios of employee per land area (acre). This is the method that the Lane Council of Governments (LCOG) applied in the 1993 *Metropolitan Industrial Lands Inventory Report*. Figure 3 illustrates how we will develop estimates for demand for commercial and industrial lands .

Figure B-3: Steps in estimating commercial and industrial land demand



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The basic steps in this analysis are:

- *Develop employment projections.* Based on historic data and regional and statewide projections, we will develop a sector-level employment projection for Corvallis.

- *Analyze existing employment patterns by sector.* This step is intended to determine the amount of industrial employment on non-industrial land, the amount of non-industrial employment on industrial land, and the ratio of office and non-office employment for various industrial sectors. We will review employment patterns and data for the Eugene/Springfield in this analysis.

- *Determine employee per acre ratios.* Few empirical analysis of employee per acre ratios exist. We propose to use a database of several LCOG files that would allow us to create an independent and more detailed estimate of these ratios. We are in the process of conducting a detailed analysis of these data which we will apply to Corvallis. If these figures prove unusable for this study, we propose to use the ratios LCOG used in their 1993 *Industrial Lands Inventory*, which are consistent with accepted standards.

- *Apply the ratios to employment forecasts by sector.* This step applies employment per acre ratios to changes in employment by sector between 1996 and 2020. The output of this analysis is an estimate of land demand by employment sector. As noted previously in the section on Supply, for the largest employers in Corvallis (including OSU and Hewlett-Packard) we will allocate employment by hand. For OSU, for example, even though its employment may be growing, it can probably be accommodated on land that we are not considering as part of the buildable land inventory anyway.

- *Determine aggregate demand for employment-supporting land.* This step divides the employment estimated in the previous step to that which is likely to locate on industrial and commercial (divided, to the extent possible, into office and retail) land, and that which is likely locate on non-industrial lands. The final result is an estimate of the demand for industrial, retail, and office land.

B.5.4. DEMAND FOR PUBLIC AND INSTITUTIONAL LAND

All things being equal, land used for public facilities such as schools, hospitals, governments, churches, parks, and other non-profit organizations will expand as population increases. Many communities have specific standards for parks. School districts typically develop population projections to forecast attendance and need for additional facilities.

With one exception, the assumptions applied to the supply analysis consider public and institutional lands unavailable to meet land needs for

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residential, commercial, and industrial uses. The exception to this is that all non-aeronautical lands owned by the City surrounding the airport. The issue to consider is whether *additional* public and institutional land will be required over the analysis period.

For the purpose of this analysis, we propose to use the following assumptions regarding public and institutional lands:

- *OSU holds sufficient land for expansion over the analysis period.* Lands owned by OSU will not be considered available for other uses, and the University will not require additional land for expansion.

- *115 acres will be required for parks.* This is consistent with the assumption in the supply portion of this analysis.

- *Other public and institutional uses are covered by the gross to net acreage factor.* The supply analysis will assume that some percentage of buildable residential land (probably 20%-25%) will be required for public and institutional uses. This factor includes all public and institutional uses except OSU and park lands which are described above.

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Appendix C

Population and Employment Forecasts

C.1 POPULATION FORECASTS

Table C-1 shows population projections for Oregon, Benton County, and Corvallis through 2020. While Oregon's population is expected to increase at an annual rate of about 1.3 percent during this period, increases in population in Benton County and Corvallis are forecast to average less than one percent annually through 2020.

Table C-1. Total population (estimated) for Oregon, Benton County, and Corvallis, 1995-2020

Year	Oregon	Benton County	Corvallis
1995	3,132,000	75,500	47,487
2000	3,409,000	79,291	49,503
2005	3,631,000	82,119	51,605
2010	3,857,000	85,080	53,796
2015	4,091,000	88,167	56,080
2020	4,326,000	91,345	58,461
Annual Growth Rate	1.3%	0.8%	0.8%

Source: Oregon Office of Economic Analysis, March 1998 (state and county), City of Corvallis (city population).
Annual Growth Rate = Average Annual Growth Rate

The analysis reported in this document did not include an independent forecast of population growth for Corvallis. The report works from two existing forecasts. We refer to the first forecast as the acknowledged forecast: it was accepted by the City Council in August 1997, and was based on the State Economist's forecast for Benton County.[1] The second comes the City's 2020 Vision Forecast. Both forecasts are for the year 2020.[2]

Independent of the inherent uncertainty in any long-run forecast, there are two definitional problems that must be addressed when using either of

[1] It assumes Corvallis will capture 65% of Benton County's population growth to 2020.

[2] All of the analysis presented in this chapter is based on the acknowledged forecast. Chapter 5 also discusses land need scenarios based on the 2020 vision forecast.

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these forecasts: one deals with geography, the other with time. The geography problem is that the two forecasts were made for the *City of Corvallis*, not for the *Corvallis UGB*, which is the geography of interest in this study. The time problem is that though the two forecasts are both for 2020, they start from different base years (which is not our base of June 1996) and cover a 23- to 24-year period rather than the typical 20-year period of a land need and UGB analysis.

There are several considerations necessary to sort out the problems of geography. On the one hand, one could argue that by making a forecast for the City of Corvallis one is implicitly looking only at city limits, in which case the existing and future population that will locate in the urban fringe (between the city limits and the UGB) has been ignored. On the other hand, one could argue that the primary way that the City will be able to accommodate its forecast population is by expanding into the urban fringe; that such expansion will require annexation; and, therefore, the City forecast really includes growth in the urban fringe.

If the first argument were accepted, then one would have to increase both the baseline population estimate for 1996 to include the fringe, and the forecast (to include both the fringe population, and some increment in growth to the fringe). If the second argument is accepted, then no adjustments need be made to the forecast to deal with geographic definitions. Note that even in the first case the changes to the *increment* of population (i.e., in the amount of population growth that must be accommodated) may be small. The amount of population that exists *now* in the urban fringe would get added to both the 1996 base estimate and to the 2020, and would have no affect on the growth (the difference between 2020 and 1996 population).[3] Moreover, since much of the City's growth forecast is based on the presumption that buildable land will be available, and the majority of that land is in the urban fringe (as the next chapter demonstrates), clearly most of the growth in population in the urban fringe is already included in the forecast for the City.

Thus, for the purposes of this analysis, we accept the population forecast for the City as the same as a forecast for the UGB. This assumption will tend to understate population growth (assuming that the forecast for the City is correct in some absolute sense). Since we are considering a range of forecasts, and since growth in the urban fringe cannot occur in any significant way without urban services and annexation, we think this assumption is acceptable.

With regard to the issue of time, for the purposes of this report the forecasts are an estimate of the number of new residents that the City must accommodate over a 23–24 year period. A typical UGB analysis looks at a 20-year planning period. The data can be adjusted to approximate a 20-year period by either scaling back the forecast (to 2016), updating the supply information (to 1998), or both (1998-2018). Alternatively, one can simply

[3] Data from Claritas, Inc. estimates that 3,235 people lived in the urban fringe area in 1997.

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work with a 24-year period: if there is sufficient land to accommodate 24 years of growth, then obviously 20 years of growth can be accommodated.

The preliminary analysis of demand and supply that we did while preparing this report led to the conclusion that there would be ample land inside the City's UGB to more than accommodate even the high 2020 forecast. From that we concluded that questions about whether to expand the UGB would not turn on whether the analysis, by using a longer analysis period than state law requires, had included more growth required. Thus, we chose to stay with 2020 as a forecast year. This choice, by itself, will tend to overstate the 20-year land need. We find this assumption acceptable because this report does not argue for a UGB expansion based on a finding of excess demand, and because any overstatement of demand based on timing is at least partially offset by any understatement of demand based on geography.

The population of Corvallis in 1990, according to the U.S. Census, was 44,757. The population of Corvallis in 1996, as estimated by the Center for Population Research and Census (CPRC), was 49,275. If one accepts the forecast of population in the City's acknowledged comprehensive plan (58,461 people in 2020), then the City must show it has land for new housing units that will accommodate 9,186 new people between 1996 and 2020.[4]

C.2 EMPLOYMENT FORECASTS

The demand for non-residential land in the Corvallis UGB is a function of future employment, the density of employment, and the specific type of employment on a given parcel. This section discusses the likely amount and composition of future employment.

No current employment estimates exist for the City of Corvallis. Moreover, no forecasts of employment exist for the City. The methodology typically used to estimate demand for non-residential land is based on employment projections. Because no published employment projections exist for Corvallis, we developed a simple projection.[5] Table 3-9 shows projected employment between 1995 and 2020 for Oregon, Benton County, and Corvallis. Our projections for Corvallis assume employment will increase at an annual rate of 1% between 1995 and 2020—a rate slightly higher than the County rate.

Preparing a reasonable employment projection for Corvallis is difficult. Because no city-level projection exists, one must consider county-level

[4] All population figures cited in this paragraph include population in Group Quarters, estimated to be 5,564 in 1990. That population should not be included in any forecast of households needing housing units. The great majority of this population is in OSU dorms and in health facilities. Our interviews suggested little growth expected for either of these populations. Thus, we assumed no change during the forecast in Group Quarter population. That simplifying assumption allows us to consider all the population growth during the forecast period (9,186) as population that will be in households requiring dwelling units.

[5] The work program for this report did not include the development of either employment or population projections.

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forecasts as a control total. Two employment projections exist that include Benton County: county-level forecasts developed by the Office of Economic Analysis (OEA), and region-level forecasts developed by the Oregon Employment Department (OED).[6]

These forecasts are substantially different. The OEA forecasts employment in Benton County will grow at a rate of about 0.8% annually between 1995 and 2020, a rate consistent with OEA population forecasts. The OED forecasts for Region 4 indicate employment in the three-county region will increase at an annual rate of 2.9% between 1996 and 2006.

Table C-2. Projected total (non-agricultural) employment for Oregon, Benton County, and Corvallis, 1995-2020

Year	Oregon	Benton County	Corvallis
1995	1,416,900	33,164	30,255
2000	1,601,718	36,332	31,798
2005	1,718,659	38,051	33,420
2010	1,814,276	39,355	35,125
2015	1,882,653	40,055	36,917
2020	1,947,702	40,759	38,853
Annual Growth Rate	1.3%	0.8%	1.0%

Source: Oregon Office of Economic Analysis, March 1998 (state and county), ECONorthwest (city employment)

Table 3-10 shows 1996 and 2020 employment estimates by sector for Corvallis. The sector-level estimates are necessary because different sectors tend to use land at different intensities, and because it is desirable to estimate non-residential land demand by type (i.e., heavy industrial, light industrial, commercial, etc.).

Further complications arise with the OED forecasts. The OED forecasts are presented at the sector level, and include significant growth in the electronic equipment manufacturing and government sectors. However, our interviews with the top ten employers in Corvallis indicate that little, if any, growth will be generated by these employers.

The allocation of 1996 employment by sector was based on 1996 sector estimates for Benton County. The sector-level growth rate assumptions were based on review of county and state trends. The growth rate assumptions are based on an overall annual growth rate of 1.0%. To account for these inconsistencies, we hand-allocated the employment for these sectors shown in Table C-3.

[6] Region 4 includes Benton, Lincoln and Linn Counties.

Table C-3. Estimated employment by sector, Corvallis, 1996 and 2020

Sector	Emp (1996)	Percent (1996)	Annual Growth Rate (1996-2020)	Emp (2020)
Total Wage and Salary	30,558	100.0%	1.0%	38,853
Manufacturing	7,639	25.0%	0.6%	8,789
Lumber & Wood	611	2.0%	0.2%	641
Mach & Electric Equip	6,325	20.7%	0.5%	7,130
Other Durable	214	0.7%	2.0%	344
Food Products	92	0.3%	0.6%	106
Other Non-Durable	397	1.3%	1.5%	568
Non-Manufacturing	22,918	75.0%	1.1%	30,064
Ag, Forestry, Fishing	458	1.5%	0.5%	517
Mining	-	0.0%	0.0%	-
Construction	703	2.3%	1.3%	958
TC&U	642	2.1%	1.0%	815
Trade	4,584	15.0%	1.3%	6,221
Wholesale Trade	397	1.3%	1.4%	555
Retail Trade	4,156	13.6%	1.3%	5,666
Finance, Insurance, Real Estate	947	3.1%	1.5%	1,354
Services	6,417	21.0%	1.7%	9,617
Government	9,167	30.0%	0.6%	10,583

Source: Oregon Employment Department, estimates by ECONorthwest

Because detailed employment data have not been previously compiled by government agencies for Corvallis, we used information from the Eugene-Springfield metro area (1994) to estimate employee-per-acre (EPA) ratios.[7] As Table 3-10 shows, the EPA ratios vary substantially by sector. Manufacturing sectors tend to have lower EPAs than office-based sectors. Because we did not remove the vacant portions of partially-developed parcels and land in other non-employment based uses from the database, the EPA ratios presented here factor in inefficiencies in land uses.

The amount of building area (square feet) used per employee is a method of estimating needed building area, and, indirectly, land need. The building area per employee varies little among sectors.

[7] The data is based on research previously conducted by ECONorthwest and the Lane Council of Governments. The data sources include the Bureau of Economic Analysis (BEA) 202 tapes and Lane County assessment data for the area. The data are based on 5,265 employers that employ over 95,000 persons. This accounts for more than 95% of the non-agricultural employment in the area.

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Table C-4. Floor area and employee per acre ratios in the Eugene/Springfield area, 1994

Division Title	Emp	Floor Area	Total Acres	Sq Ft/Emp	EPA	Std. Dev.
Agriculture, Forestry, and Fishing	1,058	742,169	205.5	701	5.1	80.3
Mining	86	67,941	14.5	790	5.9	11.5
Construction	3,820	2,887,433	592.9	756	6.4	42.1
Manufacturing	13,772	10,771,429	1,097.3	782	12.6	213.4
Transportation, communications, and utilities	4,918	3,073,249	727.6	625	6.8	165.4
Wholesale trade	4,991	4,767,104	606.8	955	8.2	80.3
Retail trade	20,372	13,742,096	961.1	675	21.2	125.0
Finance, insurance, and real estate	4,486	2,362,096	200.3	527	22.4	236.1
Services	36,966	23,991,949	2,547.2	649	14.5	212.8
Public Administration	4,539	3,714,190	376.5	818	12.1	221.5
Total	95,008	66,119,656	7,329.7	696	13.0	

Source: BEA 202 data, Lane County Assessor, LCOG, analysis by ECONorthwest.

The last column of Table C-4, Standard Deviation, provides a measure of how much variability (a lot) there is around the estimates of EPAs in the previous column. The reason is easy to explain with an example. Manufacturing includes manufacturers with several employees, perhaps working two shifts, in a small building (high EPA), and a warehousing operation with a yard for vehicles and space for expansion that might have only a few employees on site (low EPA). There is no simple method to narrow the variability in the data available. We work with averages and assume that though they will almost certainly be off for any particular business and parcel, the land demand estimates will be approximately right in the aggregate.

Appendix D

Demographic and Socioeconomic Data

Any planning analysis conducted toward the end of a decade is complicated by the fact that the most comprehensive source of socioeconomic and demographic data—the U.S. Census—is out of date. In this study, for example, we must find ways to extrapolate from 1990 to 1998. Other sections of this report describe various ways those extrapolations have been made.

One method often used is to purchase data from businesses that specializes in making those extrapolations. Claritas is such a business. On the pages that follow are tables of data that ECONorthwest purchased for this project. They are referenced in Chapter 3, Demand. Area 1 refers to the Corvallis city limits. Area 2 is an approximation of the Urban Growth Boundary.

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Marketview Comparison Report

The Marketview Report format provides data for up to three study areas on the same report for easy analysis. The report combines Claritas's annually updated estimates of population, households, income, and age with other special Claritas estimates and projections as well as key data from the *1990 Census of Population and Housing.*

This document includes:

- List of 1990 Census definitions for the terms used in the report.
- Description of the consumer expenditure terms appearing on page 8 of the report.
- Description of the "population pyramids" found on the last three pages of the report.

Detailed information on the methodology used by Claritas Inc. to determine current-year estimates and five-year projections is available. To obtain a copy, contact Claritas Technical Support at 800-780-4237.

You can get Marketview Report information for various geographic areas such as Census defined boundaries (block groups, census tracts, MCDs, counties, states, MSAs, and places), ZIP codes, or media defined boundaries (DMAs, CableTrack areas and Yellow Pages directory areas). Furthermore, the software used to produce the Marketview Report permits data for any standard geographies to be aggregated, as specified by the user, in virtually any geographic or geometric combination, including rings and custom polygons.

Note that certain tables in the Marketview Report are distributions which include percentages. The universe (denominator) on which each set of percentages is determined is the number at the top of the column, which has a "%" to its right.

Attribute	Area 1		Area 2		Area 3	
1990 Population by Race/Hispanic	229935	%	112836	%	65430	%
White (not Hispanic).....	183825	79.9	73076	64.8	58369	89.2
Black (not Hispanic).....	26900	11.7	22959	20.3	4554	7.0
Asian (not Hispanic).....	7248	3.2	4688	4.2	802	1.2
All Other (not Hispanic).....	979	0.4	499	0.4	279	0.4
Hispanic Origin.....	10983	4.8	11614	10.3	1426	2.2

If you need clarification on any information in this report, please call the Technical Support Department at (800) 780-4237.

1990 CENSUS DEFINITIONS

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The following definitions are derived from the complete *Technical Documentation, Census of Population and Housing 1990: Summary Tape Files 1 and 3*. The terms are arranged alphabetically.

AGE pages 1 & 2

Age at last birthday, i.e., number of completed years from birth to April 1, 1990, based on replies to questionnaire item 5 on year of birth on the 1990 Census form, or based on the estimated date of birth for persons born since April 1, 1990.

AVERAGE HOUSEHOLD SIZE page 1

A measure obtained by dividing the number of persons in households by the number of households. A household includes all the persons who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.

EDUCATION page 5

Persons 25 years and older are classified according to the highest level of school completed or highest degree received. Schooling completed in foreign or ungraded school systems are reported as the equivalent level of schooling in a regular U.S. system. The "High School Graduate" category includes those who passed the Test of General Educational Development (G.E.D.), and did not attend college. The "Graduate or Professional Degree" category includes degrees such as MA, MS, MBA, MD, DDS, and JD, and excludes degrees from barber school, cosmetology and other training for a specific trade.

FAMILY pages 1 & 5

Two or more persons, including the householder, who are related by birth, marriage, or adoption and who live together as one household. All such persons are considered as members of one family. A person maintaining a household alone, or with unrelated persons, is regarded as a household only, not as a family. Thus, some households do not contain families.

FAMILY HOUSEHOLD INCOME page 2 & 3

Total money income received in the stated calendar year by all members age 15 years and older in a family household. A "family household" includes related family members as well as non-related persons living with them. The income is presented in terms of current dollars for the particular year in question.

GROUP QUARTERS pages 1 & 5

All persons not living in households are classified as living in group quarters. Two general categories of persons in group quarters are recognized: (1) institutionalized persons and (2) other persons in group quarters (also referred to as "non-institutional group quarters"). Institutionalized persons include those living in correctional institutions, nursing homes, mental hospitals, and other institutions. Non-institutionalized persons include those living in college dorms, military quarters, homeless shelters and those in visible street locations, as well as residents of housing units with 10 or more unrelated persons.

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HOUSEHOLD pages 1-4

A housing unit occupied by one or more persons. (See average household size)

HOUSEHOLD INCOME pages 2 & 3

Total money received in the stated calendar year by all household members 15 years old and over, tabulated for all households. Household income differs from family household income by including income from all persons age 15 years and older in all households, including persons living alone and other non-family households. The income is presented in terms of current dollars for the particular year in question.

HOUSEHOLD WEALTH page 3

Household wealth is a measure of financial well-being by net worth of households, or assets minus debts. Income data deals with only one dimension of financial well-being: income. Assets include such items as savings accounts, certificates of deposits, money market funds, stocks, bonds, mutual funds, real estate, the value of a business, motor vehicles, etc. Debts include such items as mortgages, credit card and retail store credit accounts, bank loans, etc. The basis for estimates for wealth is the Market Audit database, which is created from Claritas' continuing, comprehensive telephone surveys of more than 90,000 households per year.

HOUSEHOLD TYPE pages 4 & 5

Households are classified by type according to the sex of the householder and the presence of relatives, based on questions asked on sex and household relationship:

- **Male no wife no child** - Other family, male householder with no wife and no children under age 18.
- **Female no husband no child** - Other family, female householder with no husband and no children under age 18.
- **Married-couple family** - A family in which the householder and his/her spouse are enumerated as members of the same household.
- **Other family household own child** - A male or female householder and child with no spouse of householder present. Own child refers to a never-married child under the age of 18 who is a son, daughter, stepchild, or adopted child of the householder.
- **Nonfamily household** - A household consisting of a person living alone or of a householder living with unrelated persons.
- **Family household** - A household with persons related by birth, marriage, or adoption. The householder and all persons in the household related to him or her are family members. A family household may also include nonrelatives living with the family.

HOUSEHOLDER page 4

The person or one of the persons in whose name the home was owned or rented. If there was no such person, any adult household member at least 15 years old and over could be designated as the householder.

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INDUSTRY - EMPLOYED POPULATION page 6

The kind of business or industrial activity in which the person was employed or if not employed, in which the person was most recently employed. Persons working at more than one job were instructed to describe the one at which they worked the most hours during the reference week. If the employer was engaged in more than one activity, the respondent was instructed to describe only the major activity at the place or facility where the person worked. Only civilian employees are counted, not those in the Armed Forces.

LABOR FORCE STATUS page 6

Persons 16 years old and over were classified as to their status in the labor force based on replies to several questions relating to work activity and status during the reference week. Persons determined as not being in the labor force consist mainly of students, housewives, retired workers, seasonal workers enumerated in an "off season" who were not looking for work, inmates of institutions, disabled persons, and persons doing only incidental unpaid family work (fewer than 15 hours during the reference week). Also included are so called "discouraged workers" who did not have a job and have not been actively looking for work during the last four weeks.

MARITAL STATUS page 5

Marital status data are tabulated only for persons 15 years old and over. Couples who live together (unmarried persons, persons in common-law marriages, etc.) were allowed to report the marital status they considered the most appropriate. The following categories are tabulated:

- **Never married -** All persons who have never been married or whose only marriage was annulled.
- **Married** (not separated) - Persons whose current marriage has not ended through widowhood, divorce, or separation (regardless of previous marital history). The category may also include couples who live together or persons in common-law marriages if persons in these living situations so classified themselves.
- **Separated -** Persons legally separated or otherwise absent from their spouse because of marital discord. Separated includes persons who have been deserted and persons with a limited divorce.
- **Divorced -** Includes persons legally divorced and not remarried.
- **Widowed -** Widows and widowers who have not remarried.

OCCUPANCY STATUS pages 6 & 7

- **Occupied -** The classification of a housing unit with one or more persons living in the unit as a usual residence when enumerated, or only temporarily absent from the unit (for example, on vacation). A household consists of all the persons who occupy a housing unit. Therefore, counts of households and occupied housing units should match.
- **Vacant -** The classification of a housing unit with no one living in it at the time of enumeration, unless its occupants are only temporarily absent. If, at the time of the enumeration, the unit is temporarily occupied entirely by persons who have a usual residence elsewhere, it is also classified as vacant.
- **Owner-occupied -** Reported as "owned or being bought" by someone in the household even if the unit is mortgaged or not fully paid for.

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- **Renter-occupied -** All occupied housing units which are not owner-occupied, regardless of whether or not cash rent is paid by a member of the household.

OCCUPATION page 5

The kind of work the person was doing at a job or business during the reference week, or if not at work, at the most recent job or business. Persons working at more than one job were instructed to describe the one at which the person worked the most hours during the reference week.

OWN CHILD page 4

A never-married child under 18 years who is a son, daughter, stepchild, or adopted child of the householder.

PER CAPITA INCOME page 2

Per capita income is the mean income for the stated year computed for every man, woman, and child in a particular area. It is derived by dividing the total income of a particular area by the total population (including group quarters) in that area. The income is presented in terms of current dollars for the particular year in question.

RACE page 1 & 2

Race information is presented in two different ways on the Marketview report, to allow a choice in analyzing the Hispanic population. Hispanic origin is considered an ethnicity and not a race; persons of Hispanic origin may be of any race.

Race/Ethnicity Categories

Census	MARS/OMB
Non-Hispanic	RACE
• White	• White
• Black	• Black
• American Indian/ Eskimo/Aleut	• American Indian/ Eskimo/Aleut
• Asian/Pacific Islander	• Asian/Pacific Islander
• Other	ETHNICITY
Hispanic	Hispanic

The race information on page 1 of the Marketview report shows population by non-Hispanic race categories plus a separate count for Hispanics. The sum of each of the non-Hispanic race categories (e.g. White (not Hispanic), Black (not Hispanic), etc.) plus the Hispanic count equals the total population; there is no double-counting of persons.

The race information on page 2 shows population for four race groups which have been made OMB-consistent, plus a count for Hispanic population.

OMB (Office of Management and Budget) consistent race categories redistribute persons who identified themselves as "Other race" into a specific race category: either White, Black, Asian or American Indian. These race categories include Hispanics, therefore the counts for White and Black on page 2 will usually be higher than those on page 1, because Hispanics are counted both in the race categories as well as the separate Hispanic count on Page 2.

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RENT page 7

Gross monthly rent is reported for "specified renter-occupied housing units" (renter-occupied units, excluding one-family homes on 10 or more acres of land.) The rent is the monthly cash amount agreed to regardless of any furnishings, utilities, fees, meals or services that may be included.

TRANSPORTATION TO WORK, MEANS OF page 6

The principal means of travel or type of conveyance usually used in traveling from home to work. If more than one means of transportation was used, the respondent was instructed to report the one usually used for most of the distance.

TRAVEL TIME TO WORK page 6

Travel time to work refers to the total number of minutes that it usually took the worker to get from home to work (one way) during the Census reference week. Travel time includes time spent waiting for public transportation, picking up passengers in carpools, etc.

UNITS IN STRUCTURE page 7

A structure is a separate building that either has open spaces on all sides or is separated from other structures by dividing walls that extend from ground to roof. All units within the structure, whether occupied or vacant, are counted. Stores and office space are excluded.

- **Single Detached Unit** - a 1-unit structure detached from any other house (i.e. with open space on all four sides).
- **Single Attached Unit** - a 1-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures (for example, town houses or row houses, if the dividing wall goes from ground to roof).

VACANT HOUSING UNITS page 6

Prior to the 1990 Census, data for vacant housing units were only reported for year-round units. Vacancy status now is reported for all housing units, including: units for rent and/or sale; units for seasonal, recreational or occasional use; and units intended for use by migratory workers.

VALUE page 6

The respondent's estimate of the dollar worth of the property, including the house and the lot on which it stands, for specified owner-occupied housing units. Specified owner-occupied housing units EXCLUDE:

- Units on 10 or more acres
- Units in multi-unit buildings
- Units with a business or medical office on the property
- Mobile homes or trailers
- Renter-occupied and vacant units

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VEHICLES AVAILABLE page 7

The total number of automobiles, vans, and light trucks (one ton or less) available for the use of members of the household. Company cars, including police cars and taxis, are included if kept at home and used for non-business purposes. Cars or trucks permanently out of working order are excluded. The data show vehicles available for use, not vehicles privately owned.

YEAR MOVED INTO UNIT page 7

The year of the householder's latest move into the housing unit. Respondents who had moved back into a unit they had previously occupied were asked the year of the most recent move, as were those who moved from one apartment to another in the same building. This item also includes those who, living in a mobile home, moved from one location to another in the same mobile park.

YEAR STRUCTURE BUILT page 7

The year the original construction of the building was completed (not the date of any later remodeling, addition, or conversion). This item was ascertained for occupied and vacant housing units. For mobile homes, trailers, and houseboats, the manufacturer's model year is assumed to be the year built.

CURRENT ESTIMATES OF CONSUMER EXPENDITURES BY SELECTED PRODUCT GROUP AND RETAIL STORE TYPE

Page 8 of the Marketview Report contains information for 24 product groupings and 15 general retail store types. Definitions of the store types are consistent with those provided with the documentation accompanying the Bureau of the Census' *Census of Retail Trade,* Merchandise Line Sales.

The aggregate expenditure data by product category is created using Claritas' proprietary Consumer CLOUT methodology. Further details on this methodology are available upon request. The aggregate expenditure data by store type is the result of combining appropriate product categories into a "store type" based on information relating product categories to store type found in the Merchandise Line Sales portion of the *Census of Retail Trade.*

The "U.S. Index" information provided is a ratio of the average household expenditure for the particular study area compared to the average household expenditure for the U.S. total for the particular product category or store type. The number presented for the U.S. index in the Marketview Report is the actual ratio multiplied by 100. Thus a value of "100" means that the average for the study area is the same as the average for the U.S. A value above 100 means that the average for the study area is greater than the U.S. average, a value below 100 means the average for the study area is under the U.S. average.

EXHIBIT C - 227

PYRAMID GRAPHS OF POPULATION BY AGE AND HOUSEHOLDS BY INCOME

The graphs appearing on pages 9 through 11 of the Marketview Report are usually referred to as population pyramids. A population pyramid is a graph designed to show what various parts of a distribution, such as population by age or households by income, look like with respect to other parts of that same distribution or other distributions.

A traditional population by age pyramid has one line for each single year of age. The population pyramids presented in this report are compressed into fewer age ranges. Furthermore, the widths of the ranges for a given pyramid are not necessarily equal. For example, some age ranges in the pyramids on pages 9 and 10 are five years wide and some are ten years wide. The top range (85+) for these pyramids is open ended.

The population pyramid on page 9 (figure 1 below) compares the male and female populations by age for each of the study areas. For ease of identification, the male half of the pyramid uses the letter "m" to show how many males there are and the female half uses the letter "f". Care must be taken when comparing the successive pyramids on page 9 because the total number of persons represented by each pyramid can be different. Accordingly, the number of persons represented by each "m" or "f" in these pyramids is a function of the population totals for the pyramids.

Figure 1

```
Marketview Comparison Report (Page  9 of 11)
Claritas, Inc.                                                    22-MAY-97
Sales (800) 234-5973                                Support  (800) 234-5629
                    1997 Male and Female Population Comparison
                Males                      Age                     Females
              ---------                  ---------                ---------
                    146                |   85+   |                     423
                    666                |  75-84  |f                   1359
                   2061             mm|  65-74  |ff                  2641
                   5670         mmmmmm|  55-64  |fffff               5126
                  13700 mmmmmmmmmmmmmm|  45-54  |fffffffffffff      12623
                  10686    mmmmmmmmmmm|  40-44  |ffffffffff         10325
                  11316    mmmmmmmmmmm|  35-39  |ffffffffffff       11132
                  12399   mmmmmmmmmmmm|  30-34  |fffffffffffff      11886
                  11802    mmmmmmmmmmm|  25-29  |ffffffffffff       11214
                   9776      mmmmmmmmm|  20-24  |fffffffff           8551
                   8265      mmmmmmmmm|  15-19  |ffffffff            7767
                   9603      mmmmmmmmm|  10-14  |fffffffff           8805
                  10440    mmmmmmmmmmm|   5-9   |ffffffffff          9710
                  11134    mmmmmmmmmmm|   <5    |fffffffffff        10709
```

The population pyramids on page 10 (figure 2 next page) compare the total population (males and females combined) by age of each study area with each of the other study areas. The comparison is done in terms of the PERCENT in each age group. The comparison in terms of percentages is necessary because the population of two study areas may be vastly different. By using percent as the measure, the age profiles of two different study areas can be compared graphically even though the size of the populations of the two areas can be vastly different. For example, one could not meaningfully compare numbers of persons by age for a single ZIP Code

EXHIBIT C - 228

and the U.S. total on the same pyramid. However, comparing percents, as shown in the pyramids on page 10, can communicate meaningful information.

Figure 2

```
Marketview Comparison Report (Page  10 of 11)
                        1997 Total Population Comparison (%)

              Area 1                    Age                        Area 2
             ---------                 ---------                  ---------
                 0.2                |   85+   |2                      1.3
                 0.9                |  75-84  |222                    3.3
                 2.0              11|  65-74  |222222                 5.8
                 4.7            1111|  55-64  |2222222                6.9
                11.4    11111111111|  45-54  |22222222222           11.1
                 9.1       111111111|  40-44  |222222222              8.8
                 9.8      1111111111|  35-39  |2222222222            10.0
                10.6     11111111111|  30-34  |222222222222          12.0
                10.0      1111111111|  25-29  |222222222222222       14.2
                 8.0        11111111|  20-24  |222222222              9.4
                 7.0         1111111|  15-19  |222                    3.8
                 8.0        11111111|  10-14  |222                    3.6
                 8.8       111111111|   5-9   |2222                   4.1
                 9.5      1111111111|    <5   |222222                 5.7
```

Page 11 (figure 3 below) of the Marketview Report presents pyramids which compare the income distributions of each study area with each of the other study areas. Similar to the pyramids on page 10, the comparison is of percentages. In this case, we compare the percentage of households with income in a given range. The pyramids show data for study area 1 with the character "1", for study area 2 with "2" and for study area 3 with "3".

Figure 3

```
Marketview Comparison Report (Page 11 of 11)

                  1997 Households by Household Income (%):
                   (income ranges in thousands of dollars)

              Area 1                   HH inc                      Area 2
              ------                  ---------                    ------
                 2.0                |  $150+  |2                      3.9
                 9.3            1111|$100-$150|2222                   8.5
                15.5         1111111|$ 75-$100|22222                 10.8
                31.2 111111111111111|$ 50-$ 75|22222222222           23.6
                20.2       111111111|$ 35-$ 50|2222222222            21.5
                 6.0              11|$ 30-$ 35|222                    7.5
                 4.7              11|$ 25-$ 30|222                    6.2
                 3.8               1|$ 20-$ 25|22                     5.7
                 4.8              11|$ 10-$ 20|222                    7.0
                 2.5               1|   <$10  |22                     5.2
```

Note: All the pyramids use different symbols (m, f, 1, 2 and 3) on each side of the pyramid. Visually, this can influence your perception of what is being communicated. The m's look more dense than the f's, and the 2's and 3's look denser than the 1's. This effect should be kept in mind when studying the pyramids so that the different densities do not mislead you.

EXHIBIT C - 229

Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute		Area 1		Area 2	
Population:	2002 Total.....	49014		52555	
	1997 Total.....	47043		50278	
	1990 Total.....	44757		47518	
	1980 Total.....	42765		45192	
	% Change 90-97.....	5.1		5.8	
	% Change 80-90.....	4.7		5.1	
Households:	2002 Total.....	18769		19992	
	1997 Total.....	17925		19037	
	1990 Total.....	16743		17699	
	1980 Total.....	15245		16064	
	% Change 90-97.....	7.1		7.6	
	% Change 80-90.....	9.8		10.2	
Av. HH Size:	2002.....	2.31		2.35	
	1997.....	2.31		2.35	
	1990.....	2.30		2.33	
1997 Group Quarters Population..		5564		5551	
Families:	2002 Total.....	9836		10807	
	1997 Total.....	9489		10383	
	1990 Total.....	8996		9774	
	% Change 90-97.....	5.5		6.2	
Housing Units:	2002 Total.....	19352		20605	
	1997 Total.....	18482		19624	
	1990 Total.....	17307		18291	
1997 Population by Race/Hispanic		47043	%	50276	%
White (not Hispanic).....		40082	85.2	43170	85.9
Black (not Hispanic).....		652	1.4	667	1.3
Asian (not Hispanic).....		4396	9.3	4443	8.8
All Other (not Hispanic).....		291	0.6	332	0.7
Hispanic Origin.....		1622	3.4	1664	3.3
1997 Pop. by Age:		47043	%	50278	%
Under 5 Years.....		2645	5.6	2854	5.7
5 to 9 Years.....		2558	5.4	2760	5.5
10 to 14 Years.....		2431	5.2	2733	5.4
15 to 19 Years.....		4896	10.4	5161	10.3
20 to 24 Years.....		7736	16.4	7857	15.6
25 to 29 Years.....		3850	8.2	4015	8.0
30 to 34 Years.....		3844	8.2	3979	7.9
35 to 39 Years.....		3721	7.9	4003	8.0
40 to 44 Years.....		3348	7.1	3671	7.3
45 to 54 Years.....		4966	10.6	5553	11.0
55 to 64 Years.....		2563	5.4	2932	5.8
65 to 74 Years.....		2170	4.6	2398	4.8
75 to 84 Years.....		1596	3.4	1648	3.3
85 Years and Over.....		719	1.5	698	1.4
Total Median Age (in Years)...		29.2		29.7	
Male Median Age (in Years)....		27.6		28.1	

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Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
ea 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute	Area 1		Area 2	
1997 Females by age:(see pp.9-10)	23172	%	24763	%
Under 5 years.....	1300	5.6	1400	5.7
5 to 9 years.....	1230	5.3	1320	5.3
10 to 14 years.....	1171	5.1	1314	5.3
15 to 19 years.....	2350	10.1	2474	10.0
20 to 24 years.....	3360	14.5	3422	13.8
25 to 29 years.....	1772	7.6	1864	7.5
30 to 34 years.....	1777	7.7	1850	7.5
35 to 39 years.....	1887	8.1	2027	8.2
40 to 44 years.....	1672	7.2	1841	7.4
45 to 54 years.....	2491	10.8	2788	11.3
55 to 64 years.....	1355	5.8	1542	6.2
65 to 74 years.....	1292	5.6	1405	5.7
75 to 84 years.....	974	4.2	989	4.0
85 years and over.....	541	2.3	527	2.1
Female Median age (in years)..	31.1		31.6	
1997 White population by age:...	41517	%	44634	%
White under 5 years.....	2270	5.5	2478	5.6
White 5 to 17 years.....	5606	13.5	6266	14.0
White 18 to 44 years.....	22149	53.3	23213	52.0
White 45 to 64 years.....	7063	17.0	7988	17.9
White 65 years and over.....	4429	10.7	4689	10.5
1997 Black population by age:...	716	%	751	%
Black under 5 years.....	80	11.2	86	11.5
Black 5 to 17 years.....	128	17.9	138	18.4
Black 18 to 44 years.....	455	63.5	469	62.5
Black 45 to 64 years.....	51	7.1	56	7.5
Black 65 years and over.....	2	0.3	2	0.3
1997 Hispanic population by age:	1622	%	1681	%
Hispanic under 5 years.....	157	9.7	161	9.6
Hispanic 5 to 17 years.....	329	20.3	345	20.5
Hispanic 18 to 44 years.....	1007	62.1	1034	61.5
Hispanic 45 to 64 years.....	120	7.4	131	7.8
Hispanic 65 years and over....	9	0.6	10	0.6
Per capita inc.: 1997.....	$17213		$17769	
1989 (Census)..	$11815		$12152	
% Change 89-97.	45.7		46.2	
Avg. hhld inc.: 1997.....	$43718		$45600	
1989 (Census)..	$30095		$31249	
% Change 89-97	45.3		45.9	
Med. hhld inc.: 1997.....	$31648		$32607	
1989 (Census)..	$23196		$24148	
% Change 89-97.	36.4		35.0	
Med. Family HH inc.: 1997.....	$48146		$49908	
1989 (Census)..	$34816		$35766	
% Change 89-97.	38.3		39.5	

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Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute	Area 1		Area 2	
1997 Average Household Wealth...	$106274		$112835	
1997 Median Household Wealth....	$22027		$23683	
1997 Households by Hhld Income:.	17925	%	19037	%
(See pg.11) Under $10,000.....	3009	16.8	3079	16.2
$ 10,000 to $ 19,999.....	3075	17.2	3195	16.8
$ 20,000 to $ 24,999.....	1285	7.2	1333	7.0
$ 25,000 to $ 29,999.....	1157	6.5	1187	6.2
$ 30,000 to $ 34,999.....	1053	5.9	1123	5.9
$ 35,000 to $ 49,999.....	2668	14.9	2776	14.6
$ 50,000 to $ 74,999.....	2922	16.3	3158	16.6
$ 75,000 to $ 99,999.....	1355	7.6	1529	8.0
$100,000 to $149,999.....	1079	6.0	1274	6.7
$150,000 and Over.....	322	1.8	378	2.0
1990 Hholds by 1989 hhld income:	16743	%	17699	%
Under $10,000.....	4118	24.6	4209	23.8
$ 10,000 to $ 19,999.....	3331	19.9	3441	19.4
$ 20,000 to $ 24,999.....	1344	8.0	1404	7.9
$ 25,000 to $ 29,999.....	1177	7.0	1235	7.0
$ 30,000 to $ 34,999.....	1274	7.6	1308	7.4
$ 35,000 to $ 49,999.....	2432	14.5	2629	14.9
$ 50,000 to $ 74,999.....	1981	11.8	2214	12.5
$ 75,000 to $ 99,999.....	658	3.9	760	4.3
$100,000 to $149,999.....	352	2.1	385	2.2
$150,000 and Over.....	76	0.5	110	0.6
1997 Fam. HHs by Fam. Hhld Inc.:	9489	%	10383	%
Under $10,000.....	640	6.7	662	6.4
$ 10,000 to $ 19,999.....	813	8.6	890	8.6
$ 20,000 to $ 24,999.....	484	5.1	536	5.2
$ 25,000 to $ 29,999.....	542	5.7	579	5.6
$ 30,000 to $ 34,999.....	604	6.4	659	6.3
$ 35,000 to $ 49,999.....	1818	19.2	1872	18.0
$ 50,000 to $ 74,999.....	2180	23.0	2396	23.1
$ 75,000 to $ 99,999.....	1103	11.6	1254	12.1
$100,000 to $149,999.....	998	10.5	1177	11.3
$150,000 and Over.....	307	3.2	355	3.4
1990 Fam. HH by 1989 Fam. HH Inc	8996	%	9774	%
Under $10,000.....	849	9.4	882	9.0
$ 10,000 to $ 19,999.....	1180	13.1	1290	13.2
$ 20,000 to $ 24,999.....	806	9.0	848	8.7
$ 25,000 to $ 29,999.....	767	8.5	799	8.2
$ 30,000 to $ 34,999.....	924	10.3	933	9.5
$ 35,000 to $ 49,999.....	1806	20.1	1998	20.4
$ 50,000 to $ 74,999.....	1642	18.3	1836	18.8
$ 75,000 to $ 99,999.....	623	6.9	728	7.4
$100,000 to $149,999.....	331	3.7	354	3.6
$150,000 and Over.....	68	0.8	102	1.0

NOTE: When median household wealth is < $25,000 it will be listed as $24,999.

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Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute	Area 1		Area 2	
1997 Households by Hhold Wealth:	17925	%	19060	%
Less than $25,000.....	9529	53.2	9776	51.4
$ 25,000 to $ 49,999.....	1409	7.9	1494	7.8
$ 50,000 to $ 99,999.....	1946	10.9	2114	11.1
$100,000 to $249,999.....	2818	15.7	3128	16.4
$250,000 to $499,999.....	1423	7.9	1609	8.5
$500,000 and Over.....	800	4.5	916	4.8
1997 Householders by Age:	17925	%	19060	%
15 to 24 Years.....	3061	17.1	3072	16.1
25 to 34 Years.....	4070	22.7	4220	22.1
35 to 44 Years.....	4086	22.8	4383	23.0
45 to 54 Years.....	2692	15.0	2980	15.6
55 to 64 Years.....	1383	7.7	1586	8.3
65 to 74 Years.....	1283	7.2	1415	7.4
75 Years and Over.....	1350	7.5	1404	7.4
1997 Households by Hhold Inc:				
Age of Hholder 25-44 Years:	8156	%	8603	%
Under $15,000.....	1626	19.9	1672	19.4
$ 15,000 to $ 24,999.....	1214	14.9	1288	15.0
$ 25,000 to $ 34,999.....	1201	14.7	1232	14.3
$ 35,000 to $ 49,999.....	1513	18.6	1562	18.2
$ 50,000 to $ 74,999.....	1482	18.2	1609	18.7
$ 75,000 to $ 99,999.....	620	7.6	675	7.8
$100,000 and Over.....	500	6.1	565	6.6
Age of Hholder 45-64 Years:	4075	%	4566	%
Under $15,000.....	396	9.7	432	9.5
$ 15,000 to $ 24,999.....	393	9.6	416	9.1
$ 25,000 to $ 34,999.....	421	10.3	460	10.1
$ 35,000 to $ 49,999.....	616	15.1	658	14.4
$ 50,000 to $ 74,999.....	985	24.2	1082	23.7
$ 75,000 to $ 99,999.....	573	14.1	663	14.5
$100,000 and over.....	691	17.0	855	18.7
Age of Householder 65+ Years:	2633	%	2819	%
Under $15,000.....	779	29.6	806	28.6
$ 15,000 to $ 24,999.....	441	16.7	469	16.6
$ 25,000 to $ 34,999.....	323	12.3	351	12.5
$ 35,000 to $ 49,999.....	382	14.5	408	14.5
$ 50,000 to $ 74,999.....	363	13.8	380	13.5
$ 75,000 to $ 99,999.....	143	5.4	173	6.1
$100,000 and Over.....	202	7.7	232	8.2
1990 Households by Hhold Type:	16823	%	17805	%
Male no Wife no Child.....	173	1.0	177	1.0
Female no Husband no Child....	401	2.4	421	2.4
Married Couple Family.....	7594	45.1	8324	46.8
Other Family Hhold Own Child..	1009	6.0	1055	5.9
Non-Family.....	7646	45.4	7828	44.0

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Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute	Area 1		Area 2	
1990 Pop. 65+ Yr. by HH Type:	4296	%	4444	%
Living Alone.....	1350	31.4	1353	30.4
In Families.....	2535	59.0	2723	61.3
In Non-Families.....	48	1.1	48	1.1
In Group Quarters.....	363	8.4	320	7.2
1990 Marital status:				
For Population 15+ Years:	37618	%	39699	%
Never Married.....	16883	44.9	17328	43.6
Now Married (Exc. Separated)	15985	42.5	17437	43.9
Divorced or Separated.....	3050	8.1	3235	8.1
Widowed.....	1700	4.5	1699	4.3
For Females 15+ Years:	18545	%	19555	%
Never Married.....	7169	38.7	7381	37.7
Now Married (Exc. Separated)	7834	42.2	8546	43.7
Divorced or Separated.....	2021	10.9	2112	10.8
Widowed.....	1521	8.2	1516	7.8
1990 Educational Attainment for Population 25+ Years:	23340	%	25135	%
Less than 9th Grade.....	561	2.4	641	2.6
9th to 12th Grade, No Diploma..	1291	5.5	1439	5.7
High School Graduate.....	3243	13.9	3508	14.0
Some College, No Degree.....	5297	22.7	5749	22.9
Associate Degree.....	1508	6.5	1578	6.3
Bachelor's Degree.....	5973	25.6	6383	25.4
Graduate or Prof. Degree.....	5467	23.4	5837	23.2
1990 Pop. Age 16+, In Labor Frc:	21641	%	23122	%
Civilian Employed Males.....	10690	49.4	11485	49.7
Civilian Employed Females.....	9616	44.4	10235	44.3
Persons in Armed Forces.....	140	0.6	148	0.6
Persons Unemployed.....	1195	5.5	1254	5.4
1990 Occupat.-Employed pop. 16+:	20306	%	21715	%
Managerial/Prof. Spec.....	7620	37.5	8172	37.6
Exec/Admin/Managerial.....	2520	12.4	2766	12.7
Professional Specialty.....	5100	25.1	5406	24.9
Tech./Sales/Admn. Support.....	6678	32.9	7082	32.6
Technician and Related.....	1538	7.6	1602	7.4
Sales.....	2051	10.1	2230	10.3
Administrative Support.....	3089	15.2	3250	15.0
Service Occupation.....	2854	14.1	3015	13.9
Private Household.....	107	0.5	104	0.5
Protective Service.....	215	1.1	224	1.0
Other Service.....	2532	12.5	2687	12.4
Farming/Forestry/Fishing.....	541	2.7	659	3.0
Precision/Craft/Repair.....	1005	4.9	1104	5.1
Operator/Fabricators/Laborer..	1608	7.9	1683	7.8
Machine Op/Assem./Inspect....	727	3.6	741	3.4
Trans. & Material Moving.....	363	1.8	386	1.8
Handlers/Helpers/Laborers....	518	2.6	556	2.6

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Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute	Area 1		Area 2	
1990 Industry-Employed Pop. 16+:	20306	%	21718	%
Agriculture/Forestry/Fisheries	696	3.4	843	3.9
Mining.....	5	0.0	8	0.0
Construction.....	511	2.5	599	2.8
Manufacturing-Nondurable Goods	601	3.0	604	2.8
Manufacturing-Durable Goods...	1990	9.8	2230	10.3
Transportation.....	299	1.5	340	1.6
Communications and Public Util	194	1.0	216	1.0
Wholesales Trade.....	323	1.6	364	1.7
Retail Trade.....	3807	18.7	4040	18.6
Finance/Insurance/Real Estate.	819	4.0	873	4.0
Business and Repair Services..	668	3.3	713	3.3
Personal Services.....	588	2.9	588	2.7
Entertainment/Recreation Serv.	270	1.3	276	1.3
Professional and Related Serv.	8818	43.4	9241	42.5
Public Administration.....	717	3.5	783	3.6
1990 Pop. by Travel Time to Work:	19914	%	21276	%
Travel in Under 10 Minutes...	7310	36.7	7507	35.3
Travel in 10 to 14 Minutes....	5727	28.8	6039	28.4
Travel in 15 to 19 Minutes....	3027	15.2	3485	16.4
Travel in 20 to 29 Minutes....	1976	9.9	2177	10.2
Travel in 30 to 44 Minutes....	911	4.6	1012	4.8
Travel in 45 to 59 Minutes....	458	2.3	515	2.4
Travel in 60 to 89 Minutes....	315	1.6	340	1.6
Travel in 90 Minutes and Over.	190	1.0	201	0.9
1990 Pop. by Transport. to Work:	19914	%	21281	%
Travel by Driving Alone.....	12608	63.3	13680	64.3
Travel by Carpool.....	1835	9.2	2014	9.5
Travel by Public transport....	310	1.6	310	1.5
Travel by Walking Only.....	2527	12.7	2533	11.9
Travel by Other Means.....	1896	9.5	1945	9.1
Working at Home.....	738	3.7	799	3.8
1990 Housing Units:	17307	%	18309	%
Owner-Occupied Housing Units..	7237	41.8	8103	44.3
Renter-Occupied Housing Units.	9506	54.9	9618	52.5
Vacant Housing Units.....	564	3.3	588	3.2
1990 Specified Owner-Occ. Housing Units by Value:	6189	%	6743	%
Under $ 20,000.....	14	0.2	20	0.3
$20,000 to $39,999.....	233	3.8	243	3.6
$40,000 to $49,999.....	687	11.1	684	10.1
$50,000 to $74,999.....	2573	41.6	2637	39.1
$75,000 to $99,999.....	1496	24.2	1651	24.5
$100,000 to $149,999.....	961	15.5	1165	17.3
$150,000 to $199,999.....	180	2.9	246	3.6
$200,000 to $299,999.....	41	0.7	86	1.3
$300,000 to $499,999.....	2	0.0	8	0.1
$500,000 and Over.....	2	0.0	3	0.0
Median Housing Value.....	71010		72999	

EXHIBIT C - 235

Claritas Inc.
Sales (888)231-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

28-APR-98
Support (800)780-4237

Attribute	Area 1		Area 2	
1990 Specified Renter-Occupied Units by Gross Rent:	9474	%	9547	%
With Cash Rent.....	9293	98.1	9357	98.0
Less than $100.....	84	0.9	87	0.9
$100 to $149.....	186	2.0	179	1.9
$150 to $199.....	394	4.2	410	4.3
$200 to $249.....	549	5.8	568	5.9
$250 to $299.....	839	8.9	852	8.9
$300 to $399.....	3167	33.4	3140	32.9
$400 to $499.....	2132	22.5	2157	22.6
$500 to $599.....	914	9.6	957	10.0
$600 to $749.....	670	7.1	662	6.9
$750 to $999.....	292	3.1	289	3.0
$1,000 or More.....	66	0.7	56	0.6
No Cash Rent.....	181	1.9	190	2.0
1990 Households by Vehicles:	16743	%	17719	%
0 Vehicles.....	1555	9.3	1562	8.8
1 Vehicle Available.....	6635	39.6	6758	38.1
2 Vehicles Available.....	6543	39.1	7048	39.8
3 Vehicles Available.....	1585	9.5	1834	10.4
4 Vehicles Available.....	318	1.9	386	2.2
5+ Vehicles Available.....	107	0.6	131	0.7
1990 Housing Units by Number of Units in Structure:	17307	%	18308	%
Single Detached Unit.....	8244	47.6	9103	49.7
Single Attached Unit.....	988	5.7	1013	5.5
Structures with 2 Units.....	981	5.7	978	5.3
Structures w/ 3-4 Units.....	1131	6.5	1079	5.9
Structures w/ 5-9 Units.....	1557	9.0	1530	8.4
Structures w/ 10-19 Units.....	1677	9.7	1667	9.1
Structures w/ 20-49 Units.....	1277	7.4	1276	7.0
Structures w/ 50+ Units.....	559	3.2	534	2.9
Mobile Homes/Trailers or Other	893	5.2	1127	6.2
1990 Housing Units by Year Built:	17307	%	18308	%
Built 1989 to March 1990.....	178	1.0	193	1.1
Built 1985 to 1988.....	459	2.7	527	2.9
Built 1980 to 1984.....	1556	9.0	1667	9.1
Built 1970 to 1979.....	5315	30.7	5697	31.1
Built 1960 to 1969.....	3550	20.5	3718	20.3
Built 1950 to 1959.....	2624	15.2	2722	14.9
Built 1940 to 1949.....	1569	9.1	1664	9.1
Built 1939 or Earlier	2056	11.9	2120	11.6
1990 HUs by Year Moved In:	16743	%	17719	%
Moved in 1989 to March 1990...	6640	39.7	6745	38.1
Moved in 1985 to 1988.....	4809	28.7	5073	28.6
Moved in 1980 to 1984.....	1683	10.1	1944	11.0
Moved in 1970 to 1979.....	2060	12.3	2260	12.8
Moved in 1969 or Earlier.....	1551	9.3	1697	9.6

EXHIBIT C - 236

Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237
Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Attribute	Area 1		Area 2	
1997 Expenditures by Selected Product Categories (in thousands of dollars):	($000s)	U.S. Index	($000s)	U.S. Index
Food at Home	$61279	85	$66352	86
Food Away From Home	$39097	83	$42611	85
Alcoholic Beverages at Home	$3913	88	$4207	89
Alcoholic Beverages Away From Home	$2839	93	$3037	94
Personal Care Products	$5741	84	$6230	86
Personal Care Services	$4025	74	$4394	76
Nonprescription Drugs	$2324	88	$2515	89
Women's Apparel	$11864	81	$13031	83
Men's Apparel	$7218	86	$7917	89
Girls' Apparel	$1287	81	$1415	84
Boys' Apparel	$1652	81	$1810	84
Infants' Apparel	$1454	91	$1557	92
Footwear (Excl. Infants)	$5665	88	$6155	90
Housekeeping Supplies	$7246	80	$7924	83
Lawn/Garden Supplies (Incl. Plants)	$1163	78	$1286	81
Domestic Services	$6369	69	$7107	73
Household Textiles	$2167	81	$2390	84
Furniture	$8158	85	$8891	87
Floor Coverings	$1794	69	$2049	74
Major Appliances	$3478	89	$3792	92
Small Appliances & Houseware	$2004	82	$2200	85
TV, Radio & Sound Equipment	$11723	90	$12720	92
Other Entertainment Equip./Services	$11823	83	$13163	87
Transportation	$113161	88	$124431	91

1997 Expenditures by Selected Store Type (in thousands of dollars):	($000s)	U.S. Index	($000s)	U.S. Index
Building Materials & Supply Stores	$6352	86	$7018	89
Hardware Stores	$924	88	$1017	92
Retail Nursery/Lawn/Garden Supply	$1277	86	$1409	89
Auto Supply Stores	$6333	89	$6946	92
Gasoline/Service Stations	$31225	96	$34059	98
Grocery Stores	$67079	87	$72664	88
Drug and Proprietary Stores	$12262	93	$13324	95
Eating Places	$38924	84	$42413	86
Drinking Places	$1961	88	$2121	90
Department Stores (Excl. Leased)	$28595	85	$31352	88
Apparel Stores	$11621	83	$12742	86
Shoe Stores	$3388	88	$3684	90
Furniture	$7342	85	$8017	87
Home Furnishing Stores	$3499	76	$3915	80
Household Appliance Stores	$1825	87	$1998	89
Radio/TV/Computer/Music Stores	$6675	89	$7296	92

EXHIBIT C - 237

Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237

1997 Male and Female Population Comparison

Area 1 = CORVALLIS, OR

Males		Age		Females
178		85+	f	541
622	mm	75-84	fff	974
878	mmm	65-74	ffff	1292
1208	mmmm	55-64	ffff	1355
2475	mmmmmmmm	45-54	ffffffff	2491
1676	mmmmm	40-44	fffff	1672
1834	mmmmmm	35-39	ffffff	1887
2067	mmmmmmm	30-34	ffffff	1777
2078	mmmmmmm	25-29	ffffff	1772
4376	mmmmmmmmmmmmmmm	20-24	fffffffffff	3360
2546	mmmmmmmm	15-19	ffffffff	2350
1260	mmmm	10-14	ffff	1171
1328	mmmm	5-9	ffff	1230
1345	mmmm	<5	ffff	1300

Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Males		Age		Females
171		85+	f	527
659	mm	75-84	fff	989
993	mmm	65-74	ffff	1405
1390	mmmm	55-64	fffff	1542
2765	mmmmmmmmm	45-54	fffffffff	2788
1830	mmmmmm	40-44	ffffff	1841
1976	mmmmmm	35-39	ffffff	2027
2129	mmmmmmm	30-34	ffffff	1850
2151	mmmmmmm	25-29	ffffff	1864
4435	mmmmmmmmmmmmmmm	20-24	fffffffffff	3422
2687	mmmmmmmmm	15-19	ffffffff	2474
1419	mmmm	10-14	ffff	1314
1440	mmmm	5-9	ffff	1320
1454	mmmm	<5	ffff	1400

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Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237

1997 Total Population Comparison (%)

ea 1 = CORVALLIS, OR
.ea 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Area 1		Age		Area 2
1.5	1	85+	2	1.4
3.4	111	75-84	22	3.3
4.6	1111	65-74	2222	4.8
5.4	1111	55-64	22222	5.8
10.6	111111111	45-54	2222222222	11.0
7.1	111111	40-44	222222	7.3
7.9	1111111	35-39	2222222	8.0
8.2	1111111	30-34	2222222	7.9
8.2	1111111	25-29	2222222	8.0
16.4	111111111111111	20-24	22222222222222	15.6
10.4	111111111	15-19	222222222	10.3
5.2	1111	10-14	2222	5.4
5.4	1111	5-9	22222	5.5
5.6	11111	<5	22222	5.7

EXHIBIT C - 239

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Marketview Comparison Report (Page 11 of 11)
Claritas Inc. 28-APR-98
Sales (888)231-4237 Support (800)780-4237

1997 Households by Household Income (%):
(income ranges in thousands of dollars)

Area 1 = CORVALLIS, OR
Area 2 = CUSTOM AREA - URBAN GROWTH BOUNDARY

Area 1		HH inc		Area 2
1.8	1	$150+	2	2.0
6.0	11111	$100-$150	22222	6.7
7.6	111111	$ 75-$100	2222222	8.0
16.3	11111111111111	$ 50-$ 75	22222222222222	16.6
14.9	1111111111111	$ 35-$ 50	222222222222	14.6
5.9	11111	$ 30-$ 35	22222	5.9
6.5	11111	$ 25-$ 30	22222	6.2
7.2	111111	$ 20-$ 25	222222	7.0
17.2	111111111111111	$ 10-$ 20	22222222222222	16.8
16.8	11111111111111	<$10	22222222222222	16.2

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Appendix E Land Supply Summary Tables

Appendix E presents summary tables for land supply data. They provide more detail than the tables presented in Chapter 4. For this summary, each parcel within the UGB was classified into one of the following categories:

- Developed: parcels that have improvements on them and have no vacant areas large enough to develop
- Vacant: parcels greater than 0.075 acre (3,250 sq. ft) with improvement values less than $5,000 and no physical constraints
- Vacant constrained: same as vacant, but with portions that fall within significant wetlands, riparian areas, or above 560' in elevation
- Partially vacant: parcels with some development, but vacant portions large enough to develop
- Partially vacant constrained: same as partially vacant, but with constraints
- Undevelopable vacant: vacant parcels smaller than 0.075 acre (3,250 sq. ft)
- Undevelopable constrained: vacant constrained or partially vacant constrained parcels with unconstrained remainders smaller than 0.075 acre (3,250 sq. ft).

The tables generally summarize land in the following groups:

- All land: includes developed, partially developed, and vacant parcels
- Land unavailable for development: includes developed parcels and lands used for parks, open space, and other public uses that are considered unavailable for development
- Land available for development: includes fully vacant parcels and partially vacant parcels
- Land potentially redevelopable: includes the vacant or developed portion of parcels in commercial, industrial, and multi-family residential uses, sorted by ratios of improvement value to land value.

The tables that follow are the same as those in the May draft of this report. None of the numbers changed as a result of subsequent review.

EXHIBIT C - 241

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Table E-1. Land by Land Use Category (entire UGB)
All land inside the Corvallis UGB

Land Use	Number of Parcels	Acres: Total	Unavailable for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Comm/Office	814	516.4	326.2	190.2		190.2
Comm/Office Total	814	516.4	326.2	190.2		190.2
Industrial	59	438.7	347.2	91.5		91.5
Industrial Total	59	438.7	347.2	91.5		91.5
Government/Institutional	409	4,232.3	4,232.3			
Recreation	5	188.4	188.4			
Religious/Charitable Services	123	200.6	200.6			
Utilities	18	18.8	18.8			
Pub/Inst Total	555	4,640.2	4,640.2			
Single Family Residential	11,414	6,371.9	2,511.7	3,860.2	580.0	3,280.2
Multi-Family	366	286.9	286.9			
Residential Total	11,780	6,658.8	2,798.7	3,860.2	580.0	3,280.2
Agriculture	126	2,068.7		2,068.7	347.2	1,721.6
Vacant	1,031	1,916.3	5.9	1,910.4	252.0	1,658.4
Vacant Total	1,157	3,985.1	5.9	3,979.2	599.2	3,379.9
Roads, other non-taxlotted areas	1	0.3	0.3			
No Data	5	14.3	0.0	14.3	3.3	11.0
Other Total	6	14.6	0.4	14.3	3.3	11.0
Grand Total	14,371	16,253.9	8,118.5	8,135.3	1,182.5	6,952.9

Notes:
1/ Land use categories generated from assessor's property classifications and revised by City staff & LCOG
2/ Unavailable for development includes land which is developed and undeveloped land unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 243

Table E-2. Land by Land Use Category and Area (city limit & urban fringe)
All land inside the Corvallis UGB

Land Use	Number of Parcels	Acres: Total	Unavailable for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Inside city limit						
Comm/Office	799	489.0	314.6	174.4		174.4
Comm/Office Total	799	489.0	314.6	174.4		174.4
Industrial	34	263.5	217.9	45.6		45.6
Industrial Total	34	263.5	217.9	45.6		45.6
Government/Institutional	381	1,358.9	1,358.9			
Recreation	3	8.3	8.3			
Religious/Charitable Services	113	155.6	155.6			
Utilities	14	14.6	14.6			
Pub/Inst Total	511	1,537.4	1,537.4			
Single Family Residential	10,706	3,141.0	2,121.5	1,019.5	153.7	865.8
Multi-Family	366	286.9	286.9			
Residential Total	11,072	3,428.0	2,408.5	1,019.5	153.7	865.8
Agriculture	21	436.8		436.8	41.8	395.0
Vacant	885	988.7	5.8	982.9	141.8	841.1
Vacant Total	906	1,425.5	5.8	1,419.7	183.6	1,236.1
No Data	1	1.6		1.6	0.4	1.2
Roads, other non-taxlotted areas	1	0.3	0.3			
Other Total	2	1.9	0.3	1.6	0.4	1.2
Subtotal	13,324	7,145.3	4,484.5	2,660.9	337.7	2,323.1
rban Fringe						
Comm/Office	15	27.4	11.6	15.8		15.8
Comm/Office Total	15	27.4	11.6	15.8		15.8
Industrial	25	175.2	129.3	45.9		45.9
Industrial Total	25	175.2	129.3	45.9		45.9
Government/Institutional	28	2,873.4	2,873.4			
Recreation	2	180.1	180.1			
Religious/Charitable Services	10	45.0	45.0			
Utilities	4	4.2	4.2			
Pub/Inst Total	44	3,102.8	3,102.8			
Single Family Residential	708	3,230.9	390.2	2,840.7	426.2	2,414.4
Residential Total	708	3,230.9	390.2	2,840.7	426.2	2,414.4
Agriculture	105	1,631.9		1,631.9	305.4	1,326.5
Vacant	146	927.7	0.2	927.5	110.2	817.3
Vacant Total	251	2,559.6	0.2	2,559.5	415.6	2,143.8
No Data	4	12.7	0.0	12.7	2.9	9.8
Other Total	4	12.7	0.0	12.7	2.9	9.8
Subtotal	1,047	9,108.5	3,634.0	5,474.5	844.7	4,629.7
Grand Total	**14,371**	**16,253.9**	**8,118.5**	**8,135.3**	**1,182.5**	**6,952.9**

Notes:
1/ Land use categories generated from assessor's property classifications and revised by City staff & LCOG
2/ Unavailable for development includes land which is developed and undeveloped land unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 244

Table E-3. Land by Plan Designation (entire UGB)
All land inside the Corvallis UGB

Plan Designation	Number of Parcels	Acres: Total	Unavailable for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Agriculture	7	1,133.1	957.4	175.7	2.0	173.7
Conservation	140	1,103.6	795.5	308.2	66.0	242.1
Ag/OS Total	147	2,236.7	1,752.9	483.8	68.0	415.8
Central Business District	475	102.1	97.9	4.2	0.9	3.2
Linear Commercial	255	193.4	143.9	49.6	8.3	41.3
Professional Office	127	56.5	17.7	38.8	6.6	32.2
Shopping Area	122	118.1	52.5	65.6	1.5	64.0
Comm/Office Total	979	470.1	312.0	158.1	17.4	140.8
General Industrial	176	1,477.5	365.5	1,112.0	142.8	969.2
Intensive Industrial	37	256.9	76.0	181.0	49.5	131.4
Limited Industrial	46	56.2	13.0	43.2	7.0	36.3
Research-Technology Center	36	89.4	36.7	52.7	7.3	45.4
Industrial Total	295	1,880.0	491.2	1,388.8	206.6	1,182.3
Intensive Development Sector	59	629.9	34.9	595.1	130.5	464.5
Mixed Use Total	59	629.9	34.9	595.1	130.5	464.5
Public-Institutional	135	2,278.8	2,183.2	95.6	1.3	94.3
Pub/Inst Total	135	2,278.8	2,183.2	95.6	1.3	94.3
Low Density Residential	9,109	6,933.3	2,445.0	4,488.3	612.4	3,876.0
Medium Density Residential	2,272	1,173.8	376.8	797.0	124.5	672.5
Medium-High Density Residential	796	365.9	247.0	118.9	19.4	99.5
High Density Residential	579	219.3	209.6	9.7	2.4	7.3
Residential Total	12,756	8,692.3	3,278.4	5,413.9	758.6	4,655.2
No Data		66.0	66.0			
No Data Total		66.0	66.0			
Grand Total	**14,371**	**16,253.9**	**8,118.5**	**8,135.3**	**1,182.5**	**6,952.9**

Notes:
1/ Unavailable for development includes land which is developed and undeveloped land unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 245

Table E-4. Land Use by Plan Designation by Area (city limit & urban fringe)
All land inside the Corvallis UGB

Plan Designation	Number of Parcels	Acres Total	Unavailable for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Inside City Limit						
Conservation	72	491.1	473.9	17.2	5.4	11.8
Ag/OS Total	72	491.1	473.9	17.2	5.4	11.8
Central Business District	475	102.1	97.9	4.2	0.9	3.2
Linear Commercial	255	193.4	143.9	49.6	8.3	41.3
Professional Office	127	56.5	17.7	38.8	6.6	32.2
Shopping Area	122	118.1	52.5	65.6	1.5	64.0
Comm/Office Total	979	470.1	312.0	158.1	17.4	140.8
General Industrial	108	859.7	312.4	547.3	67.1	480.2
Intensive Industrial	6	21.1	14.5	6.6		6.6
Limited Industrial	46	56.2	13.0	43.2	7.0	36.3
Research-Technology Center	36	89.4	36.7	52.7	7.3	45.4
Industrial Total	196	1,026.4	376.6	649.8	81.4	568.4
Public-Institutional	127	769.7	696.4	73.3	1.3	72.0
Pub/Inst Total	127	769.7	696.4	73.3	1.3	72.0
Low Density Residential	8,327	2,823.5	1,801.2	1,022.3	121.4	900.9
Medium Density Residential	2,254	1,045.4	369.2	676.2	97.5	578.7
Medium-High Density Residential	790	299.7	245.5	54.2	10.9	43.3
High Density Residential	579	219.3	209.6	9.7	2.4	7.3
Residential Total	11,950	4,388.0	2,625.5	1,762.5	232.3	1,530.2
Subtotal	13,324	7,145.3	4,484.5	2,660.9	337.7	2,323.1
Urban Fringe						
Agriculture	7	1,133.1	957.4	175.7	2.0	173.7
Conservation	68	612.5	321.5	291.0	60.6	230.4
Ag/OS Total	75	1,745.6	1,279.0	466.7	62.6	404.0
General Industrial	69	617.8	53.1	564.7	75.7	489.0
Intensive Industrial	30	235.8	61.5	174.4	49.5	124.8
Industrial Total	99	853.6	114.6	739.0	125.2	613.9
Intensive Development Sector	59	629.9	34.9	595.1	130.5	464.5
Mixed Use Total	59	629.9	34.9	595.1	130.5	464.5
Public-Institutional	8	1,509.1	1,486.8	22.3	0.0	22.3
Pub/Inst Total	8	1,509.1	1,486.8	22.3	0.0	22.3
Low Density Residential	782	4,109.8	643.8	3,466.0	491.0	2,975.0
Medium Density Residential	18	128.4	7.6	120.8	26.9	93.9
Medium-High Density Residential	6	66.1	1.5	64.6	8.5	56.2
Residential Total	806	4,304.3	652.9	3,651.4	526.4	3,125.0
No Data		66.0	66.0			
No Data Total		66.0	66.0			
Subtotal	1,047	9,108.5	3,634.0	5,474.5	844.7	4,629.7
Grand Total	**14,371**	**16,253.9**	**8,118.5**	**8,135.3**	**1,182.5**	**6,952.9**

Notes:
1/ Unavailable for development includes land which is developed and undeveloped land unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 246

Table E-5. Land by Zoning District (inside the city limit)
Land inside the Corvallis City Limit

Zoning District	Zoning	Number of Parcels	Acres: Total	Unavail. for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Agriculture-Open Space	AGOS	6	200.7	199.2	1.5	0.0	1.5
Ag/OS Total		6	200.7	199.2	1.5	0.0	1.5
Central Business	CB	405	86.3	84.3	2.1		2.1
Central Business Fringe	CBF	96	21.3	18.3	3.0	1.8	1.2
Community Shopping	CS	22	63.7	16.3	47.4		47.4
Linear Commercial	LC	253	194.9	142.6	52.2	8.3	43.9
Professional and Administrative Office	PAO	127	51.3	23.2	28.1	4.6	23.5
Shopping Area	SA	91	49.0	31.8	17.2	1.1	16.1
Shopping Area University	SAU	1	0.2	0.2			
Special Shopping	SSD	8	7.5	4.0	3.4	0.5	2.9
Comm/Office Total		1,003	474.1	320.7	153.4	16.3	137.1
General Industrial	GI	108	747.7	174.5	573.2	70.8	502.4
Intensive Industrial	II	8	24.0	15.0	9.0	0.6	8.4
Limited Industrial	LI	42	26.6	11.1	15.5	2.7	12.8
Research Technology Center	RTC	27	100.2	48.6	51.6	7.2	44.4
Industrial Total		185	898.6	249.3	649.2	81.3	567.9
General Industrial	GI	1	136.2	136.2			
Oregon State University District	OSU	62	426.0	420.1	5.9		5.9
Pub/Inst Total		63	562.3	556.3	5.9		5.9
Low Density Residential-3.5	RS3.5	6,387	2,879.6	1,868.3	1,011.3	104.7	906.6
Low Density Residential-5	RS5	1,823	449.3	339.0	110.3	20.3	90.1
Low Density Residential-6	RS6	248	293.5	36.1	257.4	22.9	234.5
Medium Density Residential-9	RS9	1,701	716.9	347.4	369.5	76.0	293.5
Medium-High Density Residential	RS12	1,150	364.7	291.3	73.4	13.4	60.0
High Density Residential	RS20	758	305.7	276.8	28.9	2.9	26.0
Residential Total		12,067	5,009.7	3,158.9	1,850.8	240.1	1,610.7
Grand Total		**13,324**	**7,145.3**	**4,484.5**	**2,660.9**	**337.7**	**2,323.1**

Notes:
1/ Unavailable for development includes land which is developed and undeveloped land unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 247

Table E-6. Land Use by Development Status (entire UGB)

All land inside the Corvallis UGB

Classification	Number of Parcels	Acres: Total	Acres: Unavail. for Dev.	Acres: Gross Available for Dev.	Acres: Con-strained	Acres: Net Available for Dev.
Developed	11,876	7,344.6	7,344.6			
Vacant	625	1,103.5		1,103.5		1,103.5
Vacant Constrained	364	2,880.8		2,880.8	593.8	2,287.0
Partially Vacant	873	1,673.9	293.7	1,380.2		1,380.2
Partially Vacant Constrained	439	3,225.5	469.8	2,755.6	573.9	2,181.8
Undevelopable Constrained	53	19.6	4.4	15.2	14.8	0.4
Undevelopable Vacant	141	5.9	5.9			
Total	**14,371**	**16,253.9**	**8,118.5**	**8,135.3**	**1,182.5**	**6,952.9**

Notes:
1/ Development status refers to the land classification system used to evaluate land supply. All parcels were classified into mutually exclusive categories depending on whether improvements exist, the lot coverage of those improvements, and the parcel size.

EXHIBIT C - 248

Table E-7. Land Use by Development Status by Area (city limit & urban fringe)
All land inside the Corvallis UGB

Classification	Number of Parcels	Acres: Total	Unavail. for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Inside the city limit						
Developed	11,513	4,046.2	4,046.2			
Vacant	481	310.7		310.7		310.7
Vacant Constrained	267	1,104.0		1,104.0	177.7	926.3
Partially Vacant	596	721.0	155.2	565.8		565.8
Partially Vacant Constrained	286	940.6	272.9	667.6	147.6	520.0
Undevelopable Constrained	44	17.0	4.4	12.6	12.4	0.3
Undevelopable Vacant	137	5.8	5.8			
Subtotal	13,324	7,145.3	4,484.5	2,660.9	337.7	2,323.1
Urban Fringe						
Developed	363	3,298.4	3,298.4			
Vacant	144	792.8		792.8		792.8
Vacant Constrained	97	1,776.7		1,776.7	416.0	1,360.7
Partially Vacant	277	952.9	138.5	814.3		814.3
Partially Vacant Constrained	153	2,284.9	196.9	2,088.0	426.2	1,661.8
Undevelopable Constrained	9	2.6		2.6	2.5	0.1
Undevelopable Vacant	4	0.2	0.2			
Subtotal	1,047	9,108.5	3,634.0	5,474.5	844.7	4,629.7
Total	**14,371**	**16,253.9**	**8,118.5**	**8,135.3**	**1,182.5**	**6,952.9**

Notes:
1/ Development status refers to the land classification system used to evaluate land supply. All parcels were classified into mutually exclusive categories depending on whether improvements exist, the lot coverage of those improvements, and the parcel size.

EXHIBIT C - 249

Table E-8. Developed Land by Plan Designation (city limit & urban fringe)
All land inside the Corvallis UGB

Plan Designation	Number of Parcels	Acres: Total	Avg Parcel Size	Max Parcel Size	Min Parcel Size	Percent of Acres by Area	Percent of Total Acres
Inside the city limit							
Conservation	58	473.3	8.2	135.4	0.1	11.7%	6.4%
Ag/OS Total	58	473.3	8.2			11.7%	6.4%
Central Business District	459	95.9	0.2	4.7	0.0	2.4%	1.3%
Linear Commercial	169	96.0	0.6	5.3	0.0	2.4%	1.3%
Professional Office	91	11.9	0.1	1.1	0.0	0.3%	0.2%
Shopping Area	92	42.1	0.5	5.1	0.0	1.0%	0.6%
Comm/Office Total	811	245.9	0.3			6.1%	3.3%
General Industrial	46	140.9	3.1	29.0	0.1	3.5%	1.9%
Intensive Industrial	3	5.8	1.9	3.1	0.3	0.1%	0.1%
Limited Industrial	24	10.9	0.5	3.2	0.1	0.3%	0.1%
Research-Technology Center	11	12.9	1.2	6.6	0.2	0.3%	0.2%
Industrial Total	84	170.5	2.0			4.2%	2.3%
Public-Institutional	112	692.9	6.2	199.1	0.1	17.1%	9.4%
Pub/Inst Total	112	692.9	6.2			17.1%	9.4%
Low Density Residential	7,188	1,672.4	0.2	18.9	0.0	41.3%	22.8%
Medium Density Residential	1,998	346.2	0.2	5.8	0.0	8.6%	4.7%
Medium-High Density Residential	702	238.1	0.3	17.2	0.0	5.9%	3.2%
High Density Residential	560	207.0	0.4	10.0	0.0	5.1%	2.8%
Residential Total	10,448	2,463.6	0.2			60.9%	33.5%
Subtotal	11,513	4,046.2	0.4			100.0%	55.1%
Urban Fringe							
Agriculture	6	957.4	159.6	476.2	3.2	29.0%	13.0%
Conservation	20	306.0	15.3	108.7	0.1	9.3%	4.2%
Ag/OS Total	26	1,263.4	48.6			38.3%	17.2%
General Industrial	39	43.1	1.1	11.3	0.0	1.3%	0.6%
Intensive Industrial	11	7.7	0.7	3.0	0.1	0.2%	0.1%
Industrial Total	50	50.8	1.0			1.5%	0.7%
Intensive Development Sector	14	16.9	1.2	9.5	0.3	0.5%	0.2%
Mixed Use Total	14	16.9	1.2			0.5%	0.2%
Public-Institutional	6	1,486.8	247.8	580.9	29.7	45.1%	20.2%
Pub/Inst Total	6	1,486.8	247.8			45.1%	20.2%
Low Density Residential	262	477.0	1.8	168.1	0.0	14.5%	6.5%
Medium Density Residential	5	3.5	0.7	0.9	0.4	0.1%	0.0%
Residential Total	267	480.5	1.8			14.6%	6.5%
Subtotal	363	3,298.4	9.1			100.0%	44.9%
Grand Total	**11,876**	**7,344.6**	**0.6**				**100.0%**

Notes:
1/ Developed category includes lands unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 250

Table E-9. Developed Land by Zoning (inside city limit)
All land inside the Corvallis City Limit

Zoning District	Number of Parcels	Acres: Total	Avg Parcel Size	Max Parcel Size	Min Parcel Size	Percent of Total Acres
Agriculture-Open Space	4	199.2	49.8	135.4	4.1	4.9%
Ag/OS Total	4	199.2				4.9%
Central Business	396	82.3	0.2	4.7	0.0	2.0%
Central Business Fringe	86	17.8	0.2	1.5	0.0	0.4%
Community Shopping	8	10.1	1.3	5.1	0.2	0.3%
Linear Commercial	165	93.8	0.6	5.3	0.0	2.3%
Professional and Administrative Office	95	17.4	0.2	4.1	0.0	0.4%
Shopping Area	77	28.4	0.4	4.4	0.0	0.7%
Shopping Area University	1	0.2	0.2	0.2	0.2	0.0%
Special Shopping	4	3.0	0.8	1.3	0.4	0.1%
Comm/Office Total	832	253.1				6.3%
General Industrial	45	139.8	3.1	29.0	0.1	3.5%
Intensive Industrial	3	5.8	1.9	3.1	0.3	0.1%
Limited Industrial	23	9.0	0.4	3.2	0.1	0.2%
Research Technology Center	5	25.0	5.0	13.8	0.3	0.6%
Industrial Total	76	179.6				4.4%
Oregon State University District	61	419.6	6.9	199.1	0.1	10.4%
Pub/Inst Total	61	419.6				10.4%
Low Density Residential-3.5	5,428	1,755.4	0.3	65.6	0.0	43.4%
Low Density Residential-5	1,645	320.2	0.2	6.5	0.0	7.9%
Low Density Residential-6	202	34.1	0.2	1.2	0.1	0.8%
Medium Density Residential-9	1,510	327.0	0.2	21.2	0.0	8.1%
Medium-High Density Residential	1,018	282.9	0.3	12.6	0.0	7.0%
High Density Residential	737	275.1	0.4	17.2	0.0	6.8%
Residential Total	10,540	2,994.7				74.0%
Grand Total	**11,513**	**4,046.2**				100.0%

Notes:
1/ Developed category includes lands unavailable for development (i.e., parks, conservation areas, etc.)

EXHIBIT C - 251

Table E-10. Vacant and Partially Vacant Land by Plan Designation (city limit & urban fringe)
All land inside the Corvallis UGB

Plan Designation	Number of Parcels	Acres Total	Unavail. for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Inside the city limit						
Conservation	12	17.5	0.6	16.9	5.2	11.7
Ag/OS Total	12	17.5	0.6	16.9	5.2	11.7
Central Business District	15	6.1	1.9	4.2	0.9	3.2
Linear Commercial	82	97.1	47.7	49.4	8.1	41.3
Professional Office	35	44.6	5.8	38.8	6.6	32.2
Shopping Area	29	76.0	10.4	65.6	1.5	64.0
Comm/Office Total	161	223.7	65.8	157.9	17.2	140.8
General Industrial	61	718.7	171.4	547.3	67.1	480.2
Intensive Industrial	3	15.3	8.7	6.6		6.6
Limited Industrial	22	45.3	2.1	43.2	7.0	36.3
Research-Technology Center	25	76.5	23.8	52.7	7.3	45.4
Industrial Total	111	855.9	206.1	649.8	81.4	568.4
Public-Institutional	15	76.8	3.5	73.3	1.3	72.0
Pub/Inst Total	15	76.8	3.5	73.3	1.3	72.0
Low Density Residential	1,027	1,132.2	121.6	1,010.6	109.9	900.8
Medium Density Residential	222	697.5	21.8	675.7	97.1	578.6
Medium-High Density Residential	66	60.4	6.2	54.2	10.9	43.3
High Density Residential	16	12.2	2.5	9.7	2.4	7.3
Residential Total	1,331	1,902.4	152.1	1,750.3	220.3	1,530.0
Subtotal	1,630	3,076.3	428.1	2,648.2	325.4	2,322.8
rban Fringe						
Agriculture	1	175.7		175.7	2.0	173.7
Conservation	48	306.5	15.6	291.0	60.6	230.4
Ag/OS Total	49	482.2	15.6	466.7	62.6	404.0
General Industrial	29	574.7	10.0	564.7	75.7	489.0
Intensive Industrial	19	228.1	53.8	174.4	49.5	124.8
Industrial Total	48	802.8	63.8	739.0	125.2	613.9
Intensive Development Sector	45	613.1	18.0	595.1	130.5	464.5
Mixed Use Total	45	613.1	18.0	595.1	130.5	464.5
Public-Institutional	2	22.3		22.3	0.0	22.3
Pub/Inst Total	2	22.3		22.3	0.0	22.3
Low Density Residential	508	3,630.0	166.7	3,463.4	488.5	2,974.9
Medium Density Residential	12	124.8	4.0	120.8	26.9	93.9
Medium-High Density Residential	6	66.1	1.5	64.6	8.5	56.2
Residential Total	526	3,821.0	172.2	3,648.8	523.9	3,124.9
No Data	1	66.0	66.0			
No Data Total	1	66.0	66.0			
Subtotal	671	5,807.3	335.5	5,471.9	842.3	4,629.6
Grand Total	**2,301**	**8,883.7**	**763.6**	**8,120.1**	**1,167.6**	**6,952.5**

Notes:
1/ Includes partially vacant parcels

EXHIBIT C - 252

Table E-11. Vacant and Partially Vacant Land by Zoning (inside city limit)
All land inside the Corvallis City Limit

			Acres				
Zoning	Code	Parcels	Total	Unavail. for Dev.	Gross Available for Dev.	Con-strained	Net Available for Dev.
Agriculture-Open Space	AGOS	2	1.5		1.5	0.0	1.5
Ag/OS Total		2	1.5		1.5	0.0	1.5
Central Business	CB	9	4.0	1.9	2.1		2.1
Central Business Fringe	CBF	9	3.4	0.4	3.0	1.8	1.2
Community Shopping	CS	14	53.6	6.2	47.4		47.4
Linear Commercial	LC	84	100.8	48.7	52.0	8.1	43.9
Professional and Administrative Office	PAO	31	33.8	5.8	28.1	4.6	23.5
Shopping Area	SA	14	20.6	3.4	17.2	1.1	16.1
Special Shopping	SSD	4	4.4	1.0	3.4	0.5	2.9
Comm/Office Total		165	220.6	67.4	153.2	16.1	137.1
General Industrial	GI	62	607.8	34.7	573.2	70.8	502.4
Intensive Industrial	II	5	18.3	9.3	9.0	0.6	8.4
Limited Industrial	LI	19	17.6	2.1	15.5	2.7	12.8
Research Technology Center	RTC	22	75.2	23.6	51.6	7.2	44.4
Industrial Total		108	718.9	69.6	649.2	81.3	567.9
General Industrial	GI	1	136.2	136.2			
Oregon State University District	OSU	1	6.4	0.5	5.9		5.9
Pub/Inst Total		2	142.7	136.7	5.9		5.9
Low Density Residential-3.5	RS3.5	869	1,107.2	106.5	1,000.7	94.2	906.5
Low Density Residential-5	RS5	154	126.8	17.8	109.0	19.0	90.0
Low Density Residential-6	RS6	45	259.4	2.0	257.4	22.9	234.5
Medium Density Residential-9	RS9	164	388.5	19.5	369.0	75.6	293.4
Medium-High Density Residential	RS12	105	80.4	7.0	73.4	13.4	60.0
High Density Residential	RS20	16	30.4	1.5	28.9	2.9	26.0
Residential Total		1,353	1,992.7	154.3	1,838.4	227.9	1,610.5
Grand Total		**1,630**	**3,076.3**	**428.1**	**2,648.2**	**325.4**	**2,322.8**

Notes:
1/ Includes partially vacant parcels

EXHIBIT C - 253

Table E-12. Fully Vacant Land by Plan Designation and Area (entire UGB)

All land inside the Corvallis UGB

Plan Designation	Number of Parcels	Acres: Gross Avail. for Dev.	Avg Parcel Size	Max Parcel Size	Min Parcel Size	Con-strained	Net Avail. for Dev.	Percent of Net Avail. for Dev.
Inside City Limit								
Conservation	9	15.0	1.7	3.6	0.2	4.3	10.7	0.3%
Ag/OS Total	9	15.0				4.3	10.7	0.3%
Central Business District	11	2.9	0.3	0.6	0.1	0.9	2.0	0.1%
Linear Commercial	22	22.1	1.0	6.4	0.1	7.8	14.2	0.4%
Professional Office	24	22.4	0.9	3.5	0.1	6.6	15.8	0.5%
Shopping Area	15	35.3	2.4	9.8	0.3	1.5	33.8	1.0%
Comm/Office Total	72	82.7				16.9	65.8	1.9%
General Industrial	23	345.6	15.0	110.5	0.1	48.3	297.3	8.8%
Limited Industrial	13	36.7	2.8	18.0	0.1	6.6	30.1	0.9%
Research-Technology Center	17	36.0	2.1	8.1	0.2	7.3	28.7	0.8%
Industrial Total	53	418.3				62.2	356.1	10.5%
Public-Institutional	8	34.0	4.2	12.0	0.4	1.3	32.7	1.0%
Pub/Inst Total	8	34.0				1.3	32.7	1.0%
Low Density Residential	431	590.5	1.4	100.7	0.1	59.4	531.0	15.7%
Medium Density Residential	128	228.2	1.8	105.4	0.1	27.9	200.4	5.9%
Medium-High Density Residential	38	42.6	1.1	18.8	0.1	5.2	37.5	1.1%
High Density Residential	9	3.5	0.4	1.6	0.1	0.6	2.9	0.1%
Residential Total	606	864.8				93.0	771.8	22.8%
Subtotal	748	1,414.8				177.7	1,237.0	36.5%
Urban Fringe								
griculture	1	175.7	175.7	175.7	175.7	2.0	173.7	5.1%
Conservation	25	147.4	5.9	40.9	0.1	33.6	113.8	3.4%
Ag/OS Total	26	323.1				35.6	287.5	8.5%
General Industrial	9	134.0	14.9	52.9	0.3	21.3	112.7	3.3%
Intensive Industrial	5	150.4	30.1	64.1	1.3	49.5	100.9	3.0%
Industrial Total	14	284.4				70.9	213.6	6.3%
Intensive Development Sector	9	182.6	20.3	119.9	0.3	40.0	142.6	4.2%
Mixed Use Total	9	182.6				40.0	142.6	4.2%
Public-Institutional	2	22.3	11.1	22.2	0.1	0.0	22.3	0.7%
Pub/Inst Total	2	22.3				0.0	22.3	0.7%
Low Density Residential	183	1,661.6	9.1	138.7	0.2	245.3	1,416.3	41.8%
Medium Density Residential	4	64.5	16.1	34.4	0.1	22.9	41.5	1.2%
Medium-High Density Residential	3	31.0	10.3	24.1	1.8	1.3	29.7	0.9%
Residential Total	190	1,757.1				269.6	1,487.6	43.9%
Subtotal	241	2,569.5				416.0	2,153.5	63.5%
Grand Total	**989**	**3,984.3**				**593.8**	**3,390.5**	**100.0%**

Notes:
1/ Gross acres available for development includes constrained acres
1/ Total acres includes constrained acres

EXHIBIT C - 254

Table E-13. Fully Vacant Land by Zoning (inside city limit)
All land inside the Corvallis City Limit

			Acres						
Zoning	District	Number of Parcels	Gross Avail. for Dev.	Avg Parcel Size	Max Parcel Size	Min Parcel Size	Con-strained	Net Avail. for Dev.	Percent of Net Avail. for Dev.
Agriculture-Open Space	AGOS	2	1.5	0.7	1.1	0.4	0.0	1.5	0.1%
Ag/OS Total		2	1.5				0.0	1.5	0.1%
Central Business	CB	5	0.8	0.2	0.2	0.1		0.8	0.1%
Central Business Fringe	CBF	7	2.2	0.3	0.6	0.1	1.0	1.2	0.1%
Community Shopping	CS	9	27.0	3.0	9.8	0.4		27.0	2.2%
Linear Commercial	LC	22	22.1	1.0	6.4	0.1	7.8	14.2	1.2%
Professional and Administrative Office	PAO	20	18.9	0.9	3.5	0.2	4.6	14.3	1.2%
Shopping Area	SA	6	9.6	1.6	4.7	0.2	1.1	8.5	0.7%
Special Shopping	SSD	2	1.0	0.5	0.5	0.5	0.5	0.5	0.0%
Comm/Office Total		71	81.5				15.0	66.5	5.4%
General Industrial	GI	26	371.5	14.3	110.5	0.1	52.0	319.5	25.8%
Intensive Industrial	II	1	2.4	2.4	2.4	2.4	0.6	1.8	0.1%
Limited Industrial	LI	10	8.9	0.9	4.6	0.1	2.3	6.6	0.5%
Research Technology Center	RTC	15	35.1	2.3	8.1	0.2	7.2	27.9	2.3%
Industrial Total		52	417.9				62.1	355.8	28.8%
Low Density Residential-3.5	RS3.5	359	391.9	1.1	44.5	0.1	35.4	356.5	28.8%
Low Density Residential-5	RS5	65	68.4	1.1	46.2	0.1	10.0	58.4	4.7%
Low Density Residential-6	RS6	35	231.5	6.6	100.7	0.1	21.5	210.0	17.0%
Medium Density Residential-9	RS9	80	175.5	2.2	105.4	0.1	25.3	150.2	12.1%
Medium-High Density Residential	RS12	73	21.1	0.3	2.5	0.1	7.3	13.8	1.1%
High Density Residential	RS20	11	25.5	2.3	18.8	0.1	1.0	24.4	2.0%
Residential Total		623	913.8				100.6	813.3	65.7%
Grand Total		**748**	**1,414.8**				**177.7**	**1,237.0**	**100.0%**

Notes:
1/ Gross acres available for development includes constrained acres

EXHIBIT C - 255

Table E-14. Acres in Fully Vacant Parcels by Plan Designation and Size Class

All land inside the Corvallis UGB

	Vacant, Unconstrained Acres						
Plan Designation	**Total**	**<1**	**1-4**	**5-9**	**10-19**	**20-49**	**50 or More**
Agriculture	173.7						173.7
Conservation	124.5	3.8	26.5	21.2	42.6	30.5	
Ag/OS Total	298.2	3.8	26.5	21.2	42.6	30.5	173.7
Central Business District	2.0	2.0					
Linear Commercial	14.2	3.9	7.3	3.0			
Professional Office	15.8	5.8	9.9				
Shopping Area	33.8	2.4	21.7	9.8			
Comm/Office Total	65.8	14.1	38.9	12.8			
General Industrial	410.0	4.4	22.3	8.2	31.3	67.1	276.7
Intensive Industrial	100.9		4.3			16.6	80.0
Limited Industrial	30.1	2.5	8.5	5.4	13.7		
Research-Technology Center	28.7	6.0	14.1	8.6			
Industrial Total	569.6	12.8	49.3	22.2	45.0	83.6	356.6
Intensive Development Sector	142.6	0.8	6.7	12.0	17.1	16.5	89.4
Mixed Use Total	142.6	0.8	6.7	12.0	17.1	16.5	89.4
Public-Institutional	55.0	1.2	3.4	6.5	21.7	22.2	
Pub/Inst Total	55.0	1.2	3.4	6.5	21.7	22.2	
Low Density Residential	1,947.4	122.4	208.9	217.4	126.8	560.2	711.6
Medium Density Residential	241.9	18.5	20.1			107.3	95.9
Medium-High Density Residential	67.2	3.7	5.6	15.1	18.8	24.1	
High Density Residential	2.9	1.8	1.2				
Residential Total	2,259.4	146.4	235.7	232.5	145.6	691.6	807.6
Grand Total	3,390.5	179.1	360.5	307.2	272.0	844.4	1,427.3

Notes:
1/Does not include partially vacant land

EXHIBIT C - 256

Table E-15. Number of Fully Vacant Parcels by Plan Designation and Size Class
All land inside the Corvallis UGB

	Count of Parcels						
Plan Designation	**Total Parcels**	**<1 Acre**	**1-4 Acres**	**5-9 Acres**	**10-19 Acres**	**20-49 Acres**	**50 or More Acres**
Agriculture	1						1
Conservation	34	11	14	5	3	1	
Ag/OS Total	35	11	14	5	3	1	1
Central Business District	11	11					
Linear Commercial	22	17	4	1			
Professional Office	24	18	6				
Shopping Area	15	6	8	1			
Comm/Office Total	72	52	18	2			
General Industrial	32	10	11	2	3	2	4
Intensive Industrial	5		2			1	2
Limited Industrial	13	8	3	1	1		
Research-Technology Center	17	10	5	2			
Industrial Total	67	28	21	5	4	3	6
Intensive Development Sector	9	2	2	2	1	1	1
Mixed Use Total	9	2	2	2	1	1	1
Public-Institutional	10	3	3	1	2	1	
Pub/Inst Total	10	3	3	1	2	1	
Low Density Residential	614	440	98	34	11	21	10
Medium Density Residential	132	117	10			4	1
Medium-High Density Residential	41	32	5	2	1	1	
High Density Residential	9	8	1				
Residential Total	796	597	114	36	12	26	11
Grand Total	989	693	172	51	22	32	19

Notes:
1/Does not include partially vacant land

EXHIBIT C - 257

Table E-16. Acres in Fully Vacant Parcels by Plan Designation and Size Class
All land inside the Corvallis City Limit

	Vacant, Unconstrained Acres						
Plan Designation	**Total**	**<1**	**1-4**	**5-9**	**10-19**	**20-49**	**50 or More**
Linear Commercial	14.2	3.9	7.3	3.0			
Professional Office	15.8	5.8	9.9				
Shopping Area	33.8	2.4	21.7	9.8			
Comm/Office Total	63.8	12.1	38.9	12.8	0.0	0.0	0.0
General Industrial	297.3	3.4	18.6	8.2	10.1	67.1	189.9
Limited Industrial	30.1	2.5	8.5	5.4	13.7		
Research-Technology Center	28.7	6.0	14.1	8.6			
Industrial Total	356.1	11.8	41.2	22.2	23.9	67.1	189.9
Public-Institutional	32.7	1.1	3.4	6.5	21.7		
Pub/Inst Total	32.7	1.1	3.4	6.5	21.7	0.0	0.0
Low Density Residential	531.0	99.3	43.4	67.3	31.6	117.5	172.0
Medium Density Residential	200.4	18.5	15.1			70.9	95.9
Medium-High Density Residential	37.5	3.7	5.0	10.0	18.8		
High Density Residential	2.9	1.8	1.2				
Residential Total	771.8	123.2	64.7	77.2	50.4	188.4	267.9
Grand Total	1,224.3	148.2	148.2	118.8	96.0	255.4	457.9

EXHIBIT C - 258

Table E-17. Number of Fully Vacant Parcels by Plan Designation and Size Class
All land inside the Corvallis City Limit

	Count of Parcels						
Plan Designation	**Total Parcels**	**<1 Acre**	**1-4 Acres**	**5-9 Acres**	**10-19 Acres**	**20-49 Acres**	**50 or More Acres**
Conservation	9	3	6				
Ag/OS Total	9	3	6	0	0	0	0
Central Business District	11	11					
Linear Commercial	22	17	4	1			
Professional Office	24	18	6				
Shopping Area	15	6	8	1			
Comm/Office Total	72	52	18	2	0	0	0
General Industrial	23	7	9	2	1	2	2
Limited Industrial	13	8	3	1	1		
Research-Technology Center	17	10	5	2			
Industrial Total	53	25	17	5	2	2	2
Public-Institutional	8	2	3	1	2		
Pub/Inst Total	8	2	3	1	2	0	0
Low Density Residential	431	388	24	10	3	4	2
Medium Density Residential	128	116	9			2	1
Medium-High Density Residential	38	32	4	1	1		
High Density Residential	9	8	1				
Residential Total	606	544	38	11	4	6	3
Grand Total	748	626	82	19	8	8	5

EXHIBIT C - 259

Table E-18. Vacant and Partially Vacant Residential Land by Lot Type and Plan Designation
All land inside the Corvallis UGB

Plan Designation	Number of Parcels	Acres: Total	Unavail. for Dev.	Gross Avail. for Dev.	Con-strained	Net Avail. for Dev.
Inside the city limit						
Platted Lots						
Low Density	603	429.7	55.2	374.5	40.6	333.9
Medium Density	122	62.9	4.7	58.2	18.9	39.4
Medium-High Density	21	24.8		24.8	2.7	22.1
High Density	6	2.8		2.8	0.5	2.3
Subtotal	752	520.2	59.9	460.3	62.7	397.6
Unplatted Lots						
Low Density	424	702.6	66.4	636.2	69.3	566.9
Medium Density	100	634.6	17.1	617.5	78.2	539.2
Medium-High Density	45	35.6	6.2	29.4	8.2	21.3
High Density	10	9.5	2.5	7.0	2.0	5.0
Subtotal	579	1,382.3	92.2	1,290.0	157.7	1,132.4
City Limit Total	1,331	1,902.4	152.1	1,750.3	220.3	1,530.0
Urban Fringe						
Platted Lots						
Low Density	119	322.2	34.5	287.7	27.6	260.1
Medium Density	4	11.0	1.5	9.5	2.9	6.6
Medium-High Density	1	5.1		5.1		5.1
Subtotal	124	338.3	36.0	302.3	30.5	271.9
Unplatted Lots						
Low Density	389	3,307.9	132.2	3,175.7	460.9	2,714.8
Medium Density	8	113.8	2.5	111.3	24.1	87.2
Medium-High Density	5	61.0	1.5	59.5	8.5	51.0
Subtotal	402	3,482.7	136.2	3,346.5	493.4	2,853.1
Urban Fringe Subtotal	526	3,821.0	172.2	3,648.8	523.9	3,124.9
Grand Total	**1,857**	**5,723.4**	**324.3**	**5,399.1**	**744.2**	**4,654.9**

Notes:
1/ Platted lots are vacant or partially vacant lots in existing subdivisions. These lots represent infill potential.
2/ Unplatted lots are lots that did not have a subdivision associated with them in the assessment database. They can be thought of as residential "tracts" that can be subdivided.

EXHIBIT C - 260

Table E-19. Vacant and Partially Vacant Residential Land by Development Status
All land inside the Corvallis UGB

Type	Number of Parcels	Acres: Total	Unavail. for Dev.	Gross Avail. for Dev.	Con-strained	Net Avail. for Dev.
City Limit						
Vacant	420	213.7		213.7		213.7
Vacant Constrained	186	651.1		651.1	93.0	558.1
Partially Vacant	483	474.3	102.2	372.0		372.0
Partially Vacant Constrained	242	563.4	49.9	513.5	127.3	386.2
Subtotal	1,331	1,902.4	152.1	1,750.3	220.3	1,530.0
Urban Fringe						
Vacant	124	712.2		712.2		712.2
Vacant Constrained	66	1,044.9		1,044.9	269.6	775.3
Partially Vacant	219	742.8	109.5	633.3		633.3
Partially Vacant Constrained	117	1,321.0	62.7	1,258.4	254.3	1,004.0
Subtotal	526	3,821.0	172.2	3,648.8	523.9	3,124.9
Total	**1,857**	**5,723.4**	**324.3**	**5,399.1**	**744.2**	**4,654.9**

Notes:
1/ Development status refers to the land classification system used to evaluate land supply. All parcels were classified into mutually exclusive categories depending on whether improvements exist, the lot coverage of those improvements, and the parcel size.

EXHIBIT C - 261

Table E-20. Vacant and Partially Vacant Non-Residential Land by Plan Designation
All vacant and partially vacant commercial and industrial land inside the UGB

		Acres				
Plan Designation	**Number of Parcels**	**Total**	**Unavail. for Dev.**	**Gross Avail. for Dev.**	**Con-strained**	**Net Avail. for Dev.**
Inside City Limit						
Central Business District	15	6.1	1.9	4.2	0.9	3.2
Linear Commercial	82	97.1	47.7	49.4	8.1	41.3
Professional Office	35	44.6	5.8	38.8	6.6	32.2
Shopping Area	29	76.0	10.4	65.6	1.5	64.0
Comm/Office Total	161	223.7	65.8	157.9	17.2	140.8
General Industrial	61	718.7	171.4	547.3	67.1	480.2
Intensive Industrial	3	15.3	8.7	6.6		6.6
Limited Industrial	22	45.3	2.1	43.2	7.0	36.3
Research-Technology Center	25	76.5	23.8	52.7	7.3	45.4
Industrial Total	111	855.9	206.1	649.8	81.4	568.4
Subtotal	272	1,079.6	271.9	807.7	98.6	709.2
Urban Fringe						
General Industrial	29	574.7	10.0	564.7	75.7	489.0
Intensive Industrial	19	228.1	53.8	174.4	49.5	124.8
Industrial Total	48	802.8	63.8	739.0	125.2	613.9
Subtotal	48	802.8	63.8	739.0	125.2	613.9
Grand Total	**320**	**1,882.4**	**335.6**	**1,546.8**	**223.7**	**1,323.0**

EXHIBIT C - 262

Table E-21. Vacant and Partially Vacant Non-Residential Land by Zoning District

All vacant and partially vacant commercial and industrial land inside the city limit

		Acres				
Zoning District	**Number of Parcels**	**Total**	**Unavail. for Dev.**	**Gross Avail. for Dev.**	**Con-strained**	**Net Avail. for Dev.**
Central Business	9	4.0	1.9	2.1		2.1
Central Business Fringe	9	3.4	0.4	3.0	1.8	1.2
Community Shopping	14	53.6	6.2	47.4		47.4
Linear Commercial	84	100.8	48.7	52.0	8.1	43.9
Professional and Administrative Office	31	33.8	5.8	28.1	4.6	23.5
Shopping Area	14	20.6	3.4	17.2	1.1	16.1
Special Shopping	4	4.4	1.0	3.4	0.5	2.9
Comm/Office Total	165	220.6	67.4	153.2	16.1	137.1
General Industrial	62	607.8	34.7	573.2	70.8	502.4
Intensive Industrial	5	18.3	9.3	9.0	0.6	8.4
Limited Industrial	19	17.6	2.1	15.5	2.7	12.8
Research Technology Center	22	75.2	23.6	51.6	7.2	44.4
Industrial Total	108	718.9	69.6	649.2	81.3	567.9
Grand Total	273	939.5	137.1	802.4	97.4	705.0

EXHIBIT C - 263

Table E-22. Developed Land by Imp/Land Value Ratio (entire UGB)

All Developed Industrial, Commercial, or Multifamily Residential Parcels inside the UGB

	Acres				
Description	Comm/ Office	Ind.	Res.	Total Acres	Percent of Total Acres
Parcels with more redevelopment potential					
Land Value 0, Bldg Value 0	2.2	71.0	13.4	86.6	8.0%
Land Value 0, Bldg Value > 0	8.2	16.0	0.7	24.9	2.3%
Imp/Land Ratio Between > 0 and < .25:1	36.4	155.7	26.4	218.5	20.1%
Imp/Land Ratio Between .25:1 and .5:1	15.5	23.9	3.7	43.1	4.0%
Imp/Land Ratio Between .5:1 and 1:1	53.8		33.0	86.8	8.0%
Subtotal	115.9	266.7	77.2	459.8	42.2%
Parcels with less redevelopment potential					
Imp/Land Ratio Between 1:1 and 2:1	82.4	3.7	99.2	185.3	17.0%
Imp/Land Value Between 2:1 and 3:1	36.7	24.3	102.5	163.5	15.0%
Imp/Land Value > 3:1	52.0	51.7	176.5	280.2	25.7%
Subtotal	171.1	79.8	378.1	629.0	57.8%
Total	287.0	346.5	455.3	1,088.8	100.0%

Notes:
1/ Includes developed parcels and developed portions of partially developed parcels in commercial, industrial and multifamily residential (RS12, RS20) districts
2/ Imp/land value ratios based on 1996 assessor's data

EXHIBIT C - 264

Table E-23. Developed Land by Imp/Land Value Ratio by Area (city limit & urban fringe)
All Developed Industrial, Commercial, or Multifamily Residential Parcels inside the UGB

	Acres				
Description	Comm/ Office	Ind.	Res.	Total Acres	Percent of Total Acres
Inside City Limit					
Parcels with more redevelopment potential					
Land Value 0, Bldg Value 0	2.2		13.4	15.5	1.4%
Land Value 0, Bldg Value > 0	7.7	14.9	0.7	23.3	2.1%
Imp/Land Ratio Between > 0 and < .25:1	36.4	141.4	26.4	204.2	18.8%
Imp/Land Ratio Between .25:1 and .5:1	15.2	6.6	3.7	25.5	2.3%
Imp/Land Ratio Between .5:1 and 1:1	53.3		33.0	86.3	7.9%
Subtotal	114.6	163.0	77.2	354.8	32.6%
Parcels with less redevelopment potential					
Imp/Land Ratio Between 1:1 and 2:1	81.4	3.2	99.2	183.8	16.9%
Imp/Land Value Between 2:1 and 3:1	34.5	2.1	102.5	139.2	12.8%
Imp/Land Value > 3:1	44.8	48.9	176.5	270.2	24.8%
Subtotal	160.7	54.3	378.1	593.1	54.5%
City Limit Total	275.4	217.2	455.3	947.9	87.1%
Urban Fringe					
Parcels with more redevelopment potential					
Land Value 0, Bldg Value 0		71.0		71.0	6.5%
Land Value 0, Bldg Value > 0	0.5	1.0		1.5	0.1%
Imp/Land Ratio Between > 0 and < .25:1		14.3		14.3	1.3%
Imp/Land Ratio Between .25:1 and .5:1	0.3	17.3		17.6	1.6%
Imp/Land Ratio Between .5:1 and 1:1	0.5			0.5	0.0%
Subtotal	1.3	103.7		105.0	9.6%
Parcels with less redevelopment potential					
Imp/Land Ratio Between 1:1 and 2:1	1.0	0.5		1.5	0.1%
Imp/Land Value Between 2:1 and 3:1	2.1	22.2		24.3	2.2%
Imp/Land Value > 3:1	7.2	2.8		10.0	0.9%
Subtotal	10.3	25.6		35.9	3.3%
Urban Fringe Total	11.6	129.3		140.8	12.9%
Total	**287.0**	**346.5**	**455.3**	**1,088.8**	100.0%

Notes:
1/ Includes developed parcels and developed portions of partially developed parcels in commercial, industrial and multifamily residential (RS12, RS20) districts
2/ Imp/land value ratios based on 1996 assessor's data

EXHIBIT C - 265

Table E-24. Land Owned by Top 10 Employers

Classification	Number of Parcels	Acres				
		Total Acres	Developed Acres	Vacant Acres	Const. Vacant Acres	Unconst. Vacant Acres
Developed	413	3,587.4	3,587.4			
Partially Vacant	12	53.6	5.7	47.8		47.8
Partially Vacant Constrained	4	160.4	160.4			
Undevelopable Vacant	17	0.8	0.8			
Vacant	9	15.5		15.5		15.5
Vacant Constrained	12	17.3		17.3	2.4	14.9
Total	**467**	**3,835.0**	**3,754.3**	**80.6**	**2.4**	**78.3**

Notes:
1/ Development status refers to the land classification system used to evaluate land supply. All parcels were classified into mutually exclusive categories depending on whether improvements exist, the lot coverage of those improvements, and the parcel size.

EXHIBIT C - 266

Table E-25. Vacant and Partially Vacant Land by Generalized Designation and Subarea
All land inside the Corvallis UGB

Generalized Plan Designation/ Subarea	Number of Parcels	Acres: Total	Unavail. for Dev.	Gross Avail. for Dev.	Con-strained	Net. Avail. for Dev.
Comm/Office	39	34.3	19.9	14.4	3.9	10.6
Industrial	5	18.0	2.0	16.0		16.0
Residential	60	24.2	8.1	16.1	0.8	15.3
CL Total	104	76.5	30.0	46.5	4.7	41.9
Comm/Office	68	94.5	35.0	59.4	8.2	51.2
Pub/Inst	11	61.5	3.0	58.5	0.4	58.1
Residential	143	143.0	15.4	127.5	10.5	117.0
NCL Total	222	298.9	53.4	245.4	19.2	226.3
Comm/Office	6	20.0	1.5	18.5		18.5
Industrial	20	232.5	146.0	86.4	10.5	75.9
Residential	30	72.1	1.6	70.5	36.4	34.1
NEL Total	56	324.5	149.1	175.4	46.9	128.4
Ag/OS	9	55.5	1.5	54.0	8.7	45.3
Industrial	14	157.4	5.0	152.4	8.0	144.4
Mixed Use	32	247.6	15.0	232.6	52.8	179.8
Pub/Inst	2	22.3		22.3	0.0	22.3
Residential	276	2,309.3	88.0	2,221.3	268.8	1,952.5
NF Total	333	2,792.1	109.5	2,682.6	338.3	2,344.3
Ag/OS	8	13.9		13.9	4.3	9.6
Comm/Office	14	21.7	2.0	19.7	2.8	16.9
Pub/Inst	2	8.5		8.5	0.9	7.6
Residential	504	714.9	46.2	668.7	67.1	601.6
NWL Total	528	759.0	48.2	710.8	75.0	635.8
Ag/OS	36	419.4	13.6	405.8	49.8	356.0
Industrial	6	15.8	2.5	13.3	0.5	12.7
Residential	105	315.8	30.0	285.8	11.0	274.8
SCF Total	147	750.9	46.1	704.9	61.4	643.5
Industrial	23	519.5	8.0	511.4	76.0	435.5
Residential	56	362.1	21.0	341.1	65.9	275.2
SF Total	79	881.6	29.0	852.6	141.9	710.7
Comm/Office	15	15.5	3.7	11.8	1.8	10.0
Industrial	61	529.0	34.2	494.7	63.6	431.2
Residential	205	320.6	27.1	293.5	65.5	228.1
SL Total	281	865.1	65.0	800.1	130.8	669.2
Ag/OS	4	3.6	0.6	3.0	0.9	2.1
Comm/Office	19	37.8	3.7	34.1	0.5	33.6
Industrial	25	76.5	23.8	52.7	7.3	45.4
Pub/Inst	2	6.8	0.5	6.3		6.3
Residential	389	627.7	53.7	574.0	40.1	533.9
SWL Total	439	752.4	82.3	670.0	48.9	621.2
Ag/OS	4	7.4	0.5	6.9	4.1	2.7
Industrial	5	110.2	48.2	62.0	40.7	21.3
Mixed Use	13	365.4	3.0	362.4	77.7	284.7
Residential	85	827.6	31.7	796.0	175.2	620.7
WF Total	107	1,310.6	83.4	1,227.2	297.8	929.4
No Data	1	66.0	66.0			
Residential	4	6.1	1.5	4.6	2.9	1.7
Not Avail Total	5	72.1	67.5	4.6	2.9	1.7
Grand Total	2,301	8,883.7	763.6	8,120.1	1,167.6	6,952.5

Notes:
1/ Includes partially vacant parcels, see subarea map

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Table E-26. Jackson/Frazier & Squaw Creek Basin Wetland Summary

Basin	Total Acres	Total Acres in Hydric Soils	Total Significant Wetlands	Total Probable Wetlands	Sig/total Acres	Prob/Total Acres	Sig/ Hydric Acres	Prob/ Hydric Acres
FRAZIER	985.9	272.1	77.3	97.2	7.8%	9.9%	28.4%	35.7%
JACKSON	1,096.0	352.2	34.3	255.0	3.1%	23.3%	9.7%	72.4%
SQUAW_CR	2,113.4	400.2	203.5	97.1	9.6%	4.6%	50.9%	24.3%
	4,195.2	1,024.5	315.1	449.3	7.5%	10.7%	30.8%	43.8%

Values applied to hydric soils in all other basins except the Airport basin:
- 30.8% of hydric soils are significant wetlands (no development)
- 43.8% of hydric soils are probably wetlands (development @ 50% of allowable density)

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Table E-27. Constraint Summary of Vacant and Partially Vacant Land (entire UGB)
All land inside the Corvallis UGB

	Acres								
				Constrained Land					
Plan Designation	Total	Unavail. For Dev.	Avail. For Dev.	Con-strained	Elevation	100-year Flood-plain	Riparian Corridors	Hydric Soils	Nat. Wetlan Inv.
Agriculture	1,133.1	957.4	175.7	2.0	97.7	206.8	4.1	263.2	
Conservation	1,103.6	795.5	308.2	66.0	107.4	531.2	106.1	196.8	
Ag/OS Total	2,236.7	1,752.9	483.8	68.0	205.1	737.9	110.2	460.0	
Central Business District	102.1	97.9	4.2	0.9	0.0	21.2	7.7	8.3	
Linear Commercial	193.4	143.9	49.6	8.3	0.0	43.1	17.5	122.0	
Professional Office	56.5	17.7	38.8	6.6	0.0	7.5	3.0	18.2	
Shopping Area	118.1	52.5	65.6	1.5	0.0	4.5	0.6	43.8	
Comm/Office Total	470.1	312.0	158.1	17.4	0.0	76.3	28.8	192.2	
General Industrial	1,477.5	365.5	1,112.0	142.8	0.0	177.5	35.1	816.2	
Intensive Industrial	256.9	76.0	181.0	49.5	0.0	8.5	2.3	128.2	
Limited Industrial	56.2	13.0	43.2	7.0	0.0	22.2	0.0	17.7	
Research-Technology Center	89.4	36.7	52.7	7.3	0.0	13.5	0.2	13.6	
Industrial Total	1,880.0	491.2	1,388.8	206.6	0.0	221.6	37.6	975.6	
Intensive Development Sector	629.9	34.9	595.1	130.5	0.0	19.0	0.0	117.3	
Mixed Use Total	629.9	34.9	595.1	130.5	0.0	19.0	0.0	117.3	
No Data	66.0	66.0	0.0	0.0	0.3	35.2	31.2	9.5	
No Data Total	66.0	66.0	0.0	0.0	0.3	35.2	31.2	9.5	
Public-Institutional	2,278.8	2,183.2	95.6	1.3	0.0	236.9	23.9	1,275.9	
Pub/Inst Total	2,278.8	2,183.2	95.6	1.3	0.0	236.9	23.9	1,275.9	
High Density Residential	219.3	209.6	9.7	2.4	0.0	20.8	2.9	108.3	
Low Density Residential	6,933.3	2,445.0	4,488.3	612.4	126.5	284.9	61.7	1,246.9	
Medium Density Residential	1,173.8	376.8	797.0	124.5	12.8	69.7	14.1	362.2	
Medium-High Density Residential	365.9	247.0	118.9	19.4	0.0	50.9	3.1	171.3	
Residential Total	8,692.3	3,278.4	5,413.9	758.6	139.3	426.4	81.8	1,888.8	
Grand Total	**16,253.9**	**8,118.5**	**8,135.3**	**1,182.5**	**344.7**	**1,753.3**	**313.5**	**4,919.3**	2

Notes:
1/ constraints may add up to more than total constraints or total parcel size because of constraint overlap. For example, lands in riparian areas may also be in significant or probable wetlands and floodplains.

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Table E-28. Constraint Summary of Vacant and Partially Vacant Land (city limit)
All land inside the Corvallis city limit

	Acres								
				Constrained Land					
Plan Designation	**Total**	**Unavail. For Dev.**	**Avail. For Dev.**	**Con-strained**	**Elevation**	**100-year Flood-plain**	**Riparian Corridors**	**Hydric Soils**	**Nat. Wetlar Inv.**
Conservation	491.1	473.9	17.2	5.4	0.0	247.9	40.5	101.9	
Ag/OS Total	491.1	473.9	17.2	5.4	0.0	247.9	40.5	101.9	
Central Business District	102.1	97.9	4.2	0.9	0.0	21.2	3.8	8.3	
Linear Commercial	193.4	143.9	49.6	8.3	0.0	43.1	0.0	122.0	
Professional Office	56.5	17.7	38.8	6.6	0.0	7.5	0.0	18.2	
Shopping Area	118.1	52.5	65.6	1.5	0.0	4.5	1.9	43.8	
Comm/Office Total	470.1	312.0	158.1	17.4	0.0	76.3	5.7	192.2	
General Industrial	859.7	312.4	547.3	67.1	0.0	143.5	17.4	418.5	
Intensive Industrial	21.1	14.5	6.6	0.0	0.0	4.8	1.5	1.2	
Limited Industrial	56.2	13.0	43.2	7.0	0.0	22.2	0.0	17.7	
Research-Technology Center	89.4	36.7	52.7	7.3	0.0	13.5	5.8	13.6	
Industrial Total	1,026.4	376.6	649.8	81.4	0.0	183.9	24.7	451.0	
Public-Institutional	769.7	696.4	73.3	1.3	0.0	66.9	2.8	326.8	
Pub/Inst Total	769.7	696.4	73.3	1.3	0.0	66.9	2.8	326.8	
High Density Residential	219.3	209.6	9.7	2.4	0.0	20.8	0.4	108.3	
Low Density Residential	2,823.5	1,801.2	1,022.3	121.4	30.0	104.3	16.8	690.4	
Medium Density Residential	1,045.4	369.2	676.2	97.5	12.8	64.4	0.9	310.0	
Medium-High Density Residential	299.7	245.5	54.2	10.9	0.0	47.5	6.1	156.5	
Residential Total	4,388.0	2,625.5	1,762.5	232.3	42.8	237.1	24.3	1,265.2	
Grand Total	7,145.3	4,484.5	2,660.9	337.7	42.8	812.1	98.0	2,337.1	2

Notes:
1/ constraints may add up to more than total constraints or total parcel size because of constraint overlap. For example, lands in riparian areas may also be in significant or probable wetlands and floodplains.

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Table E-29. Constraint Summary of Vacant and Partially Vacant Land (urban fringe)
All land inside the Corvallis urban fringe

	Acres								
				Constrained Land					
Plan Designation	**Total**	**Unavail. For Dev.**	**Avail. For Dev.**	**Con-strained**	**Elevation**	**100-year Flood-plain**	**Riparian Corridors**	**Hydric Soils**	**Nat. Wetlan Inv.**
Agriculture	1,133.1	957.4	175.7	2.0	97.7	206.8	26.0	263.2	
Conservation	612.5	321.5	291.0	60.6	107.4	283.3	14.5	95.0	
Ag/OS Total	1,745.6	1,279.0	466.7	62.6	205.1	490.1	40.5	358.2	
General Industrial	617.8	53.1	564.7	75.7	0.0	34.0	8.0	397.6	
Intensive Industrial	235.8	61.5	174.4	49.5	0.0	3.7	30.7	127.0	
Industrial Total	853.6	114.6	739.0	125.2	0.0	37.7	38.7	524.6	
Intensive Development Sector	629.9	34.9	595.1	130.5	0.0	19.0	15.1	117.3	
Mixed Use Total	629.9	34.9	595.1	130.5	0.0	19.0	15.1	117.3	
No Data	66.0	66.0	0.0	0.0	0.3	35.2	4.7	9.5	
No Data Total	66.0	66.0	0.0	0.0	0.3	35.2	4.7	9.5	
Public-Institutional	1,509.1	1,486.8	22.3	0.0	0.0	170.0	1.5	949.1	
Pub/Inst Total	1,509.1	1,486.8	22.3	0.0	0.0	170.0	1.5	949.1	
Low Density Residential	4,109.8	643.8	3,466.0	491.0	96.5	180.6	74.6	556.5	
Medium Density Residential	128.4	7.6	120.8	26.9	0.0	5.3	0.4	52.2	
Medium-High Density Residential	66.1	1.5	64.6	8.5	0.0	3.4	0.0	14.9	
Residential Total	4,304.3	652.9	3,651.4	526.4	96.5	189.3	75.0	623.6	
Grand Total	9,108.5	3,634.0	5,474.5	844.7	301.9	941.2	175.4	2,582.2	

Notes:
1/ constraints may add up to more than total constraints or total parcel size because of constraint overlap. For example, lands in riparian areas may also be in significant or probable wetlands and floodplains.

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Appendix F

Largest Employers

As part of our analysis of employment growth, we interviewed the largest employers in the City to get an estimate of their expected growth in employment and resulting need for land. Table F-1 shows the results.

Table F-1: 20-Year Outlook for the Nine Largest Employers in Corvallis

Employer	Employment Growth	Land Needed
OSU	0	none
Hewlett-Packard	1,000 max over ten years	none
School District 509J	0–25	none
Good Samaritan Hospital	increasing share of population	none
Corvallis Clinic		
City of Corvallis	100	15.8–30.8
EPA	0	none
Benton County	140 max	see note
CH2M Hill	150 max	none

Source: ECONorthwest.

Note: A 1995 assessment of facility land needs by the City and Benton County found that they would jointly require an additional 5.8 acres in Corvallis to accommodate anticipated employment growth. This table reports the 5.8 acres with the land needs of the City. This assessment assumes a new corrections facility will be built in downtown Corvallis-if it is developed outside of Corvallis, then the employment and land needs are overstated.

OREGON STATE UNIVERSITY

John Cook, Facilities Planner 737-4040

OSU does not expect any employment growth over the next twenty years, despite projected increases in student enrollment. There are several reasons for this:

- limited budget will constrain OSU's ability to hire additional faculty/staff
- only 50% of OSU's faculty/staff are affected by the level of enrollment; the other 50% are involved in research, which is not very dependent on enrollment levels
- OSU currently has some excess teaching capacity, and declines in research budgets may cause some faculty to shift into more teaching

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Faculty/Staff and Enrollment at OSU, Various Years

Year	Enrollment	Faculty/Staff	Students:F/S
1981/82	14,227	3,861	
1989/90	15,637	4,283	
1990/91	15,958	4,675	
1991/92	16,024	4,299	
1995/96	14,181	3,975	

Source: John Cook, OSU Facilities Planner.

OSU's 1997/98 student enrollment is currently 14,500. OSU projected student enrollment levels in 1990; these projections are shown in the table below:

Projected Enrollment at OSU, by On/Off-Campus

Year	On-Campus	Off-Campus	Total
2000	3,3	14,6	18,00
2010	3,9	17,0	21,00
2020	4,5	19,4	24,00

Source: John Cook, OSU Facilities Planner, from 1990 enrollment projection.

Cook acknowledged that OSU is far behind the forecast, as they should be approaching the 18,000 mark but are far from it. He said that they've been expecting a flood of students but aren't sure why it has not materialized; it could be that the projections are off, that the share of young adults going to college is falling because of cost, or that OSU's market share is less than anticipated.

OSU is planning to build 250 units of family housing and an additional high-rise dorm, all on campus, to house additional students. OSU has enough land to accommodate the 30-year enrollment projection of 24,000. Even if employment increases OSU, John does not think the University will need to acquire more land over the twenty-year period of our analysis.

For more information on student housing, contact Tom Scheuermann, OSU Director of Housing, at 737-4771; contact Susan Weeks at OSSHE for more information on enrollment forecasts.

HEWLETT-PACKARD

Marcy Eastham 715-4176

The outlook for employment growth at HP's Corvallis location is "fairly flat." A 20-year outlook is uncertain because HP is in a dynamic industry, but HP's expectation over the next ten years is for slow employment growth of about 1,000 people.

HP is built out at their Corvallis site; if HP were to expand they would have to acquire land. There are no plans to acquire land or develop additional

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buildings at this time. HP would accommodate anticipated employment growth (1,000 over ten years) in existing facilities.

Future expansion of HP's Corvallis site would depend, in part, on the availability of labor or affordable housing to accommodate in-migrants. If the workforce or affordable housing is not available, HP will expand elsewhere. Currently, 50% of HP's workforce lives outside of Corvallis because housing is too expensive. HP is having a problem recruiting workers at the engineer level and above because of housing costs. The problem is not the price level, but what you get for that price. For example, an engineer living in Omaha may have a $250,000 house that is 3,500 sq. ft., but in Oregon that same $250,000 buys only 2,500 sq. ft.

SCHOOL DISTRICT 509J

Dennis Jones 757-5877
P.O. Box 3509J
Corvallis, OR 97339

School District employment is tied to the level of school enrollment. The outlook for school enrollment through 2005/6 is a decline in all grades, with total enrollment falling from about 7,600 now to a plateau of about 7,300. The demographics of population growth in Corvallis is causing enrollment to fall despite increased population, employment, and dwelling units. The primary causes are:

- No affordable housing in Corvallis. While Corvallis will add jobs that attract new adults of childbearing age to the area, many of these people will not live in Corvallis because its too expensive.
- The "graying trend." The population in Oregon is getting older, so a smaller share of adults are of childbearing age. Jones has heard that Corvallis is graying at something like eight times the rate of Oregon.
- Largest employers are growing slowly. OSU & HP are the area's largest employers, and both are not expected to grow significantly. HP is built out at their site, and flat growth at HP means flat growth for other firms that supply or are tied to HP, like Micro.

Potential development of Timber Hill may create a need for a new facility in the northwest portion of Corvallis. Timber Hill has the city's largest parcel of undeveloped residential land; under existing zoning this land could be developed into 2,500–2,600 single-family homes. Schools in this part of town are already overburdened, and new development of this magnitude could create the need for additional facilities, especially if some of the new housing is affordable. The City owns 18 acres on Timber Hill that is designated "institutional" in the Comp Plan, however planning commission minutes state that this land is set aside for schools. There are currently talks with the developer about development of Timber Hill, and the 18 acres will probably be some combination of school, park, and wetlands. The developer has indicated that they will build 140 single-family homes in the near future.

Two trends may create the need for new facilities: 1) technology in the classroom is creating the need for more space and flexibility than is available

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in older buildings, and 2) the cry for smaller class sizes. If the District develops new facilities to address these issues, it would be additions to existing schools, not development of new schools. These trends, plus the overburdened state of schools in the northwest portion of Corvallis, may create the need for a new school in that area. At this time, however, the District is not advocating for a new facility.

The District also has the right of first refusal on a 15-acre parcel in the Rivergreen annexation in south Corvallis. The District must exercise its right by November 1999. The Rivergreen annexation is 137 acres, and the proposed Comp Plan calls for development of single-family, multi-family, and manufactured housing. Development of this housing has the potential to attract households with children, especially to the extent that it is affordable. The elementary school serving this area is currently operating at about 50% capacity, with room for another 230 students (in part because of the District's open enrollment policy). Given this capacity, and the location of the 15-acre parcel in the extreme south end of the UGB, it is not financially feasible to buy this property at this time. The District is monitoring development in this area to see if the situation warrants buying this parcel.

The District is selling an 11-acre parcel just outside of the UGB to the southwest to raise money for future acquisitions of land elsewhere. This land is currently used for the high school agriculture program. The potential buyers have said they would try to have this parcel annexed to the City for future development.

GOOD SAMARITAN HOSPITAL

Dan Preller, 757-5280

Preller will search for any projections of employment, but he does not know of any at this time. He thinks that forecasting their employment as a constant share of population would underestimate actual employment, because many patients are from out of the area, and Good Samaritan is expanding services, such as open heart surgery, that have very large market areas.

Good Samaritan owns 88 acres on the hill, so there is plenty of room for the hospital to expand. All future increases in Good Samaritan's employment in Corvallis can be accommodated on land the hospital already ownsThey are currently expanding the hospital by 12,500 sq. ft., and adding a small (5,500 sq. ft.) retail pharmacy. In the next couple of years the hospital expects to build a 32,000–42,000 sq. ft. wellness center and a medical office building on campus.

Good Samaritan may purchase additional land for development of a financial services center in Tangent or Albany. This building would be in Tangent or Albany because those locations are between Corvallis and Lebanon (Good Samaritan is merging with the Lebanon Community Hospital), and because the high cost of housing means that most of the financial services employees would not live in Corvallis. Preller estimates that 41% of Good Samaritan's employees live outside of Corvallis. The hospital is having a hard time recruiting medical personnel, because of both

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the high cost of housing and a general shortage in the workforce. Preller agrees with Hewlett-Packard's observation—it's not the overall price level of housing, but the amount and quality of the housing one gets for the price.

EPA

Gordon Bollinger, 754-4652

Future employment levels are uncertain because it depends on funding allocated by Congress. At this time, Bollinger does not see much change; he anticipates employment to be at about the same level as now.

If the EPA does expand in Corvallis, they probably would not purchase land to accommodate this expansion. They might expand onto OSU land directly behind their current office (the EPA already has one building on OSU land at this site), and the EPA owns about 10 acres near the water treatment plant that they could build on.

Future location decisions also depend on administrative decisions made in Washington, DC, but it is very likely that the EPA would remain in Corvallis because of it's unique research niche. EPA research is closely tied with research at OSU, both in Corvallis and in Newport at the Hatfield Marine Science Center.

BENTON COUNTY

John Anderson 757-6800

Given the funding outlook, Anderson thinks the outlook for Benton County employment growth is "fairly flat." Current County employment is 322 FTE, and he thinks one should project slow average growth rate off of that level.

Anderson does not think the County will need to acquire land to accommodate employment growth. The County currently owns the land behind the courthouse—this site may be used to construct an expanded corrections facility, but the County may decide to build that facility elsewhere because the site would offer no room for further expansion. If the corrections facility is not built on this site it would be logical for Benton County to use the site to construct offices and consolidate departments that are currently renting space elsewhere in Corvallis. This site is currently developed with a two-story apartment building, surface parking in the interior, and several one-story retail spaces on the street, some of which are being used by the County.

Another potential site for a new corrections facility is near the airport. A Citizens Task Force will make recommendations about the corrections facility. They will probably recommend a 100–125 bed facility, which would increase corrections staffing levels by 15% (current level is 17.5).

Anderson is not familiar with the City/County assessment of downtown space needs. Upon hearing which buildings were included in the analysis, he said that in addition to those buildings, the County has Public Works and Community Development staff in the Avery Building south of downtown.

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CH2M HILL

Bill Irving, 752-4271

Irving anticipates that CH2M Hill can accommodate expected growth within existing land and facilities. They have 350 employees, and could handle as many as 500.

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Appendix G

Methods for Revisions to the Land Needs Analysis

BACKGROUND

The City of Corvallis is going through "periodic review" of its comprehensive plan as required by the Land Conservation and Development Commission. As part of that review it must update its estimate of buildable land (residential and non-residential) and assess whether it has sufficient buildable land within its Urban Growth Boundary (UGB) to accommodate the next 20 years of development that expected growth in population and employment will require. In June, ECONorthwest submitted its final Buildable Lands Analysis to the City of Corvallis. The key conclusions of that report were:

- The City has ample land within its UGB to accommodate population and employment growth under a wide range of assumptions about the amount and characteristics of growth and land; and

- The City has sufficient land designated residential and industrial to accommodate expected growth, but some minor adjustments should be considered.

City staff and the Buildable Lands Committee reviewed these findings as part of their review of the City's comprehensive plan, and developed a series of comprehensive plan amendments. These proposed amendments include changes in plan designations for some land; in some cases the changes are to a new mixed-use plan designations approved by the Planning Commission.

Those plan changes mean that the June analysis of buildable land by plan designation is not longer entirely accurate. This appendix describes the methods used to revise the June land need and supply calculations to make them consistent with the City's recent changes to plan designation.

METHODS AND RESULTS

The June report presented demand calculations, supply estimates, and a comparison of supply and demand to determine areas where the City has a surplus or deficit of buildable land. We use a similar organization in this memorandum. Our revised calculations use the same basic definitions and assumptions described in the June report.

Many of the plan designation changes adopted by the Planning Commission are for new mixed use designations. Because we do not have historical data on mixed use development, it is difficult to develop estimates of land need for these designations. To be consistent with the methods used in the June report, we do not directly allocate population and employment to

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mixed use designations. Rather, we did the calculations using the same methods we used in our first analysis, and then provide some estimates of the additional capacity the mixed zones provide.

DEMAND

The June report presented separate demand estimates for residential, employment (commercial/industrial), and public/institutional land. In that report, we used different methods to calculate demand for each of the three land types; we used the same methods in revising the demand estimates. The following sections describe revisions to the land demand.

RESIDENTIAL LAND

Residential land need is a function of population, household size, and density. For the purposes of our first run of the buildable lands report, we used the City Council adopted population projection of 58,461 for the year 2020. Since that time, Benton County has revised the population projection for Corvallis. The County recommends a coordinated 2020 population projection of 61,029 for Corvallis.

Department of Land Conservation and Development (DLCD) staff requested that we use 61,029 for the second run. The estimated 2020 housing need presented in the buildable lands report was 4,000 dwelling units. Table 1 shows our revised housing need estimate based on a 2020 population of 61,029. Assuming household size remains constant at 2.3 persons per dwelling unit, Corvallis will need an additional 5,110 dwelling units between 1996 and 2020.

Table 1. Population and Estimated Housing Need, 1996-2020

Variable	Number
Population 1996	49,275
Population 2020	61,029
Change, 1996-2020	11,754
Avg. Household Size (1990)	2.3
Total Needed Dwelling Units, 1996-2020	5,110

Source: CPRC, Benton County, Calculations by ECONorthwest

The next step in estimating needed housing units is to allocate units to specific plan designations. To allocate housing units to specific plan designations, we considered historic development by plan designation, land supply, and the market and demographic trends. Table 2 shows the percentage allocations of housing types to the City's residential plan designations.

Consistent with the methods used in the June report, for our initial allocation we did not allocate any residential need to mixed-use plan

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designations. We recognize that mixed-use plan designations are intended to supply land to meet a portion of residential land need. Thus, we know that, other things being equal, we will underestimate the capacity of the revised plan to accommodate residential growth. We provide an estimate of the additional residential development potential of mixed-use designations in our comparison of need and supply.

Table 2. Allocation of Residential Units by Plan Designation[a]

Housing type	% of New Units by Plan Designation				Total
	Low Density	Medium Density	Medium-High Density	High Density	
Single-family					
Detached	30%	10%			40%
Manufactured	5%	5%			10%
Multi-family					
Row/townhouse		5%			5%
Duplex/Quad		5%	5%		10%
Apartment			25%	10%	35%
Total	**35%**	**25%**	**30%**	**10%**	**100%**

Source: ECONorthwest, 1998.

[a] Does not include allocations to mixed-use zones.

Table 3 shows the estimates of demand for housing units and land that these assumptions lead to. We base our land need estimates on our estimate of 5,100 dwelling units and the density assumptions used in the June report.

Table 3. Residential Land Need, 1996-2020[a]

Housing Type/ Plan Designation	Units	Expected Density DU/Net Acre	Net Acres	% of Gross Acre in Non-Res Use	Expected Density DU/Gross Acre	Gross Acres
Single Family						
Low Density	1,785	4.2	430	30%	3.2	558
Medium Density	765	8.2	94	30%	6.3	121
Subtotal	**2,550**	**4.9**	**523**	**30%**	**3.8**	**679**
Multi-Family						
Medium Density	510	8.2	62	25%	6.3	78
Medium-High Density	1,530	11.9	129	25%	9.5	161
High Density	510	24.4	21	25%	19.5	26
Subtotal	**2,550**	**12.0**	**212**	**25%**	**9.6**	**265**
Total	**5,100**	**7.0**	**735**	**30%**	**5.4**	**944**

Source: ECONorthwest, 1998.

[a] See ECO's June 98 report for details on assumptions about density, gross-to-net conversion factors, and so on.

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COMMERCIAL/INDUSTRIAL

Demand for commercial and industrial land is a function of employment growth and density. Because no employment forecasts existed for Corvallis, we developed an employment forecast (presented in Appendix C of the June report). That forecast used Benton County employment forecasts developed by the Oregon Office of Economic Analysis (OEA) as a baseline. While City staff and the Buildable Lands Committee requested that we use the county coordinated population forecast in our revisions, they did not request that we modify the employment estimates. Nonetheless, the City would still have sufficient buildable industrial land if we were to revise the employment forecast a comparable amount as the population forecast; it might be a little short on commercial land.

PUBLIC/INSTITUTIONAL

Demand for public and institutional land is a function of population and other factors. Some types of public land, such as parks, may have specific standards. For others, such as city offices, land consumption is more difficult to estimate. In the June report we used a ratio of acres per 1,000 persons to estimate need for public and institutional land. Because the population forecast has changes, we need to revise the need estimates for public and institutional land.

Based on a population increase of 11,754, and a land need of about 77 acres per 1,000 persons, Corvallis will need about 672 net acres between 1996 and 2020. To convert from net gross acres, we used a factor of 10% (because less land is lost to internal roads for these uses than is lost for residential subdivisions). The result is a need for 739 gross acres.

SUPPLY

The buildable lands inventory presented in the June report was based on a complex set of decision rules. To simplify the revision process, and ensure the revisions are consistent with guidance provided by City staff and the Buildable Lands Committee, we used the June data as the basis for the revisions. The key change to the June database was the incorporation of the new plan designations. Those designations are described below.

NEW LAND USE DESIGNATIONS

For the purposes of the second run of this study, we used the Planning Commission's approved Draft Comprehensive Plan Map. This draft map contains several new land use designations that are not currently indicated on the existing Comprehensive Plan Map. The Buildable Lands Committee recommended the following definitions and assumptions be applied to the new map designations:

- *Mixed Use Residential.* These areas will provide for primarily residential uses but also will allow for some civic, commercial, and industrial uses that are compatible with the predominant residential

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uses. These areas will provide for family and group residences at medium to high densities.

These areas are intended to act as a transition between Neighborhood Centers and residential land uses. The City assumes a split use of 75% residential, 20% commercial and 5% industrial for this land use designation.

- *Mixed Use Commercial.* These areas will provide for primarily commercial uses but also will allow for some civic and residential uses that are compatible with the predominant commercial uses, while maintaining the City's supply of commercially-designated lands.

  In general, existing developed commercial areas contain less residential use than greenfield sites. The City assumes a split use of 90% commercial and 10% residential for this land use designation.

- *Limited Industrial-Office.* These areas are intended to allow offices (civic and commercial use types) and limited industrial uses. These areas may act as a transition between general industrial and residential land uses. The City assumes a split use of 70% industrial and 30% office for this land use designation.

- *Mixed Use Employment.* These areas will provide for a variety of employment opportunities by allowing for primarily industrial uses but also will allow for some commercial, civic, and residential uses that are compatible with the predominant industrial uses, while maintaining the City's supply of industrially-designated lands. The City assumes a split use of 70% industrial, 20% commercial and 10% residential for this land use designation.

- *Intensive Development Sector (IDS).* The IDS includes areas in which more intensive development will be permitted after annexation. Uses include residential development in excess of six units per acre and neighborhood or community commercial development. We assume a split of 75% residential and 25% commercial for this land use designation.

REVISED BUILDABLE LAND ESTIMATE

LCOG staff began the revision process by incorporating the plan designation changes into the plan designation layer of the GIS. They then generated a database of tax lots with accompanying acreages. The original analysis assigned the dominant plan designation to each tax lot. At the request of staff and the Buildable Lands Committee, the second run analysis assigned multiple plan designations to individual tax lots.[1]

[1] In some instances tax lots were split by plan designations. In those cases, LCOG provided multiple records of the sub-tax lots with acreages corresponding to the area within each individual plan designation.

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The revision process is probably better described as a reallocation process. For tax lots that have two or more plan designations (i.e., for split tax lots), we allocated vacant land based on the percentage of total acreage in each plan designation. For example, suppose a 1-acre tax lot has 0.3 acres designated for residential use and 0.7 acres designated for commercial use, and that it is partially developed, with 0.5 acres considered unconstrained buildable acres. Then 30% of the vacant portion (0.15 acre) would be allocated to residential and the remaining 0.35 acre (70%) would be allocated to commercial.

We recognize that this allocation method has a potential margin of error. That potential error only exists on split tax lots that are partially vacant. It is possible, and even probable, that all of the developed portion of a tax lot falls within a single plan designation on some tax lots. The number of partially vacant split tax lots (187) made it impossible for us to apply a more accurate method (i.e., review of orthophotographs or field verification) in the time provided. The 187 partially developed lots contained about 250 developed acres and 1,800 vacant acres. Thus the upper bound on mis-allocation of land would be about 250 acres. It is more likely, however, that the errors are a small fraction of that amount, as they are likely to offset and balance each other in the aggregate.

VACANT BUILDABLE LAND

Table 4 shows a summary of the plan designation changes. There were more than 2,000 changes on a total of 1,281 tax lots comprising 4,232 unconstrained buildable acres. The comprehensive plan map revisions included 670 plan designations that affected entire tax lots, and 611 revisions that assigned two or more plan designations to a tax lot. The multiple plan designations resulted in 1,374 individual plan designations on the 611 tax lots.

The plan designation changes result in an overall decrease of about 366 unconstrained buildable acres. All of the reduction in buildable acres is due to land moved into the Conservation designation which is not available for development. In other words, for all other buildable land the total amount did not change, but the allocation to different plan designations did change.

Table 4. Summary of Plan Designation Changes

Plan Designation	Original Vacant Acres (June)	Revised Vacant Acres	Change in Acres
Agriculture/Open Space			
Agriculture (A)	173.7	29.1	-144.6
Conservation (C)[a]	242.1	608.3	366.2
Subtotal	**173.7**	**29.1**	**-144.6**
Commercial			
Central Business District (CB)	3.2	3.2	0.0
Linear Commercial (LC)	41.3		-41.3
Professional Office (PO)	32.2	41.3	9.1
Shopping Area (SA)	64.0		-19.5
Subtotal	**140.8**	**44.5**	**-51.8**
Industrial			
General Industrial (GI)	969.2	799.5	-169.7
Intensive Industrial (II)	131.4	137.6	6.2
Limited Industrial (LI)	36.3	10.9	-25.4
Research-Technology Center (RTC)	45.4	65.4	20.0
Subtotal	**1,182.3**	**1,013.3**	**-168.9**
Mixed Use			
Intensive Development Sector (IDS)	464.5	215.7	-248.8
Limited Office-Industrial (LIO)	NA	123.3	123.3
Mixed Use Commercial (MUC)	NA	137.0	137.0
Mixed Use Employment (MUE)	NA	52.5	52.5
Mixed Use Residential (MUR)	NA	83.6	83.6
Subtotal	**464.5**	**612.1**	**147.6**
Public-Institutional			
Public-Institutional (PI)	**94.3**	**72.0**	**-22.3**
Residential			
Low Density Residential (LD)	3,876.0	3,663.9	-212.0
Medium Density Residential (MD)	672.5	656.3	-16.2
Medium-High Density Residential (MHD)	99.5	247.2	147.7
High Density Residential (HD)	7.3	6.0	-1.2
Subtotal	**4,655.2**	**4,573.5**	**-81.7**
TOTAL	**6,710.7**	**6,344.6**	**-366.2**

Source: LCOG Analysis of Corvallis GIS Data

[a] Vacant land in the Conservation designation is not available for development and not included in the totals.

Table 5 shows the revised vacant buildable land estimate by plan designation (redevelopable land is discussed in the next section). We allocate land by anticipated use based on plan designation and the mixed use allocations described in the previous section.

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Table 5. Revised Buildable Land Estimate by Plan Designation, UGB, 1996-2020

Plan Designation	Vacant Unconstrained Acres					
	Total	Residential	Commercial	Industrial	Public	Conservation
Agriculture/Open Space						
Agriculture (A)	29.1				29.1	
Conservation (C)	-				-	608.3
Subtotal	29.1	-	-	-	29.1	608.3
Commercial						
Central Business District (CB)	3.2		3.2			
Professional Office (PO)	41.3		41.3		-	
Subtotal	44.5	-	44.5	-	-	-
Industrial						
General Industrial (GI)	799.5			799.5		
Intensive Industrial (II)	137.6			137.6		
Limited Industrial (LI)	10.9			10.9		
Research-Technology Center (RTC)	65.4			65.4		
Subtotal	1,013.3	-	-	1,013.3	-	-
Mixed Use						
Intensive Development Sector (IDS)	215.7	161.8	53.9			
Limited Office-Industrial (LIO)	123.3	-	37.0	86.3		
Mixed Use Commercial (MUC)	137.0	13.7	123.3	-		
Mixed Use Employment (MUE)	52.5	5.3	10.5	36.8		
Mixed Use Residential (MUR)	83.6	62.7	16.7	4.2		
Subtotal	612.1	243.4	241.4	127.3	-	-
Public-Institutional (PI)	72.0	-	-	-	72.0	-
Residential						
Low Density Residential (LD)	3,663.9	3,663.9				
Medium Density Residential (MD)	656.3	656.3				
Medium-High Density Residential (MHD)	247.2	247.2				
High Density Residential (HD)	6.0	6.0				
Subtotal	4,573.5	4,573.5	-	-	-	-
TOTAL	6,344.6	4,816.9	285.9	1,140.6	101.1	608.3

Source: LCOG based on 1996 Corvallis GIS data, analysis by ECONorthwest

REDEVELOPABLE LAND

Redevelopment potential deals primarily with parcels with developed structures that are judged as likely to be demolished and replaced by new buildings. In the original analysis, commercial, industrial, and multi-family (Zoning Districts RS-12 or RS-20) were assumed to have redevelopment potential. In the revised analysis, we include lands in mixed use designations.

Not all, or even a majority, of tax lots that meet these criteria for redevelopment potential are assumed to redevelop during the planning

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period. In the June report, we assumed that 25%of land with improvement to land value ratios of less than 1:1 would redevelop during the 20-year planning period. Based on these criteria, we estimate that about 127.5 acres will be redeveloped during the planning period. This is slightly higher than the 113 acres identified in the June analysis.

Table 6. Estimate of Redevelopable Land

Plan Designation	Redev. Acres
Comm/Office	
Central Business District (CB)	11.7
Professional Office (PAO)	3.3
Subtotal	**15.0**
Industrial	
General Industrial (GI)	15.7
Intensive Industrial (II)	15.0
Research-Technology Center (RTC)	5.1
Subtotal	**35.8**
Mixed Use	
Intensive Development Sector (IDS)	17.7
Limited Office-Industrial (LIO)	3.3
Mixed Use Commercial (MUC)	32.9
Mixed Use Employment (MUE)	4.8
Mixed Use Residential (MUR)	3.0
Subtotal	**61.7**
Residential	
Medium-High Density Residential (MHD)	7.1
High Density Residential (HD)	7.9
Subtotal	**15.0**
TOTAL	**127.5**

Source: LCOG based on 1996 Corvallis GIS data, analysis by ECONorthwest

CONCLUSIONS

Table 7 shows estimated future land need and supply by plan designation for the Corvallis *UGB* between 1996 and 2020. The estimated total land need, for all types of land, is 2,131 vacant, unconstrained acres for the period between 1996 and 2020. The estimated supply is 5,798 unconstrained vacant or redevelopable acres and 674 mixed use acres in 1996, leaving an overall surplus of 4,341 acres.

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Table 7. Comparison of Land Need and Supply, *UGB*, 1996-2020

Plan Designation	---- Land Need ----		---------- Land Supply ----------				
	Net Acres	Gross Acres	Unconst. Vacant Acres	Redev Acres[a]	Total Buildable Acres	Mixed Use Allocation	Surplus/ Deficit
Agriculture			29		29	-	29
Commercial/Office							
Commercial (CB/LC/SA)	60	76	3	12	15	158	97
Office (PAO)	176	220	41	3	45	103	-72
Comm/Office Total	236	296	44	15	59	261	25
Industrial							
Heavy Industrial (GI/II)	35	44	937	31	968	20	944
Light Industrial (LI/RTC)	86	108	76	5	81	130	103
Industrial Total	121	152	1,013	36	1,049	150	1,047
Mixed Use[b]							
Intensive Development Sector	See text		216	18	233	-	233
Limited Office-Industrial			123	3	127	-	127
Mixed Use Commercial			137	33	170	-	170
Mixed Use Employment			53	5	57	-	57
Mixed Use Residential			84	3	87	-	87
Mixed Use Total			612	62	674	-	674
Public Institutional	672	739	72		72	-	-667
Residential							
Low Density Residential	430	558	3,664		3,664	32	3,139
Medium Density Residential	156	199	656		656	172	629
Medium-High Density Residential	129	161	247	7	254	41	134
High-Density Residential	24	26	6	8	14	18	5
Residential Total	738	944	4,573	15	4,588	263	3,907
Total, All Designations[c]	1,767	2,131	5,732	66	5,798	674	4,341

Source: ECONorthwest, 1998.

[a] Redevelopable land includes commercial, industrial, and multi-family residential (medium-high and high) land.

[b] No land need was allocated to this sector. Mixed use allocations are shown in a separate column. Total mixed use allocation sums to vacant buildable acres in mixed use designations as shown by the shaded cells

[c] Some numbers may not add exactly because of rounding. The Total Buildable Acres value does not include acres in mixed use designations, those are shown in the mixed-use allocation column

Table 8 shows estimated future land need and supply by plan designation for the Corvallis *city limit* between 1996 and 2020. The estimated total land need, for all types of land, is 2,131 vacant, unconstrained acres for the period between 1996 and 2020. The estimated supply is 2,316 unconstrained vacant or redevelopable acres and 257 mixed use acres in 1996, leaving an overall surplus of 185 acres.

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Table 8. Comparison of Land Need and Supply, *City Limit*, 1996-2020

Plan Designation	Land Need: Net Acres	Land Need: Gross Acres	Land Supply: Unconst. Vacant Acres	Land Supply: Redev Acres[a]	Land Supply: Total Buildable Acres	Mixed Use Allocation	Surplus/ Deficit
Agriculture			10		10	0	10
Commercial/Office							
Commercial (CB/LC/SA)	60	76	3	12	15	98	37
Office (PAO)	176	220	41	3	44	49	-127
Comm/Office Total	236	296	44	15	59	147	-90
Industrial							
Heavy Industrial (GI/II)	35	44	417	13	430	12	398
Light Industrial (LI/RTC)	86	108	76	5	81	64	37
Industrial Total	121	152	493	18	511	76	435
Mixed Use[b]							
Intensive Development Sector	see text				-		0
Limited Office-Industrial			50	1	51		51
Mixed Use Commercial			123	29	152		152
Mixed Use Employment			31	4	35		35
Mixed Use Residential			19	-	19		19
Mixed Use Total			223	34	257		257
Public Institutional	672	739	72		72		-667
Residential							
Low Density Residential	430	558	892		892	7	341
Medium Density Residential	156	199	407		407	22	230
Medium-High Density Residential	129	161	87	7	94	3	-64
High-Density Residential	24	26	6	8	14	-	-12
Residential Total	738	944	1,392	15	1,407	33	496
Total, All Designations[c]	1,767	2,131	2,234	82	2,059	257	185

Source: ECONorthwest, 1998.

[a] Redevelopable land includes commercial, industrial ,and multi-family residential (medium-high and high) land.

[b] No land need was allocated to this sector. Mixed use allocations are shown in a separate column. Total mixed use allocation sums to vacant buildable acres in mixed use designations as shown by the shaded cells

[c] Some numbers may not add exactly because of rounding. The Total Buildable Acres value does not include acres in mixed use designations, those are shown in the mixed-use allocation column

Tables 7 and 8 suggest that public/institutional and commercial designations have land deficits. Those estimates are misleading.

The City has a deficit (estimated at 667 acres) of vacant public and institutional land. Well over half of the need derives from the City's policy stating that it should add 35 acres of parkland for every 1,000 people added to the City's population. For these uses the City is probably not required to re-designate land to address the potential deficit. The City can rely on its oversupply of low-density residential land, its subdivision and PUD process, and the land taken out of the buildable land inventory because of its natural features (e.g., steep slopes, wetlands, floodplains) to meet much of this need.

Moreover, the City presently has more than 600 acres designated for conservation (plan designation Conservation/Open Space).

The deficit of commercial land is a result of the fact that, to be consistent with previous methods, no commercial employment was initially allocated to mixed use designations. The revised comprehensive plan map and designations include four new mixed use designations that are intended to accommodate a portion of residential, commercial, and industrial land need. Although the mixed use designations assign the amount of office use to likely occur, there is flexibility in the total amount that could occur. Therefore, it is anticipated that the projected office deficit of 72 acres from Table 7 would likely be accommodated if the demand warrants. Table 7 shows 674 buildable acres to which no residential or employment growth (i.e., need) has been allocated.

Table 9 shows vacant and redevelopable land and development potential on mixed use designations by plan designation. This table provides one scenario of how mixed use lands might develop. It allocates land to specific plan designations. That allocation is reflected in the "mixed use allocation" column in Table 7.

Table 9. Allocation of Mixed Use Buildable Land (Vacant and Redevelopable) to Residential, Commercial, and Industrial Plan Designation (for UGB)

Plan Designation	Buildable Land		
	Percent Allocated to Major Use	Percent Allocated to Sub-Use	Acres
Intensive Development Sector (IDS)			
Residential	**75%**		**175.0**
Medium Density Residential (MD)		70%	122.5
Medium-High Density Residential (MHD)		20%	35.0
High Density Residential (HD)		10%	17.5
Comm/Office	**25%**		**58.3**
Commercial (CB/LC/SA)		70%	40.8
Office (PO)		30%	17.5
Subtotal	**100%**		**233.4**
Limited Office-Industrial (LIO)			
Comm/Office	**30%**		**38.0**
Office (PAO)		100%	38.0
Industrial	**70%**		**88.6**
Light Industrial (LI/RTC)		100%	88.6
Subtotal	**100%**		**126.6**
Mixed Use Commercial (MUC)			
Residential	**10%**		**17.0**
Medium Density Residential (MD)		100%	17.0
Comm/Office	**80%**		**135.9**
Commercial (CB/LC/SA)		75%	102.0
Office (PAO)		25%	34.0
Industrial	**10%**		**17.0**
Light Industrial (LI/RTC)		100%	17.0
Subtotal	**100%**		**169.9**
Mixed Use Employment (MUE)			
Residential	**10%**		**5.7**
Medium-High Density Residential (MHD)		100%	5.7
Comm/Office	**20%**		**11.5**
Commercial (CB/LC/SA)		85%	9.7
Office (PAO)		15%	1.7
Industrial	**70%**		**40.1**
Heavy Industrial (GI/II)		50%	20.1
Light Industrial (LI/RTC)		50%	20.1
Subtotal	**100%**		**57.3**
Mixed Use Residential (MUR)			
Residential	**75%**		**65.0**
Low Density Residential (LD)		50%	32.5
Medium Density Residential (MD)		50%	32.5
Comm/Office	**20%**		**17.3**
Commercial (CB/LC/SA)		30%	5.2
Office (PAO)		70%	12.1
Industrial	**5%**		**4.3**
Light Industrial (LI/RTC)		100%	4.3
Subtotal	**100%**		**86.6**
TOTAL			**673.8**

Source: Percentages from City of Corvallis, calculations by ECONorthwest.

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Summary

The City of Corvallis is going through "periodic review" of its comprehensive plan as required by the Land Conservation and Development Commission. As part of that review it must update its estimate of buildable land (residential and non-residential) and assess whether it has sufficient buildable land within its Urban Growth Boundary (UGB) to accommodate the next 20 years of development that expected growth in population and employment will require. In addition, an evaluation of buildable land and land needs provides basic information to meet other requirements of the periodic review process.

The information presented in this report complies with the requirements of ORS 197.296 (House Bill 2709). It can also be of use in evaluating other policies debates, such as:

- Update of Comprehensive Plan policies. On the one hand, a plentiful inventory of land within the UGB may provide more opportunity for natrual resource protection measures to be implemented without requiring UGB expansion. On the other hand, a projected shortage of land supply may support policies to increase the density of land development in order to reduce the need for a UGB expansion.
- Updates of Comprehensive Plan land use map during periodic review.
- Review of future Comprehensive Plan amendments and land development applications.

The reader should consider the following points when considering the information contained within this report:

- The information reflects an analysis of land supply and demand at one point in time, in this case, July 1, 1996. Actions that have occurred after that time will not be accounted for in the data or conclusions reached within this report.
- The report was developed with the consideration of past trends and is based on a range of assumptions about the amount and characteristics of land supply and future growth. Trends and assumptions are subject to changes that impact their applicability.
- Estimates of buildable land are based on numerous assumptions and other factors (e.g., data availability, assumptions about redevelopment). These estimates should be interpreted as a reasonable approximation of the amount of area in each category, not as an absolute value.
- The report discusses the issue of long-run supply inventories and short-term constraints such as zoning, service availability and market forces that impact the amount of land available for development. The potential of having an adequate long-term supply of various land use types while simultaneously experiencing short-term scarcity of parcels ready for development at prices developers are willing to pay should be considered when the City develops policies or makes

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decisions on land development proposals or other decisions that affect land use or development.

- As policy, mapping, and other land use decisions are made, it should be recognized that many other factors need to be considered. For example, Statewide Planning Goal 9 provisions may require that the City look at the parcelization patters and serviceability of industrial land in addition to the basic inventory of acreage established through the supply and demand analysis. Other data sources, community desires, and experiences may also be pertinent. Periodic review requires the City to address any new planning requirements adopted by the State since the City's last review of its comprehensive plan. In particular, ORS 197.296 (originally HB 2709) specifies may of the details that a housing needs analysis must consider.

A land inventory and need analysis that complies with state requirements for long-run planning is not the same as a market analysis for a development proposal, which typically has a short-run view (1-3 years). In the short-run, land available for development may be constrained by lack of proper zoning, lack of services, neighborhood opposition to development, the situation and expectations of land owners and users, and so on. In the long-term, it is reasonable to assume that prices, preferences, and policies will adjust so that land that is vacant and buildable becomes available for development. Thus, it is not uncommon for a long-run land need inventory to find sufficient land supply to meet state requirements at the same time land and housing prices are rising and developers and builders are having difficulty finding buildable land at prices they are willing to pay.

Those details are not addressed in this report. The summary that follows focuses only on the conclusions of the report.

THE CITY HAS SUFFICIENT LAND WITHIN ITS UGB TO ACCOMMODATE POPULATION AND EMPLOYMENT GROWTH UNDER A WIDE RANGE OF ASSUMPTIONS ABOUT THE AMOUNT AND CHARACTERISTICS OF GROWTH AND LAND

Table S-1 shows estimated future land need and supply by plan designation for the Corvallis UGB between 1996 and 2020. The estimated total land need, for all types of land, is 2,131 vacant, unconstrained acres for the period between 1996 and 2020. The estimated supply is 6,375 unconstrained vacant or redevelopable acres in 1996.

The land need/supply comparison shown in Table S-1 indicates that Corvallis has sufficient buildable lands within its UGB to meet needs between 1996 and 2020. Moreover, a comparison of land need and vacant or redevelopable lands inside the city limits indicate that Corvallis has a net surplus of about 500 acres of buildable land.

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Table S-1. Comparison of land need and land supply, Corvallis UGB, 1996-2020

Plan Designation	— Land Need — Net Acres	Gross Acres	——— Land Supply ——— Unconst. Vacant Acres	Redev Acres	Total Buildable Acres	Mixed Use Allocation	Surplus/ Deficit
Agriculture			29		29	-	29
Commercial/Office							
Commercial (CB/LC/SA)	60	76	3	12	15	158	97
Office (PAO)	176	220	41	3	45	103	-72
Comm/Office Total	236	296	44	15	59	261	25
Industrial							
Heavy Industrial (GI/II)	35	44	937	31	968	20	944
Light Industrial (LI/RTC)	86	108	76	5	81	130	103
Industrial Total	121	152	1,013	36	1,049	150	1,047
Mixed Use							
Intensive Development Sector	See text		216	18	233	-	233
Limited Office-Industrial			123	3	127	-	127
Mixed Use Commercial			137	33	170	-	170
Mixed Use Employment			53	5	57	-	57
Mixed Use Residential			84	3	87	-	87
Mixed Use Total			612	62	674	-	674
Public Institutional	672	739	72		72	-	-667
Residential							
Low Density Residential	430	558	3,664		3,664	32	3,139
Medium Density Residential	156	199	656		656	172	629
Medium-High Density Residential	129	161	247	7	254	41	134
High-Density Residential	24	26	6	8	14	18	5
Residential Total	738	944	4,573	15	4,588	263	3,907
Total, All Designations[c]	1,767	2,131	5,732	66	5,798	674	4,341

Source: ECONorthwest, 1998.

[a] Redevelopable land includes commercial, industrial and multi-family residential (medium-high and high) land.

[b] No land need was allocated to this sector. The Intensive Development Sector is a mixed use designation that can accommodate residential and commercial uses.

[c] Some numbers so not add exactly because of rounding.

Table S-1 does not allocate any land need to mixed use designations.[1] But these designations include 674 buildable acres that can be used to meet a portion of residential, commercial, and industrial land need. The next section shows that when mixed use land is considered, the deficits in commercial and high-density residential land are eliminated.

[1] The technical reasons that such an allocation was not made are described in a memorandum from ECO to Corvallis dated 22 October 1998.

EXHIBIT C - 293

THE CITY HAS SUFFICIENT LAND DESIGNATED RESIDENTIAL, COMMERCIAL AND INDUSTRIAL TO ACCOMMODATE EXPECTED GROWTH, BUT IT LACKS SUFFICIENT PUBLIC/INSTITUTIONAL LAND

State statutes and good planning require a more detailed evaluation to determine whether the buildable land inside the UGB is planned in such a way that the amount of buildable land by plan designation (e.g., medium-density residential) is adequate to meet the needs for that use. It is obviously possible to have a surplus of land in the UGB in the aggregate, but not enough land designated for certain types of use.

Not only does Corvallis have more than sufficient buildable land within the existing urban growth boundary to meet long-term growth needs; it also has sufficient buildable land designated for residential and industrial uses to meet projected needs for these broad land use categories.

Table S-1, however, shows that some designations have land deficits. These estimates are misleading. The revised comprehensive plan map and designations include four new mixed use designations that are intended to accommodate a portion of residential, commercial, and industrial land need. Because the City does not have a history of this type of mixed use development, it is difficult to predict demand for this type of land. We can, however, estimate development capacity of mixed use designations.

Table S-2 shows vacant land development potential on mixed use designations under a set of conservative assumptions. The estimates are based on the vacant acreages for mixed use designations allocated using the assumptions provided by the Buildable Lands Committee. The figures show that the mixed use designations provide enough land to compensate for the deficit in residential and commercial land.

Table S-2. Vacant land and development potential on mixed use designations

Plan Designation	Residential	Commercial	Industrial
Vacant Unconstrained Acres			
Intensive Development Sector (IDS)	161.8	53.9	-
Limited Office-Industrial (LIO)	-	37.0	86.3
Mixed Use Commercial (MUC)	13.7	123.3	-
Mixed Use Employment (MUE)	5.3	10.5	36.8
Mixed Use Residential (MUR)	62.7	16.7	4.2
Total Acres	**243.4**	**241.4**	**127.3**
Surplus/Deficit (form table 7)	-12.0	-237.0	897.0
Revised Surplus/Deficit	**231.4**	**4.4**	**1,024.3**

Source: ECONorthwest, 1998.

EXHIBIT C - 294

The City has a substantial deficit (estimated at 667 acres) of vacant public and institutional land. Well over half of the need derives from the City's policy stating that it should add 35 acres of parkland for every 1,000 people added to the City's population. For these uses the City is probably not required to re-designate land to address the potential deficit. The City can rely on its oversupply of low-density residential land, its subdivision and PUD process, and the land taken out of the buildable land inventory because of its natural features (e.g., steep slopes, wetlands, floodplains) to meet much of this need. Moreover, the City presently has more than 600 acres designated for conservation (plan designation Conservation/Open Space).

THE CITY GENERALLY MEETS THE MORE DETAILED REQUIREMENTS OF STATE HOUSING POLICY

Manufactured homes on individual lots are permitted in all of the City's residential districts. Just the City's zoning districts that implement Low-Density Residential (RS-3.5, RS-5 and RS-6) contain more than enough land for residential development. There is no need to determine the need for manufactured homes on individual lots separate from the need for single-family housing in general.

Manufactured dwelling parks must be allowed in a zone or zones that allow from 6-12 dwelling units per acre. Table S-1 shows the City's Medium-Density Residential designation (which allows 6-12 dwelling units per acre) has a significant surplus of buildable land. Therefore, the City has sufficient buildable land to meet identified need for manufactured home parks.

Much of the shortage of buildable land exists in the Medium-High- and High-Density Residential plan designations will be handled through development and re-development in the City's mixed-use zones. The City should consider, however, rezoning some Low-Density or Medium-Density Residential land to Medium-High- and High-Density Residential.

Corvallis has not established special review standards for government assisted or farm worker housing. These housing "types" are allowed within the City's residential zoning districts based on review standards that apply equally to all proposed housing developments, regardless of funding sources or end-users. Thus, these housing types are subsumed within the broader single-family and multi-family categories and subcategories.

Advertisement

Published: Thursday, Nov. 11, 2010, midnight PST

OSU surpasses UO in enrollment as both reach record highs

By Greg Bolt

The Register-Guard

Appeared in print: Thursday, Nov. 11, 2010, page A1

For the first time in decades, Oregon State University has eclipsed the University of Oregon — at least in one numbers game.

EXHIBIT C - 296

The Corvallis school has more students than its Eugene counterpart, as enrollment statewide hit another record this year, the state announced Wednesday.

Both schools remain behind Portland State University in student numbers, but all three schools set individual enrollment records. Total enrollment for all seven Oregon University System schools rose by almost 6 percent, the largest one-year gain in nine years.

Driven at least in part by the recession and continuing weakness in the economy, university enrollment statewide grew to 96,960 students, up by 5,380 over fall 2009. The number of last year's freshmen who returned for their sophomore year, a measure known as retention, also set a record at 82.4 percent.

"These significant enrollment increases show the continued high demand in the state for higher education as Oregonians seek the skills and academic background they need to succeed in their careers and contribute to their families and communities," OUS Chancellor George Pernsteiner said.

Enrollment at OSU surged by 8.2 percent to 23,761. That gives the Corvallis campus almost 400 more students than the UO, at 23,389. Both schools are behind PSU, which counts 28,522 students.

But those figures are what is known as headcount enrollment, which counts every student, even if he or she is only taking one class. PSU's numbers are large because as an urban campus it has a large number of part-time students.

Another way of counting enrollment is by full-time equivalents, which is how many students a university would have if all were taking classes full time. That measure provides a window into the total amount of teaching at each campus.

By that measure the UO remains the state's largest with 22,631 FTE students compared with 21,584 at OSU and 20,476 at PSU.

Although the UO has had an enrollment edge on OSU for some 25 years, the two schools traded places as the state's largest campus from at least 1960 through the mid-1980s, said Bob Kieran, the OUS vice chancellor for institutional research.

And the numbers for Oregon State don't include its branch campus in Bend, which has a dual-enrollment agreement with Central Oregon Community College. Headcount enrollment at OSU-Cascades is 678 students; FTE enrollment is 410.

Size is rarely invoked as a measure of a university's quality. But the competitive nature of the relationship between the UO and OSU tends to color even annual enrollment statistics with shades of green and orange.

Kieran said it would be difficult to tease out a single reason why enrollment at OSU has risen at such a rapid rate. Enrollment there grew by 8.1 percent last year, which until this fall was a record.

The schools have different cultures and a different focus in academic programs. The UO also is somewhat more expensive, by a little more than $1,000 a year.

And at almost 23,400 students, the UO is closing in on what it considers its maximum enrollment of 24,500, which may make it difficult to admit large freshman classes.

But the UO admitted 5,475 new freshmen and transfer students this year, more than the 5,324 at OSU.

Both schools also saw significant increases in their nonresident and international student enrollment. In fact, all three of the state's largest universities saw small decreases in the number of Oregon residents in their incoming classes.

As state funding has decreased, schools have put more emphasis on attracting out-of-state and foreign students because the much higher tuition they pay provides revenue that subsidizes resident students.

EXHIBIT C - 297

FALL 2010 ENROLLMENT AT A GLANCE

University of Oregon

Headcount: 23,389 (up 4.5 percent from 2009)

Full-time-equivalent: 22,631 (up 4.3 percent)

Oregon State University

Headcount: 23,761 (up 8.2 percent)

FTE: 21,584 (up 8.2 percent)

Portland State University

Headcount: 28,522 (up 2 percent)

FTE: 20,476 (up 2.4 percent)

Source: Oregon University System

Previous: Mothers on the mend

Next: a town's tribute

Advertisement

deal TIP
Today's Incredible Promotion

Absolute Automotive - $100 coupon on timing belt and water pump replacement for $50

EXHIBIT C - 298

gazettetimes.com

OSU breaks enrollment records again

By GAIL COLE, Corvallis Gazette-Times | Posted: Friday, November 11, 2011 6:45 am

Officials announced Thursday that nearly 25,000 students enrolled at Oregon State University this fall, a record total that includes a significant number of transfer and out-of-state students.

Overall, OSU's student population is 24,977, up 5.1 percent from last fall. It's the second-largest percentage increase of students within the seven-institution Oregon University System.

The numbers are based on an annual count of students during the fourth week of the term.

Among this year's students, 1,804 are transfer students and 1,519 students hail from outside of Oregon.

A shaky economy explains the increase in both demographics. More people are likely to attend a community college and eventually a four-year university when unemployment is high, and budget woes in California and Washington have sent public university tuition in those states skyrocketing. That made Oregon's public universities look appealing and provided OSU with its two biggest sources of out-of-state students.

OSU counted 327 Californians and 193 Washingtonians enrolling as new students this fall.

Oregon State credits the growth in new transfer student enrollment to dual-enrollment agreements with each of Oregon's 17 community colleges, plus a handful of junior colleges in Washington and Hawaii. The partnerships ensure that dual-enrolled students get advising that helps them quickly progress toward an OSU degree while saving money with lower-priced community college credits.

"It helps OSU to do even more to fulfill its land grant mission," said university spokesman Todd Simmons, adding that OSU is the state's only public university to have partnerships with all Oregon community colleges.

Simmons also noted that many new students are high achievers. In September, the Gazette-Times reported that 140 new OSU students were valedictorians of their high schools.

And many traditional students — new in-state freshmen who just finished high school — have found a home at OSU. About one-third of new Oregon freshmen enrolled in the state's public universities this fall are attending OSU.

Oregon's public university system also saw an overall record enrollment, with 100,316 students. Enrollment is up 35.8 percent since 2001, when 73,883 students enrolled.

The system's growth is outpacing the 10-year national average of 22.8 percent at public four-year institutions. Oregon University System spokeswoman Di Saunders said that's due to a number of factors: Oregon's overall population growth, easy pathways between community colleges and universities and individualized efforts to retain students, such as culturally focused programming and mentoring.

The latter can be a tough task in light of dwindling state funds. The Oregon University System's 2011-13 budget is down 11 percent from last biennium.

"The campuses have done a really excellent job despite the funding cuts," Saunders said.

EXHIBIT C - 299

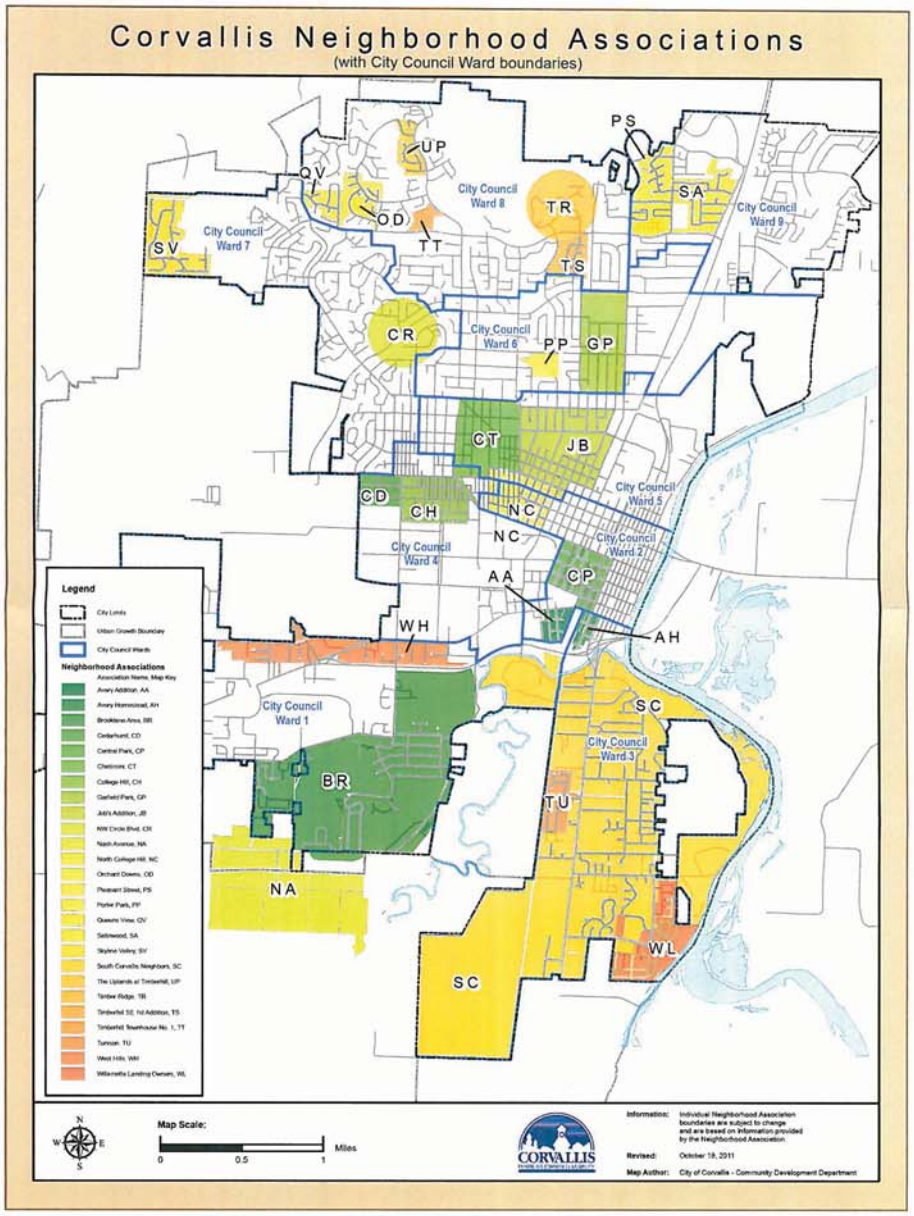

EXHIBIT C - 300

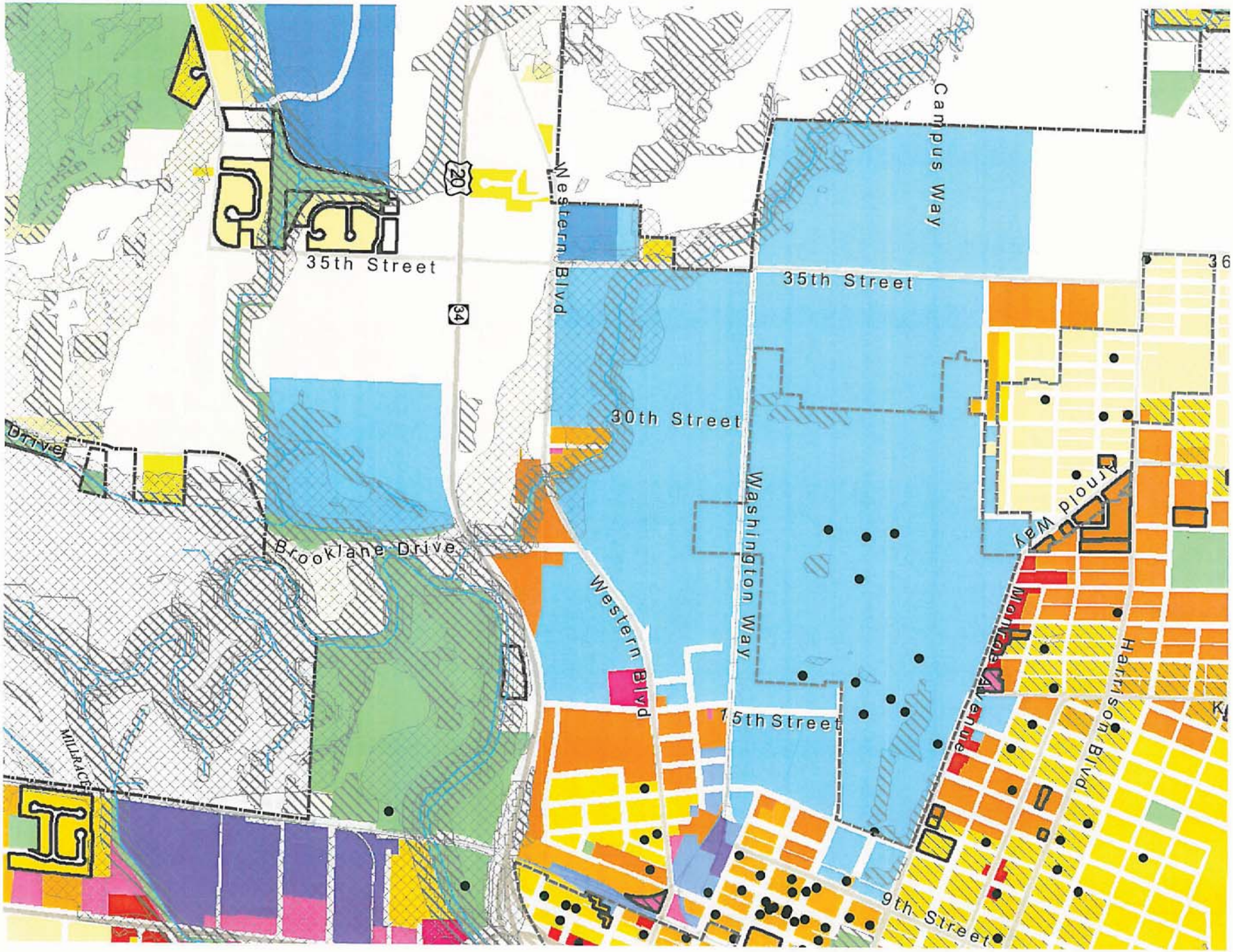

EXHIBIT C - 301

× gazettetimes.com

Planning Commission rejects Harrison Apartments

Posted: Thursday, February 16, 2012 7:00 am

The Corvallis Planning Commission rejected a $17 million student housing project that would have brought 279 bedrooms to the site of the former Corvallis General Hospital at 2750 N.W. Harrison Blvd.

The developers immediately said they would appeal the decision.

The commission voted 6 to 1 to reject the Harrison Apartments application Wednesday night after more than two hours of discussion, with Frank Hann the only commissioner supporting the proposal.

Chairwoman Jennifer Gervais did not vote. Tad Abernathy recently resigned from the commission, citing personal obligations.

More than 30 people sat in the gallery of the Corvallis City Council Chambers to learn the fate of the controversial proposal, a joint venture between Good Samaritan Regional Medical Center, which owns the land, and a Portland development company called Project.

While the proposal for a four-story, 90-unit apartment complex met most of the code requirements for the site, which is zoned high-density residential, the developers were asking for four variances having to do with landscape buffers, site drainage, parking aisle widths and solar access for adjoining properties.

Of the proposed departures from city code, the one that concerned the commissioners most was the request to waive the solar access requirement, which is designed to ensure neighboring structures are not shaded out by new construction.

Some commissioners were concerned the four-story building, with its high-peaked roof, would put some houses across Harrison Boulevard in the shade for more than the allowable four hours during the winter months.

Tony Howell asked whether reducing the building to three stories or changing the design to a flat roof would resolve the solar access issue, but city planning staffers present at the meeting said they didn't have enough data or expertise to give a definitive answer.

Hann made a motion to approve the application with additional conditions that would alter portions of the roofline to address that concern, but there were questions about whether such conditions would be proper.

Other concerns focused on parking and compatibility issues.

The developers were proposing to build 197 parking spaces, including one reserved for a vehicle shared by multiple tenants, as well as extra bicycle parking. With additional credit for being on a bus line, that's well within code limits for a 90-unit apartment house.

But because the Harrison Apartments are targeted at students of nearby Oregon State University, neighbors argued that the parking allotment would be far too small, forcing more cars to park on already congested streets.

James Feldmann backed the developers' assertion that many residents would take advantage of the short walk to campus and decide to do without a car.

"The public didn't express concern about the bicycles and pedestrians crowding the sidewalk, they expressed concern about vehicles, and I don't think the way to reduce vehicles is to increase parking," he said.

Other commissioners disagreed. Howell asked whether the project could be conditioned to prohibit residents from obtaining permits in any future parking district, and Jasmin Woodside suggested the code should be changed to require more off-street parking spots for apartments aimed at college students.

"I know the parking is within city code," Woodside said, "but I'm just thinking the requirement of two spaces per three-bedroom unit or greater is more geared to a three- or four-person family. I just think if we're going to see more developments of this kind, maybe we need to reconsider that."

The compatibility discussion focused on the scale of the building compared to other structures in the neighborhood, a mix of single-family homes and fraternity and sorority houses.

Ron Sessions noted that many area residents testifying against the proposal in previous hearings had objected to the mass of the four-story structure, calling it jarring or out of place.

"It's overpowering for that site, and until there's a major redesign of that building, I'm going to be against it. We've got pages and pages of testimony that say, 'Oh, this building scares me, it's too big,' " he said.

EXHIBIT C - 302

"There's no reason that there has to be four stories of building right at the setback line."

Hann made one more effort to strike a compromise.

"I do have some concerns about mass and scale," he said, "but I do think we have an obligation to try and condition this proposal in a way that it can be approved."

None of the other commissioners were persuaded, and the application was rejected.

The developers have 12 days to appeal, and Good Samaritan CEO Steve Jasperson and Project principal Tom Cody said after the meeting that they will definitely take their case to the City Council.

"This project is very consistent with the policy documents that govern land use in the city of Corvallis," Cody said. "I would just ask the question: If not here, then where?"

Contact Bennett Hall at 541-758-9529 or bennett.hall@gazettetimes.com.

EXHIBIT C - 303

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February 29, 2012

TO: **Anyeley Hallova, Project^ ecological development**

FROM: Bob Whelan, Steven Carter, and Abe Farkas

SUBJECT: **HARRISON APARTMENTS JOB IMPACT CALCULATIONS**

This memo details the estimated job creation arising from the construction and operations of the Harrison Apartments multi-family housing building in Corvallis, Oregon.

The numbers used in these calculations come from the most recent base year of RIMS II economic impact multipliers for Oregon and the 2007 Economic Census of Construction (Census), as well as the data furnished by project^.

RIMS II is a product of the U.S. Bureau of Economic Analysis and is used to determine the total number of jobs created downstream throughout the economy for a given number of direct jobs at a specific project or industry.

In this memo, a direct job is the equivalent of twelve months of employment in the construction of the project by construction labor, managers, staff, and subcontractors on-site. For operations, a direct job is twelve months of paid employment, both part and full time, in the managing housing.

Direct job impacts are calculated by measuring the ratio of net construction value of the industry throughout the state and the total number of employees in the industry. The net construction value of the industry is the difference between gross industry value (measured in dollars) and the cost the industry incurs from subcontractors (specialty trade type workers/businesses). The Census data contains survey information on construction firms, measuring various operational categories. For this analysis, we use the categories:

- Total Value of Construction Work
- Cost of Construction Work Subcontracted
- Total Number of Employees

Using the Census data, as well as the hard construction costs of $14.2 Million provided by project^, we estimate that the direct jobs that will be created through construction is 82. That is 82 worker-years are necessary in the construction of the building. That does not include soft cost effects.

EXHIBIT C - 304

In addition to the direct jobs, the secondary economic activity that is a result of the wages paid to the new employees will support the creation of additional jobs in the state. Secondary impacts are those caused by businesses buying goods and services (indirect impacts) and by employees spending the wages earned as a result of the construction project (induced impacts). These secondary impacts would be concentrated in Benton County, and would also be felt to a lesser degree in other parts of the state as money and employment impacts ripple throughout the economy.

Using the RIMS II multiplier, which is a statistic that allows for the estimation of the secondary impacts, the analysis reveals that a total of 172 jobs would be created in Oregon (direct and secondary) in the year this housing is built.

Once construction ends and operations begin, seven people will staff the housing facility. These new jobs at the residential facility will generate additional economic activity through wages paid to these new employees as well as purchases of goods and service for the building, leading to secondary job creation. Based on the appropriate RIMS II multiplier applicable to multi-family housing, the total number of jobs created from the operation employment information is nine. That impact would continue for every year the building operates.

The job creation figures are summarized below:

	Construction	Operations
Direct Jobs	82	7
Direct and Secondary	172	9

gazettetimes.com

Townhouse teardown for Job’s Addition

By Bennett Hall, Corvallis Gazette-Times | Posted: Saturday, February 4, 2012 7:00 am

The tide of new student housing projects radiating out from Oregon State University is about to wash over Franklin Plaza, an aging apartment complex in the Job's Addition neighborhood.

Tenants of the run-down 47-unit complex received eviction notices Monday telling them they had 60 days to move out because the property is slated to be demolished and redeveloped.

Built in 1963, Franklin Plaza is a mix of studio, one-bedroom and two-bedroom apartments arranged in a cluster of two-story wood and brick structures. It's located just south of Franklin School, occupying the block between Northwest 18th and 19th streets and Polk and Taylor avenues.

Chris Saltveit of Beaverton, who bought the property in June for $2 million, plans to raze the existing complex and build approximately 28 four-bedroom, townhouse-style apartments on the 1.4-acre site.

"The 28 units I'm planning to put there is the bare minimum allowed by code," Saltveit noted. "If I tried to put 27 units there, I'd be denied."

Saltveit, who has built a number of other townhouse-style student housing projects in the neighborhoods bordering OSU, said he considered renovating Franklin Plaza rather than doing a teardown but quickly decided the complex was beyond saving.

"The prior owner put zero money into it for years and years and years. It's to the point where you can't fix it," he said. "Every month, the maintenance and repair bill I get is off the charts."

The news comes on the heels of a similar redevelopment of Wilson Woods, a World War II-era housing complex at Northwest 29th Street between Tyler and Polk avenues. It was torn down last month to make way for new townhouses aimed at students.

The Tyler Street Townhomes, owned by an investment group led by Krishna Rao, will have 215 bedrooms.

Many of the current tenants of Franklin Plaza, where rents range from $395 to $700 a month, are wondering where else they may be able to find affordable housing in a rental market with a vacancy rate of about 1 percent.

Russell Mottle, 31, has been at Franklin Plaza for two years, sharing an apartment with two roommates. He wants to stay in Corvallis, but he's a little worried that he might not be able to find anything within his means.

"I've been on unemployment for a long time," he said. "It keeps me on a pretty tight budget."

But he's more worried about some of his elderly neighbors, such as Anthony Albert, a 71-year-old retiree who's lived in a small one-bedroom apartment at Franklin Plaza for the past 15 years.

Albert says he's not looking forward to moving. He relies on a federal housing subsidy to help pay his rent, which limits his options for finding another apartment. One of the benefits of the Franklin Plaza units, he said, is that they accept HUD payments.

"They're not fancy, but they're low-income housing - something which is disappearing rapidly," Albert said. "Somebody's making a profit on misery. It's very unethical, in my book, to kick people out of their homes so you can make a profit."

Contact Bennett Hall at 541-758-9529 or bennett.hall@gazettetimes.com.

EXHIBIT C - 306

BEFORE THE CORVALLIS CITY COUNCIL

IN THE MATTER OF	**APPEAL OF**
Harrison Apartments Major Modification and Major Replat	Denial Order of the Planning Commission In Applications No. PLD 011-00004 and SUB11-00001

Name of Appellant:	Project^ ecological development
Address of Appellant:	Project^ ecological development c/o Tom Cody 413 SW 13th Avenue, Suite 300 Portland, OR 97205
Subject Development:	Harrison Street Apartments (Major Replat and Major Modification of Conceptual and Detailed Development [Heart of the Valley])
Case Numbers:	PLD011-00004 and SUB11-00001 and Planning Commission Order No 2012-0011

Grounds for Appeal:

1. The Planning Commission Order of Denial (Denial) is in violation of and fails to implement the Comprehensive Plan's Policy 9.3.6 that states:

   9.3.6: "***The development review process shall not result in the exclusion of needed housing at densities permitted by underlying district designations or result in unreasonable cost or delay."***

2. The Denial violates Comprehensive Plan Policy 9.7.3 that states: "The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within ½ mile of campus.

   9.7.3: "The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within ½ mile of campus."

3. The Denial violates ORS 197.307 in that it applies the compatibility standards [LDC 2.5.40.a.3) and -10)] which are not clear and objective, to this project, which provides needed housing.

4. The Denial violates case law and ORS 227.173 by failing to state facts relied on in rendering the Denial.

5. The Denial misinterprets the Planning Development Review Criteria LDC 2.5.40.04, fails to apply Comprehensive Plan Policy 9.6.3, fails to apply the Structure Height and Building Mass provisions of LDC 3.8.30.02, and fails to supply adequate factual findings.

EXHIBIT D - 1

2.5.40.04: "Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of [The Planned Development] Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council."

9.6.3: "The City shall amend the Land Development Code to encourage the following in the Downtown Residential Neighborhood: a) Building to the higher end of the allowed density range through intensive site utilization; b) Reduction of on-site parking requirements; and c) Maintenance of historic character."

3.8.30.02.a: "Primary structures in the RS-20 Zone shall not exceed a height of 65 ft. or five stories, whichever is less."

6. The Denial improperly expands the definition of "surrounding land uses" in the purposes section of the Planned Development Chapter, in the context of the RS-20 project entirely surrounded by RS-20 designated land.

7. The Denial misapplies the standards for parking and offsite impacts by:

    a. Misinterpreting the "Traffic and off-site parking impacts" compatibility standard of LDC 2.5.40.04.a.10 to replace and supersede the clear and objective standard of the "Off-Street Parking Requirements" outlined in LDC 4.1.30.a.2.a, which is met at 197 parking stalls,
    b. Ignoring the only objective evidence in the record, the Traffic Impact Analysis, which shows a reduction in trips from previous uses, both totally and at AM and PM peaks, and
    c. Making a decision without foundation in fact.

8. The Planning Commission Order improperly results in exclusion of needed housing at densities permitted in the RS-20 zone (as specified in Comprehensive Plan Policy 9.3.6) by failing to recognize the innovative site development techniques (such as building to a LEED Gold standard, providing structured parking, and pervious pavement) in order to accommodate a reduction in Solar Access (as provided in LDC 4.6.60.a). One way to prevent the exclusion is to use the proposed conditions and waivers offered by staff and Applicant but disregarded in the Denial.

9. The Denial violates comprehensive plan policies by demanding unreasonable standards of compatibility in the following ways:

    a. Ignoring Comprehensive Plan requirements and thereby misapplying Planned Development Criteria in LDC 2.5.40.05, which reads: ***2.5.40.04: Review requires consistency with: "the purposes of this Chapter; policies and density requirements of the Comprehensive Plan: and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in areas is "a," below (i.e., compatibility factors) . . ."***

    b. Misapplication of Planned Development Chapter's purpose standards LDC 2.5.20 as related to the RS-20 Development Standards of LDC 3.8.30.01 by:

        i. Misinterpretation and misapplication of 2.5.20.g, which reads: "***Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures.***"

EXHIBIT D - 2

ii. Misinterpretation and misapplication of 2.5.20.h, which reads: ***"Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met."*** By ignoring the compensating benefits offered by Applicant and recognized by Staff.

iii. By not accepting Applicant and Staff proposed conditions and waivers.

iv. By creating general standards not found in the LDC and then using them to deny the project when the LDC has clear and objective standards to address the issue involved.

Standing of Appellant: Appellant is the Applicant

Filing Fee: $580.30 (delivered herewith)

Dated: this 28th day of February 2012

Project^ ecological development

By_____
Tom Cody, Manager

Form as required in LDC 2.19.30.06

EXHIBIT D - 3

CITY CORVALLIS ENGINEERING
501 SW MADISON
CORVALLIS OR 97333
541-766-6941

Term ID: 79544379 Ref #: 0001

Phone Order

xxxxxxxxxxxx5729
VISA Entry Method: Manual

Total: $ 580.30

02/28/12 10:28:02
Inv #: 000001 Appr Code: 21828G
Batch#: 000604
Zip Code:

I agree to pay above total amount according to card issuer agreement (Merchant agreement if credit voucher)

X----------

Merchant Copy

EXHIBIT D - 4

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

CORVALLIS PLANNING COMMISSION
NOTICE OF DISPOSITION

ORDER 2012-0011

CASE: **Harrison Street Apartments (PLD11-00004, SUB11-00001)**

REQUEST: The applicant seeks approval of a Planned Development Major Modification to construct a new 105,000 sq. ft., 90-unit apartment complex on a 2.08 acre site. The applicant also seeks approval of a Major Replat to consolidate Lots 9-14 of Block 2, and Lots 4-9 of Block 3 of the Arnold Way Heights Subdivision.

OWNER: Good Samaritan Hospital
PO Box 1068
Corvallis, Oregon 97339

APPLICANT: Tom Cody, Project Ecological Development
413 SW 13th Avenue, Suite 300
Portland, Oregon 97205

LOCATION: The subject site is located at 2750 NW Harrison Boulevard. The site is bordered on the north by NW Harrison Blvd, and on the south by NW Short Avenue and NW 27th Street. The site also includes the parking area at the corner of NW Short Avenue and NW 27th Street. The site is identified on Benton County Assessor's Map 11-5-34 BD as Tax Lots 5200 and 16400, and on Benton County Assessor's Map 11-5-34 AC as Tax Lot 8100.

DECISION: The Corvallis Planning Commission conducted a public hearing on December 14, 2011. During that hearing, the Planning Commission granted a request to keep the written record open for 7 days. In their final written response, the applicant requested that the Planning Commission postpone their decision, and re-open the public hearing at a future date to give the applicant time to revise the application to address issues raised during the hearing. The Planning Commission met on January 4, 2012, granted the applicant's request, and agreed to re-open the public hearing on February 1, 2012. During the February 1, 2012, public hearing, the Planning Commission granted a request to

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hold the record open for 7 days. On February 15, the Planning Commission deliberated and voted to deny the subject application. The Planning Commission's decision was based on evidence in the record and findings made during deliberations that the proposal did not satisfy applicable review criteria or development standards. Reasons cited by the Planning Commission as a basis for denial include:

- Incompatible visual elements, notably the scale and massing of the building as it relates to NW Harrison Blvd (LDC Section 2.5.40.04.a.3);
- Incompatible traffic and off-site parking impacts (LDC Section 2.5.40.04.a.10); and
- Failure to satisfy solar access performance standards in LDC Section 4.6.30.a, and failure to qualify for a solar access waiver per LDC Section 4.6.60)

If you are an affected party and wish to appeal the Planning Commission's decision, an appeal must be filed, in writing, with the City Recorder within 12 days from the date that the order is signed. The following information must be included:

1. Name and address of the appellant(s).
2. Reference the subject development and case number, if any.
3. A statement of the specific grounds for appeal.
4. A statement as to how you are an affected party.
5. Filing fee of $580.30 ($290.15 If appealed by a recognized Neighborhood Association).

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

Jennifer Gervais, Chair
Corvallis Planning Commission

Signed this 16th day of February, 2012

Appeal Deadline: Tuesday, February 28, 2012, at 5 p.m.

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

Approved as corrected, March 7, 2012

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
February 15, 2012

Present
James Feldmann
Jennifer Gervais, *Chair*
Frank Hann, *Vice Chair*
Tony Howell
Roger Lizut
Ron Sessions
Jim Ridlington
Jasmin Woodside

Staff
David Coulombe, Deputy City Attorney
Ken Gibb, Community Development Director
Kevin Young, Planning Division Manager
Bob Richardson Associate Planner
Jeff McConnell, Development Review Engineer
Claire Pate, Recorder

Excused Absence
Roen Hogg, Council Liaison

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			None
II.	Deliberations **Harrison Apartments(PLD11-00004, SUB11-00001)**			Deny approval of applications
III.	Planning Commission Minutes A. January 18, 2012			Approved w/ revisions
IV.	Old Business			None
V.	New Business A. Commissioner Abernathy's resignation			
VI.	Adjournment			9:30pm

Attachments to the February 15, 2012 minutes:

A. Staff Recommended Revisions to Applicant Proposed Conditions of Approval, submitted by Planner Richardson.

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CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by the Chair Gervais at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. VISITOR'S PROPOSITIONS:

There were no visitor propositions.

II. DELIBERATIONS - Harrison Apartments(PLD11-00004, SUB11-00001):

Chair Jennifer Gervais welcomed citizens and stated that the Public Hearing on this item was held on February 1, 2012. By request, the record was held open for 7 days for additional written public testimony. The applicant's final written comments were received on February 14, 2012. Planning Commissioners have received both the additional testimony and the applicant's final written comments. Tonight is the time for deliberations.

A. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest - none
2. Ex Parte Contacts - none
3. Site Visits
4. Objections on Jurisdictional Grounds

B. Staff Update:

Planner Richardson gave an update on the case, and called attention to the applicant's final written comments in response to the testimony submitted after the public hearing was closed on February 1, 2012, but before the record was closed on February 8, 2012. He gave a brief overview of the project, which was first heard by the Planning Commission on December 14, 2011. In response to a request, the record was kept open until December 21, 2011. On December 28, 2011, the applicant submitted their final written response, in which they requested that the Planning Commission re-open the public hearing on February 1, 2012, to allow time for the applicant to revise their application to address concerns expressed during the public hearing. The Planning Commission granted their request and voted to re-open the public hearing on February 1, 2012, to allow the opportunity for public testimony. At the February 1, 2012, hearing the record was held open for seven days.

The applicant submitted their final written response on February 14, 2012. As part of the response, the applicant proposed three new Conditions of Approval for consideration as a means of mitigating some of the concerns raised in testimony. They relate to solar access, noise attenuation, and storm water infiltration.

The revised request for a Planned Development Modification and a Major Replat has been revised down from 91 apartment units to 90 units, with parking spaces increased from 179 to 197 spaces. In the request, they asked for variances from three standards, along with a waiver from the solar access standard. As mentioned, the applicant has proposed three Conditions of Approval, and if the Planning Commission wishes to

EXHIBIT F-2

consider them, staff have provided some revised language for those three conditions, including renumbering them to fit into the existing proposed Conditions of Approval. (**Attachment A**)

Development Review Engineer McConnell discussed the storm water infiltration language in Condition of Approval 29 as proposed by staff, and noted that in the last sentence the word "or" should read "order." He further stated that staff believes this proposed language would meet the requirements of LDC Section 4.0.130.b.1. Staff can not support a subsurface detention system that infiltrates the combined sewer area. This would be a violation of the City's NPDES permit. Installing an infiltration detention system would be a violation of the City's NPDES permit.

Planning Director Young addressed the issue raised in testimony about the procedural legality of the process. The applicant has asked the Planning Division to regard the revised application as a new application, and has paid the appropriate fees.

In response to a question raised by Commissioner Feldmann regarding whether there is a definition of "mass" as it relates to structures, staff suggested that LDC section 2.5.40.04.a.3, relating to visual elements, might be of some help in evaluating massing and compatibility.

C. Discussion and Action by the Commission:

Questions from the Commission:

In response to questions from Commissioners Sessions and Howell related to storm water management, staff stated that the installation of a check valve or backflow device would not be appropriate for this system. Staff's chief concern is subsurface in that a below ground piping system would typically need to be three feet above the groundwater level or there will be infiltration of ground water into the piped system. They are supportive of the rain garden proposal for retention and infiltration of storm water runoff. Commissioner Sessions opined that it would be better to have the results of a percolation test to determine whether measures beyond the amount of pervious pavement being proposed would be necessary.

With regard to solar access, Commissioner Howell asked if staff was able to verify the accuracy of the applicant's projections leading to proposed Condition of Approval 1.a and 1.b contained in their final written response. Staff stated that they did not have the expertise to verify those statements, though the solar study in the record would lead one to believe that this proposal would reduce the amount of shading to the neighboring properties to the north. Commissioner Howell suggested that as a part of future solar studies staff might want to ask an applicant to submit a depiction that shows what height is required to meet the solar standard, so it can be used as a reference point. He referred to the written testimony of Lori Stephens, showing an image of the shading created by a building of 32.5 feet in height, and compared this with the applicant's proposal for a reduction to 36 feet and pointed out that the 36 feet would still allow for a four-story building while the 32.5 feet would only allow for a three-story building. He further stated that the submitted solar study does not reflect the revised solar proposal, so there is no way of knowing how much shading will still occur.

EXHIBIT F-3

In response to a question from Commissioner Ridlington, Planner Richardson said that if the Planning Commission does not approve the solar variance, the application would need to be denied. The applicant would then have two options: one would be to appeal the decision to City Council and through the "de novo" process they could revise the application; and the second would be to accept the decision and come back with a new plan. Another approach is through conditioning the application so that it can be brought into compliance; however, if a condition of approval makes a major change this can raise other issues with parking, site configuration, etc.

Commissioner Howell asked staff for their views on how to evaluate testimony related to mass and scale. Staff's interpretation is that a compatibility review is for when there are variations requested from the code. If an application meets all of the code requirements, a compatibility review is not as applicable, though LDC section 2.5.20.g can be interpreted to allow for additional evaluation for compatibility, which would include visual elements. One can also look to Corvallis Comprehensive Plan policies 3.2.2 and 3.2.3 for additional discussion of compatibility. If the Planning Commission deems the project to be incompatible, it would be important to identify which elements are incompatible.

Commissioner Feldman opined that Corvallis Comprehensive Plan policy 9.2.5.D refers to consideration of compatible building transitions in terms of scale, mass, and orientation but Land Development Code section 3.8.30.02 only discusses height. Due to public concerns regarding massing, Commissioner Feldmann asked for clarification on definition and whether or not it should be defined by setbacks and height only or if there were other considerations. Staff agreed this was the case and agreed that mass is a consideration of more than just the one dimension of height.

Commissioner Howell asked whether the City would be able to enforce the condition of approval relating to the roof top garden noise attenuation. Manager Young said that it could be enforced either by the Police Department or by a code enforcement officer. It was further explained that the roof top garden was at a different elevation than the open courtyard.

Commissioner Ridlington said he views this building as a dormitory, and asked how the City would be able to ensure that they continue to have resident assistants on duty, and limit the number of persons to one/bedroom. Staff replied that they view the structure as being apartments, not a dormitory. The applicant is expected to live up to what has been stated in the application, though this can be difficult to enforce. In terms of limiting occupancy, they are also governed by federal housing laws and other regulations.

Commissioner Howell agreed that there are a number of areas where the applicant proposes nonstructural elements for compatibility reasons. Examples of this are the one person per bedroom, on-site management, a We Car program, etc. It would be important to have enforcement for these elements so that the development will be consistent with submitted plans. Staff reiterated that the project complies with the parking requirements, and though there might be speculation about how many people will be living in the units, fair housing standards will apply and the City will follow through to ensure that the development is built and occupied the way it should be.

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Commissioner Sessions asked why there was no variance included for the parking aisle widths. Staff noted that the applicant had simply asked to use a different standard than the City usually applies. However, staff noted that the City's parking standards are not

contained in the Land Development Code, but are located in the Corvallis Off-Street Parking and Access Standards. The standard they have asked to apply is the Institute of Transportation Engineers standard, a universally accepted national standard.

Commissioner Hann expressed his concern for finding a way to write a condition of approval that could deal with mass versus the solar access requirements. He conjectured that it might be possible to vary the building height and roof configuration on various parts of the building, so as to lessen the impact but still allow for the project to go through. Staff reiterated their concern about any conditions being crafted which might change the nature of the project enough to impact other site design aspects.

Commissioner Woodside expressed her concern that the parking space requirement of two spaces for units with three-bedrooms-or-more does not seem to reflect the reality for housing geared towards students. In reality, students tend to each have a car creating a need for more parking spaces or increasing the impact on off-site parking. The Land Development Code should be revised to look at this requirement.

Commissioner Howell asked whether the applicant's proposed Condition of Approval 1.a should be interpreted as applying only to the roof facing NW Harrison Boulevard. Staff thought that the language might need clarification. Commissioner Howell also stated that in the previous code language for the RS-12 zone there had been articulation standards, but now they have been rolled into the Pedestrian-Oriented Design standard. Staff agreed that they disappeared with the application of the maximum setback concept.

MOTION: Commissioner Hann **moved** to approve the Harrison Street Apartments Conceptual and Detailed Development Plan Major Modification (PLD11-00004) as conditioned in the December 2, 2011, and the January 25, 2012, Staff Reports to the Planning Commission, and including the three Conditions of Approval proposed by the applicant in final written testimony, with the language as revised by staff. This motion is based on findings in support of the application presented in the December 2, 2011, and January 25, 2012, staff reports to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request. Commissioner Lizut **seconded** the motion.

Commissioner Howell asked which of the two solar access conditions should be applied, and Commissioner Hann suggested that there might be elements of both, with staff possibly crafting appropriate condition of approval language.

Commissioner Howell said that the revised proposal has underground parking and he asked how this impacted the public pedestrian and bicycle access way through the property. Planner Richardson said that the Condition of Approval is for a twelve-foot wide public access easement, as well as proposed pedestrian way finding signage. Speed tables will be installed where it crosses drive aisles. They are not applying the five-foot buffer on each side of the sidewalk.

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Commissioner Howell then addressed the off-site parking impacts, and said that there was testimony about potential expansion of parking districts to include areas to the immediate east. If this building were to be considered a part of the parking district, that would defeat the issue. He asked if there was a way to restrict this property from being

part of a parking district. Staff responded that it was too early to determine whether a parking district would be established in this area and what methodology might be used to allocate parking within such a district.

Commissioners Howell and Feldmann expressed concerns about the traffic issue and testimony relating to concerns about direction of travel and inability to make a left hand turn off Harrison Boulevard except onto either 26th Street or 30th Street. Commissioner Howell asked if there could be stacking issues at NW Monroe and Short Avenue with the right-turn-only out onto the alley from the parking area, and further asked if the impact on Harrison Boulevard would be that great if they were to allow a right in/right out from Harrison into the alley as a means of accessing the applicant's property. Engineer McConnell said that the alley was restricted to emergency traffic only for accessing the Harrison Apartments property, but there are other current users of the alley who would be impacted with a right in/right out limitation.

Commissioner Howell reviewed some of the problematic elements which in his opinion would need to be resolved in order to support the proposal. The proposal meets solar standards within the development because it is considered one building. It is more problematic when neighboring properties are impacted by shading. Land Development Code sections 4.6.60.c and d are being cited as reasons for the solar access waiver, but he does not think these apply because there is not a requirement for this building to be as high as proposed or built with as many units. He does not really see a clear basis for granting the waiver. If there are compensating benefits, in the past they have given reductions. In this case, where it completely shades one of the buildings for the whole time period, it is not justified. Though limiting the height of the building to 32.5 feet in height might come close enough to allow for the waiver, there is no data to substantiate the shading impacts of either this or the 36 feet in height proposed by the applicant.

Commissioner Sessions opined that there seemed to be two conflicting code requirements in that the zoning regulations would allow for a building of up to 65 feet in height, but it cannot shade neighboring buildings. In other jurisdictions, it seems that they would step the building back, but there are the Pedestrian-Oriented Design standards in the code that also come into play. His opinion is that they do not need to grant a variance and if they were to do so there could be litigation. The most interesting elevations on the buildings are on the ends, and, unfortunately, with a flat roof that interest would be gone. A flat roof is not really compatible with the neighborhood.

Commissioner Howell said that, in his view, the 65-feet height maximum is not really in conflict with the solar access standard, since this simply sets the maximum height as a design option, and does not require that it be that high. Other requirements impact whether a building can be built to that height. The applicant has to show that they meet the requirements for a waiver of the solar access code requirements, and he is not sure that they have.

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Commissioner Woodside agreed with Commissioner Howell's comments about solar access and shading, but wanted Commissioner Hann to explain how he thought they might condition it so that the project could move forward. Commissioner Hann said he would like to leave the language open enough to that the applicant would have some flexibility to work out a roof design that would minimize solar shading.

Commissioner Feldmann said he also agreed with Commissioner Howell's comments about the solar waiver. Where he differs from much of the testimony is that he would rather see a reduction in the number of parking spaces than an increase. If the parking areas were reduced in size, the buildings could be spaced out more and have less solar shading impact. The public concerns about vehicles might eventually be lessened if the parking of cars is not facilitated. If students have a need to bring a car with them, OSU should work towards having off-site parking arrangements for cars to be kept when not in use. This location is close enough to campus so that it would be more of a hassle to drive than to walk or ride a bike.

Commissioner Howell said that, in reality, for this type of development, parking is already restricted. The code provision for number of required parking spaces is really written for units that will be occupied by families and not by students. These units provide a challenge.

Chair Gervais took a straw poll on the application which showed that a majority of commissioners were against the proposal as it stood. In response to a question from Commissioner Hann about whether there were additional conditions of approval that might satisfy some of the commissioners' concerns, Commissioner Howell said that there are some compatibility issues that would need to be addressed such as with on-street parking impacts, which might be mitigated by restricting the building from being part of a parking district; and traffic impacts, which might be offset by allowing residents to use the alley which would take some of the traffic flow off NW 27th and NW 30th Streets. He is also struggling with the mass of the building, but believes that this is more of a failure of the code to address the issue of mass. Finally, he does not believe that they meet the criteria for a solar waiver.

Commissioner Sessions said that the project meets the parking requirements, so it is largely conjecture about what the impact will be on the neighborhood. There is already a parking problem in that area. Playing off Commissioner Feldmann's idea of a reduction in parking spaces, the reality is that that site is so close to campus it would be impractical to use a car. The solar shading impact has a lot to do with the massing of the building. In this area the massing of the building looks out of place. The public has expressed concern with the size. On campus it would be fine. He will be against the proposal until the design of the building is more compatible. Having wood trim or mullion windows are not a solution to articulation. In terms of storm water infiltration, they cannot have an intelligent discussion until there is data to support it, such as a percolation test. He would like to know the permeability of the soil and what the water table is in that area. The Corvallis Comprehensive Plan states that we will have mixed use occupancies that meet a variety of needs, and meeting a variety of needs provides for long-term housing. There is no private space with this development and it will likely be short-term student housing.

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Commissioner Ridlington said that he will vote against it because of solar access impacts. He does not want to grant a waiver.

Commissioner Feldmann said that in terms of noise attenuation he does not agree with having a condition that requires no noise after 9pm. If people want to chat with each other they should be able to. He also shares the same concerns about solar access as expressed by other commissioners.

Commissioner Lizut called for the question. In response to questions about which proposed Condition of Approval relating to solar access was considered a part of the motion, Commissioner Hann made a friendly amendment, accepted by Commissioner Lizut, to include the applicant's proposed Condition of Approval 1.a, with text as revised by staff.

VOTE ON THE MOTION: The motion failed unanimously.

MOTION: Commissioner Lizut **moved** to deny the application for the Harrison Street Apartments Conceptual and Detailed Development Plan Major Modification (PLD-00004), and Commissioner Woodside **seconded** the motion. They accepted a friendly amendment by Commissioner Howell to add in the language "based on the deliberations of the Planning Commission on this date."

Commissioner Howell said that, for the record, he is in favor of some of the variances. For instance, he finds in favor of the parking aisle width variation in terms of its function, and the request to vary from the requirement for a 20-foot planting screen easement along Short Street. In this case, where there are two fronts to the building, it is more appropriate to have it designed without it. In terms of solar access, he pointed out that the testimony provided by Lori Stephens uses a citation of Land Development Code section 2.18, which really applies to permitting of solar collection systems and does not apply here. LDC section 2.6, solar access, applies in this case. His reasoning for rejecting the waiver is that a Planned Development process allows for modifications that have a net benefit. The solar waiver does not show a net benefit; though the case can be made for the shading of portions of the building on-site. Strict criteria listed in LDC section 4.6.60.c would allow for a waiver for physical land development constraints, but the shape of the site is not the issue; the issue is the height of the building. Obviously, it is a financial decision to build a structure of this height and mass. Perhaps the applicant can redesign it so that it can either meet the solar standard or supply data that shows it only has minor shading. This is their obligation. The building might be four-story in some parts and shorter where it needs to be to lessen the impact, and offsets might be able to be used. Other concerns, as already discussed, relate to off-site parking impacts which could be mitigated by use of a parking district proposal and traffic concerns for which a strategy could be proposed for improvements.

Commissioner Hann said he agrees with many of Commissioner Howell's comments, however he does not agree with the need for additional work relating to off-site parking, since they meet the parking requirements. He continues to have a concern for how the applicant addresses the Pedestrian-Oriented Design standards without some impacts to solar access. He said he felt the Planning Commission had an obligation, if possible, to

EXHIBIT F-8

see if the project could be conditioned in such a way to meet the requirements of the Land Development Code, and he felt that the Commission was falling short of that obligation.

In response to a question from Commissioner Woodside, it was reiterated that the commissioners could not deny the solar access waiver and still approve the application without knowing what the redesign would be and what other impacts it might have.

Commissioner Feldmann again stated that he would like to see them take advantage of the fact that this is a location in which it would make sense to reduce the amount of parking, and thereby discourage the use of cars. He supports density of housing in this location with its proximity to campus, and the ability to walk and bike.
Commissioner Sessions said that the use of a flat roof to mitigate the solar access issue could exacerbate the issue of design and compatibility with the context of the neighborhood. He further stated that it was not up to the commissioners to solve the problem. The developer and his architect have to offer an appropriate solution. Until then, the application should be rejected. He cautioned against using Lori Stephens' depictions and testimony without the data to back it up. Commissioner Howell said that as far as he was concerned Lori Stephens and the applicant's contention relating to solar access have equal weight without any data backing them up. Another solar study showing what the maximum height of a building would need to be to meet the code would have been useful.

VOTE ON THE MOTION: The motion **passed** to deny the application, with Commissioner Hann voting in opposition.

After some discussion about the disposition of the application, the commissioners were reminded that they still needed a motion relating to the Major Replat application.

MOTION: Commissioner Feldmann **moved** to approve the Harrison Street Apartments Major Replat application (SUB11-0001) as conditioned in the December 2, 2011, and the January 25, 2012, Staff Reports to the Planning Commission. This motion is based on findings in support of the application presented in the December 2, 2011, and January 25, 2012, staff reports to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request. Commissioner Hann **seconded** the motion.

Commissioner Howell suggested that it might not be appropriate to approve the Major Replat if there was no specific development application to tie it to. Commissioner Sessions added that if the owner wanted to sell the lots, the replat might tie them to something they would not like. Staff agreed that given the way that the plat is entwined with the development proposal, and that street improvements are associated with the replat, it might be more appropriate to also deny this application.

VOTE ON THE MOTION: The motion to approve **failed** unanimously.

MOTION: Commissioner Lizut **moved** to deny the Harrison Street Apartments Major Replat application (SUB11-0001). Commissioner Woodside **seconded** the motion which **passed** unanimously.

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D. Appeal Period:

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

III. MINUTES:

Planning Commission, January 18, 2012:
Commissioner Howell asked for three revisions:

- Page 4, bottom paragraph: on second line, insert word "precise" before conceptual. On last line, strike conceptual and replace with "more definitive."
- Page 16: paragraph B, second line: after larger buildings insert "that face both streets".

MOTION: Commissioner Hann **moved** to approve the minutes with two revisions as proposed by Howell. Commissioner Woodside seconded the motion and it **passed** unanimously.

IV. OLD BUSINESS: None

V. NEW BUSINESS:

Manager Young announced that Commissioner Abernathy had resigned, due to increasing obligations at home and at work.

VI. ADJOURNMENT: The meeting was adjourned at 9:30 p.m.

EXHIBIT F-10

Staff Recommended Revisions to Applicant Proposed Conditions of Approval
February 15, 2012

In their final written argument, the applicant proposed three new conditions of approval that address solar access, noise attenuation, and storm water infiltration. If the Planning Commission is interested in applying the conditions of approval proposed by the applicant, Staff recommend the conditions be revised as shown below. Text recommended to be deleted is struck-out. New text is underlined.

~~1.~~ 27. Solar Access (Alternatives are provided as follows)

a. To enhance solar access to the properties across Harrison ~~Street~~ Blvd to the north, Applicant shall decrease the pitch of the gabled roof and thereby drop the peak of the roof by six (6) feet. The roof shall have at least a 6:12 pitch.

Or

b. To enhance solar access to the properties across Harrison ~~Street~~ Blvd to the north, Applicant shall eliminate the gabled roof entirely and thereby drop the peak of the roof by fifteen (15) feet. Applicant is hereby granted an adjustment or varation in acordance with ~~LDC 2.12 and LDC 4.10.3~~ LDC Chapter 2.5 - Planned Development and LDC Section 4.10.30.c to eliminate the pitched roof, otherwise required by LDC 4.10.60.04.b of the Pedestrian Oriented Design Standards.

~~2.~~ 28. Noise Attenuation

Applicant shall prohibit outdoor use of the 8,240 sq. ft. Common Outdoor Roof Garden Space area for gatherings of any kind after 9 PM and before 8 AM, and shall post a notice to that effect in a prominent place in or near the said open space. Prior to occupancy, Applicant shall record a deed restriction implementing this prohibition and against the property, running with the land in form and substance satisfactory to the counsel for the City. This restriction does not apply to the approximately 15,803 sq. ft. elevated courtyard area above the parking area and between the north and south wings of the building.

~~3.~~ 29. Storm Water Infiltration

In addition to the proposed detention system in the application, the applicant shall provide a minimum total of 1,200 square feet of "rain garden" areas. These rain garden areas shall receive controlled quantities of roof drainage for retention and infiltration. To maximize infiltration of the detention system, the Applicant shall also utilize the voids in the porous rock base of the pervious pavement as a portion of the required detention system. Perforated pipe under-drains in the rock section shall connect to the detention system in or to limit outflow to historical rates.

EXHIBIT F-11

Memorandum

To:	Planning Commission
From:	Bob Richardson, Associate Planner
Date:	February 15, 2012
Subject:	Applicant's Final Written Response - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this cover memorandum is the applicant's final written response to issues raised during the public hearing process for the Harrison Street Apartments project proposal. This letter was received on February 14, 2012.

EXHIBIT G - 1

project^
413 SW 13th Avenue, Suite 300
Portland OR 97205

February 14, 2012

VIA E-MAIL ONLY

Corvallis Planning Commission
P. O. Box 1083
Corvallis OR 97229

PLD11-00004, SUB11-00001

Reference: Harrison Street Apartments – Final Written Argument to Planning Commission

Dear Planning Commission Members:

We respond to several issues raised in the February 1, 2012 Hearing and post-hearing written testimony, specifically questions about solar access, noise abatement, ground water infiltration, compatibility standards and whether a new application was needed. We respond to each issue and, where appropriate, offer proposed conditions to meet code required standards.

Solar Access

Concern has been expressed about the staff recommended waiver of the requirement to maintain solar access for the properties lying north of Harrison Street. This is an infill project, not a greenfield effort. It is within an RS20 zone, which zone does not specify maximum densities, allows multiple storied buildings, and specifies a minimum of 20 or more units per acre.[1] While buildings up to 65 feet are allowed, as staff points out, this building is 52 feet (or less if the flat roof alternative is selected. Several standards are at play, the

[1] LCD 3.8.10

EXHIBIT G - 2

requirement for gabled (that is, pitched) roofs,[2] setback requirements,[3] and green areas-outdoor spaces,[4] as well as the solar access standard.[5] The code recognizes that these standards may conflict and provides a straight forward waiver process for the solar access standard, if certain requirements are met. As the staff report indicates, the waiver requirements are met (see page 12 of the Staff Report Addendum).

If solar access of the properties to the north of the project and across Harrison Street can be improved, then the Applicant certainly desires to assist. To that end, we have proposed two alternative conditions of approval.

The first is to decrease the height of the gabled section of the roof by six feet. This condition results in a reduction of impacted properties (on the north side of Harrison) from 3 (in the original proposal) to 2 (in the proposal with Condition 1a). The second alternative is to remove the gable section entirely and go to a flat roof. This condition would reduce the number of impacted buildings further to 1. In the flat roof proposal, removing the gabled section entirely results in a height reduction of 15 feet and the solar access waiver would be required due to a single building. These alternative conditions, depending on the Planning Commission determination, are included herewith for the Planning Commission's choice under Condition 1, attached. Adopting this condition would assist in meeting the purpose of the Pedestrian Oriented Design Standards in that diversity of architectural variety would be

[2] LDC 4.10.60.04

[3] LDC 3.8.30.01.e

[4] LDC 3.8.30.01.r and 3.8.50.

[5] LDC 4.6

EXHIBIT G - 3

obtained.[6] A further benefit, of course, is the LEED standard that will be obtained in constructing the building as designed, including the substantial savings of energy involved of approximately 14-26% below code.

Noise Abatement

The modifications to the project included the addition of subsurface parking to facility parking of 197 cars with an addition of an 8,240 square foot common outdoor space. Opponents raised a concern about noise emanating from late night use of the roof area. Applicant is willing to deal with this potential problem by including a ban on use beyond 9 PM, posting a prominent notice thereof, and recording before occupancy a restrictive covenant on the deed and running to the benefit of the City for enforcement, in order to prevent use by the specific time frame set in the restrictive covenant. Attached hereto is a Condition 2, providing for the ban, posting of notice thereof, and a requirement that a restrictive covenant be recorded prior to occupancy.

Storm Water Infiltration

Two opponents of the project object to the variance for stormwater management under LDC section 4.0.130.b.1. They have argued that more infiltration of storm water is required by the City's Storm Water Master Plan (SWMP). Applicant is willing to proceed however the City deems appropriate in this matter. Staff has concluded the current plan is the best possible design. Staff has also indicated they will not allow subsurface infiltration as it would violate the

[6] See LDC 4.10.10.k.

City's existing NPDES permit. The law of the matter is straightforward. The City of Corvallis's NPDES Stormwater Discharge Permit requires the city to develop and implement a SWMP.[7] Among other requirements the plan must include structural and non-structural best management practices ("BMPs") designed to implement the clean water act.[8] The NPDES permit and SWMP are incorporated into the Corvallis Comprehensive Plan.[9] Section 5.4.1.4. of the SWMP states: "City will be in compliance with the NPDES Phase II permit regulations by applying the recommended BMPs.[10] The Corvallis Land Development Code (the "LDC") provides specific direction for implementing the policies of the Comprehensive Plan. LDC section 4.0.130 requires that any new or redevelopment project resulting in an impervious area of at least 25,000 sq. ft. must implement stormwater detention and/or retention measures to aid in infiltration of the stormwater.[11]

Applicant proposed porous asphalt and detention pipes to aid in infiltration of the stormwater and noted that the detention pipes would not be designed to maximize water infiltration (as required by code).[12] The staff report listed a variance as required for approval, among those was a variance from the LDC's requirements.[13] LDC Section 2.5.10 b.1 states that "[t]he Conceptual and Detailed Development Plan process permits modifications to the

[7] See City of Corvallis NPDES Discharge Permit #102913, Schedule A Section 2 a. (Expires 4/2012); and City of Corvallis Stormwater Master Plan Chapter 5 (attached).
[8] Id, at Schedule A, Section 2 b.
9 Corvallis Comprehensive Plan, section 7.5.1
[10] See City of Corvallis Comprehensive Plan Chapter 5, section 5.4.1.4, page 5-11 (attached).
[11] See City of Corvallis Land Development Code Chapter 4, Section 4.0.130 (attached)
12 The Harrison Street Apartments will result in an impervious area large enough to trigger the requirements of LDC section 4.0.130.
[13] LDC section 4.0.130, see City of Corvallis Planning Division Staff Report Addendum January 25, 2012, page 15 of 27.

EXHIBIT G - 5

site development standards of the underlying zone…;" and section 2.5.40.04 a. lists the compatibility factors that the staff is required to use in its evaluation.[14] Factor 1 is the "compensating benefits for the variations being requested."

The staff analysis noted that although the stormwater management plans did not meet the code requirements a variance is appropriate because compensating benefits including a green roof, pervious pavement, and characteristics mimicking pre-development.[15] The variance is further supported a policy in the SWMP that allows for pervious materials and alternative designs where applicable.[16] In the Applicant's letter, dated October 28, 2011, which was written in response to a Staff Review Comment concerning stormwater infiltration, and which is an attachment to the Staff Report, the Applicant stated:

> *"The geotechnical memorandum states in part, "infiltration into underlying materials is not favorable". This speaks directly to the infiltration potential of the existing on-site soils which are fine grained when compared to other geographical locations with coarse grained soils.*
>
> *For this site and project, with the premise and direction from the City's Stormwater Master Plan, the applicant proposes pervious pavement to provide the water quality function for all pollution generating pavement. The applicant then considered the opportunities to provide groundwater infiltration knowing the opportunity to do so was not functionally favorable on this site.*
>
> *The applicant's proposal includes 21,600 square feet of pervious pavement sections, which translate to 21,600 square feet of earth contact area for stormwater being treated in these pavement sections. To create that much actual soil/water contact in an underground detention system would required 1,500 to 2,000 lineal feet of pipe trench for a 48 inch*

[14] See City of Corvallis Land Development Code Chapter 4, Section 2.5, Planned Development.
[15] See City of Corvallis Planning Division Staff Report Addendum January 25, 2012, #15, page 7 of 27.
[16] See City of Corvallis Planning Division Staff Report Addendum January 25, 2012, page 8 of 27.

EXHIBIT G - 6

diameter detention pipe. This is much more trench and pipe than this project will require for a detention facility.

Thus the opportunity for infiltration, while not favorable, is still maximized by the applicant's proposal which creates the greatest soil/water contact area when compared to what is possible as a component of the stormwater detention system."

As additional perspective, the Applicant has also submitted the following quantitative data with the application:

Existing impervious surface on the site as it exists today – 64,363 square feet

Impervious surface as proposed in this application (includes roofs, and pavement areas not covered or constructed using pervious materials) – 43,937 square feet

Finally, there is no restriction on the use of a variance for the stormwater standard found in the permit, the SWMP, the comprehensive plan, or the LDC. As a result, the proposed variance is appropriate. Applicant respectfully requests adoption of the variance and staff report as findings on the infiltration issue.

However, should the Planning Commission wish to further increase the opportunity for storm water infiltration, the Applicant would like to propose the attached Condition 3. The ability to use all of the proposed porous pavement section for storm water detention is limited by the provisions of the King County Surface Water Design Manual (Section 5.3.5) and Technical Memorandum No. 4 (Appendix F) of the City's Storm Water Master Plan, with respect to maximum surface water depth in a parking lot and the grade of the parking lot. However, the proposed Condition 3 provides for additional time that detained water in certain storm events would be in contact with the soil.

Procedural Adequacy of Process

Opponents have raised a question of whether, given the changes made since the 2011 hearing, the project proponent must file a new application. The answer is while a new application per se does not have to be filed, the changes are to be **regarded** as a new application. Specifically, the language is as follows:

> "After an application is accepted as complete, any revisions to it that result in the need for an additional public notice to be mailed shall be regarded as a new application. Such new application shall require additional filing fees and rescheduling of the required public hearing." (emphasis added)

LDC 2.5.40.01.c. Thus, the planning commission is to **regard** the modification as a new application. If the drafters of the language had intended it to "be" a new application, they would not have used the term "regarded." Notice and the required public hearing have been held. Applicant has also submitted additional filing fees should they be required. There has been compliance with the requirement.

Compatibility

Several opponents raised questions regarding compatibility, emphasizing compatibility with the neighborhood, some arguing that the proposal doesn't meet the requirements of the comprehensive plan. Both the Corvallis comprehensive plan and the LDC

define compatibility as the "ability of different uses to exist in harmony with each other." Both then go further to explain that making uses compatible "implies site development standards that regulate the impact of one use on another."[17] The LDC specifies in the purpose statement of the Planned Development chapter that Planned Development review procedures are established to provide, "greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures". "Land uses" refers to the zoning designation on and around the site (RS20). Applicant has presented evidence showing compatibility with the neighborhood but the best standards will come from those specified for the RS20 zone itself.[18]

In a broad sense compatibility exists between uses because the project proposes residential uses and the uses opponents are concerned about are also residential.[19] However, in order to comply with the density requirements of the RS20 zone, multistoried use as proposed by Applicant is required. Compatibility with neighboring zones is handled by buffers as laid out in Article 3 of the Corvallis Comprehensive Plan which states "where adjoining developments have potential compatibility conflicts, the City has historically required buffering."[20] In this case, there is no adjacency triggering the additional buffer requirements. It should be remembered that the hospital building on the site was 3 stories or about 35 feet. If Condition 1 alternative b. is adopted, the building height would be reduced from its originally

[17] *City of Corvallis Land Development Code*, pg. 1.6-13, June 2, 2011.

[18] The City has a right to determine how the criteria for review of Conceptual Development Plans should be interpreted and specifically how the purposes language found in LDC 2.5.20.g. dealing with what are "surrounding uses" should be construed. See generally, *Siporen v City of Medford* 349 Or 247 (2010)

[19] The term "use" is defined as "purpose of or activity on a site." LDC p. 1.6-58.

[20] City of Corvallis Comprehensive Plan, Article 3 Land Use Guidelines, Section 3.2.h (2006).

EXHIBIT G - 9

proposed height of 51 feet, down to 36 feet (a 15" reduction in height), all in a zone that allows outright buildings of 65 feet. If the arguments of the residential neighborhood opponents were to be carried to their logical extreme, new development would not occur on the RS20 site, because it could not be and would not be like what is currently existing. Thus the requirement for compatibility is most effectively served by following the standards in the code, which the proposed project does. The standards assure both the City and the applicant that the term compatibility does not, "mean anything I want it to mean." The staff addresses the issues of compatibility quite well and the Planning Commission can rely on its determinations.

Applicant respectfully urges the Planning Commission to approve the Planned Development and Major Replat, as modified, with the conditions attached hereto, and adopt the staff report and its addendum as its findings.

Very truly yours,

project^

Thomas E. Cody, its President

Cc. Mr. Robert Richardson, City of Corvallis
Mr. Lyle Hutchens, Devco

EXHIBIT G - 10

Applicant Proposed Conditions

1. Solar Access (Alternatives are provided as follows)

   a. To enhance solar access to the properties across Harrison Street to the north, Applicant shall decrease the pitch of the gabled roof and thereby drop the peak of the roof by six (6) feet.

   or

   b. To enhance solar access to the properties across Harrison Street to the north, Applicant shall eliminate the gabled roof entirely and thereby drop the peak of the roof by fifteen (15) feet. Applicant is hereby granted an adjustment or variation in accordance with LDC 2.12 and LDC 4.10.3 to eliminate the pitched roof, otherwise required by LDC 4.10.60.04.b. of the Pedestrian Oriented Design Standards.

2. Noise Attenuation

Applicant shall prohibit outdoor use of the area for gatherings of any kind after 9 PM and before 8 AM and shall post a notice to that effect in a prominent place in or near the said open space. Prior to occupancy Applicant shall record a deed restriction implementing this prohibition and against the property, running with the land in form and substance satisfactory to the counsel for the City.

3. Storm Water Infiltration

The Applicant shall provide a minimum total of 1,200 square feet of "rain garden" areas. These rain garden areas shall receive controlled quantities of roof drainage for retention and infiltration. To maximize infiltration of the detention system, the Applicant shall also utilize the voids in the porous rock base of the pervious pavement as a portion of the required detention system. Perforated pipe underdrains in the rock section shall connect to the detention system in order to limit outflow to historical rates.

End Proposed Conditions

EXHIBIT G - 11

Memorandum

To: Planning Commission

From: Bob Richardson, Associate Planner

Date: February 9, 2012

Subject: Written Testimony - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this cover memorandum is written testimony that was received after the close of the February 1, 2012, Planning Commission Hearing, and before 5:00 PM on February 8, 2012.

EXHIBIT H - 1

From: brownj@science.oregonstate.edu
To: Richardson, Robert
Subject: Comments on the proposed Harrison Blvd. Apartments development
Date: Thursday, February 02, 2012 2:33:35 PM

Dear Mr. Richardson,
I am writing in regards to the proposed Harrison Blvd. Apartments. I am a 26-year-old on-campus employee and resident of Corvallis that is opposed to the current proposal as it stands. I am worried about how such an excessive development with impact the community and neighborhood that I work in. firs off I just think that the building is proposed to be too large. Secondly, aside from the oppressive size of the building, the oppressive amount of cars that would come along with it, both as too much traffic on Harrison and not enough parking anywhere, would directly impact not only those who live in the neighborhood, but also those that just come in to work or go to school.

The fact that it is in direct opposition to the Corvallis Comprehensive Plan (CCP) helps to sum up the incompatibility of this proposal with the existing neighborhood. Also, something that I am specifically disappointed about because it wasn't of consideration was the fact that this doesn't serve as a housing opportunity for both professionals and students alike. This plan is for a glorified dorm where they can have parties on the roof. The CCP require that "life time housing options" be available for long term residents. I would like more available housing opportunities for people like me.

I am saddened and disgusted by the fact that the city hasn't taken a stand to enforce the Land Development Code and Comprehensive Plan that were drafted in order to protect our communities from threats such as this. IT MAKES ME SICK THAT THE CITY IS POISED TO BEND ON A WHIM FOR THE PROFITS FOR THE DEVELOPERS AND DISREGARD WHAT THE CORVALLIS COMMUNITY CALLS FOR.

Thank you for considering my thoughts on this issue and I truly believe that this plan should be re-considered and revised for a more reasonable housing facility.
--
Jordan Brown
Conservation Biologist
OR Department of Agriculture
Native Plant Conservation Program
Cordley 2082
Oregon State University, Dept. of Botany
Corvallis, OR 97331
office: (541)-737-2346
cell: (541)-224-2245

EXHIBIT H - 2

From:	lorie blackman
To:	Richardson, Robert
Subject:	Harrison St. Apts.
Date:	Friday, February 03, 2012 1:43:31 PM

Dear Mr. Richardson,

I am writing to again express my concerns about the proposed Harrison St. Apts. Although the variances requested have decreased, the proposed development is an unattractive monolith on the edge of a charming historical neighborhood. I disagree with even granting one variance, but also with the scale of the development as a whole. Why not build a smaller more aesthetically pleasing structure? The developers seem to have no concern for current residents since even their revisions have met the letter, but not the spirit of the code. For example, green space requirements are for both community members as well as residents. I do not think green space on a roof meets the spirit of this code.

In addition to aesthetics, I am quite concerned about safety. I take a left every morning from 27th onto Arnold Way, and can tell you that this is already a difficult turn with traffic, pedestrians, and bikes. Add several hundred more commuters to the mix, and the small street would be completely overwhelmed.

I ask you and the planning commission to reject their plan, and to ask developers to consider a smaller structure that will contribute to the neighborhood instead of just warehousing students in the cheapest way possible.

Thank you for your consideration.

Lorie S. Blackman, Ph.D.
Doctoral Coordinator, Counselor Education
Oregon State University
457 Waldo Hall
Corvallis, OR 97333
(541) 760-8686

EXHIBIT H - 3

From:	nena BEMENT
To:	Richardson, Robert
Subject:	Harrison development
Date:	Sunday, February 05, 2012 8:32:25 PM

Dear Mr. Richardson, Really, I'm not opposed to development in my neighborhood. This project is just too big.

The parking plan seems to have been developed for family housing where not all the bedrooms are occupied by drivers. I know the developers say that they are discouraging tenants from bringing their cars, and that public transportation and bike racks make it possible to have too few parking spaces, and it may be that tenants don't use their cars on a daily basis, but the cars will be here somewhere. Where? I sincerely hope that these tenants will not be eligible for residential parking permits! Why would need one since the developers and the city say there will be plenty of parking on site?

How is it possible that the lease can specify only one person per bedroom, can they really believe that not one single couple will rent a room in the entire complex?

Just scale the thing down. It's just too big.

Sincerely Nena Bement 2723 NW Jackson

EXHIBIT H - 4

From:	Todd & Susan Brown
To:	Richardson, Robert
Subject:	Harrison Blvd. Apartments
Date:	Monday, February 06, 2012 9:16:22 PM

To the Members of The Corvallis Planning Commission:

I am writing in regard to The Harrison Blvd. Apartment proposal:

I have sent two previous letters expressing my concerns about this proposal and have attended the past two planning commission meetings which addressed the above subject. I won't repeat my earlier concerns, but do wish to comment on one particular sentence in the closing statement made by the developer of this project.

When he was talking about the proposed building site, I heard him say, "This is not located in a traditional neighborhood". I strongly disagree with that statement. My husband and I have lived in the same home, close to the proposed building site for the past 36 years. I walk past this site frequently on my way to go grocery shopping, to get to the pharmacy, to see my hairdresser, to visit friends in an Assisted Living Complex, to meet other friends for coffee or lunch, to go to my optician's office, to attend plays and sporting events at the high school, and to go downtown. In other words, it is a traditional neighborhood, because I am able to walk to obtain most of the goods and services I need or desire, and as I walk, I am passing many other well-cared for homes along the way. .

I am retired now, but I worked on campus for 30 years and have always very much appreciated the cohesive nature of campus and the surrounding community. I support the statements of the College Hill Neighborhood and hope you will not allow this development as planned.

I appreciate your consideration.

Susan J. Brown

EXHIBIT H - 5

From:	Richard Sandler
To:	Richardson, Robert
Subject:	Proposed Harrison Street Apartments
Date:	Monday, February 06, 2012 9:42:10 AM

Hi Mr. Richardson -

I would like to voice my concern about the proposed Harrison Street Apartment project. I have just seen the architectural drawings showing the scope of the project and I think that it is totally out of line with the rest of the neighborhood.

I am not against student housing for this site, but I think it must be done with respect for the neighbors. I try to respect all my neighbors - families, students, everyone. I would hope this developer and Good Sam would show the same respect.

I hope the city votes to oppose the project as currently proposed.

Thank you,
Richard Sandler
236 NW 31st St.
Corvallis, OR

EXHIBIT H - 6

From: chick gerke
To: Richardson, Robert
Subject: Harrison Apartments PLD11-00004
Date: Tuesday, February 07, 2012 12:30:16 PM

To the Planning Commission:

Please vote to approve the revised application for the Harrison Apartments as conditioned in the staff report.

The proposed development is a quality design for a very difficult infill site. Per the original and revised staff reports, the applicant has met the required criteria of the Land Development Code and the Comprehensive Plan. With all due respect for the many neighbors to the site and those in the larger community who have voiced their concerns about growth and change, do not lose sight of the "big picture" that is the foundation of our community's vision of the future, which is to create a more sustainable city through well-planned, compact development.

The site's walkable proximity to campus and the proposed use as a dense student apartment complex is precisely the kind of development envisioned by our publicly formulated planning documents and processes. To deny this application that meets all our imposed requirements because of fears about how students might behave or our ability to benefit as neighborhoods and a community from a well thought-out design that doesn't look exactly like what we're used to will send a chilling message of NO to the future development of our city.

I love Corvallis. I personally struggle with the question of whether growth is an imperative to responsible livability and sustainability. But beyond that, like it or not, I respect the public process that has led us to our current planning requirements. It is my opinion that the proposed revised Harrison Apartments application if approved will eventually be embraced by the community and viewed as a model development.

-Chick Gerke, 1946 SW 72nd Street, Corvallis

EXHIBIT H - 7

COLLEGE HILL NEIGHBORHOOD ASSOCIATION

Gary Angelo, President (753-5789); Mike Middleton, Vice President (738-0827);
Cindy Paden, Secretary (752-8247); Mark Giordono, Treasurer, (753-4479)

RECEIVED

FEB - 8 2012

Community Development
Planning Division

To: City of Corvallis Planning Commission
From: Gary Angelo, CHNA President
143 NW 28th Street
Corvallis, OR 97330
Date: February 8, 2012
Re: Proposed Harrison Apartments Development (PDL011-00004 & SUB11-00001)

Dear Planning Commission Members:

This letter is offered on behalf of the CHNA members and is intended as a response to some of the testimony of the applicant that directly or indirectly implied that the proposed Harrison Blvd. Apartment development is similar in its site characteristics to the two existing developments in Eugene, Oregon. The latter are adjacent to the University of Oregon campus, and we believe the two sites are not comparable. In addition, an overhead view of the CHNA neighborhood is included with the equivalent parking spaces required to fit the 82 vehicles likely to arrive with this development without a designated parking space. Both of these issues relate directly to the lack of compatibility with the adjacent CHNA neighborhood, as is outlined in the Comprehensive Plan Article 9.

Attachment #1 – View of Adjacency to College Hill West Historic District

The College Hill West Historic District is directly abutting and adjacent to the Heart of the Valley site, which is a family-oriented traditional neighborhood predominantly made up of owner-occupied historic residences. Families (young and old) living here range from college professors (retired and current), professionals from local businesses, small business owners, and other long-term homeowners. Many residents have owned and lived in their homes for over 30 years. This is a vibrant and active intact traditional neighborhood.

Attachments #2 and #3 –View of Eugene Sister Developments and UO Plan with Boundary

In Eugene, the two sister student housing developments are already built and situated in an appropriate but very dissimilar area than the proposed site here. The Skybox Apartments are directly across from the massive Matthew Knight Arena, which dwarfs the two apartment buildings. The Courtside Apartments on the east is directly across from the University of Oregon Facilities Warehouse. To the north of both abuts the Market of Choice supermarket, which fronts on Franklin Blvd. Also directly to the west is the bordering University campus, with nearby graduate student housing and three large new

EXHIBIT H - 8

student dormitories. Extending south almost 30 housing lots is a highly mixed neighborhood of homes that appears to have a large number of student rentals. This neighborhood has neither the look nor feel of cohesiveness of the adjacent Corvallis neighborhoods to the west and north.

Attachment #4 – View of College Hill West with 82 Equivalent Parking Spaces Marked

Using a visual walking tour and count of estimated individual parking spaces within the adjacent College Hill neighborhood, 82 spaces were marked on the Google Earth view. The 82 spaces represent the number of vehicles that equate to the number of proposed bedrooms less the planned available parking spaces for the development. Given the experience of having students living in the neighborhood closer to campus than even the development site, we see the dominant practice of almost all students bringing vehicles with them to college. The additional 82 vehicles would consume the equivalent of two fully encircled blocks plus the side of a third.

In summary, CHNA does not believe the site of the two Eugene sister developments to be similar to the proposed Heart of the Valley site, especially for such a large-scale complex. The additional volume of vehicles would put additional pressure on nearby neighborhoods that are already feeling inundated.

With regards,

Gary Angelo
CHNA President

ATTACHMENT #1

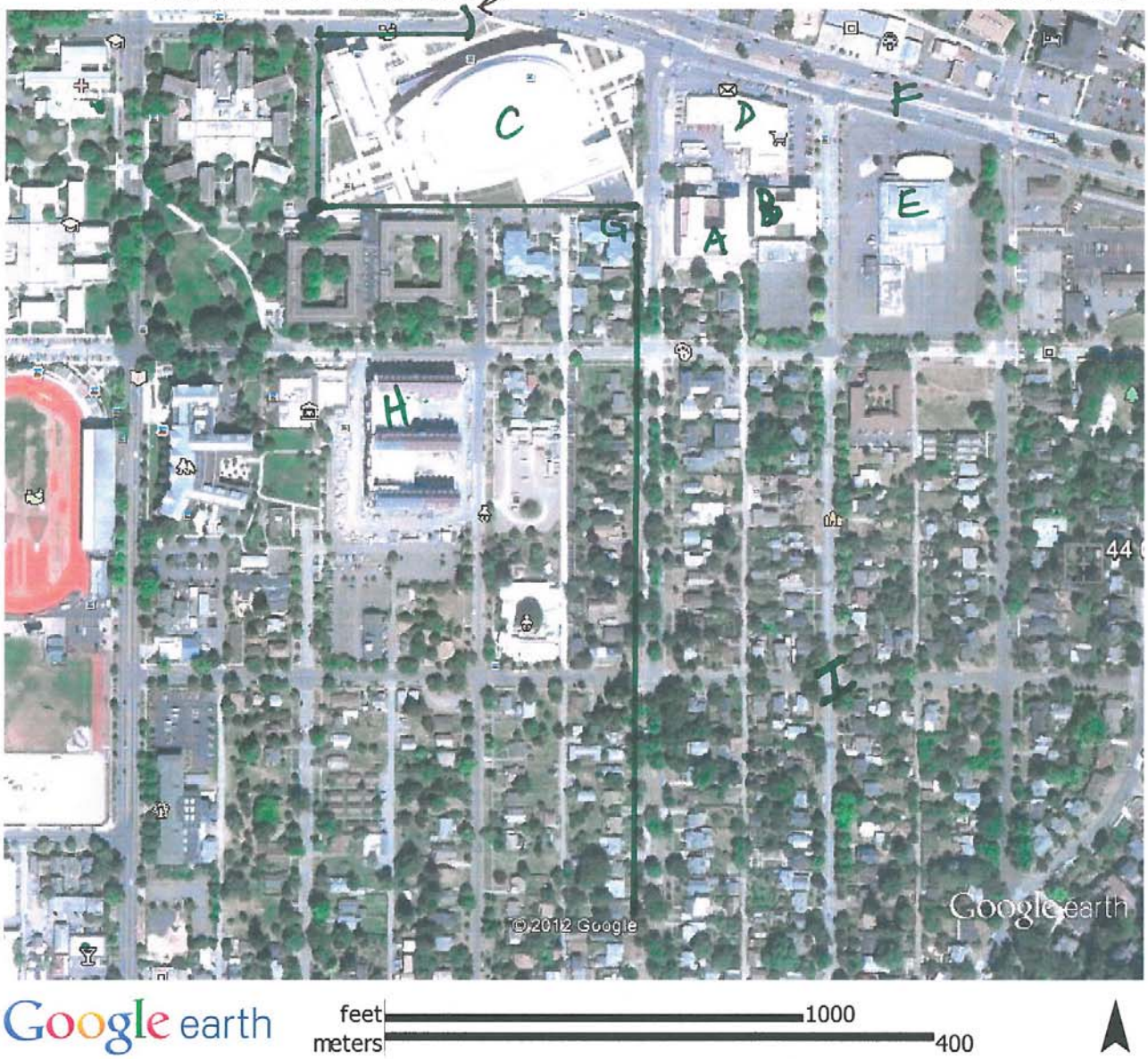
COLLEGE HILL WEST HISTORIC DISTRICT
(NATIONALLY REGISTERED)

P PROPOSED HARRISON BLVD. APARTMENTS

EXHIBIT H - 10

UNIVERSITY BOUNDARY

ATTACHMENT #2

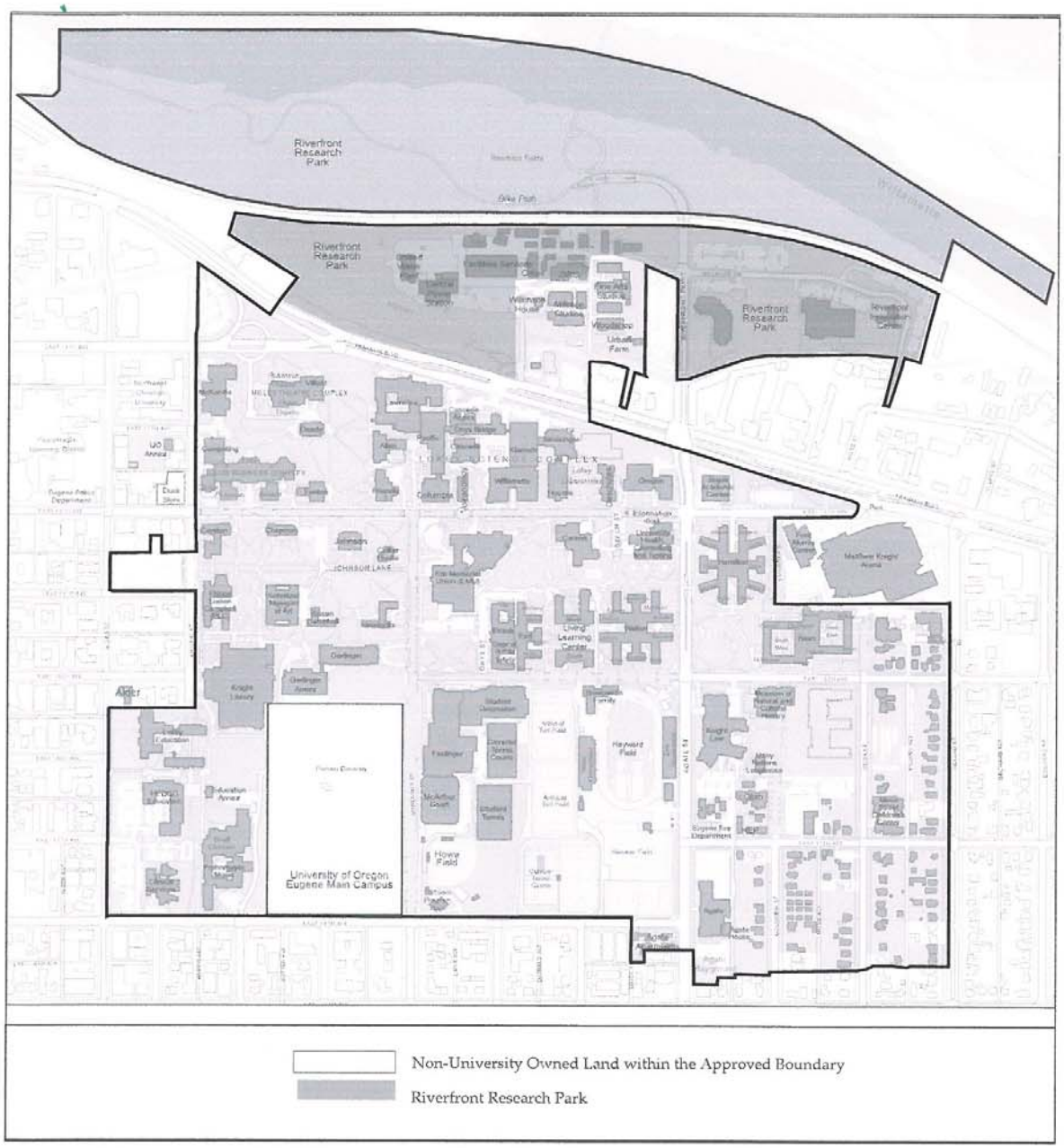


University of Oregon – Eugene, Oregon

A. Skybox Apartments (Project Portland)
B. Courtside Apartments (Project Portland)
C. Matthew Knight Arena
D. Market of Choice Supermarket
E. University of Oregon Facilities Warehouse
F. Franklin Boulevard
G. U of O Graduate Student Housing
H. U of O New Student Dormitories
I. Private Housing – Largely Student Rentals

EXHIBIT H - 11

ATTACHMENT #3



Map 1: Approved University of Oregon Campus Boundary

[Refer to page 5.]

EXHIBIT H - 12

ATTACHMENT # 4

Google earth

feet 1000

meters 500

EQUIVALENT PARKING SPACE NEEDED FOR ADDITIONAL 82 VEHICLES FOR WHICH NO PARKING WILL BE PROVIDED.

From: Deb Kadas
To: Richardson, Robert
Subject: Testimony in Opposition to Harrison Apartments
Date: Wednesday, February 08, 2012 3:52:13 PM

Hi Bob,

Please include my letter below in the packet of new testimony for the Planning Commission, regarding the proposed Harrison Apartments. Please confirm your receipt of this e-mail.

Thank you,
Deb Kadas

Dear members of the Corvallis Planning Commission,

The Gazette Times reported yesterday that our City and OSU acknowledge "issues between permanent Corvallis residents and the OSU community...have reached a boiling point in the past few years, due to OSU's explosive student population growth." Our City Council has agreed to commit staff resources, as well as help finance $300,000 to hire a project manager to address the WELL-KNOWN problems in neighborhoods adjacent to OSU in the areas of 1) parking, 2) neighborhood zoning and 3) livability.

Isn't it ironic then, that you are considering a proposal for a massive apartment complex that, if approved as currently designed, will without a doubt negatively impact and exacerbate those very same issues? Given this crisis, wouldn't it make sense for new developments such as Harrison Apartments, to be at least impact-neutral when it comes to parking, zoning and neighborhood livability?

I am opposed to both the re-plat and to the proposed Harrison Apartments, as currently designed, because the buildings are far too massive to be compatible with the existing surrounding neighborhood, and because there are not enough off-street parking spaces for ALL of the tenants. If the Harrison Apartments were half the size, they could still meet all the zoning codes and high-density codes AND have enough off-street parking for all of their tenants.

This proposal violates our city's Land Development Code and Comprehensive Plan, Article 9.2. **Please see my testimony dated 12.14.11 for a listing of the city codes that pertain to protecting and maintaining neighborhood characteristics and livability, and for requiring new construction to be compatible in terms of scale, mass and orientation.** Compatibility with the surrounding neighborhood is an objective criterion in our code that this proposal does not meet.

Approval of this plan would not only violate our various city codes, but also fly in the face of the efforts of the newly-formed OSU/City of Corvallis Collaboration Project.

Please vote "NO" on the Harrison Apartments.

Thank you.
Deb Kadas

EXHIBIT H - 14

February 8, 2012

Dear members of the Corvallis Planning Commission :

The following written and visual testimony addresses the issues of a solar access waiver and compatibility criteria as they pertain to the proposed Harrison Apartments.

Solar Access:

After the February 2nd commission hearing, I went to verify dimensions and distances of existing buildings on the north side of Harrison Blvd for a more accurate sun study model since the previous model I showed to the commission was more for massing purposes of the proposed buildings and neighborhood. The model was scaled off Google maps and the actual plans posted to the city's website. The actual distance between the proposed Harrison Apartments and the buildings north of them is 83'-6″ (this is closer together than what I had scaled off Google maps). The model has been adjusted accordingly. I believe visual references for such a prominent project are important, and can speak more than words. I verify that the pictures taken from my computer massing model are an accurate representation for a sun study of the Harrison Apartments.

Image 1: This image shows the building massing as proposed and the shadow cast on buildings north of the apartments at 9:00am on November 21st.

EXHIBIT H - 15

534 NW 4th Street, Corvallis, Oregon 97330 ◎ tel 541-753-2900
email info@broadleafarchitecture.com ◎ web http://www.broadleafarchitecture.com

Image 2: This image shows the building massing as proposed and the shadow cast on buildings north of the apartments at 3:00pm on November 21st.

So, at what height do the Harrison Apartments need to be in order to comply with the solar access standard?

Allowable solar access criteria according to LCD 2.18.30.f :

Proposed new structures resulting in shading of a Type 2 solar collector between 9 a.m. and 3 p.m. on November 21 in an amount that does not exceed the shading that would be caused by a flat-roofed structure half the allowed building height at the minimum setbacks for the zone.

The zone for this project is RS-20 which allows for a building height of 65 feet. A flat roofed structure half that height would be 32.5 feet. The following image shows the sun study for the building if it were flat-roofed and 32.5 feet high. At this height, the building still shades the structures to the north, so by code this is the highest the building could be built without a solar access waiver. Please note that a building height of 32.5 feet does not allow for a four story building given that a standard floor is 12″ thick and a minimum floor to ceiling height is 8 feet. A 32.5 foot high building allows for a maximum of three stories.

EXHIBIT H - 16

Image 3: This image shows the apartment building with a flat roof at a height of 32.5' and the shadow cast on buildings north of the apartments at 9:00am on November 21st. As you can see, this height does block solar access to the buildings immediately north of the proposed project.

Image 4: This image shows the building massing as proposed and the shadow cast on buildings north of the apartments at 3:00pm on November 21st. As you can see, this height does block solar access to the buildings immediately north of the proposed project.

EXHIBIT H - 17

So, according to the solar access code, the building can be no higher than 32.5 feet if located at the proposed 10 foot setback. If a solar access waiver is granted for the Harrison Apartments as proposed, it is foreseeable that building owners across from the proposed apartments may bring a lawsuit against the city for a taking of solar access rights which are clearly defined in the code.

Compatibility:

The other item I want to address is compatibility as it relates to the scale and form of the north building. This is something I touched on at the last meeting.

As my earlier written testimony states, there are items of neighborhood compatibility that this building ignores (scale, structural design and form, attic stories, varied roof lines, divided lites, single hung windows, and central focal point). That being said, the most important elements of compatibility in this project come down to scale and structural design/form because this is how all buildings in the neighborhood relate without exception.

Scale:
The proposed building is out of scale: roughly 63 feet high to the peak and roughly 366 feet long. Currently, the largest residences in the neighborhood are two to three story greek houses to the east. Note from the pictures submitted and testimony I presented that this apartment complex dwarfs not only single-family homes, but even the largest multi-student residences in the neighborhood. Simply angling the building will not change that fact.

Image 5: This image shows the building massing as proposed in relation to the building massing and the right-angle form of buildings in the neighborhood.

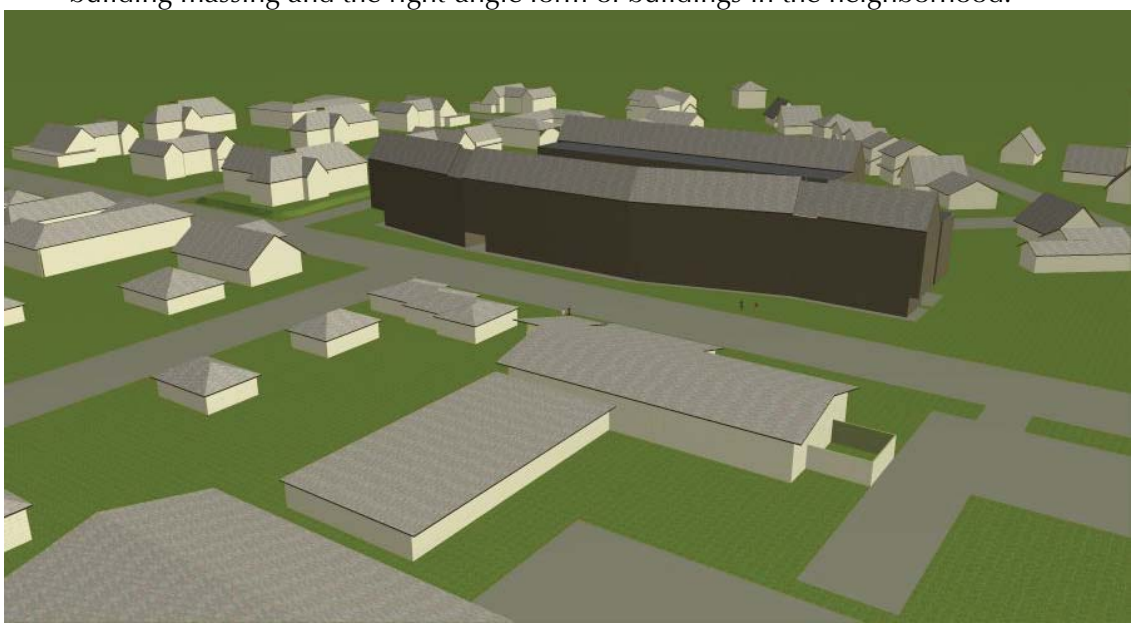


EXHIBIT H - 18

Structural Design and Form:
The proposed north building is huge even when angled. Decreasing the size of the building would partly help with scale. However, even with a height of three stories, the building is one long mass and angling the building still makes it look like one long mass.

Image 6: This image shows the building with the same angled form/footprint, but with a flat roofed height of 32.5'.

Fact is, the angles of the building footprint are not compatible with any building for miles around. The building articulates at odd angles to itself instead of stepping back from itself at right angles. This makes the building's massing appear as one long building and not as smaller units that fit the footprint and scale of the neighborhood. The building should articulate in form at right angles to itself or be composed of smaller and separate buildings in order for its massing to be compatible with the neighborhood. Angling of a building in this random way implies the applicants are not relating to the context of their surroundings.

Image 7: The following image shows an example of building massing with a flat roof at 32.5 feet and a stepped back building form to be compatible with right-angle building forms of the neighborhood.

EXHIBIT H - 19

Conclusion:

My assessment for solar access and compatibility is the following:

The proposed Harrison Apartments do not meet LCD 2.18.30.f. No Waiver of solar access should be granted; and

The proposed Harrison Apartments do not meet LDC 2.5.40.4.a – Compatibility Factor Item 3- Visual elements (scale, structural design and form, materials, etc.). Specifically:

1. The proposed scale (massing of height and width) of the buildings are visually incompatible with buildings in the surrounding neighborhood; and
2. The various non-right angles of the north building form are not compatible with the predominant structural design and form of right angled buildings in the surrounding neighborhood.

Sincerely,

Lori Stephens
Architect, AIA

Broadleaf Architecture PC
534 NW 4th St,
Corvallis, OR 97330

EXHIBIT H - 20

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

Approved as submitted, March 7, 2012

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
February 1, 2012

Present
Jennifer Gervais, *Chair*
Frank Hann, *Vice Chair*
Tad Abernathy
James Feldmann
Tony Howell
Roger Lizut
Jim Ridlington
Ronald Sessions
Jasmin Woodside
Roen Hogg, *Council Liaison*

Staff
David Coulombe, Deputy City Attorney
Ken Gibb, Community Development Director
Kevin Young, Planning Division Manager
Jeff McConnell, Development Engineering Supervisor
Matt Grassel, Development Review Engineer
Bob Richardson, Associate Planner
Terry Nix, Recorder

EXHIBIT I - 1

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			
II.	Reopened Public Hearing: Harrison Apartments (PLD11-00004, SUB11-00001)			The record was held open until February 8, 2012; deliberations are scheduled for February 15, 2012.
III.	Planning Commission Minutes: January 4, 2012			Approved as presented.
IV.	Old Business	X		
V.	New Business A. Planning Division Update	X		
VI.	Adjournment – 10:42 p.m.			

Attachments to the February 1, 2012 minutes:

A. Written testimony, submitted by Deb Kadas.

B. Written testimony, submitted by Lori Stephens, Broadleaf Architecture PC.

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Jennifer Gervais at 7:10 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

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

II. REOPENED PUBLIC HEARING – Harrison Apartments (PLD11-00004, SUB11-00001)

A. Opening and Procedures:

The Chair said the Planning Commission held the initial public hearing on this proposal on December 14, 2011, during which, concerns were heard about the proposed development. The Planning Commission acted on a request to hold the record open by granting one additional week for the submittal of written testimony, and scheduled deliberations for January 4, 2012. As part of their final written argument, the applicants requested that the Planning Commission postpone deliberations further and allow more time for them to prepare revisions to the application in response to testimony received. On January 4, the Planning Commission decided to allow more time for those revisions and to reopen the public hearing to allow testimony on the revised proposal on February 1, 2012. The Planning Commission also decided not to limit the scope of testimony to the proposed changes but to allow testimony on all aspects of the proposed development. Public notice of the reopened public hearing was provided consistent with Land Development Code requirements and staff has prepared an analysis of the proposed revisions and their compliance with the applicable decision criteria. Tonight, we will reopen the public hearing with this revised application. Anyone testifying tonight should be aware that if they have already spoken or submitted written testimony, that testimony is on the record and will be considered and does not need to be repeated for them to have legal standing. People testifying are encouraged to focus their testimony on the revisions to the application and how the revisions have affected the application's compliance with applicable decision criteria.

The Chair reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and surrebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

EXHIBIT I - 2

The Chair opened the public hearing.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

Commissioner Woodside said she was not present at the December 14 public hearing, but she has listened to the tapes of that meeting and reviewed all of the written materials and she is prepared to participate in this public hearing.

1. Conflicts of Interest: Chair Gervais said that she sometimes volunteers for Good Samaritan Hospital. Commissioner Hann said that he occasionally works for Good Samaritan as a casual employee and his wife is employed by them. Commissioner Feldmann said he lives somewhat close to the subject site. All said that these associations will not affect their ability to make a fair and impartial decision.
2. Ex Parte Contacts: None.
3. Site Visits: Commissioners Feldmann, Hann, Howell, Ridlington, and Woodside declared site visits.
4. Objections on Jurisdictional Grounds: None.

C. Staff Overview:

Associate Planner Bob Richardson reviewed the subject site and surrounding uses. He reviewed Comprehensive Plan and Zoning Map designations for the site and surrounding area. A Planned Development Overlay was placed on the site in 1969 as part of the Good Samaritan Hospital development. The property is near the College Hill West and OSU National Register Historic Districts but it is not within either of them, so historic preservation provisions of the Land Development Code will not apply. As first proposed, the applicant sought approval of a Planned Development Major Modification to construct a new 105,000 sq. ft., 91-unit apartment complex on a 2.08 acre site. As part of that original proposal, the applicant requested to vary from 15 development standards. As revised, the applicant now proposes to construct 90 units, to vary from four development standards, and to waive solar access standards (permitted by Land Development Code Chapter 4.6 – Solar Access). The applicant also seeks approval of a Major Replat to consolidate Lots 9-14 of Block 2 and Lots 4-9 of Block 3 of the Arnold Way Heights Subdivision.

D. Legal Declaration:

Deputy City Attorney Coulombe said the Commission will consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff report or other criteria that they believe are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

EXHIBIT I - 3

E. Applicant's Presentation:

Anyeley Hallova and Tom Cody, Project Ecological Development, came forward. Ms. Hallova said this presentation will follow the applicant's January 17, 2012, letter to Planner Richardson. She will not recap the whole project but will say that the principals of design, community, connections, green development, and memory continue to be very much part of the plan. The submitted adjustments are a response to public comments received. She reviewed revisions to the application, as follows:

Building: Set the building back to be within the setbacks, except where courtyards exist.

Utility Easement: Provide 7' wide franchise utility easement.

Outdoor Space: Increase common and private outdoor space; screen private outdoor space.

Tot Lot: Will now be included.

Parking: Increase parking stalls to 197 spaces, increase parking stall widths and lengths, eliminate mechanical parking and tandem parking stalls.

Bike Parking: Move bike parking from within the apartments to a new covered area within the parking structure.

Landscape: Provide parking area tree islands, increase landscape buffer widths.

Trash Enclosure: Move trash enclosure to more than 20' from the building.

Unit Mix/Count: Now at 90 units, 279 beds.

Materials: Change direction of wood siding on floors 2-4 from vertical to horizontal.

Roof: Change metal roof to dark-colored architectural composition.

Ms. Hallova then reviewed the requested variances and waiver, and compensating benefits, as follows:

Planting screen easement: The requested variance would allow for a building facing both Short Avenue and Harrison Boulevard to create a pedestrian environment, eyes on the street, and a residential feel, as opposed to a 20' screening buffer on the southern side of the property on Short Avenue. Compensating benefits are window architectural features, porches, pedestrian-oriented experience on Short Avenue, more efficient use of land, and increased security. This variance is supported by the Comprehensive Plan.

Detention facilities designed to maximize storm water infiltration: Although detention facilities will be provided to reduce peak runoff, due to subsurface conditions they will not be designed to maximize stormwater infiltration. The compensating benefits are that the condition is improved over existing conditions by mimicking predevelopment characteristics, use of pervious pavement on the site, and a green roof on the Harrison Blvd. wing of the building. The applicant believes infiltration is maximized by this plan. This is supported by the Stormwater Master Plan and Comprehensive Plan.

EXHIBIT I - 4

Off-street parking and access standard: The requested variance is to use the Institute of Transportation Engineers (ITE) standard, a universally accepted national standard, for the drive aisle dimensions in the covered parking structure. The variance reduces the size of the area dedicated to parking-related circulation and provides for more landscaped area between the north wing of the building and the sidewalk on Harrison Boulevard. Compensating benefits include more efficient use of land, smaller consumption of energy and resources to build the structure, a more compact urban form, relocation of covered bicycle parking to a more secure location, a smaller quantity of impervious surface on the site, and more parking than required.

Landscape buffer adjacent to the property: The requested variance is to not provide a landscape buffer along the south, southwest, and west side of the property. Adjacent property owners currently enter the property to access the rear portions of their lots where they have parking. The compensating benefits include that the variance allows for permissive access to adjacent off-site parking and does not adversely affect an existing parking situation.

Solar protection for adjacent residential buildings: The intent of the Solar Access chapter appears to be very much about energy supply. Part of the requirement for the waiver is that loss of solar access is mitigated by a substantial increase in energy efficiency. The building is targeting LEED Gold with an energy savings of between 14 percent and 26 percent above Code. The wavier is allowed by meeting at least one of the subsections in 4.6.60. The applicant believes they have met subsections c and d.

Ms. Hallova reviewed compliance with some of the compatibility factors, as follows:

Compensating Benefits: Compensating benefits for the variances requested are outlined above.

Basic Site Design: Regarding organization of uses on the site, the proposal is for a building to be placed along two major streets, with attractive streetscape, ground floor apartments and porches that face the street, a pedestrian environment, a large interior common outdoor space, and parking under the courtyard. Regarding relationship to neighboring properties, the site is zoned RS-20 and all properties adjacent to the site bear that same zoning.

Visual Elements: The buildings are of an appropriate scale and compatible with the underlying zoning designation and neighboring properties. The proposed development complies with the development standards for the site and meets the criteria with regards to density, height, lot area, and setbacks. The developer feels that the first thirty feet of a building are what the community experiences, so particular attention was paid to this area to make a rich and layered experience. Regarding structural design and form, the site is not subject to historic review standards and the applicant has chosen not to mimic historic building details, but to develop a contemporary building with appropriate design and form for the site and zoning, while incorporating aspects typical of a larger historic building.

The applicants then reviewed ways in which the proposal fulfills the intent and standards set forth in the Comprehensive Plan and the City's 2020 Vision Statement. Mr. Cody said that the application is consistent with RS-20 zoning, meets compatibility factors defined by Code, and provides more parking than required and fewer trips than historical uses on the site. It is a model project as it relates to the Comprehensive Plan and 2020 Vision Statement. The development team has been proactive, honored the process, listened and adjusted.

Commissioner Hann said that testimony was received with concerns about the rooftop public area; he asked how the applicants would mitigate visual intrusion and noise. Ms. Hallova said

those concerns would be addressed in design and management. The location would be buffered by the building and gable roof, and hours of access would be limited so that it is not a nuisance. Commissioner Howell asked about areas where the gable roof does not provide a buffer. Ms. Hallova said there is a large parking area to the south so those houses are further away. To the east, the design would create inhabitable areas among vegetation. The developer has another project with a rooftop deck that has worked well with no noise issues. Mr. Cody said that a condition of approval addressing management practices associated with the rooftop area would be acceptable.

In response to an inquiry from Commissioner Sessions, the applicants said the plantings on the rooftop area would be a mix of shrubs and plants with shallow root systems as recommended by the landscape architect.

In response to an inquiry from Commissioner Howell, the applicants described the bicycle parking areas as shown in the application materials.

Commissioner Howell said a compensating benefit for the variance on storm water infiltration cites the use of pervious pavement; however, the site doesn't have pervious soil. He has trouble giving that much of a reduction for pervious pavement that will not be completely pervious. Lyle Hutchens, Devco Engineering, said that the underground detention system would facilitate groundwater recharge and allow water to have contact with the surrounding soils. The potential for soil-water contact is greatly increased with the use of pervious pavement. The detention facility is being designed as if there were not pervious pavement because of what is known about the soil conditions.

Commissioner Howell said that, in the past, flexibility has been shown for violating solar access standards within a development; less so when it impacts existing properties outside of the development, i.e., the structures on the north side of Harrison. Ms. Hallova reviewed the applicant's calculations and analysis related to solar access. Commissioner Howell said that it would be one thing if, in meeting the restrictions of the site, the developers were not able to provide solar access; however, they would be able to provide solar access at a lower height. He asked if consideration was given to variations such as a flat roof in some sections. Mr. Cody said that removal of the gabled roof on the north building would solve the problem but would conflict with compatibility issues. The applicants felt that the Code establishes criteria under which they could potentially be granted a solar access waiver if they could show substantial energy savings.

Commissioner Howell referred to public testimony that the gabled roof added to the massiveness of the development; he invited comment. Ms. Hallova said there are Code provisions that encourage the gable roof and it was also an architectural design decision. In response to inquiry from Commissioner Sessions, Mr. Cody said that the design is a product of its context. He has never constructed a building of this nature with a gabled roof but he felt it was important for compatibility in this case. The pitch of the roof is a judgment call; he believes the building is an attractive, compatible building, and that is his best judgment. Brief discussion followed.

In response to an inquiry from Commissioner Howell, the applicants reviewed access off of Harrison Boulevard. All of the entering movements are off of local streets.
In response to an inquiry from Commissioner Woodside, Mr. Hutchens said all of the maples on the south side of Short Avenue are intended to remain.

Commissioner Feldmann asked if there is a limit on the number of people per apartment. Mr. Cody said the lease is typically designed to limit occupancy to one adult per bedroom. In response to further inquiry, he said that he would need to look at the lease language to see how it would impact 17-year-old students. Brief discussion followed regarding how the limit would work with couples or children.

Commissioner Woodside asked why the number of bedrooms was increased. Mr. Cody said that an underground parking area was added at great cost; the additional beds provide revenue to help make up for that expense in a minor way.

F. Staff Report:

Planner Richardson said much of what he had intended to present was covered by the applicant. He will hit on a few points and take questions. The applicant is proposing to reduce the number of units by one and increase the number of bedrooms by nine. The minimum required number of parking spaces would be 197 spaces. The applicant is no longer asking to reduce the number of parking spaces, and many of the parking-related variances previously requested are no longer proposed. The applicant is proposing to move bicycle parking from the apartments into the underground parking areas. The building has been shifted to comply with setback standards and the applicant can now comply with the requirement to provide a 7-ft. utility easement. The applicant has changed the proposed siding and roofing materials. There are no requests to vary from standards related to outdoor space or trash enclosures.

Planner Richardson reviewed the City's off-street parking and access standards as they apply to the proposal; the applicant is requesting to use ITE standards. The staff analysis supported the request to waive the solar access standard because it was felt that the criteria had been satisfied; some of the points mentioned were the setback standards, density requirements, PODS requiring a gabled roof, and existing trees adjacent to the property. He reviewed each of the requested variances to the Land Development Code as detailed in the written staff report.

Planner Richardson said that staff has reviewed the application and the subsequent revisions and finds that the proposal complies with applicable Land Development Code standards. In the instances where it is requested to vary from standards, compensating benefits have been provided. The variations are consistent with the direction laid out in the Comprehensive Plan.

G. Public Testimony in Favor of the Application:

Bill Newland said he previously presented written testimony. He believes this is a well planned project that will be of benefit to university students and the community as a whole. He has known the development team for several years; they are a first class team with a proven record of building LEED-certified, pedestrian-oriented, student projects, including two projects in Eugene. He recommended approval of the request.

Nate Buddress said he has had the opportunity to work with the applicants on a number of projects and his experience has been that they take a conscientious and thoughtful approach, taking into account the relationship with the community and area. He previously resided in the subject neighborhood and understands the issues surrounding the lack of housing. This development would help with that issue and he thinks it should be approved.

EXHIBIT I - 7

H. Public Testimony in Opposition to the Applicant's Request:

Ed Epley said that a high roof on the proposed building will impact the amount of winter light he gets on his property across the street to the north. He assumes most of the information presented tonight is in answer to the proposed revisions; however, those revisions brought up other questions. He cited Land Development Code Section 2.5.40.02.c., which says that after an application is accepted as complete, any revisions to it that result in the need for an additional public notice shall be regarded as a new application with additional filing fees. He understands that a new application would need to be submitted the last Monday of the month which, if it has not been submitted yet, would require the applicant to wait until the last Monday of February. He questioned the legality of what is being done here tonight.

In response to an inquiry from the Chair, City Attorney Coulombe suggested that the Commission consider the question and follow up with staff to the extent that they want to as decision makers.

Tom Jensen said that, since corporations are given all the rights as individuals, it would be nice if they were also given the same limitations. A team of people are paid to prepare these items which are contested by citizens who must do so on their own time and with their own money. The setback is necessary; it provides green space and a home-style atmosphere. Regarding the detention facility, yes we have clay soils and clay soaks up a lot of water. After the recent floods, there were high-water areas on 27th; the infrastructure cannot handle this proposal. The developers need to provide parking. Beyond the statutes and regulations, there needs to be consideration of the limitations that will be put on people in the surrounding neighborhood. He expressed concern about parking and traffic impacts, and that people to the north will be in the shade of this structure. He said the applicants do not need any variances; they need to build what they can within the regulations. The neighborhood needs the Commission's protection for their quality of life and neighborhood livability.

Zel Brook said she lives in a historic house in this neighborhood. She expressed concern about parking. More beds will likely equal more cars, both from residents and their visitors. This would put pressure on a neighborhood already stressed by parking that does not match building occupancy. Student occupancy will grow and place increasing pressure on the neighborhoods. She lives next to a residence that was given a variance to house a religious organization with four parking spots; that organization has now grown and is parking on adjacent streets. It is extremely difficult for residents to find on-street parking. She asked for concern for long-time residents.

Ann Nolin referenced the Land Development Code criteria re: compatibility factors. Her concern is the basic site design and visual elements. While the height may be below the limit, her concern is the volume of the structure. There is no similarly sized structure anywhere around this site. The structural design and form is far more urban and contemporary than exists in the area. She expressed concern about noise associated with the party deck, which the applicants call open space. She calls the police due to noise concerns and they don't want to spend time repeatedly dealing with her. If the common open space is to be lit, that needs to be addressed as well. Another concern is safety issues associated with the students who make the trek from the neighborhood to Jefferson School on bicycles each day.

Deb Kadas submitted and reviewed written testimony (**Attachment A**). She expressed appreciation for staff and acknowledged that the developer has made some changes based on public input. She believes the project is still too big to be compatible with the neighborhood

and now a new concern has emerged - the rooftop garden. She expressed concern about the mass of the building. Reducing the size and number of tenants would solve most of the compatibility problems and help the development be more impact-neutral in the areas of parking, scale/mass, open space/green space, solar, and safety. Neighbors are not against increasing housing in the neighborhood; they are just opposed to this proposal as it currently stands. She does support the variance for a planting screen easement on Short Avenue. She noted that there is no left turn going west on Harrison, so getting to the development will be difficult. She said there is a need for student housing for couples and she wonders if limiting to one occupant per bedroom is discriminatory, or even legal.

Gary Angelo, President of the College Hill Neighborhood Association (CHNA), said that, while recognizing that the developer has made significant changes to the plan and that the project team reached out to neighborhood representatives, the CHNA continues to oppose the plan as it currently stands. What is at stake is the integrity of one of the last intact neighborhoods in the City's core. While the subject site is not in a national historic district, the development needs to be of a scale, design and use compatible with the historic neighborhood; the CHNA does not see the proposal as meeting this test. The proposed development is out of scale with nearby neighborhoods. The Land Development Code and Comprehensive Plan are there to properly manage the scale, compatibility, safety, and utility of planned developments and the current circumstances do not warrant waiving the requirements when there are plenty of alternatives. The applicant uses mitigation factors that are property management; these are not relevant unless they would continue on with the property if ownership changes. Regarding parking, the applicant's revisions are appreciated; however, this project, combined with another upcoming project, will exacerbate already existing parking shortfalls. An obvious solution would be to scale back the number of bedrooms in the proposed development. The scale of the project is driving the need to request a waiver of the solar access requirements. If granted, this wavier would subject properties across Harrison Boulevard to increasing shading in the fall and winter months. The applicant uses as a mitigating factor the shape of the property; however, the site could easily fit lower-height buildings and rearranged smaller buildings. He expressed concerns about noise and light associated with the rooftop area. CNHS does not feel that the applicant has offered appropriate and sufficient mitigating factors to warrant the granting of the requested variances. It is of a scale that could generate significant issues with the adjacent traditional and historic neighborhoods through increased traffic and parking issues. It is of a higher density and scale not consistent with the goal of developing compatible, multi-family residences for people of all ages. Without a more systemic planning process, Corvallis will likely head towards a future that was not desired in the Vision 2020 Statement. The proposed development may be the right building but it would be in the wrong location. He strongly urged the Planning Commission to disapprove the proposed project as it currently stands.

Mark Histand expressed agreement with testimony by Ms. Kadas and Mr. Angelo. He believes the scale of the project is out of compliance with requirements that it be compatible with the neighborhood. He understands the report says that there will be no net impact on traffic. With 200 additional vehicles making an estimated one to two trips per day during prime times, traffic is a very important consideration. Arnold Way has a large amount of bicycle and pedestrian traffic. He is pleased that the developers have listened and made changes but they still have a way to go. He is in support of the variance to allow continued use of the 10 parking spaces by residents.

Dave Eckart said he is pleased that the development is using permeable pavers and vegetative roots. That said, he doesn't fully agree with some of comments made. The comment that soil doesn't drain in the area may be true in places, but he doesn't think one could make that blanket

statement. The area won't be returning to predevelopment conditions due to compacted soils. He fails to understand the concept of allowing a variance for infiltration due to the addition of permeable pavers. He made a request that the four maple trees on 27th Street be saved; they are very healthy and the best trees for the area. He believes that denying properties solar access is denying property rights.

Ed Miller said he agrees with the testimony by Ms. Kadas and Mr. Angelo. He emphasized that the neighborhood is not against a student project in this location, but this plan overwhelms the neighborhood with its scale and potential tenants. He reviewed calculations related to persons per acre. His property houses five people on 1/8 of an acre which would equate to 42 people per acre. 20 dwellings per acre x 5 people per dwelling would equal 79 people per acre. This proposal would have 220 people per acre which is way out of scale for the area and overwhelming for the neighborhood.

Hugh White said he and his wife have lived in this neighborhood for 35 years. He asked that a majority of the Planning Commission deny granting the variance for the drive aisle width. The reduction from 26' to 23' will not work and should be denied. He suggested that decision makers not be fooled by comparisons to projects in Eugene which are in a completely different setting than this neighborhood, or by the staggered trips-per-day calculations. He suggested they not be swayed by Samaritan Health Services. The citizens who have come to testify contribute more to the City's general fund than a nonprofit elephant.

Lori Stephens submitted written testimony (**Attachment B**). She said the applicant claims it has achieved compatibility of building scale by breaking up the northern building into four parts, in effect acknowledging that what would be compatible would be four separate and smaller buildings. Angling a massive building does not achieve the desired effect; it would simply make it look tall, long, and angled. She showed a model of the proposed building and the surrounding neighborhood, intended to help decision makers better understand the massing of the building in the neighborhood. She said the building is out of scale and it is not compatible.

In response to inquiries from the Commission, Ms. Stephens said that her data came from the applicant's revised plans and from estimating the heights and roof pitches of other building in the neighborhood. The angled building and roof pitch is not typical for the neighborhood. She quickly revised her model to show the proposed building with the roof in place and with the roof removed at 3:00 p.m. She acknowledged that removing or reducing the gabled roof would bring down the massing but she thinks the length would still need to be broken up.

Ms. Stephens requested that the record be held open for seven days. City Attorney Coulombe said that in a regular public hearing, a request to hold the record open would be automatically honored. In this reopened public hearing, it is up to the Planning Commission to decide whether to hold the record open.

I. Neutral Testimony: None.

The Chair reminded people that speaking neutrally removes rebuttal rights.

EXHIBIT I - 10

Questions of Staff:

Chair Gervais asked for a staff response to the public testimony regarding process and whether this revised application should be considered a new application. Planning Manager Young reviewed Land Development Code Section 2.0.50.06.n., which states that a closed hearing shall be reopened only upon a majority vote of the hearing authority and only after a reasonable showing that there is evidence that was not reasonably available at the time of the hearing, that evidence is now available to the person seeking to reopen the hearing, and that the evidence is factual, substantial, and material. In this case, the applicant requested to modify the design to address concerns expressed at the December 14 public hearing. The Planning Commission decided to honor that request, and staff suggested that notice be applied as a courtesy to ensure that all parties had the opportunity to come forward.

In response to inquiries from Commissioner Lizut, Planner Richardson said the 10 private parking spaces are not included in the applicants' parking calculations. He reviewed standards that require lights to be down directed and full cutoff; the applicant submitted a lighting plan with their application which would be reviewed with the building permit, should the application be approved. There are standards which limit height and setback, but nothing that gets to the issue of volume.

J. Rebuttal by the Applicant:

Tom Cody said that the applicant felt that the gabled roof was the appropriate response given the nature of the conflicting challenges. If the Planning Commission feels differently, he would defer to it on balancing the factors at play. Regarding stormwater, the proposed system was designed by engineers based on geotechnical data; the applicant is not averse to seeking an infiltration permit if that is added as a condition. The model shown by Ms. Stephens was not rendered with windows, porches, trees, etc., and does not accurately represent the building. Regarding comments about this being a traditional neighborhood, the area includes fraternities, sororities, hospital facilities, and an assortment of multi-family and single-family homes. The project is not a dormitory; it is a multi-family apartment building. He sees in the testimony the prevailing sentiment that this is the right building in the wrong location. He would ask, if this is not the right location considering the zoning, then what is?

K. Sur-rebuttal:

Ed Miller said he disputes that this is not a dormitory; this building is specifically designed for students. He feels that this is the right kind of development to have at this location, except not this big. If the proposal was for three stories and for two or three buildings, we wouldn't be here. The proposed building is just too big.

Lori Stephens said that her model didn't show windows, etc., on the proposed development because those features were not shown on the other structures; she simply wanted to compare size and mass. She suggested that the roof could have portions of pitched roof and portions of flat roof; a pitched roof for whole length gives a monotonous look.

Gary Angelo said his written testimony states that this is the right building in the wrong location. There is plenty of space that could be leased by the University for a development such as this. This is an intact, traditional neighborhood with predominately owner-occupied single-family homes.

EXHIBIT I - 11

L. Hold the Record Open:

MOTION: Commissioner Feldmann moved to hold the record open. Commissioner Woodside seconded the motion.

Commissioner Howell said he thinks it would be appropriate to hold the record open; this is a complex issue and he would like time to more carefully read the materials provided tonight. Commissioner Woodside agreed. Commissioner Sessions said the Commission has already heard a tremendous amount of public input and leaving the record open would do nothing more than delay the decision; he is strongly opposed to keeping the record open. Commissioner Hann said he feels that he has enough information to make a decision on this issue. Commissioner Howell said the public should have an opportunity to address new information presented by the applicant. Brief discussion followed.

The motion **passed** by a vote of 6-3:
Yes: Commissioners Feldmann, Gervais, Howell, Lizut, Ridlington, Woodside
No: Commissioners Abernathy, Hann, Sessions

The record will be held open for additional written testimony until February 8, 5:00 p.m. Deliberations will be held on February 15, 7:00 p.m.

M. Close the public hearing:

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

III. PLANNING COMMISSION MINUTES:

A. January 4, 2012:

MOTION: Commissioner Lizut moved to approve the minutes as presented. Commissioner Abernathy seconded the motion and it **passed** unanimously.

IV. OLD BUSINESS: None.

V. NEW BUSINESS:

A. Planning Division Update:

Planning Division Manager Kevin Young briefly reviewed upcoming meetings. He advised that the recruitment for an assistant associate planner position has been suspended for budgetary reasons.

Commissioner Sessions referred to discussion at the last meeting regarding his e-mail correspondence related to the Harrison Apartments. He had told staff he would miss the meeting and planned to provide input, and Planning Manager Young asked that the input be sent directly to him. He made a decision to send it to Commissioners as well; he apologized for this error in judgment.

VI. ADJOURNMENT: The meeting was adjourned at 10:42 p.m.

EXHIBIT I - 12

To: City of Corvallis Planning Commission
From: Deb Kadas, 3105 NW Jackson Avenue
Date: February 1, 2012
Re: Proposed Harrison Apartments

TESTIMONY IN OPPOSITION
TO REVISED APPLICATION

Dear Commissioners,

Thank you for this opportunity to provide testimony. Thanks also to the city staff (especially Bob Richardson) for being helpful, professional, thoughtful, and thorough.

I also want to thank the developer and architect, for aspiring to build "green" apartments in Corvallis that address the growing need for student housing. I appreciate the fact that they listened to public testimony, and made changes to their original plan, including improvements to parking, setbacks, and building materials. That being said, I believe the project is still too big to be compatible with the surrounding neighborhood, and now a new concern, the rooftop garden, has emerged.

No one disputes that the Good Samaritan site is ideal for a dense housing development. Already zoned to the maximum allowable RS-20 density, 40 units on this 2-acre site would provide high-density housing near OSU and fit in with the surroundings. At 90 units however, this monolithic monstrosity is just too massive, and remains incompatible with the surrounding, older neighborhoods. Their size, mass and scale will make them stick out like a sore thumb.

LDC 2.5.40.04 requires Planned Developments to demonstrate compatibility with surrounding uses and neighborhoods, and the Corvallis Comprehensive Plan, Article 9, states land use decisions shall protect and maintain neighborhood characteristics, and that new developments must be compatible in terms of scale, **mass**, and orientation. (Please see specific code references in my testimony dated 12.14.11.)

We all remember from elementary school math…

Mass = Width x Depth x Height

There are no housing structures in the surrounding neighborhood that matches the mass of the proposed Harrison Apartment buildings. The schools the applicant cites are similar in length, but only one story tall. Furthermore, they have giant setbacks and green spaces that keep them from overpowering their surroundings. The neighboring fraternities and sororities have 2-3 stories, but are a fraction the length, and most of them have their 3rd story in the roofline.

So, what is the solution? What would make this proposal compatible?

(continued)

Attachment A

EXHIBIT I - 13

REDUCE THE SIZE OF THE DEVELOPMENT

Reducing the size (and number of tenants) of this development would solve most of the compatibility problems, and would help the development be more impact-neutral in the following ways:

1. **Parking**- Reducing the number of units/tenants would mean there would be a parking spot for almost every tenant, ensuring no negative impact on the already-problematic neighborhood on-street parking.
2. **Scale/Mass** – Reducing the development means that the buildings would either be shorter in height or length, or ideally both, thereby making the mass and scale of the buildings compatible with the surrounding single family homes, Greek residences, and schools.
3. **Open Space / Green Space** – Reducing the size means there would be a higher percentage of open space and green space relative to the buildings. Patterns of development on Harrison could be maintained by having a series of somewhat smaller buildings separated by lawns, walks and other open spaces.
4. **Solar** – Reducing the size of the development would improve the solar access for the buildings across Harrison, as well as improve the solar access to lawns and gardens in between the buildings.
5. **Safety** – Reducing the number of units/tenants would eliminate the need for (and liability associated with) student rooftop gardens.

I'm sure the developers and their partner, Good Samaritan Hospital, will say that reducing the size of the development doesn't fit their profit-model. As a reminder, profit is not a criterion in the Corvallis Code. Furthermore, 279 bedrooms x $5-600/month rent will generate $1.5-2 million in gross receipts a year. (Skybox in Eugene rents some bedrooms for as much as $695/month.) It's hard to believe there isn't wiggle-room in the budget, and there is no reason to put short-term profits ahead of long-term neighborhood livability and compatibility.

You commissioners have a very difficult task at hand. Like a good parent, you have the responsibility of making tough decisions…saying "yes" when it makes sense, but saying "no" when you need to, even if unpopular. **There IS code to support a denial**. How the surrounding neighborhood's livability will be impacted in the future depends, in part, on the decision you make this evening.

Finally, neighbors aren't against increasing available housing in our neighborhood. We love living near OSU and the low carbon footprint lifestyle that living near campus offers, and we love the vibrancy students who live here bring to the neighborhood. We are just opposed to this proposal, as it currently stands. Good Samaritan's construction of a building this massive on this site is not being a good neighbor. Super-sized is not super-better. Denying this proposal isn't saying "no" to students, or "no" to development. A denial now, simply says that this proposal, needs more work before approval. I urge the Planning Commission to deny this application as it currently stands, and I thank you for your time and consideration.

Sincerely, Deb Kadas

February 1, 2012

To the Corvallis Planning Commission :

I had previously submitted written testimony concerning the Harrison Apartments proposal. After reviewing the revised plans and application for this project, I see no reason to change my written testimony as very little was altered in the revised application concerning compatibility of the project with the surrounding neighborhood. My previous critique of visual elements is still relevant, so I will address the issue of compatibility in the revised application as it pertains to LDC Chapter 2.5.40.4.a, item #3: visual elements (scale, structural design and form, materials, etc).

The applicant claims they have achieved compatibility of building scale by breaking up the northern building into four parts through angling portions of the building. The applicant states *the building is designed to be perceived as four separate and smaller buildings*. In effect, they acknowledge that the proposed building is out of scale to the neighborhood, and four separate and smaller buildings would make the building compatible with the neighborhood. I argue that simply angling a massive building does not achieve the desired effect, but simply makes it look tall, long, and angled. Designing four separate and smaller buildings would make the design look like four separate and smaller buildings.

So, where do you draw the line for a building to be considered incompatible with a neighborhood? In this example, I believe the form and mass of the buildings make them incompatible. Nowhere is there an example in the neighborhood of a structure even close to the proposed building's unbroken height of 63ft to the roof peak (51ft to roof midpoint) and continuous length of roughly 366ft as measured parallel to the street. They compare their buildings to low profile buildings such as Fred Meyer, Harding and Franklin Schools. They could not provide an example of similar massing because there is none. Where this building would be compatible in scale is an urban area on the east side of Portland where the massing of existing buildings are long, tall, and continuous. However, this building is not compatible in Corvallis where building forms are on varied and smaller residential scale.

Based on the revised plans, I have quickly modeled the massing of Harrison Apartments along side the massing of other buildings in the neighborhood. Attached are some views and sections showing the relationship of the proposed building to the surrounding neighborhood to help you better understand the massing of the buildings in the neighborhood. I have also attached photos of buildings directly adjacent to the proposed project so you can see their scale, variation, and articulation.

EXHIBIT I - 15

534 NW 4th Street, Corvallis, Oregon 97330 ◉ tel 541-753-2900
email info@broadleafarchitecture.com ◉ web http://www.broadleafarchitecture.com

As I stated at the previous meeting, the developers of the Newman Center realized their project was not compatible with the neighborhood and revised their design. Today it is a success story in our community. The applicant could have tried to follow this example but chose not to. They could have proposed a building with greater variation in height, roof lines, and general building articulation in order to break up the massing so it would be compatible with the neighborhood. However, doing so might mean that the developer wouldn't make the maximum profit they desire. As a reminder, the code does not state that the city must ensure the developer make a maximum profit. Code states the building shall be compatible with the neighborhood.

Sincerely,

Lori Stephens
Architect, AIA

Broadleaf Architecture PC
534 NW 4th St,
Corvallis, OR 97330

EXHIBIT I - 16

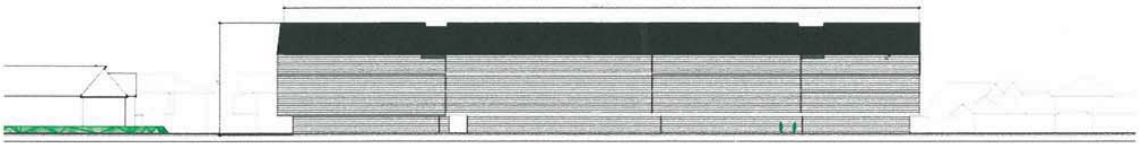
Images of buildings directly adjacent to proposed Harrison Apartments.

EXHIBIT I - 17

534 NW 4th Street, Corvallis, Oregon 97330 ◉ tel 541-753-2900
email info@broadleafarchitecture.com ◉ web http://www.broadleafarchitecture.com

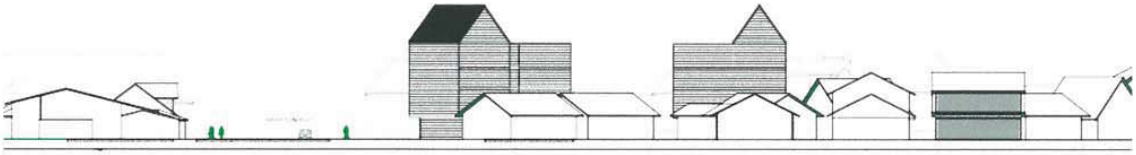
ELEVATIONS OF BUILDING SCALE.

East Elevation.



North Elevation.

South Elevation.



West Elevation.

EXHIBIT I - 18

534 NW 4th Street, Corvallis, Oregon 97330 ● tel 541-753-2900
email info@broadleafarchitecture.com ● web http://www.broadleafarchitecture.com

View looking south toward Harrison Blvd.

EXHIBIT I - 19

534 NW 4th Street, Corvallis, Oregon 97330 ◉ tel 541-753-2900
email info@broadleafarchitecture.com ◉ web http://www.broadleafarchitecture.com

View looking east on Harrison - no sun.

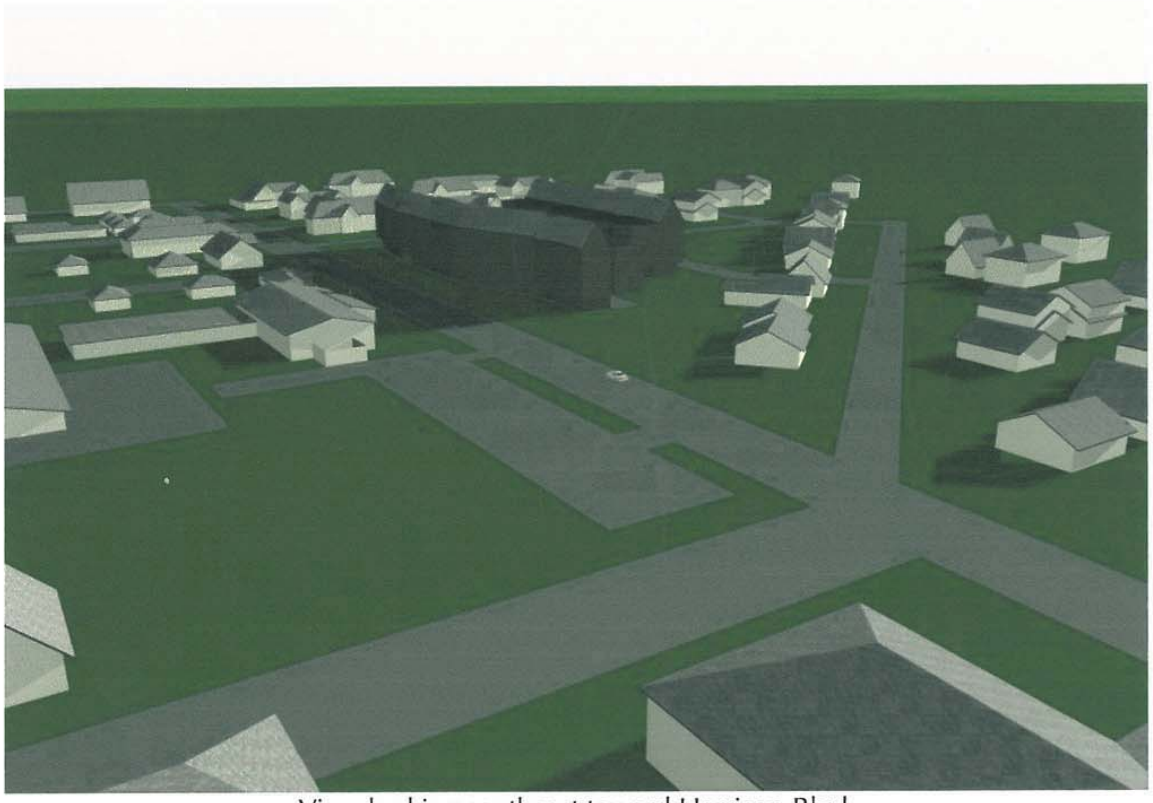
EXHIBIT I - 20

534 NW 4th Street, Corvallis, Oregon 97330 ◉ tel 541-753-2900
email info@broadleafarchitecture.com ◉ web http://www.broadleafarchitecture.com

View looking east on Harrison Blvd. Shading shown is for December 21st at midday.

EXHIBIT I - 21

534 NW 4th Street, Corvallis, Oregon 97330 ◉ tel 541-753-2900
email info@broadleafarchitecture.com ◉ web http://www.broadleafarchitecture.com



View looking southeast toward Harrison Blvd.

EXHIBIT I - 22

534 NW 4th Street, Corvallis, Oregon 97330 ◉ tel 541-753-2900
email info@broadleafarchitecture.com ◉ web http://www.broadleafarchitecture.com

Memorandum

To: Planning Commission

From: Bob Richardson, Associate Planner

Date: February 1, 2012

Subject: Written Testimony - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this cover memorandum is written testimony that was received between January 25 and February 1, 2012. Testimony received between January 4 and January 24, 2012, is included in the January 25, 2012, Staff Report Addendum.

EXHIBIT J - 1

From: Bill Newland
To: Richardson, Robert
Subject: Support for Harrison Apartment Project
Date: Wednesday, January 25, 2012 5:53:30 PM

Dear Members of the Planning Commission,

My name is Bill Newland. I reside in Eugene and am a commercial real estate broker in the Willamette Valley, including Corvallis. I am very familiar with Corvallis as I attended OSU (class of 2002) and regularly visit both for business purposes, as well as, university events. I am contacting you in support of the Harrison Apartments project located at the Heart of the Valley property at 2750 Harrison Blvd in Corvallis.

I am very familiar with the plans for the Harrison Apartments. This is a very well-planned project and will be a great benefit to the university students and the Corvallis community. I also believe that the Harrison Apartments fall within the intent of the property's zoning and the Comprehensive Plan.

I would like to add that I have known Tom Cody for several years and am familiar with the student housing development that he has completed, including the Courtside and Skybox student apartments across from Matthew Knight arena in Eugene. Both Courtside and Skybox are state of the art, LEED-certified projects that are pedestrian-oriented and support the University of Oregon students very well, which in turn benefits the Eugene community as a whole. Courtside and Skybox are within close walking distance to the University of Oregon, as well as, many retail amenities, which allows students to not be reliant on car travel while they attend the university. The proximity of the Harrison Apartments to the OSU campus and Monroe Street will also allow students to live close enough to campus and amenities that they will be able live without reliance on a car.

Tom and his design team are first class in every respect. They build projects that are of the highest quality and environmental sustainability. I am confident that the Harrison Apartments will be a great benefit to both the OSU student population and the community of Corvallis. I recommend that the Planning Commission unanimously approve the Harrison Apartments at the February 1 meeting.

Thank you for the opportunity to provide comment.

Sincerely,

Bill Newland

Bill Newland, CCIM
Campbell Commercial Real Estate
Licensed in the State of Oregon
PH: 541-484-2214
FX: 541-484-0666

EXHIBIT J - 2

Cell: 541-505-0547
Web: www.campbellre.com

EXHIBIT J - 3

From: Louise Marquering
1640 NW Woodland Drive
Corvallis, OR 97330
541-753-0012
corvallismatters@aol.com
January 27, 2011

To the Corvallis Planning Commission

Re: Harrison Blvd. Apartments

I am very concerned about the requested variances to the LDC. Do the requested variances benefit the community or the developer?

Citizens and staff worked many hours to create our Comprehensive Plan and Land Development Code. To allow variances to the LDC without significant need invalidates all the hours that were put in to creating the LDC. To allow any variances, sets a precedent. What happens when other developers request those same variances? Will you deny them or approve them? If you approve them, you have in essence changed the LDC.

Here are my concerns about each of the requested variances. I hope that some of these concerns will be addressed when a map of the site is presented to show exactly why the developer is requesting the Planting Screen Easement (4.4.20.03.c) and Five-foot Landscape Buffer (4.2.40.a)variances.

1. 4.6.30. Solar Access - Allowing this variance would set a very bad precedent. I have seen communities were solar access or height restriction variances were allowed once and then repeatedly allowed. It changes it LDC. Solar access is very important and should not be changed. Changing access is unfair to properties that were built prior to the current one.
2. 4.4.20.03.c – 20-ft wide planting screen easement – The LDC requires a 20-foot wide planting screen easement. The developer requests a variance because, among other things, it will provide "eyes on the street" for increased security. Certainly the city took into consideration security issues when the 20 foot wide planting buffer requirement was established. I would like to see a site map that shows exactly how elimination of this easement benefits the community.
3. 4.0.130.b.1 – Storm water detention – Corvallis already is facing environmental challenges by putting water that is too warm into the Willamette River. Rather than add to the problem of storm water management along the Harrison corridor and downstream, development needs to manage the storm-water on-site.
4. Off Street Parking and access standards As I stated last time, with the current parking problems in this neighborhood I think there should be a moratorium on all parking variances until the Corvallis/ OSU Committee completes its report in 2015.
5. 4.2.40.a – Five foot Landscape buffer. I do not understand the requested variance without looking at a map to identify exactly why the developer is requesting this variance and how it benefits the community.

EXHIBIT J - 4

From: Debi Danielson
To: Richardson, Robert
Subject: Yes to Harrison Street Apartment project
Date: Friday, January 27, 2012 9:28:46 AM

Robert,
I wanted to write in support of the Harrison Street Apartment project. I have seen the plans and it looks like it will be a very nice enhancement to the neighborhood.
I live in Portland now, but I grew up in Corvallis and still visit often. My parents live in Corvallis and have been there since 1968. They told me that the Harrison street apartment project will be a nice improvement to the area. I think a lot of people feel it will be a nice building. I just wish more people would show their support; It seems only the people who oppose this project have made their voices known.
I do have memories of the old hospital, as I was rushed to the ER there as a child. Also my Grandfather passed away there after it had been converted to a a nursing home. However, I realize that building served its purpose and now a new building waits to meet the needs of the current population of college students.
I hope this project continues to go forward, as it would be so very beneficial to many, students as well as residents of Corvallis.
To me the project as it exists reflects a great deal of thought and attention to make the very best use of the existing area.
Please know a good many more residents of your great city feel the same.
I look forward to seeing the completion of this project!
Debi Danielson
503-313-1520

EXHIBIT J - 5

CITIZENS BANK

MAIN OFFICE
CIRCLE OFFICE
P.O. Box 30
Corvallis, OR
97339-0030
(541) 752-5161

EAST ALBANY OFFICE
P.O. Box 249
Albany, OR
97321-0074
(541) 967-1992

WEST ALBANY OFFICE
P.O. Box 1007
Albany, OR
97321-0382
(541) 812-6178

PHILOMATH OFFICE
P.O. Box 1629
Philomath, OR
97370-1629
(541) 929-3228

JUNCTION CITY OFFICE
P.O. Box 399
Junction City, OR
97448-0399
(541) 998-8734

McMINNVILLE OFFICE
P.O. Box 647
McMinnville, OR
97128-0647
(503) 474-9441

HARRISBURG OFFICE
230 N. 3rd Street, Suite 101
Harrisburg, OR
97446-9664
(541) 995-4699

DALLAS OFFICE
P.O. Box 958
Dallas, OR
97338-0958
(503) 623-3119

SPRINGFIELD OFFICE
P.O. Box 699
Springfield, OR
97477-0126
(541) 746-5240

LEBANON OFFICE
2122 South Santiam Hwy.
Lebanon, OR
97355-3044
(541) 258-5503

SILVERTON OFFICE
PO Box 99
Silverton, OR 97381-0099
(503) 874-8808

OREGON CITY OFFICE
PO Box 1960
Oregon City, OR 97045-1960
(503) 518-8808

www.citizensEbank.com

RECEIVED
JAN 27 2012
Community Development
Planning Division

January 25, 2012

City of Corvallis Planning Commission
City of Corvallis
PO Box 1083
Corvallis, OR 97339-1083

I am writing as a citizen of Corvallis, and as a leader of a key Corvallis corporate entity, Citizens Bank, to ask you to approve the Harrison Apartment project without further delay.

I have been an observer of the process that this project has followed from almost the beginning. I have no personal or corporate, direct or indirect, involvement in the project, other than the cultural and financial benefits we will all gain as a community if this project is approved.

Following an arduous but appropriate approval process, from early plan design, through the public hearing process, resulting in changes in design, I believe that this project has evolved to the point where it is now an attractive, useful, and thoughtful development for our city. It also cleans up a blighted area, which is an action we can be proud of. It will also give the community a much need economic boost with the jobs, products and services that it will employ.

It is my understanding that the development plan meets or exceeds the tenants of the Corvallis Comprehensive Plan, and Vision 2020. It is a sensitive development in that it will comply with LEED Gold certification. It serves an unmet housing need, it will be affordable, and it meets the various city code requirements for parking and zoning. And, only 4 minor, and manageable, construction variances remain.

It is time to move this project forward. The owner, developer, designers, and all associated with this project have done business in good faith, and done their best to promote their various interests. Any further delays will not serve the best interest of our community. I urge you to take whatever action you deem necessary to grant approval for this project and move the city forward.

Thank you.

Bill Humphreys
President/CEO
Citizens Bank

EXHIBIT J - 6

From:	corvallis@peoplepc.com
To:	Richardson, Robert
Subject:	Comment for Feb. 1, 2012 hearing on Harrison St. Apartments. 29 Jan.2012 4:45pm
Date:	Sunday, January 29, 2012 4:25:07 PM

This comment refers to the Harrison St. Apartments at the old hospital building.

I am against the 8240 sq.ft. of Common Outdoor Space on the roof of the north wing of this building; read this “Party Party”

I live three blocks to the west, right down Van Buren Ave. The street will funnel rooftop noise right to my home. If this is allowed, would the Planning People please have the developer install a 6- or 8-foot cinderblock wall on the west end of the roof area as a noise deflector?

William E. Gilbert
2962 NW Van Buren Ave

EXHIBIT J - 7

From:	corvallis@peoplepc.com
To:	Richardson, Robert
Subject:	Comment for Feb. 1, 2012 hearing on Harrison St. Apartments. 29 Jan.2012 4:30pm
Date:	Sunday, January 29, 2012 4:22:33 PM

This comment refers to the Harrison St. Apartments at the old hospital building.

The off-street parking requirements of 179 (option A) is still way too low for 279 bedrooms.

The parking standards being applied are way too antiquated. When I built my duplex here in 1980 I was required to provide 3 parking spaces for a total of 4 bedrooms.
I live here and have watched over the years. You need at least one off-street parking place per bedroom and that doesn't count when the ladies' boyfriends spend the night.
Two parking spaces per bedroom are used.

William Gilbert
2962 NW Van Buren Ave
Corvallis Oregon 97330

EXHIBIT J - 8

From:	corvallis@peoplepc.com
To:	Richardson, Robert
Subject:	Comment for Feb. 1, 2012 hearing on Harrison St. Apartments. 29 Jan.2012
Date:	Sunday, January 29, 2012 8:32:26 AM

29 Jan. 2012

This comment refers to the Harrison St. Apartments proposal at the old hospital building.

I am against the Solar Access variance being asked for.
No one should have to give up their Solar Access without being compensated.
I know the property owner of the triplex affected by this; he wouldn't do this to you.

William Gilbert
2962 NW Van Buren Ave.
Corvallis, OR 97330

EXHIBIT J - 9

From:	Jace Allison
To:	Richardson, Robert
Subject:	Letter of support for new harrison appartments
Date:	Sunday, January 29, 2012 12:23:56 AM

To whom it may concern,

As a student at Oregon State University, I think that it would be extremely beneficial to build a new apartment complex near Harrison Boulevard. With the lack of housing that already exists at OSU, this project would give students more housing options. These apartments will be close to campus as well, which is not always easy to find in Corvallis.

As a member of the Sigma Chi Fraternity at OSU, I think these apartments could open up a great location for our live-out members to reside. These apartments are not far from the Sigma Chi Fraternity.

The quality and uniqueness that these apartments could bring to Oregon State is unprecedented. After reading through the project summary, I believe that these apartments could become one of the highest demanded housing areas for Oregon State students. Furthermore, I believe these apartments would greatly improve the appeal of the Harrison area over the old vacant hospital building that is currently occupying this area.

As a student of OSU and member of Sigma Chi, nothing would please me more than to see the addition of these new apartments to the Harrison area.

Thank you,

--
Jace Allison
President
Beta Pi Chapter
Sigma Chi Fraternity
425-890-6141
allisoja@onid.orst.edu

EXHIBIT J - 10

From:	Crowell, Sharon on behalf of Planning
To:	Richardson, Robert
Subject:	FW: <web>Harrison Apartment Project
Date:	Monday, January 30, 2012 8:26:59 AM
Importance:	High

Hi Bob,

Below is an email regarding the Harrison Street Apartments.

Sharon Crowell
Sr. Administrative Specialist
City of Corvallis, Planning Division
541.766.6908

-----Original Message-----
From: nff@perpetuapower.com [mailto:nff@perpetuapower.com]
Sent: Monday, January 30, 2012 7:32 AM
To: Planning
Subject: <web>Harrison Apartment Project
Importance: High

This is an inquiry e-mail via Contact Us form:
Nicholas Fowler
nff@perpetuapower.com
5412233112 prefer phone contact: no

I have been watching the progress of the Harrison Apartment project through the review and approval process within the City of Corvallis. The project is clearly needed to support current and anticipated housing demands of Oregon State University. Samaritan Health Services has proposed a project not only meeting those needs, but one that is environmentally responsible, aesthetically pleasing, and consistent with the neighborhood and broader Corvallis.

I am impressed by the impact that citizen voices have had on the project approval process. I am even more impressed by the great lengths, and expense, that SHS has gone to accommodate feedback. SHS is definitely an asset to the community.

The business community in and around Corvallis is watching the process with great interest. I very much support the approval of this project and strongly urge the Commission to approve this project.
Sincerely,

Nicholas Fowler
Chairman and CEO
Perpetua Power Source Technologies, Inc.

EXHIBIT J - 11

COLLEGE OF PUBLIC HEALTH AND HUMAN SCIENCES
School of Social and Behavioral Health Sciences, 401 Waldo Hall, Corvallis, Oregon 97331-6406
Phone 541-737-2686|Fax 541-737-4001|health.oregonstate.edu

January 27, 2012

CITY OF CORVALLIS
Mr. Robert Richardson, Associate Planner
Planning Division, City of Corvallis
501 SW Madison Street
Corvallis, OR 97333
Robert.Richardson@ci.corvallis.or.us

RE: RECOMMENDATION FOR HARRISON APARTMENTS PROJECT

EXHIBIT J - 12

Dear Mr. Richardson,
I am grateful for the opportunity to write this letter providing my strong support of the Harrison Apartment Project in Corvallis, Oregon. Jonathan Ledesma, a partner at Project^ in Portland, provided me with information on the environmental housing venture, and I am happy to endorse the project.

I am in a doctoral program at Oregon State University. In the five years since beginning my PhD training, my husband and I have lived in three different subpar apartments in Corvallis. We currently live in Eugene because we were unable to find a healthy and satisfying living situation in Corvallis.

When we first moved from Montana to Corvallis in 2007, we struggled to find a place to live. With little other option, wespent our first 14 months ina small apartment close to campus. The location was convenient, but that was the only benefit of the living situation. The rental's pipes were rusty and often left the water undrinkable, the paint was lead-based and corroding, and more than once the basement (which housed the washer, dryer, and storage) was off-limits due to aninvasion of raccoons that entered through holes in the apartment's walls. Although weplanned to be with family in Montanaforthe month of December 2008, our travels werecurtailed because we received a notice from our rental agency in the last week of November; the property owners were demanding all residents vacate within 30 days. They planned to provide the dilapidated complex with a much-needed remodel.Finding a new home within one monthand over the holidays was challenging in Corvallis.

After day-and-night searching,we found an apartment at the last minute. Thankfully, the location was again conveniently located close to campus, but again, this was the only positive of our new home. Our new place also had rusting pipes and lead-based paint. This time, to add to the poor living conditions, we dealt with an infestation of feral cats in our open basement, which left noxious fumes ever-present in our apartment. Given the health compromising living situation, we once again sought out and found another rental in Corvallis.

This time we were hopeful. Our newhome seemed clean and free from environmental hazards. However, much to our disappointment, only weeks after moving in, black mold grew in all corners of the apartment. Without success, we tried to solve the problem with daily cleaning, air purifiers, dehumidifiers, and a request to our apartment manager asking that our outdated windows be replaced, as they provided no protection from Oregon's moist elements. The apartment's management refused, although not without recognizing the problem. My husband and I both experienced health complications as a resultof the mold, which ultimately prompted us to move once again. This time though, we made the choice to move to Eugene where, although I nowcommute the hour to-and-from campus, the cleanand affordable house we found here is worth the drive.

I share my family's Corvallis rental experience with you in detail not to complain, but to communicate this point: the city is in dire need of available, safe, and environmentally friendly housing.Although my husband and I greatly valued the proximity to OSUour housing in Corvallis provided, the variety of other issues made the city unlivable for us. The Harrison Apartment project will provide students with a residence close to OSUwhich is safe and environmentally friendly.

Without hesitation, I strongly support the project. Students and other residents in Corvallis deal with a housing shortage which can cause stress and other health issues. Please, for the health and sanity of OSU students, build the Harrison Apartments. I am happy to answer any questions via email or by phone.

Kind regards,

Senna L. Towner

351 Hallie Ford Center
College of Public Health and Human Sciences
Oregon State University
2631 SW Campus Way
Corvallis, OR 97331-8687
townerse@onid.orst.edu
406.396.7100

From:	B. Bond Starker
To:	Richardson, Robert
Cc:	Steve Jasperson
Subject:	Harrison Apartments
Date:	Monday, January 30, 2012 3:32:30 PM

Dear Mr. Richardson,

I am writing in support of the proposed "Harrison Apartments".
I have read the "Project Summary" and find the proponents have tailored this project to the needs of the community. *This seems to be a reasonable site for a project of this nature. I hope you as staff and the planning commission will find a way to permit this project to go forward in an economically doable way.*

B. Bond Starker
P.O. Box 809
Corvallis, OR 97339-0809

EXHIBIT J - 14

January 24, 2012

Dear Planning Commissioners,

I am writing in support of the City staff's recommendation on the Harrison Apartments project as revised.

In addition to the attached Comprehensive Plan Policies, I would reiterate that:

- This is a plan that has had the benefit of extensive professional planning designed to meet or exceed both local development standards and local desires as to quality. We are lucky to have a land owner that is committed to the community and has been able and willing to invest in making this a first rate project.

- While the developer has made significant efforts to include design elements that will be reminiscent of some of the residential architecture in the neighborhood, the zoning is not low-density residential, and the new building should reflect its use. The proposed design seems to be a good effort in this direction.

- Our Comprehensive plan speaks to providing adequate stock of housing of various types.

- The condition of the current structure does not add to the attractiveness of the neighborhood, it does not contribute to the tax base of the community, and it does not help in alleviating the pressure on housing of increased enrollment at the University.

- With the myriad and sometimes conflicting goals and policies of both the Comprehensive Plan and the Land Development Code, it makes decision making a challenge for those who would add value and those who would enforce the standards. We want to be more dense and yet we want more open space. We want less automobile influence and to encourage alternative transportation modes and at the same time we have standards that sometimes encourage more parking spaces and hard surfaces. We want to encourage people to live close to where they work or go to school, but we have a hard time making the choice for the density that this goal demands.

- Our sympathy with neighbors that are fearful of change should not trump our fidelity to a Comprehensive Plan that is designed to serve the community as a whole.

Thank you for your service

Pat Lampton
2323 SW 45th St
Corvallis, Or

EXHIBIT J - 15

Comprehensive plan policies that support the proposal:

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:
A. Preservation of significant open space and natural features; B. Efficient use of land; C. Efficient use of energy and other resources; D. Compact urban form; E. Efficient provision of transportation and other public services; and F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

7.2.2 The City shall continue to advocate responsible environmental behavior from its citizens and neighbors.
7.2.3 The City shall participate in efforts to improve environmental quality at the local, national, and global levels
7.2.5 The City shall encourage the use of the most appropriate technology in all new developments and existing businesses and industries to comply with or exceed State and Federal environmental standards.
7.3.7 The City of Corvallis shall actively promote the use of modes of transportation that minimize impacts on air quality.
7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.
7.7.8 The City will consider strategies, such as incentives, to encourage the use of green builder construction methods and materials in private construction.

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.
9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.
9.2.4 Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to pedestrian-based uses, scales and experiences in determining the orientation, layout, and interaction of private and public areas.
9.3.7 To the maximum extent possible in residential areas, glare from outdoor lighting shall be shielded and noise shall be limited.
9.7.3 The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within a
1/2 mile of campus

11.4.3 All traffic generators shall provide adequate parking.
11.4.5 The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.
11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.
11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.
11.6.7 Where minimizing travel distance has the potential for increasing pedestrian use, direct and dedicated pedestrian paths shall be provided by new development.
11.7.5 New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.
11.7.7 The City should seek appropriate opportunities for increasing residential density and providing industrial and commercial development along existing and proposed transit routes.

12.2.5 The City shall encourage land use patterns and development that promote clustering and multiple stories, take advantage of energy efficient designs, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City.
12.2.6 The City shall actively promote the use of energy efficient modes of transportation.
12.2.7 The City shall encourage the development of high density uses that are significantly less dependent on automobile transportation

14.3.1 Infill and redevelopment within urban areas shall be preferable to annexations.

AGC Oregon Columbia Chapter
ASSOCIATED GENERAL CONTRACTORS

9450 SW Commerce Circle, #200
Wilsonville, OR 97070
503-682-3363
800-826-6610
Fax 503-682-1696
www.agc-oregon.org

January 30, 2012

Mr. Robert Richardson
Associate Planner, Planning Division
City of Corvallis
501 SW Madison Street
Corvallis, OR 97333

RE: Harrison Street Apartments

Dear Mr. Richardson:

The Associated General Contractors (AGC) Oregon-Columbia Chapter is a 90-year old commercial construction trade association representing nearly 1,000 general contractors, specialty contractors, and construction industry professionals and associates in Oregon and in five-and-a-half counties in southwest Washington State. We appreciate the opportunity to offer comments for the Land Use Review Board's consideration regarding the Harrison Street Apartments project.

While the project sponsors have made a strong case for this proposal, I would like to submit the following comments about the project proposal from a broader, industry-wide perspective.

As you may be aware, the commercial construction industry in Oregon and southwest Washington State is experiencing the worst and deepest economic downturn since the mid-1930s. It is not an overstatement to say that our industry has been in a depression, particularly since late 2009. Since our employment peak of over 105,000 workers in December 2007, the commercial construction industry has experienced the loss of over 41,000 total jobs through December 2011. In purely economic terms, these numbers translate into over one billion lost man-hours of work; nearly $7.5 billion in lost wages and income over that four-year period; and almost $700 million in lost tax revenue just to the State of Oregon alone.

Most of the economic dislocation has been the result of the virtual collapse of private-sector construction. Therefore, when major private developers and property owners decide to move forward with a significant investment in the face of this economic downturn, we urge local governments to move as expeditiously as possible to facilitate the actual construction of those projects. This project would help create and sustain hundreds of new construction industry jobs throughout the life of the project. And, using an industry average multiplier, this project would generate an additional 1.6-2.1 indirect jobs for every direct construction job that is created. In short, the project would help create hundreds of jobs in the Corvallis area, and would also generate indirect and induced economic benefits totaling in the hundreds of millions of dollars beyond the construction industry itself.

EXHIBIT J - 17

2012 OFFICERS
Jim McKune
President
Tom Gerding
First Vice-President
Steve Malany
Second Vice-President
Larry Gescher
Secretary
Joe Schneid
Treasurer
Dee Burch
Immediate Past President
EXECUTIVE DIRECTOR
Mike Salsgiver

As communities across Oregon work to reestablish their economic health, they are doing so in a way that incorporates contemporary architectural and construction principles and practices. Although we are not experts in local land use plans, we believe these construction practices would easily meet or exceed Corvallis' Vision 2020 plan and Benton County land use goals while using sustainable construction practices, as well as cutting-edge land redevelopment, housing, and transportation needs. The project's sponsors and contractors have a long history of being industry leaders in construction projects throughout the Pacific Northwest.

AGC believes the Harrison Street Project is a strong proposal which combines strong economic and community development objectives. We believe this project deserves the City's support. We encourage the Land Use Review Board to move quickly to approve this project for construction. The community near Oregon State University, the City of Corvallis, and Benton County would greatly benefit from seeing the project move from vision to reality at the earliest possible time.

Sincerely,

Mike Salsgiver
Executive Director

cc: Mr. Andrew Beyer
Mr. Jeff Spencer

From: Administrator
To: Richardson, Robert
Subject: Harrison apartments project
Date: Monday, January 30, 2012 8:01:54 PM

Good evening,

I'm writing this evening as a concerned student of Oregon State University and a Corvallis resident. I noticed recently the deconstruction of an old hospital building on Harrison Blvd and from further inquiry discovered plans to build an apartment complex in it's place in the near future. I'm very much excited for this, as I am currently a renter myself and have had to move around a couple times since starting my education at OSU. I like the idea of having a brand new apartments that are close, but not too close to campus and am excited about the design of the complex as well. I understand that there are many more obstacles the project must overcome before being officially underway, and I would be pleased to see your support on this matter.

Thank you for your time and consideration.

Ross Studwell
Officer Candidate, USMC
Oregon State University
Exercise and Sport Science
Cell: 541.420.7199.
2929 Harrison Blvd.
Corvallis, OR 97330

From:	hartni@onid.orst.edu
To:	Richardson, Robert
Subject:	Harrison Apartments
Date:	Monday, January 30, 2012 7:36:25 PM

Mr. Robert Richardson,
I am a current Oregon State University student and live 1 block away from the location of the proposed Harrison Apartment project. I am in full support of this project. I would love to see these developed into proposed the 90-unit apartment complex. As a student, I would love to see more locations for student's to live near campus. Too many students live in run-down houses that are a health concern. The more new developments we have in this town, the better.

Regards,

Nick Hart
hartni@onid.orst.edu
509-953-6046

OSU Federal
Your Community Credit Union

RECEIVED
JAN 31 2012
Community Development
Planning Division

January 31, 2012

Corvallis City Council
City of Corvallis
501 SW Madison Avenue
PO Box 1083
Corvallis, OR 97339-1083

TO: The Corvallis City Council and Planning Commission

I write to encourage your approval of the Harrison Apartments proposal as recently updated and re-submitted to the City of Corvallis.

Let me first state that OSU Federal has no part in this project other than to see our community continue to make strides in job growth and sustainable economic development. At a time when we are seeking sound solutions to the growth of our major employer, Oregon State University, this new high-density property would be located at a prime site for students to reside within easy walking distance of campus.

This $17 million project will add value to an unsightly and dormant property on a major thoroughfare that is within blocks of Oregon State University. As a new multi-unit complex it will be subject to a sizable increase in property taxes at the same time that our city continues to battle through budget shortfalls. The year-long construction would have a positive impact on jobs in our construction industry, and for the long term this project could promote the use of local products and services.

The latest proposal has been upgraded to meet or exceed current land code. It includes a provision for increased parking spaces, the "WeCar" program and substantial bicycle parking, and its location on the campus-side of Harrison Boulevard would facilitate walking to campus. The project team has done their due diligence in community engagement and working with city personnel, and the project is designed as a LEEDs-certified project that will be a vital improvement to the current site. They have even considered the history behind the site and have sought effective methods to honor the legacy of the former Corvallis General Hospital.

In summary, the latest project design has accommodated the concerns of all involved. It is a project that could contribute to the economic good of our community and serve as another positive step toward meeting the pressing and timely issues being discussed between Corvallis and Oregon State University. Please accept this correspondence as support for the Harrison Apartments project and I thank you for your consideration toward making this project a reality.

Sincerely,

Richard S. Hein
President/CEO

PO Box 306, Corvallis, Oregon 97339-0306
800-732-0173 • www.osufederal.com

EXHIBIT J - 21

From: Lester Oehler
To: Richardson, Robert
Subject: Harrison St. Apartments
Date: Tuesday, January 31, 2012 1:19:43 PM

Robert Richardson,

As a 3rd generation Corvallismen, I am writing to encourage the City Planning Commission to approve the Harrison Apartment project. I am a proponent of slow, strategic growth, and someone that is skeptical of many so called "development" projects, and often fights them; this is one project that seems both proper and needed.

With the current vacancy rates around 1%, it is clear that we need more student-focused housing for OSU students. That said, I am absolutely not in favor of any and all student housing. However, this project is close to campus, and other student housing. This is important because it means that students living here do not need a car. If we want to relieve ourselves of future congestion, and massive infrastructure investments, then it makes sense for us to place student housing a walkable distance to campus. The infrastructure is in place on Harrison, with stores, restaurants, and all the things that students need. It makes sense to put their housing where the infrastructure is, rather than to build a apartment complex away from the infrastructure, and then make them drive and park to shop or attend class, or build infrastructure out to a green field somewhere.

Also, the proposed building is on a property that is a quickly becoming an eyesore, and is currently a detraction to the beauty of our city. Eventually, something needs to be put there. I have seen the pictures of the proposed building. It is aesthetically pleasing, thoughtfully laid out for noise and parking, and provides an internal courtyard, away from the street and neighbors views. Unless the city wants to buy the land a put in green space, I can't think of a better alternative than this use of the space. If this proposal is turned down, then how many more years will we have to look at the blight of the old nursing home? My grandmother stayed at that nursing home before she passed. I have good memories of her there, but I would be pleased to see this deteriorating building evolve into something positive.

Lastly, the economics of "development" projects are often overstated. Usually they talk about the jobs that will be created in construction, and ignore the long-term economic impacts. In this case, I understand the developer, the property owners, and the financiers of the project are local to Oregon. Therefore, the money from student rent payers will cycle through our economy. This is important, because many other apartment complexes, some under construction now, are being put in by out of town, out of state, out of region entities. Up to 2/3rds of the rental revenue of these apartments will be immediately transferred out of state. This project will retain the revenue locally for several more turns comparatively and thus have a much greater positive impact to us.

It doesn't make sense for students to come all around the world, spend their money in Corvallis, only to have it go directly out of state.

Bottom line: we need responsible, well-planned student housing. And entities that tap into the millions of dollars students spend outside of the classrooms should stay local as much as possible. This project fits the bill. I hope our city takes a positive look at this one!

I will be out of town for the hearing, but please consider this letter as my support of the project. Whatever we decide, thank you for your efforts to plan how our city responsibly moves forward.

Sincerely,

Lester Oehler

Kraft Masonry, Inc. CCB# 92769
3661 Kashmir Way SE
Salem, Oregon 97317
Phone 503-364-3103 Fax 503-585-2488

January 30, 2012

To Whom It May Concern

Subject: Harrison Street Apartment Proposal

Kraft Masonry, Inc. is pleased for the opportunity to share a few comments on the above-referenced project.

It appears the project team has dedicated many hours to research and planning for a solution to the housing shortage in Corvallis. The design of this multi-family housing unit visually preserves the historic area it will be situated in. It brings an "upscale" housing unit to the community and because of its close proximity to OSU, will provide housing for many students. This, in turn, will keep the community green by cutting down on auto emissions as many students walk or bike. The landscape design for the housing unit is phenomenal and provides a healthy environment for those who live there. Studies prove that the brain needs greenery and nature to stay the healthiest.

Another plus for this project is the fact that it brings employment to a down economy. You will have one of the best General Contractors with years of experience on a project of this nature. I have known Lease Crutcher Lewis for 17 years. Our company has worked as a subcontractor for them on many projects of this size in the past. Their personnel are friendly and fair and a pleasure to do business with.

I feel this project would help bring other businesses such as restaurants, cafes, etc. into the community also, helping improve the economy.

Sincerely,

Richard Kraft

Richard Kraft, President

EXHIBIT J - 24

From: Rich_Carone
To: Richardson, Robert
Subject: Harrison Apartments
Date: Tuesday, January 31, 2012 3:34:02 PM

Please accept this email as testimony in favor of the proposed Harrison Street Apartments. I will not be able to make the February 1 public hearing.

As a downtown rental owner, I have lately have had requests from students pleading with me to rent to them and worried about not being able to go to school due to lack of rental housing. I strongly support walking-distance housing for OSU, rather than forcing them to commute by car each day (as I did as a student here). This project appears to have answered the parking concerns, which was my biggest problem with it as originally proposed, and the 4 proposed variances all appear to me to be very reasonable and proper.

Richard A Carone
CEO
Korvis Automation
541-740-8492

From:	Todd & Susan Brown
To:	Richardson, Robert
Subject:	Harrison Blvd. Apartments
Date:	Tuesday, January 31, 2012 5:37:51 PM

To the Members of the Corvallis Planning Commission:

My husband and I have lived in our College Hill home for over 36 years now. I am retired from OSU, after working there for 30 years. We have always loved being a part of the OSU community. However, I believe you are aware that the recent sudden increase in OSU students has brought dramatic changes, many of which are negative, to our neighborhood.

I am aware of the need for increased student housing at this time, and I appreciate the changes the contractor has made to their original proposal, some in response to our neighborhood concerns.

It looks like a worthy project, but I still don't believe it is the right project for this location. I continue to have concerns about the population density, lack off parking to match the building occupancy, the noise that may arise with a "roof garden", (when the builders said in the first hearing, they had not put in balconies for that reason), and the height and design of the building which still is not consistent with the historic neighborhoods that surround it. I have attended our College Hill West neighborhood association meeting and support the written and verbal testimony they will present.

I appreciate your consideration.

Sincerely yours,

Susan J. Brown
107 NW 31st St.
Corvallis, Oregon 97330

EXHIBIT J - 26

From:	Barb and Lynn Ketchum
To:	Richardson, Robert
Subject:	Testimony, Harrison Street Apartments
Date:	Tuesday, January 31, 2012 5:11:42 PM

Dear Planning Commission Members,

In December my husband and I provided written testimony opposing the proposed application of the Harrison Street Apartments. We agree that there is a need for additional affordable housing close to campus, however we are still concerned with the scale of this project. At four stories it will be one of the tallest buildings in the vicinity, if not the tallest.

We are also concerned with the contemporary architecture of the structure and its incompatibility with neighboring properties. It will be surrounded on all four sides by older buildings. Although the complex will not be in an historic district, it will be adjacent to one...College Hill. The developers made an effort w/ respect to construction by changing from a metal roof to asphalt composite and from vertical siding to horizontal. This certainly helps, but it isn't enough to make the building compatible.

In the revised proposal the developers provided additional parking spaces (197), which is good, but the fear of more cars on already crowded neighborhood streets remains an issue. With 279 bedrooms it is almost certain that there will be more than 197 cars associated w/ this complex.

My last comment has to do with the roof-top garden/open space (or as some call it, the "party deck.") We don't believe that this is the best approach for meeting the open space requirement. It will bring additional noise to the neighborhood and at a higher level (four stories) will probably carry farther with no buffers like landscape or other buildings. And, there also may be a safety concern for those using this space.

This is a good location for an appropriate complex, a complex that is smaller in scale and one that complements its surroundings. We urge the developers and the hospital to consider an apartment building that is more compatible to the neighborhood and the community as a whole.

Thank you.
Barb Ketchum
234 NW 30th St.
Corvallis, OR

Testimony regarding the site at 2750 NW Harrison Boulevard, Corvallis

Dec. 15, 2011

I have thus far kept my thoughts to myself, as I work at Good Samaritan Regional Medical Center, but after hearing most of the public testimony last night at the public hearing, I feel compelled to offer a different viewpoint than those of the home owners that live in the adjacent neighborhoods.

The concerns of these vocal, inspired constituents are valid and important. Meanwhile, the concerns of the larger population of the city of Corvallis are also very important and should be considered as significant factors in these deliberations.

I am in support of the proposed development and believe it will be good for Corvallis because of the following reasons:

- The student population has grown and will continue to grow. Corvallis has no more room to house students. How do we as a city plan to address this issue? Where do we propose they be housed? Shall we house them on the outskirts and have them all drive to school each day? High density housing close to campus is a solution that allows for the least use of cars, impacting traffic and parking issues all over Corvallis – not just in the adjacent neighborhoods.
- Keeping the student population close to campus and close to downtown will also serve to bolster the economy of our downtown core.
- High density housing close to campus will absorb part of this growing student population, therefore taking some of the pressure off of the rental and housing market in the rest of Corvallis. As a wage earner who has been unable to find affordable housing in Corvallis, this is very important to me. We need to support projects like this if there is to be any hope of affordable housing throughout our community.
- Without high density housing close to campus, rental homes across Corvallis will continue to be overfilled, affecting the quality of life for residents all around the city. More homes will convert to rentals with the market demand, and the young families absent yet so often cited in last night's testimony will continue to move out of Corvallis – to Philomath, Albany, etc. Wherever they can find more affordable housing. Meanwhile many of these people will be compelled to commute to Corvallis for work, etc. So, we will get to absorb the traffic, parking, etc. but we will not benefit from their tax dollars. Their children will not be filling our schools.
- The proposed development offers a deliberately planned environment that will support sustainable lifestyles for those who live there. Human health and human impact are directly influenced by the environment in which people live. I feel we are lucky this particular developer wants to build at that site. Another developer could build something on the site without having to go through this process, and build something that would be much less beneficial to the surrounding neighborhoods, and Corvallis as a whole.

Most of those who spoke at the public hearing, and many who have provided public testimony are older, established homeowners who want to protect their investments and who are resistant to change in their environment. What about the rest of us? What about the young families who need to see some

relief in the housing market if we are to stay here long term? Make this our home? Raise our families here?

As our public schools experience declining student populations, as our downtown struggles to stay vibrant, as OSU continues to grow to the benefit and detriment of the city as a whole, please make decisions that will benefit the whole of Corvallis and support the kind of city-wide demographics and environment envisioned in the Corvallis 20/20 Vision Statement. Please take the long view and consider the well being of all of Corvallis current and future residents, not just the concerns of established neighbors of the project.

Thank you for your time and for considering my testimony.

Jennifer Nitson
Resident, parent, active community volunteer, graduate of Leadership Corvallis
1651 NW Taylor Ave., Corvallis, Ore.
971-678-3763

From:	Jennifer Nitson
To:	Richardson, Robert
Subject:	Fwd: Comment on Harrison St. site
Date:	Wednesday, February 01, 2012 11:29:28 AM
Attachments:	Testimony regarding the site at 2750 NW Harrison Boulevard.doc

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Resending this in case testimony is still open.

---------- Forwarded message ----------
From: Jennifer Nitson <jnitson@gmail.com>
Date: Thu, 22 Dec 2011 10:00:45 -0800
Subject: Comment on Harrison St. site
To: robert.richardson@ci.corvallis.or.us

Please find the attached comment regarding the Harrison St. site. Thanks.

EXHIBIT J - 30

Testimony regarding the site at 2750 NW Harrison Boulevard, Corvallis

Dec. 15, 2011

I have thus far kept my thoughts to myself, as I work at Good Samaritan Regional Medical Center, but after hearing most of the public testimony last night at the public hearing, I feel compelled to offer a different viewpoint than those of the home owners that live in the adjacent neighborhoods.

The concerns of these vocal, inspired constituents are valid and important. Meanwhile, the concerns of the larger population of the city of Corvallis are also very important and should be considered as significant factors in these deliberations.

I am in support of the proposed development and believe it will be good for Corvallis because of the following reasons:

- The student population has grown and will continue to grow. Corvallis has no more room to house students. How do we as a city plan to address this issue? Where do we propose they be housed? Shall we house them on the outskirts and have them all drive to school each day? High density housing close to campus is a solution that allows for the least use of cars, impacting traffic and parking issues all over Corvallis – not just in the adjacent neighborhoods.
- Keeping the student population close to campus and close to downtown will also serve to bolster the economy of our downtown core.
- High density housing close to campus will absorb part of this growing student population, therefore taking some of the pressure off of the rental and housing market in the rest of Corvallis. As a wage earner who has been unable to find affordable housing in Corvallis, this is very important to me. We need to support projects like this if there is to be any hope of affordable housing throughout our community.
- Without high density housing close to campus, rental homes across Corvallis will continue to be overfilled, affecting the quality of life for residents all around the city. More homes will convert to rentals with the market demand, and the young families absent yet so often cited in last night's testimony will continue to move out of Corvallis – to Philomath, Albany, etc. Wherever they can find more affordable housing. Meanwhile many of these people will be compelled to commute to Corvallis for work, etc. So, we will get to absorb the traffic, parking, etc. but we will not benefit from their tax dollars. Their children will not be filling our schools.
- The proposed development offers a deliberately planned environment that will support sustainable lifestyles for those who live there. Human health and human impact are directly influenced by the environment in which people live. I feel we are lucky this particular developer wants to build at that site. Another developer could build something on the site without having to go through this process, and build something that would be much less beneficial to the surrounding neighborhoods, and Corvallis as a whole.

Most of those who spoke at the public hearing, and many who have provided public testimony are older, established homeowners who want to protect their investments and who are resistant to change in their environment. What about the rest of us? What about the young families who need to see some

relief in the housing market if we are to stay here long term? Make this our home? Raise our families here?

As our public schools experience declining student populations, as our downtown struggles to stay vibrant, as OSU continues to grow to the benefit and detriment of the city as a whole, please make decisions that will benefit the whole of Corvallis and support the kind of city-wide demographics and environment envisioned in the Corvallis 20/20 Vision Statement. Please take the long view and consider the well being of all of Corvallis current and future residents, not just the concerns of established neighbors of the project.

Thank you for your time and for considering my testimony.

Jennifer Nitson
Resident, parent, active community volunteer, graduate of Leadership Corvallis
1651 NW Taylor Ave., Corvallis, Ore.
971-678-3763

UNIVERSITY OF OREGON

February 1, 2012

City of Corvallis,
Planning Division
PO Box 1083
Corvallis, OR 97339

Dear Mr. Richardson:

I am writing this letter in support of the work of Ms. Anyeley Halova and Mr. Tom Cody and their team at Project Ecological Development based on my experience for over a year leasing many apartments for participants in the programs I develop and direct here at the University of Oregon.

Our participants are students, teachers and scholars from more than 20 countries, many on Fulbright and other US Department of State funded programs. Their reports of their experiences at Courtside Apartments have been extremely positive. My own experience matches theirs.

The onsite management team has always managed the response to noise or any other problem I have asked them to deal with both speedily and effectively. The features, including the common areas and green design, the service of the WE Car, and housing that looks and feels part of the local community, serving both students and local residents, make them a welcome alternative to campus housing, which at UO is at capacity.

I have been extremely pleased with housing our participants at Courtside Apartments in Eugene and only wish there were more vacancies for our expanding programs.

Feel free to contact me if I can provide further comments about Courtside owners and management.

Sincerely,

Jill Cargile
Director of Special Programs
American English Institute
Department of Linguistics
107 Pacific Hall
5212 University of Oregon, Eugene, OR 97403-5212
T (541) 346-3945 F (541) 346-3917
jcargile@uoregon.edu
http://aei.uoregon.edu

From:	Sandy&Jack Smith/Wolcott
To:	Richardson, Robert
Subject:	Testimony for Planning Commission meeting today Feb 1 2012
Date:	Wednesday, February 01, 2012 1:14:40 PM

Hello Bob,

I support the testimony that the College Hill Neighborhood Association is presenting tonight at the meeting for the proposed Harrison Blvd. Apartments.

Specifically for myself: even with the proposed parking changes, there will be a problem in my neighborhood and the surrounding neighborhoods. There is not, and never will be enough parking for this development based on the plans proposed. We already have to do tandem parking in our little driveway, even though we are permitted for 2 cars on the street. The only time we can park on the street is when OSU is not in session.

Respectfully,
Sandy Smith
2700 NW Arnold Way
Corvallis, Or. 97330

EXHIBIT J - 34

February 1, 2012

TO: City of Corvallis Planning Commission
FROM: **David Eckert,** 228 NW 28th Street, Corvallis, OR 97330
SUBJECT: Proposed Plan for Harrison Apartments (PDL011-00004 & SUB11-00001)

I continue to oppose the proposed plan for Harrison Apartments (PDL011-00004) and recommend that that **Planning Commission deny the following variance** for the plan.

Variance #15 LDC Section # 4.0.130.b.1
Standard – Detention facilities **must** allow storm water infiltration (correction from staff report)
Variation – Detention piping not designed for storm water infiltration

Reason for objection:
While the applicant is to be lauded for including vegetated rooftops and permeable pavers into the proposed plan, I would question if these two stormwater modalities fully compensate for the stormwater infiltration lost if this variance is granted. The applicant questions the permeability of the on-site soil for the purposes of the standard stormwater treatment expected by code, but does not use the same questioning when promoting the use of permeable pavers. What is good for the goose is good for the gander.

In addition, contrary to the statement that infiltration by permeable pavers will mimic pre-development conditions is not valid. Pre-development conditions included soils that were not purposely compacted by heavy machinery. Site developers have previously and will continue during this development phase to use heavy equipment that will compact the soil further, squeezing the tiny void spaces in the soil that allow percolation of the water down to the sub-grade.

Because of the severity of our regulatory issues related to treatment of our stormwater, both in quality and in quantity, I recommend denial of Variance **#15 LDC Section # 4.0.130.b.1.**

Preservation of five Citizen planted Big Leaf Maples on Short Street and 27th Street
I request that the Planning Commission request the preservation of four native Big Leaf Maple trees that were planted adjacent to Short and 27th Streets within the development area. These trees have been paid for by citizens, planted by citizens and cared for by citizens with the approval and oversight of the City. Planted over three years ago, they no longer need irrigation and are protected by wire fencing. It appears that one of the trees on the west side of 27th is protected in the site plan and the other three are not. Protecting these trees will save the developer money and irrigation concerns. These native trees are also far superior to the trees the applicant has proposed for the site.

To: City Planning Commission
From: Kelly Amsberry, 235 NW 31st St.
Date: February 1, 2012
Re: Proposed Harrison Apartment Development

TESTIMONY IN OPPOSITION

As I stated in my testimony at the last Planning Commission meeting on Dec. 14, I approve of construction of housing units at the site of the old hospital. This area is an excellent location for students attending OSU as well as others interested in living close to campus. And it would be wonderful to see new residents in an area that has long been vacant!

However, even after the developer's current revisions, I do not approve of the Harrison Apartments as proposed. The complex still has far too many units, is too large and bulky of a structure, has an ultra-modern style architecture that is not consistent with adjacent properties, is suitable for only one small segment of our community and still does not adequately address parking and traffic issues. Although Skybox and similar developments in Eugene are popular with students and provide many positive elements (LEEDS certification, plentiful bicycle parking, supervision for students, etc.), this "dormitory" type of development is not appropriate for a location adjacent to a neighborhood of owner-occupied single family homes.

Although I have not been able to review all of the details of the revised proposal, I am familiar with the testimony being presented by Gary Angelo on behalf of the College Hill Neighborhood Association. I wholeheartedly support his testimony, and hope that the Planning Commission will think carefully about the long-term ramifications of approving the variances needed for the proposed apartment complex.

And I can't help but add a comment about the developer's inclusion of a rooftop garden (outdoor party room?) in the revised plans as a venue for increasing outdoor common space. Although this revision does create additional space, it certainly appears to create more problems than it solves! The proposed structure is now even more ridiculously incongruous with neighboring properties, and rooftop activities are likely to increase excess noise and light pollution and create safety issues.

City of Corvallis Planing Commission
Harrison Apartments
February 1, 2012 Testimony

You would not consider rendering thoughtful planning decisions without the benefit of the Comprehensive Plan for guidance. Yet the Historic Resources Commission (HRC) must render decisions regarding historic resources in Corvallis – like the Good Samaritan Hospital – without the benefit of any planning document to guide them. This handicaps the HRC's work, and consequently – as evidenced by this evening's Harrison Apartments application – your own. I urge you in the strongest possible manner to support the efforts of HRC Commissioners to develop a comprehensive Corvallis **Historic Preservation Plan** to benefit their own decision-making as well as those of the Planning Commission.

The only reason the Historic Preservation considerations of the LDC Chapter 2.9 do not apply to this application is administrative failure. The original Good Samaritan Hospital was surveyed and determined to be an honorable element of Corvallis' historic legacy worthy of conservation. Under our LDC, the survey and its findings are insufficient to qualify a resource as an LDC Designated Historic Resource. Only Designated Historic Resources are eligible for consideration under the Historic Preservation Provisions of the LDC. It is the **designation** that drives the decision-making criteria irrespective of the quality of the resource, its importance to the community, or whether the state of Oregon surveyed the property.

Many of Corvallis' surveyed resources are not designated. Many more historic resources are not surveyed. A great many of both groups merit conservation, protection, and celebration. Instead, nothing occurs administratively to safeguard these elements of our built landscape and shared heritage. And while budget concerns are always the administrative excuse for shirking this responsibility, the excuse is misleading.

I successfully nominated Corvallis to the Preserve America program that provided funding for historic preservation planning and way-finding, among other activities. Those grant funds were available to the City of Corvallis from 2008 to 2011, but have now evaporated in constrained federal budgeting. The city administration threw that money – and the historic preservation plan it could have funded – away. Appreciating and understanding municipal budgeting shortfalls, volunteers have repeatedly offered to prepare components of a quality plan for the HRC. Volunteers continue to offer to conduct on the street surveys – the most labor intensive part of a plan – as a service. The staff response remains negative. By design or default, your work this evening is complicated by administrative decisions repeatedly ignore the role of historic resources in economic, environmental, and social sustainability. Corvallis is sacrificing its sense of place, our single best economic recruitment advantage, to lack of understanding or misguided opposition.

The current heated community conflict between neighborhoods and student housing is an unintended consequence of an administrative decision – by design or default – to ignore the value of Corvallis historic resources as a significant contributor to community livability. Conserve livable, sustainable neighborhoods. Develop of a Corvallis Historic Preservation Plan.

Thank you for your kind consideration.

BA Beierle

Why develop a proactive historic preservation plan? A historic preservation plan will:

- Take advantage of opportunities as they appear, especially funding ones;
- Establish priorities coolly before issues arise (unfortunately we've waited too long on this!);
- Define ahead of time what is important, so there are no surprises for either developers or citizens;
- Provide an efficient and logical context to expedite decision-making, and
- Prudently use staff and volunteer time and city funds.

Why Preserve?
Historic preservation activities promote economic, environmental, and social sustainability.

Economic sustainability: Encouraging reinvestment in existing neighborhoods, communities, and the local economy.

- Rehabilitation invests in existing built structures, creates jobs that cannot outsourced, and increases the tax base;
- A sound preservation program also invigorates downtown by restoring and restructuring downtown market opportunities;
- Cultural heritage tourism attract visitors who travel more frequently, stay longer, and spend more than other groups.

Environmental sustainability: Recycling on a grand scale. According to the EPS, US greenhouse gases are composed:

- 27% transportation, and
- 48% construction and operation of buildings.

We cannot build our way out of climate warming; we must conserve. Reusing adaptable existing structures is a practical strategy to reduce our carbon and energy footprints.

Social sustainability: Protecting and celebrating the social and cultural resources that define us as Americans, and ensuring that they will enrich our lives for generations to come. Historic resources:

- Define the character of the community and our shared identity;
- Create a unique sense of place;
- Address an unspoken need for shared territory, a setting for community and belonging.

Why now when the economy is weak?
Many cities have found that historic preservation is one of the few bright spots when the rest of the local economy is in the doldrums.

- The vast majority of preservation projects are modest in scale, so they remain affordable when large new construction projects are not;
- Preservation projects – particularly those involving less than a complete renovation – are more feasible for a property owner during difficult financial times;
- Preservation jobs cannot be outsourced because they are place specific;
- Local labor and suppliers receive a much larger share of the total expenditure than they do for new construction projects, so dollar-for-dollar preservation has a more positive local economic impact.

Considering current economics, this is an ideal time for Corvallis to develop a Historic Preservation Plan.

From:	Anne Nolin
To:	Richardson, Robert
Subject:	Please deny the revised application for the proposed Harrison Blvd Apartments
Date:	Wednesday, February 01, 2012 1:38:12 PM

Dear Mr. Richardson and members of the Corvallis Planning Commission,

I strongly urge you to deny the revised application for the proposed Harrison Blvd Apartments. I urge this on the basis of the following points:

The scale of the proposed buildings is much to large for the neighborhood
The style of the proposed buildings is much too urban and does not fit in with the existing neighborhood (especially with the adjacent historic College Hill neighborhood).
The proposed 8200+ sq ft. party deck does not meet the spirit (or letter) of common green space.
The proposed 8200+ sq ft. party deck must be enclosed for safety reasons and therefore does not constitute open space.
The proposed 8200+ sq ft. party deck will cause noise problems and light pollution.
The proposed stormwater runoff approach will not meet EPA Phase II requirements and the waiver should not be granted for this.

Thank you and I look forward to a productive meeting tonight.

Regards,
Anne Nolin
Resident, College Hill Neighborhood

From:	Moore, Kathleen Dean
To:	Richardson, Robert
Cc:	Moore, Kathleen Dean
Subject:	Against Harrison St apartments
Date:	Wednesday, February 01, 2012 1:42:59 PM

We are opposed to the Harrison St Apartments. The increase in density would be the "last straw" to break the already fragile and overloaded transportation systems. And by bringing in scores of renters (who are transient and "uninvested" by definition), the apartments would make it even harder -- maybe finally impossible -- for neighbors to protect the stability and deep caring that have nourished highly livable neighborhoods.

We continue to believe that if the university plans to profit from growing the number of students, it should shoulder the costs. Blithely externalizing them on the neighbors is outrageous.

Frank and Kathleen Moore

Sent from my iPhone

From:	Stillger/Mills
To:	Richardson, Robert
Subject:	testimony for tonight"s Planning Commission meeting
Date:	Wednesday, February 01, 2012 1:55:04 PM

Dear Members of the Corvallis Planning Commission:

As a resident of the College Hill neighborhood, I favor the development of student housing at the site of the old Corvallis General Hospital. I believe that such a development can be appropriate to the site, as long as it meets certain criteria. After reviewing the Project proposal, I find it to be sorely lacking in the following areas:

Neighborhood Compatibility:

The existing structures that surround the proposed site are a mixture of one and two family homes, apartments, and fraternities and sororities. The massiveness of the proposed structures will dwarf them all. In addition, the proposed structures are extremely unattractive, devoid of any visual appeal. The design suggests fortress walls with windows thrown in out of necessity. Nothing in it remotely resembles anything that currently exists in the neighborhood.

Parking:

The developers have increased the number of parking spaces to 197. While this is appreciated, it still falls short of the probability that, with 279 bedrooms, there will most likely be a need for 279 parking spaces. This is small town America, not a bustling metropolis with varied transportation options. Short of the Greyhound bus, Corvallis offers no inter-city transportation. This fact lends itself to the unfortunate reality that most OSU students bring their cars to Corvallis. These cars must be parked somewhere.

Green Space:

Roof top green space may fulfill code requirements, but it does not offer the street-level pedestrian any advantages. Nor does it do anything to soften the harsh façade of the proposed buildings. In addition, while the developers cited resident safety as a reason to eliminate balconies, similar safety concerns should be considered for any resident access to the roof.

I fear that approval of the Harrison Apartments as they are proposed will be a decision all of Corvallis will regret for decades. I urge you to deny the application as it stands and to demand something that we can all live with: a development that is smaller, attractive, and compatible with existing neighborhoods. Thank you for your efforts to make Corvallis a pleasant home for all of us, students and non-students alike.

Sincerely,

Christine Stillger
249 NW 31st Street
Corvallis

From:	halesm@onid.orst.edu
To:	Richardson, Robert
Subject:	Harrison Apartments
Date:	Wednesday, February 01, 2012 3:04:04 PM

Dear Mr. Richardson,

My name is Michael Hales and I am the President of Sigma Alpha Epsilon fraternity. As an OSU student, Corvallis resident, and neighbor to the proposed Harrison Apartments site, I would like to express my support of this project. Living in close proximity to the project site, I have a clear understanding of the potential issues that could arise due to increased traffic and population in this area. However, after reviewing the project summary and discussing it with the other members of my fraternity, I believe that this would be beneficial not only to OSU and its students, but also the community of Corvallis.

The proposed apartments will help satisfy an ever-increasing need for community housing, as well as benefit the local economy. The building is targeting LEED certification, which complements the Corvallis culture of environmental consciousness. I do not believe there is any reason why this project should not be approved.

Thank you for your time,

Michael Hales
President
Sigma Alpha Epsilon
(541)310-9513

From:	Moursund, D. Andrew (Andy)
To:	Richardson, Robert
Cc:	Gary Angelo; Stone-Moursund, Mary
Subject:	Please REJECT the Proposed application for the Harrison Blvd. Apartments
Date:	Wednesday, February 01, 2012 2:26:40 PM
Importance:	High

Dear Sir,

I want to urge the Planning Commission to **not approve** the revised proposed application for the Harrison Blvd. Apartment.

Some of my concerns:

- The proposed apartments would not fit in architecturally with the size and style of surrounding (historical) residential housing
- Parking and vehicle traffic in and around the proposed apartments would have a significant negative impact on nearby residents. There are MANY more proposed bedrooms than proposed parking spaces, and the residents in each unit will NOT be family members sharing a car, but will be unrelated students, and the vast majority will own vehicles.
- High-density student housing will result in annual "Summer cast-offs" of unwanted trash and furniture, ending up in the surrounding neighborhoods
- Out of the hundreds of student occupants, many will drink, and be loud at night, and swear… and this proposed apartment is right across the street from families with children.
- Whether or not the lease agreement stipulates only one occupant per bedroom, this will not be strictly enforced. Many occupants will "sub-let" to share rental costs, and this will exacerbate the parking and other problems.
- This very tall building will block needed sunlight from the (across the street to the North) Zion Lutheran church, at the time of year when the sunlight is most needed. Ice on shaded streets, sidewalks and parking lots will not melt, increasing risks of accidents.

In general, this proposal would lead to the developers and owners reaping big rewards, and surrounding residents paying the price in many ways. Most of the proposed (short-term/transitory student) occupants simply won't care about their impact on the community. They will move in, live there harshly for a year or two, and move out… in successive waves that will splash all over their neighbors.

Thank you for giving this your consideration.

D. Andrew Moursund
2731 NW Arnold Way
Corvallis, OR 97330

From:	sherrijohnson717@comcast.net
To:	Richardson, Robert
Subject:	Harrison Street apts - parking
Date:	Wednesday, February 01, 2012 2:24:32 PM

Dear Bob Richardson and Corvallis Planning Commission,

I am writing about provide testimony on modifications to Harrison Street Apt plans.

I strongly feel that any housing near the University should require one parking space per bedroom in the planning. If a family or non-driver ends up occupying an apt or house near the univ, and has extra parking slots allocated for them, they can sublet the parking spot. But most residents and students have cars and Harrison Street Apts needs to plan for one parking spot per bedroom.

Even if parking districts are created, residents of this apt complex will dominate the street parking for blocks around, unless they provide onsite parking.

I also feel that creating new housing that would potentially be used by all types of community members is important. Corvallis should not be allowing variances for the large number of new projects that are designed for only students.

thank you
Sherri Johnson
717 NW 33rd
Corvallis

From Sherri Johnson

email: sherrijohnson717@comcast.net

EXHIBIT J - 44

From:	Sandy&Jack Smith/Wolcott
To:	Richardson, Robert
Subject:	Harrison Blvd. Apartment letter
Date:	Wednesday, February 01, 2012 3:56:31 PM
Importance:	High

Two blocks from "all the action" Part 3

My wife & I live on the corners of Arnold Way, 27th street and Van Buren – **a very busy spot**. No matter how the Harrison Blvd. Apartments are presented, the traffic on Arnold Way is going to increase significantly and the parking is going to get worse. This is not an isolated incident – the other major developments will also dump traffic down onto Arnold Way. I appreciate the changes the HBA developers have made, but can they guarantee to us that their "provisions" for parking, noise, and general livability will not diminish over time or different owners? Will they accept direct personal responsibility for their actions? They will make their profit now, will they still be here when things age and start to change? We will be here, please make them accountable also. Or at least consider the effects of your actions carefully.

I am unable to attend tonight's meeting, but have not wavered in my concerns for my Neighborhood (College Hill) that this proposed project threatens. We are permanent residents who have personally invested in our homes and are depending on this Commission to guarantee that any project that you approve does not adversely affect our safety or quality of life. The developers may have added a little more parking, but they also increased the number of tenants to boost their profits. Can they guarantee that the number of parking spots will NEVER be reduced?

Just to be clear, I fully support the CHNA position to urge the Planning Commission to not approve the revised proposed application for the Harrison Blvd. Apartments presented by Gary Angelo.

I know change (and more students) are coming, I just believe the ones making the profit should be the ones to pay for it – not the permanent residents. Until the traffic problems are resolved on Arnold Way and a better resolution for parking is found, this is not the time dramatically overload us with more cars. We need a comprehensive plan first, not after the problems are intensified and the profit is sent out of town!

Thank You for your consideration

Jack Wolcott

2700 nw Arnold Way

Corvallis

EXHIBIT J - 46

COLLEGE HILL NEIGHBORHOOD ASSOCIATION

Gary Angelo, President (753-5789); Mike Middleton, Vice President (738-0827);
Cindy Paden, Secretary (752-8247); Mark Giordono, Treasurer, (753-4479)

To: City of Corvallis Planning Commission
From: Gary Angelo, CHNA President
143 NW 28th Street
Corvallis, OR 97330
Date: February 1, 2012
Re: Proposed Harrison Apartments Development (PDL011-00004 & SUB11-00001)

Dear Planning Commission Members:

Our College Hill Neighborhood Association (CHNA) recently held a meeting to discuss the revised proposed Harrison Apartment Development that has been submitted for your approval. This letter is offered on behalf of the CHNA members and reflects the attending as well as numerous absent members' wishes again requesting that the Planning Commission ***not*** approve the proposed development as it is. This letter will explain the reasons for that decision.

CHNA recognizes that the Project development team has made some significant changes in their revisions to the proposed plan, some of which should be highlighted. These include the increase in the size and number of the parking stalls and the below-grade parking structure, the reduced percentage of compact spaces to 40%, the improved setbacks to meet Code, the replacement of the raised-seam metal roof with composite shingle, and the shifting of the vertical siding to the horizontal. We also appreciated to reach-out of the Project team to CHNA officer representatives to discuss the proposal with revisions, which was a cordial meeting. We agreed to keep our lines of communication open. And, we agreed to disagree on some important issues for the neighborhood.

In our discussion with the Project team, we acknowledged that there are confluences of forces that are driving us into inevitable conflicting priorities. The primary driver is the recent rapid expansion of the university student population that has reduced available housing in the community to all-time lows. Another driver is the reality that the vast majority of students bring their own cars to Corvallis, since we are a community far away from large metro and recreational amenities without easy transportation opportunities. Additionally, the high-density RS-20 zoning directly adjacent to long-standing, historic neighborhoods, coupled with the high cost of student housing puts added pressure on the ability of such neighborhoods to maintain their unique character.

CHNA continues to hold the expectation that the City will not only follow the Land Development Code, but also the Comprehensive Plan and Corvallis Vision 2020. In the

process of going through the specifics of this proposal, it becomes evident that there are serious disconnects between the Vision 2020, the Comprehensive Plan, and the LDC. Unfortunately, this is not the appropriate forum to detail out and discuss those disconnects. CHNA sees that what is at stake here is the lasting integrity of one of the few remaining intact traditional neighborhoods in the city core—a feature specifically highlighted needing protection in the Vision 2020 document. The Heart of the Valley site is directly abutting a national historic district, as well as historic fraternity and sorority houses and numerous older homes to the north. This property continues to represent an opportunity to live up to the vision of developing multi-family, long-term residences in an open and pleasing manner, consistent with the look and feel of the surrounding historic neighborhoods.

Planned Development Application for RS-20 Property

As mentioned in earlier testimony, the homes in the Historic District were primarily built in the early 20th century and remain a very valuable asset of the City. Development at the Good Samaritan Hospital site needs to be of a scale, design, and use that is compatible with this adjacent historic neighborhood (LDC 2.5.40.04; Corvallis Comprehensive Plan, Article 9). CHNA, which represents the owners of the historic homes with which compatibility is being measured, does not see the proposed buildings as meeting this test.

The revised proposed development of a four-story, 90-unit, 279-bed dormitory, with a 118-yard long building fronting Harrison Blvd. is greatly out of scale with the nearby neighborhoods. It represents 43.3 units/acre, which more that doubles the minimum required for RS-20 zoning. There is no requirement for the Commission to grant any of the five variances proposed on a property site that is flat, is not on a hillside, has no riparian issues, and is suitable for reasonably sized multi-family developments housing many fewer units. The Land Development Code and Comprehensive Plan are there to properly manage the scale, compatibility, safety, and utility of planned developments, and the current circumstances do not warrant waiving the requirements when there are plenty of alternatives.

Comments on Requested Variances

As a general comment, the applicant in some cases (e.g., Off-Street Parking) uses mitigation factors that are merely "property management" factors (e.g., We-Car, Resident Managers), which should not be considered as mitigation since they are unrelated to the actual physical development. Such management factors can change frequently, especially if there are future ownership changes. With that in mind, however, below are some of the highlights of the CHNA comments regarding the revised proposal.

1) **Parking**:

In making revisions to the proposal, the applicant has brought its parking space widths in line with Corvallis standards, proposed a below-grade parking garage, eliminated tandem parking, and waived the allowances for reduced parking requirements for covered bicycle

parking space provided and access to bus transit lines. All of these measures are greatly appreciated and will reduce the likelihood of tenants not using the previously proposed narrow parking stalls.

However, with the increase of nine bedrooms, there will only be a net increase of nine parking spaces from the earlier Option A, leaving at least 82 vehicles without a parking spaces. This will mean 82 added vehicles looking for a place to park in already over-committed neighborhoods. The Wilson Woods developer has publicly described his development that will likely add 75 more vehicles without parking spaces. These shortfalls will exacerbate an already almost intractable problem lacking an immediate solution. One obvious contributing solution to this over-subscription in the near term would be to scale back the number of bedrooms in this proposed development. As for the requested variance for the 5-foot landscaping buffer requirement from (LDC 4.2.40.a), a substantially reduced-scale development might obviate the need for it.

2) Scale of the Proposed Development

It is the scale of the project that is driving the need to request the waiver of the solar access requirement (LDC 4.6.30), when other suitable and compatible development could also be built on the proposed site. The variance request for a waiver of solar protection requirements for the church and residences across Harrison Blvd., if granted, will subject those properties to increased shading in the fall and winter months. The mitigating factors cited include the targeting of LEED certification and energy savings of this development. However, why should the owners of the properties across Harrison Blvd. be limited in their own solar energy initiatives? Have they agreed to this? The applicant also uses as a mitigating factor the shape of the property (LDC 4.6.60.c). We disagree with this as mitigation, as the flat, non-riparian site could easily fit lower-height buildings and rearrangements of smaller buildings. Opting for the higher density and scale is a matter of design choice by the developer, not design necessity.

The scale and density of the development is also driving the need to pursue a questionable alternative on the amount and placement of Open Common Space. The revised proposal has placed 8240sf of Common Space on the rooftop of the north building. This is questionable, since there appears to be a conflict with the Compatibility Factors listed in LDC 2.5.40.04 as review criteria for Major Modifications to Planned Development Overlays. The relevant criteria are (a.4) Noise Attenuation and (a.6) Lighting. Given that this development is targeting student tenants, it is highly likely that parties during the day and night would occur on the proposed rooftop. Noise, amplified or not, would be broadcast across the adjacent neighborhoods. Such gathering places at night likely would require bright lighting for safety and visibility purposes, bathing nearby homes in undesired light. Also, no mention is made as to what designed-in safety measures for this rooftop Common Space would be provided to ensure tenants' protection from falls. CHNA disagrees that this is an appropriate placement for Open Common Space.

Scale is also influencing the need for the Storm Water Detention Facilities variance requested (LDC 4.0.130.b.1). While the proposed mitigation factors include the use of pervious pavement for 21,600sf of ground coverage, it is uncertain as to the selection, durability, and required maintenance of such pavement to be used. If approved, the specific materials to be used, along with expected longevity, reliability, and maintenance, should be a condition of approval, since any potential future failure of the pavement could add to existing issues with storm water drainage for the City. Additionally, any coverage of open ground for water infiltration is by definition suboptimal, since any pervious nature of coverage materials would have to drain into the same underlying soil.

3) Compatibility with Historic Neighborhood

As cited in previous testimony, the Corvallis Comprehensive Plan, in section 9.2. states that "City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas" (9.2.1) and "In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area" (9.2.2). The Corvallis Vision 2020 states "Development standards have been created based on the characteristics of ***traditional*** Corvallis neighborhoods. These standards ensure that development and redevelopment create, protect, and enhance neighborhood form while facilitating the community-wide needs…" This proposed development is not consistent with these requirements, given its size, density, and abutting to a national historic district and other historic buildings, and in scale and design aesthetic.

The compatibility with the adjacent neighborhoods is compromised by the scale of the project (e.g., four-story, 100+ yard long buildings, 82 incremental vehicles without parking spaces, etc.). It is also of a modern urban design that does not remotely blend into the architectural styles from the historic eras represented. Maintaining the uniqueness of the Corvallis neighborhoods is one of the core values coming out of the Vision 2020 statement. New development adjoining older historic homes of traditional bungalow, Tudor-style, and neo-Colonial styles has an obligation to not necessarily replicate those styles, bit it does need to be at least complimentary and transitional. This proposal does neither—and the CHNA members should know, since we purposely chose to live in historic homes.

When we commented on the roofing and siding of the original design, those were to highlight a couple of examples of features that were indicative of incompatibility, but they were not intended to be comprehensive. While we are appreciative of the roofing and siding changes, these alone are insufficient to reflect compatibility. It is the placement of very large dormitory-like structures that would **dwarf** all other nearby buildings and homes-- and in a style that is urban modern surrounded by older and historic homes-- that would easily make this development the **dominant** feature of the neighborhood.

In Eugene, where the sister student housing developments are already built, the placement of the two similar structures are in an appropriate area. The buildings are bordered directly by the enormous and imposing Matthew Knight Arena; two blocks of graduate student housing; a large supermarket and other commercial properties; the University Facilities buildings; and extending south almost 30 housing lots, a highly mixed neighborhood of homes that appear to be primarily student rentals. Two or three blocks away are three large new University dormitories. This area is an appropriate placement for such massing, scale and development. Here at Heart of the Valley, we are have a site that is surrounded by traditional neighborhoods, a national historic neighborhood, and historic Greek houses. While this proposed development might satisfy a small portion of the growing need brought on by the increased student population, it would be the **right building** in the ***wrong location***. It should be placed in a more suitable area where it does not conflict with adjacent traditional neighborhoods and does not exacerbate existing traffic and parking issues.

Summary

CHNA does not feel that the applicant has adequately offered appropriate and sufficient mitigating factors to warrant the granting of the requested variances from the LDC Code and particularly the Comprehensive Plan. It is of a scale that is **outsized** relative to its neighbors, and it could generate significant issues with the adjacent traditional and historic neighborhoods through increased traffic and parking issues resulting from the additional 82 vehicles seeking parking in nearby neighborhoods. The proposed development is of a higher density and scale, which is not consistent with the City goal of developing compatible, multi-family, long-term residences for people of all ages. The proposed development is laudably attempting to meet a portion of the increased student housing demand but which would be better suited to a location on or near campus that would not dominate the traditional neighborhoods.

We are embarking on uncharted territory in the traditional neighborhoods to the north of the campus and nearing a precipice. With the continuing replacement of single-family homes with rowhouses and townhouses built mainly for students, the scraping of the Wilson Woods housing complex one block north of Harrison in preparation for another large high-density townhouse complex, we are on the verge of altering the character and charm of this historic part of Corvallis forever. The addition of this dominant high-density development to the momentum already underway would likely be the final push over that precipice. Without a more systemic planning process to deal with this immediate issue, Corvallis will likely be headed towards of future that was not considered or desired in Vision 2020. We again express our concern that this proposed development may be the **right building** but it would be in the **wrong location**. We again ***strongly urge*** the Planning Commission to **disapprove** this proposed project as it currently stands.

With regards,
Gary Angelo
CHNA President

From:	John Morris
To:	Richardson, Robert
Cc:	gcangelo@comcast.net; Mary Morris
Subject:	Harrison Blvd. Apartment complex
Date:	Wednesday, February 01, 2012 4:07:50 PM

Dear Robert Richardson,

It is impossible for me to attend tonight's planning commission meeting. I want to say that I am in full support of the CHNA position to urge the Planning Commission to not approve the revised proposed application for the Harrison Blvd. Apartments presented by Gary Angelo. The magnitude of the proposal with the high student population density, combined with the large amount of cars parking so close to this Historic District will degrade the neighborhood, and work against the original purpose of designating this area as a Historical District. We need to protect what's already established. My family and I have lived here in our home for 34 years. Our house is located on the corner of Johnson and 29th Streets - 104 NW 29th Street. I have experienced a significant increase in student population pressure over the last two years, with a lot more cars circulating through the streets around our home.

Thank you for allowing us to comment in this way.

John Morris

John Morris MA, LMFT
jvmorris@comcast.net
541-760-5293 - phone
541-230-1078 - fax

From:	Marilyn Henderson
To:	Richardson, Robert
Subject:	Planning Commission meeting on Harrison Apts.
Date:	Wednesday, February 01, 2012 4:13:31 PM

To Whom it May Concern:

I wish to reiterate my questioning of the plan for the Harrison Street Apartments. According to the revised plan, the number of bedrooms has actually increased resulting in even more need for more parking. More bedrooms, more people, more cars, more traffic, more congestion. Nothing in the plans addresses these issues for an already congested area.

I fully support the CHNA (College Hill Neighborhood Association) position to urge the Planning Commission to not approve the revised proposed application for the Harrison Blvd. Apartments presented by Gary Angelo.

Sincerely,
Marilyn Henderson
154 NW 31st Street
Corvallis, OR 97330

EXHIBIT J - 53

From: min.perez@comcast.net
To: Richardson, Robert
Subject: Harrison Street Apartments
Date: Wednesday, February 01, 2012 4:14:54 PM

Last fall I attended a Ward 5 meeting, where the growth at OSU was the main, if not only, topic. Citizens are concerned about the impact that the increased student:permanent resident ratio will have on livability in Corvallis. At the meeting, the City planner who attended agreed that, while the City cannot tell OSU to not increase enrollment, the City can enforce our existing zoning. Zoning helps to keep livability in line with the City's vision, and needs to be fully enforced for the Harrison Street Apartments.

I feel very strongly about livability in the town that I had planned to grow old in, and I feel very strongly about the poor shake the students are getting with no additional on-campus housing to accomodate OSU's success in growth. I enjoy the mix of older people, young families, and students in my neighborhood - my student-neighbors are good neighbors. The only way that the City has a hope of maintaining this valuable mix of people is to enforce code as it exists.

thank you.

From:	Cindy Paden
To:	Richardson, Robert
Subject:	Please do NOT approve the revised application for the Proposed Harrison Blvd. Apartments
Date:	Wednesday, February 01, 2012 4:18:59 PM

Dear Bob, I would like to let the Planning Commission know that I fully support the College Hill Neighborhood Association position as presented by Gary Angelo regarding the proposed Harrison Blvd. Apartments. Please do not approve the revised application for the Harrison Blvd. Apartments.

Regards,

Cindy Paden
120 NW 28th Street
Corvallis, OR

From: Michael Mix
To: Richardson, Robert
Subject: Harrison Apartments Proposal
Date: Wednesday, February 01, 2012 4:48:45 PM

February 1, 2011

Robert, given the negligible changes in the revised proposal, the basic issues remain the same. There is simply no justification for approving the misguided Harrison Apartments proposal that would build a student dormitory resulting in more people, noise, cars, traffic, and congestion in a residential area.

I fully support the College Hill Neighborhood Association position in urging the Planning Commission to not approve the revised proposed application for the Harrison Apartments, which will be presented by Gary Angelo.

Please include this statement in the record.

Respectfully, Michael Mix
154 NW 31st Street

EXHIBIT J - 56

From: Jack Lyford
To: Richardson, Robert
Subject: Harrison Street Future Project
Date: Thursday, December 22, 2011 2:10:42 PM

I am thankful that there is and will continue to be serious discussion on the planning for possible buildings to replace the Samaritan Hospital on Harrison Street. North College Hill already experiences a great deal of traffic and lack of parking spaces on every street when OSU is in session. To construct new apartments with 270 bedrooms with only 179 parking stalls is an act of insanity powered by greed. Instead please use the power of citizen approval of new construction for that is a lasting power that, over time, will benefit the future of the developers to a much greater degree than immediate profit. Please make the wise decision and make hundreds of citizens your cheerleaders.

Jack Lyford
One of the citizens

Corvallis Planning Division
Addendum to the Staff Report to the Planning Commission,
January 25, 2012
Public Hearing: February 1, 2012
Planner: Bob Richardson: (541) 766-6575

Harrison Street Apartments

(PLD011-00004 and SUB11-00001)

ISSUE

Review of revisions to a previously submitted application for a Major Modification to a Conceptual and Detailed Development Plan (Planned Development) and Major Replat.

BACKGROUND

On December 14, 2011, the Planning Commission held a public hearing on the proposed Harrison Street Apartments Planned Development Major Modification and Major Replat. During the public hearing the Planning Commission accepted public testimony regarding the proposal, and granted a request to keep the written record open until December 21, 2011. On December 28, 2011, the applicant submitted their final written response, in which they requested that the Planning Commission continue deliberations to February 1, 2012, to allow time for the applicant to revise their application to address concerns expressed during the public hearing. The applicant also granted a 90-day extension to the 120-day decision making time line.

On January 4, 2012, the Planning Commission voted to continue deliberations to February 1, 2012, and to re-open the public hearing on February 1, 2012, to allow the opportunity for public testimony. The Planning Commission decided not to limit testimony to the revised portions of the plan, but to allow testimony on all aspects of the application. At approximately 5:00 pm on the January 4, 2012, the applicant electronically submitted revised plans to Planning Division staff. These plans were not reviewed by staff or the Planning Commission prior to the Planning Commission's decision to continue deliberations and re-open the public hearing.

In response to staff questions and comments, the applicant modified their revised plans, and submitted updated revisions on January 10, 2012. Staff determined that the proposed revisions did not constitute a new application. On January 12, 2012, a public notice was mailed to property owners and residents within 300-ft of the project site, the Planning Commission interested parties list, and those people who submitted written or oral testimony regarding this application before the close of the record on December 21, 2011.

EXHIBIT K - 1

ATTACHMENTS

A. Table 7 from December 2, 2011, Staff Report - Summary of Proposed Variations and Compensating Benefits (Note: Table Item #15 revised/corrected from Staff Report)

B. Public Works memo addressing application revisions and Planning Commission questions

C. Applicant submitted revisions to their application

D. Correspondence from Planning Commissioner Sessions, received January 3, 2012.

E. Written Testimony received between January 11 and 24, 2012

STAFF ANALYSIS

This report is an addendum to the December 2, 2011, Staff Report to the Planning Commission. It only contains analysis of the items modified by the applicant as identified and explained in their initial January 4, 2012, revisions and subsequent materials. In summary, the application has been revised to reduce the number of requested variations and waivers from fifteen, to five, and to make other modifications to the building and site designs as summarized below, and in Table 1.1: Adjustments to the Harrison Apartments Plan **(Addendum Attachment C.4)**.

Only one application is before the Planning Commission for review. However, this report refers to the original and revised applications. This is to distinguish between the revised items and how those items were first proposed and reviewed during the December 14, 2011, Planning Commission hearing. Unless specifically identified as being revised, the application is as originally presented to the Planning Commission. Similarly, unless the applicant has specifically requested, and been approved, to vary from development standards, development to City standards will be required **(Condition of Approval 1)**.

REQUESTED VARIATIONS AND WAIVERS

The following list summarizes the single requested waiver, and 4 requested variations to development standards.

1. Waiver to Solar Access protections in Land Development Code (LDC) Section 4.6.30.a;

2. 20-ft wide planting screen easement requirement for Through-lots in LDC Section 4.4.20.03.c

EXHIBIT K - 2

3. Requirement for storm water detention facilities to maximize storm water infiltration per LDC Section 4.0.130.b.1;

4. Corvallis Off-street Parking and Access Standards regarding parking lot drive aisle widths; and
5. Requirement for a 5-ft wide landscape buffer between parking lots and abutting property per LDC Section 4.2.40.a

Addendum Attachment A contains a table from the staff report summarizing the 15 variations originally requested by the applicant.

REVISIONS TO BUILDING AND SITE DESIGNS

The following list summarizes proposed application revisions.

- Request to vary from 5 development standards, rather than 15
- Reducing the number of dwelling units from 91 to 90, and change bedroom / unit mix
- Shifting the building to meet minimum setback requirements
- Increasing the number of parking spaces from 179 (Option A) or 164 (Option B), to 197 by adding a sub-surface parking area
- Increasing parking lot landscape buffer widths
- Adding 8,240 sq. ft. of Common Outdoor Space on the roof of the north wing of the building
- Screening Private Outdoor Space
- Designating 2,000 sq. ft. of Outdoor Space as a children's play area
- Moving the trash enclosure 20-ft from the subject building
- Providing a 7-ft wide franchise utility easement entirely on the subject site rather than placing segments of utility lines in the public right-of-way

STAFF ANALYSIS

The following analysis is organized based on Table 1.1: Adjustments to the Harrison Apartments Plan, in the applicant's revised plans **(Addendum Attachment C.4)**. This analysis first considers proposed revisions, followed by evaluation of the five requested variations from development standards.

EXHIBIT K - 3

BUILDING

The subject site is zoned High Density Residential with a Planned Development Overlay ((PD)RS-20). In this zone, the minimum front and rear yard building setbacks are 10-ft and the maximum front and rear yard building setbacks are 25-ft. Setbacks may also be reduced to 5-ft if certain other provisions in Land Development Code (LDC) Section 3.8.30.e are satisfied. As originally proposed, the applicant requested to reduce the rear yard setback along NW Short Avenue from 10-ft to 9-ft. They also proposed a 5-ft setback along portions of NW Harrison Blvd. Because of the 5-ft setback, the applicant designed other portions of the building to be setback to approximately 28-ft, as required by Sections 3.8.30.e.1 (See Staff Report pages 8, 9).

As revised, the applicant no longer proposes to vary from setback standards along NW Short Avenue **(Addendum Attachment C.34)**. Portions of the building along NW Harrison Blvd would exceed the 25-ft maximum setback distance. These areas are proposed to contain outdoor courtyard areas. Section 4.10.60.01.a.2, provided below, states that open courtyard space may increase up to 50% of the building beyond the maximum setback.

4.10.60.01.a.2

2. Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.

The applicant states that the open courtyard sections of the building along NW Harrison Blvd account for 23% of the frontage. The courtyards each include bench seating and vegetation as required by the above standard.

As revised, the proposed design complies with the RS-20 setback standards. No variations to setback standards are proposed or required.

OUTDOOR SPACE AND TOT-LOTS

The RS-20 zone development standards require 48 sq. ft. of private outdoor space per dwelling unit. Common outdoor space is required at a ratio of 200 sq. ft. per one and two bedroom units, and 300 sq. ft. per 3 bedroom unit or greater. In the original application, the applicant proposed 91 units, which required 4,368 sq. ft. private open space and 24,500 sq. ft. of common outdoor space. The applicant requested to vary from outdoor space requirements in order to provide 1,627 sq. ft. of private open space and 16,162 sq. ft. of common outdoor space. The applicant also requested to vary from section 3.8.50.02.d, which requires private outdoor space to be screened for privacy.

EXHIBIT K - 4

The applicant has revised their plans, and now proposes a 90-unit apartment with a modified bedroom count. As proposed, 4,320 sq. ft. of private, and 24,200 sq. ft. of common outdoor space would be required for the proposed development. Section 3.8.50.04 provides the option of combining private and common outdoor spaces for either active or passive recreational use. Per Section 3.8.50.04, the applicant proposes to comply with the outdoor space requirements by providing a mix of private (688 sq. ft.) and combined, common outdoor space (27,832 sq. ft.)**(Addendum Attachment C.10)**. Compliance with outdoor space requirements is evaluated below.

COMBINED OUTDOOR SPACE

Land Development Code Section 3.8.50.04, provides the option to combine private and common outdoor space.

3.8.50.04 - Option to Combine Private and Common Outdoor Space

a. The Private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

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

As noted above, based on the number and type (bedroom count) of units, the applicant is required to provide 28,520 sq. ft. of outdoor space. 688 sq. ft. of the required outdoor space is proposed in the form of private patios (private outdoor space), with the remaining 27,832 sq. ft. in combined common outdoor space, largely in the form of courtyards along abutting streets, over the parking area, and on the building roof. The combined common outdoor spaces all include pedestrian amenities, including benches, tables, barbecue grills, and vegetation **(Addendum Attachments C.37-39 and C.42)**. None of the combined outdoor spaces are fully enclosed. Given the above, the revised proposal satisfies the requirements in Section 3.8.50.04 for combined outdoor space. The revised design provides the required amount of combined outdoor space, and the combined outdoor space provides areas for active and passive recreational use.

PRIVATE OUTDOOR SPACE

The proposed private outdoor space areas must satisfy the standards in Section 3.8.50.02, below.

3.8.50.02 - Private Outdoor Space Per Dwelling Unit

a. Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.8.50.04.

EXHIBIT K - 5

b. Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.

c. Private Outdoor Space shall be directly accessible by door from the interior of the individual dwelling unit served by the space.

d. Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.

e. Private Outdoor Space may be considered as part of the 25 percent Green Area required under Section 3.8.50.01 if it is located on the ground. Upper-story balconies cannot be counted.

As shown in Table 1.3 in the revised application materials **(Addendum Attachment C.10)**, the applicant proposes to provide 688 sq. ft. of the required outdoor space in the form of private patios. The patios are located along the ground floor of NW Harrison Blvd and NW Short Avenue. In compliance with Section 3.8.50.02.a-c, each of the private patios is greater than 48 sq. ft., with minimum dimensions of six-by-eight ft, and each patio is directly accessible from the interior of an individual dwelling unit **(Addendum Attachments C.37-39)**.

As described by the applicant, the patios will be elevated above the ground and through the use of evergreen shrubs and guard rails, privacy will be provided. The patios are not proposed to be completely screened from view from the adjoining streets in order to provide some visibility between the building and the street. As proposed, the patios have been designed to provide privacy for the users of the space as required by Section 3.8.50.02.d, but also provide an orientation toward the street, and "eyes on the street" as encouraged by Corvallis Comprehensive Plan (CCP) 9.2.5, below.

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

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

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

In relation to criterion 3.8.50.02.3, above, the applicant does not propose upper story-balconies, therefore, the private outdoor space is not counted toward the 25% site-wide Green Area requirement. Given the above, the proposal satisfies private outdoor space requirements in Section 3.8.50.02.a - e.

COMMON OUTDOOR SPACE

Though not explicitly stated, staff interpret the Section 3.8.50.04 - Option to Combine Private and Outdoor Space, to mean that combined areas should also comply with applicable common outdoor space standards. Common outdoor space standards in Section 3.8.50.03 are provided below.

3.8.50.03 - Common Outdoor Space Per Dwelling Unit

a. In addition to the Private Outdoor Space requirements of Section 3.8.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:

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

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

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

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

d. The Common Outdoor Space may be considered as part of the 25 percent Green Area required under Section 3.8.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.

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

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

g. Housing complexes that include 20 or more dwelling units reserved for older persons (as defined in ORS 659A) do not require tot lots. However, Common Outdoor Space shall be provided as specified in "a," through "d" above.

As explained previously, the applicant is required to provide 28,520 sq. ft. of outdoor space. The applicant proposes to combine outdoor space by providing 688 sq. ft. in the form of private patios, with the remaining 27,832 sq. ft. in the form of common outdoor space. This amount of outdoor space satisfies the requirements in Section 3.8.50.02 and 3.8.50.03. The common outdoor space areas are identified in **Addendum Attachments C.37-39**. In compliance with Section 3.8.50.03.b, each of the common outdoor space areas is greater than 400 sq. ft., with minimum dimensions greater than 20-ft by 20-ft. The

EXHIBIT K - 7

common outdoor space areas include seating areas, barbecue grills, picnic areas, and a tot-lot as required by Section 3.8.50.03.c. The rooftop courtyard, and ground level courtyards are counted toward the site's Green Area, as permitted by Section 3.8.50.03.d. As shown in **Addendum Attachment C.31**, the common outdoor areas are not within buffer or perimeter yard setback areas.

Land Development Code Section 3.8.50.03.e requires one tot-lot (children's play area) for every 20 units. Each tot-lot is required to be at least 400 sq. ft. in size, include at least three items of play equipment, and be enclosed with a 2 to 3-ft tall wall, fence, planter, or benches or seats. Per Section 3.8.50.03.f, the tot-lots may be combined. In the original application, the applicant requested to vary from the requirement to provide tot-lots because the proposed apartments were designed to attract OSU undergraduate students, and not families. The applicant no longer requests to vary from standards in Section 3.8.50.03.f.

Based on the 90-unit apartment the applicant is required to provide 5 tot-lots, or at least 2,000 sq. ft. of area dedicated for children to play in. The applicant proposes a 2,000 sq. ft. tot-lot area on the rooftop plaza as shown in **Addendum Attachment C.42**. The applicant proposes to provide at least three items of play equipment and to enclose the area as required by Section 3.8.50.03.e. **Condition of Approval 26**, requires these tot-lot amenities.

Section 3.8.50.03.g does not apply to the application because the apartment is not reserved for older persons. As proposed, the revised application complies with applicable common outdoor space requirements.

OUTDOOR SPACE CONCLUSION

The applicant proposes to satisfy outdoor space requirements by combining private and outdoor space. Combining outdoor space is permitted per Section 3.8.50.04. The 688 sq. ft. of private outdoor space proposed satisfies the applicable standards in Section 3.8.50.02, while the remaining combined and common outdoor space satisfies the requirements in Section 3.8.50.03, including the requirement to provide a tot-lot, which the applicant previously requested to vary from.

PARKING AND LANDSCAPING

As originally proposed, the base minimum amount of vehicle parking was 199 spaces. The applicant proposed two parking plans that provided 179 and 164 spaces, respectively. The minimum amount of parking was proposed to be reduced based on the provisions in Section 4.1.20.q. These provisions allow parking to be reduced by up to 20% based on proximity to transit and installation of bicycle parking spaces. To achieve the 179 and 164 spaces originally proposed, the applicant requested to vary from a number of LDC standards, and Corvallis Off-Street Parking and Access standards, including:

- Use of tandem parking spaces

- Compact spaces in excess of 40% of the total number of spaces
- Parking spaces smaller than the standard in the Corvallis Off-Street Parking and Access Standards
- Fewer than required parking lot trees
- Narrower than required parking lot landscape buffers, and no landscape buffer on the west and south sides of the 27th Street parking lot
- Narrower than required landscape island.

The revised plans propose 197 parking spaces, which, as shown in Table 1.5: Unit Count and Parking, is the minimum number required by the LDC for the number and type of apartments **(Addendum Attachment C.11)**. Reductions based on section 4.1.20.q are not requested. The additional spaces will be located in an underground parking garage. All parking spaces are proposed to comply with the dimensional standards in the Corvallis Off-Street Parking and Access Standards. No tandem spaces are proposed, and the number of compact spaces does not exceed 40% of the total. As discussed later in this report, the applicant proposes to base parking lot drive aisle widths on Institute of Transportation Engineers standards rather than City of Corvallis Off-Street Parking and Access Standards, in order to reduce the width of parking lot drive aisles.

Section 4.2.30, Table 4.2-2 Parking Lot Trees, requires one medium canopy tree to be planted for every eight cars. Thirty parking spaces are proposed on the east surface parking lot, requiring four parking lot trees. The applicant proposes 5 trees in landscape islands and 7 trees in the landscape buffer, exceeding the minimum parking lot tree requirement. The 27th Street parking lot contains 20 parking spaces, requiring three trees. The applicant proposes two trees in landscape islands and two trees in the landscape buffer strip. As revised, the applicant satisfies applicable criteria for parking lot trees (See Staff Report, beginning on page 27 for analysis of original proposal and for review criteria).

Section 4.2.40.a, requires a landscape buffer to be provided along parking areas containing four or more spaces. The buffer, or boundary planting, is required along adjacent property lines and the public ROW. Additionally, the buffer is required to be at least 5-ft wide, or up to 7.5-ft wide, if vehicle bumpers would overhang the buffer area. Section 4.2.40.b requires landscape islands to be at least 8-ft at their smallest dimension.

In the original proposal, the applicant requested to reduce the width of planter strips and one landscape island. As revised, planter strips widths are not proposed to be narrowed. The applicant provides a 7.5-ft wide planter strip along the east parking lot where head in parking would overhang the planter area. In the 27th Street parking lot, 5-ft wide planter areas are provided, however, the parking stall lengths are long enough that, with wheel stops, a car would not need to overhang the planter area. All parking lot landscape islands have a minimum dimension of at least 8-ft.

The applicant continues to request to vary from the 4.2.40.a standard that would require a parking lot buffer between abutting property to the west and south of the 27th Street parking lot. This requested variation is discussed later in this report.

TRASH ENCLOSURE

Section 4.10.60.05 requires service areas, such as trash and recycling bins, to be located at least 20-ft from residential buildings. Originally, the applicant proposed to place trash and recycling bins in an enclosure near the northeast corner of the covered parking lot. The bins would have been within 20-ft of the proposed apartment building. As revised, the trash and recycling bin enclosure is located further from the building, along the alley **(Addendum Attachment C.40)**. The space where the enclosure will be constructed is at least 18-ft from the building overhang, and more than 20-ft from the ground floor wall of the building. As such, the requirement in Section 4.10.60.05 is satisfied.

UTILITY EASEMENT

In the original application, the applicant requested to vary from LDC Section 4.0.100.b, which requires a 7-ft wide utility easement adjacent to all street rights-of-way (ROW). As previously designed, the proposed building would have intruded into the utility easement area, and utilities were proposed to be provided within the ROW. The applicant revised the building and site design by shifting the north building wing 4.5-ft to the south. Shifting the building this distance provides sufficient space to provide the 7-ft wide utility easement adjacent to Harrison Blvd as required by Section 4.0.100.b. **(Addendum Attachment C.54)**. As proposed, the applicant does not need to request to vary from the requirements in Section 4.0.100.b, as the required easement will be provided **(Condition of Approval 23)**.

BICYCLE PARKING

The original proposal satisfied all standards related to bicycle parking. The revised proposal includes a new covered bicycle parking area within the parking structure, behind the northeast building segment. This new structure will accommodate bicycles previously planned to be parked in apartments. As proposed, the application continues to comply with bicycle parking standards.

UNIT MIX / COUNT

As shown in the tables below, the applicant has revised the bedroom per unit mix, by increasing the number of 4-bedroom apartments. This change results in an increase of 9 bedrooms and an increase in the average number of bedrooms per unit from 2.97 bedrooms/unit to 3.1.

Original Proposal: Bedrooms Per Unit

Apartment Type	Quantity	Total Bedrooms
1 Bedroom	1	1
2 Bedroom	27	54
3 Bedroom	37	111
4 Bedroom	26	104
Totals	91	270
Total Bedrooms / Total Units		2.97

Revised Proposal: Bedrooms Per Unit

Apartment Type	Quantity	Total Bedrooms
1 Bedroom	1	1
2 Bedroom	27	54
3 Bedroom	24	72
4 Bedroom	38	152
Totals	90	279
Total Bedrooms / Total Units		3.10

The LDC does not limit the number of bedrooms that can be provided per unit, or limit the average number of bedrooms per unit. Vehicle parking for multi-family dwellings is required at a ratio of 1 space / 1 bedroom unit, 1.5 spaces / 2 bedroom unit, and 2 spaces / 3 bedroom or greater unit. As shown in Table 1.5: Unit Count and Parking **(Addendum Attachment C.11)**, the proposal provides the minimum amount of required parking, without asking for any reductions.

EXHIBIT K - 11

BUILDING MATERIALS

The applicant originally proposed vertical siding on floors 2-4. The siding on these floors is now proposed to be horizontal. The LDC does not specifically regulate the orientation of siding. However, horizontal siding is more reflective of the siding orientation found on surrounding residential building types, and is considered more visually compatible than the original proposal.

The roof was originally proposed to be metal, but is now proposed to be a dark-colored architectural composition material. Like siding, the LDC does not specifically regulate roofing material for buildings on this site. However, the proposed architectural composition material is common on nearby residential buildings, making this material visually compatible with those buildings.

CONCLUSION ON PROPOSED REVISIONS

The revisions proposed above were evaluated for compliance with applicable development standards. With the exception of the noted requests to narrow parking lot drive aisle widths,

and omit a parking lot landscape buffer in the 27th Street parking lot, the proposed revisions comply with applicable development standards. The revised plans also remove 10 of the 15 requests in the original application, to vary or waive standards.

REQUESTED VARIATIONS AND WAIVERS

Addendum Attachment A contains a table from the staff report that summarizes the originally requested variations and compensating benefits. Table 1.2: Remaining Variances and Waiver, in Addendum Attachment C explains the 4 requested variations from standards, and applicant identified compensating benefits for the variations. Table 1.2 also addresses the request to waive solar access standards **(Addendum Attachment C.6)**. With the exception of the request to reduce the parking lot drive aisle width, the requested variations and waiver were also requested in the original proposal, and addressed in the December 2, 2011 staff report. Each of the remaining requested variations and waiver is briefly addressed below, with references to the December 2, 2011, staff report for a more thorough analysis.

SOLAR ACCESS

Land Development Code Chapter 4.6 - Solar Access contains provisions that apply to the subject application. As discussed in the December 2, 2011, Staff Report beginning on page 42, the application as originally proposed, satisfied all applicable Solar Access standards, except for the standard in Section 4.6.30.a, below.

Section 4.6.30 - PERFORMANCE STANDARDS

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

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

The solar access plan indicates that buildings to the north of the site would be partially shaded between 9 a.m and 3 p.m. on November 21. Therefore, the applicant requests to waive this standard, as permitted in Section 4.6.60, below.

Section 4.6.60 - REDUCTION OR WAIVER OF STANDARD IN PLANNED DEVELOPMENTS

For residential Planned Developments, a reduction or waiver from the requirements of Section 4.6.30 above may be granted by the Planning Commission based on the provisions of Section 4.6.40 above or to the minimum extent necessary to:

a. Meet a broad range of residential needs by encouraging use of innovative site development techniques and a mix of Housing Types;

b. Address future housing needs in the community by encouraging Affordable Housing, as defined in Chapter 1.6 - Definitions, to increase housing choices;

c. Reflect development constraints associated with complying with the hillside development provisions of Chapter 4.14 - Landslide Hazard and Hillside Development Provisions or reflect physical land development constraints related to the shape of the site;

d. Meet City design requirements for provision of landscaping and location of buildings consistent with minimum setbacks; or

e. Address sites where site planning to achieve Solar Access is negatively affected by the construction of streets, roads, utilities, bridges, bicycle, and pedestrian facilities that are required by the City of Corvallis Transportation Plan, or other adopted City Plan, or that are necessary in order to maintain an acceptable functional classification of roadways adjacent to the property. It must be shown that no other reasonable location is available for the required infrastructure.

A reduction or waiver may not be granted under this Section unless the applicant demonstrates that the loss of Solar Access for current and future generations has been mitigated by a substantial increase in energy efficiency of the proposed dwellings over Building Code requirements.

The applicant argues that the L-shaped site makes it impractical to orient the building in a different direction. Additionally, the RS-20 setback standards require the building to be within 10-25-ft of Harrison Blvd, and Section 4.10.60.01.b requires at least 50% of the site's street frontage to be occupied by a building place within the maximum setback area. The application satisfies the criteria in 4.6.60.c and "d" to waive solar access standards because of the site constraints and building location requirements. The applicant also notes that the building is not proposed to be constructed to the maximum allowable height in the RS-20 zone, which is 65-ft or five floors (the proposed height is just under 52-ft), and that removing the gabled roof would not remove the need for a solar access waiver **(Addendum Attachments C.6, 7)**. Staff agree with this assessment as more fully explained in the December 2, 2011, staff report, beginning on page 42. The application also states that the proposed building is intended to achieve LEED Gold certification, and will achieve 14-26% energy savings above Building Code requirements. Based on the expected energy efficiency of the proposed building, the application is consistent with the criterion in the last paragraph of Section 4.6.60.

The applicant more fully justifies the proposed solar access waiver in **Addendum Attachments C.6, 7**. As the applicant notes the purpose of LDC Chapter 4.6 - Solar Access is to protect opportunities for solar energy to contribute to the City's energy supply. The full purpose statement is provide below.

Section 4.6.10 - Purposes

Solar energy can make a significant long-term contribution to the City's energy supply. This Chapter is intended to encourage the use of solar energy by protecting Solar access in new Residential Subdivisions and residential Planned Developments.

While the application satisfies the criteria to waive solar access standards, the above purpose statement provides further justification for the waiver. The proposed building does not preclude opportunities for creating solar energy on the subject site, and should

adjacent properties be replatted or developed as a Planned Development, only the southern boundary would be impacted by the proposed building. Thus, the ability of a new residential subdivision or Planned Development to generate solar energy would not be significantly impacted.

SOLAR ACCESS CONCLUSION

The applicant continues to request to waive solar access standards, which results in some shading of three of the six buildings adjacent to, and north of the site. The proposal satisfies the review criteria for waiving solar access standards as summarized above, and discussed in more detail in the December 2, 2011, staff report and its attachments, and in Table 1.2 of the revised application **(Addendum Attachment C.6)**.

PLANTING SCREEN EASEMENT

The applicant proposes a Major Replat in order to consolidate 12 lots into one large lot. By doing this, the applicant will be creating a through lot, or a lot that is bordered by roughly parallel streets. The land division standards in LDC Chapter 4.4 state that, where through lots are created, a 20-ft wide planting screen shall be required.

Section 4.4.20 - GENERAL PROVISIONS

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

Based on the proposal, the above provision would require a 20-ft wide planting screen easement along the site's full frontage of NW Short Avenue. The applicant continues to request to vary from this standard. Reasons cited by the applicant for the variation include the ability to provide "eyes on the street" for increased security, enhancing the pedestrian environment by allowing the building to interact with the street, and efficiently using the available land. As explained beginning on page 40 of the December 2, 2011, staff report, Staff support the requested variation, and find eliminating the need for a planting screen consistent with desired neighborhood characteristics identified in Corvallis Comprehensive Plan (CCP) 9.2.5.

DETENTION FACILITIES

Land Development Code Section 4.0.130.b.1, below, requires detention facilities to be designed to maximize storm water filtration.

Section 4.0.130 - STORM WATER MANAGEMENT MEASURES

> **b. When Detention and/or Retention are Required - See also Section 4.2.50.04 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

1. **New development projects that create impervious surfaces in excess of 25,000 sq. ft. are required to implement storm water detention and/or retention measures as specified in the Corvallis Design Criteria Manual. Impervious surfaces include such elements as roads, driveways, parking lots, walks, patios, and roofs, etc. Detention facilities shall be designed to maximize storm water infiltration. Detention or retention facilities shall be located outside the 10-year Floodplain or the riparian easement area, whichever is greater. The riparian easement area is identified in Section 4.13.70 of Chapter 4.13 - Riparian Corridor and Wetland Provisions, and this standard shall apply regardless of whether or not an easement has been granted.**

Often infiltration is maximized through the use of surface detention ponds due to their open bottoms. To efficiently utilize the developable area of the site, the applicant proposes to detain storm water in underground detention piping as explained in the following excerpt from the December 2, 2011, staff report (excerpt written by staff):

To address detention requirements, the applicant is using underground detention piping. The proposed piping system does not allow for infiltration of the detained water. Devco Engineering submitted a response letter dated September 30, 2011, with an attachment from Foundation Engineering stating based on site conditions, it is impractical to infiltrate an appreciable amount of stormwater on-site. Although not explicitly stated in the application, the applicant is requesting a variance form LDC section 4.0.130.b.1 "Detention facilities shall be designed to maximize storm water infiltration" It is Staff's understanding that the proposed detention piping shown on the plan will not be designed to maximize infiltration, although the pervious pavement will provide infiltration for the paved surfaces. To have underground detention that infiltrates, requires a permit from DEQ for underground injection control (UIC). Staff believes it is reasonable to not require underground detention facilities to infiltrate based on these specific site conditions and that the applicant is attempting infiltration through the use of pervious pavement on site. While the existing soils do not infiltrate well, by using pervious pavement, post development infiltration will mimic pre-development characteristics by allowing the opportunity to infiltrate and address water quality issues. Typically in the design of pervious pavements, a back up drainage system is installed such as catch basins and/or under drains.

The applicant has not revised their original proposal to vary from storm water detention requirements in Section 4.0.130.b.1, however, additional information regarding this request is provided by the applicant in **Addendum Attachments C.7 and 8**. Complete staff analysis of proposed storm water management is found beginning on page 69 of the December 2, 2011, staff report. **Addendum Attachment B.3** also addresses storm water issues based on questions by the Planning Commission. Staff continue to support the request to vary from the requirement to maximize storm water infiltration, as explained in the December 2, 2011, staff report.

OFF-STREET PARKING AND ACCESS STANDARDS

The Corvallis Off-Street Parking and Access Standards require a parking lot drive aisle width of 26-ft for aisles serving 90-degree parking, and 16-ft for aisles serving 60 degree angled parking. The applicant proposes drive aisle widths of 23-ft for 90-degree parking,

and 15.75-ft for 60-degree angled parking. The proposed standards are taken from the Institute of Transportation Engineers (ITE). It is expected that there will be a low turn-over rate of cars in the parking areas, therefore, the narrower drive aisle based on ITE standards is expected to adequately function in the proposed parking lots. Staff support this variation request and find that a compensating benefit is the provision of more on-site vehicle parking without jeopardizing the functionality of the parking lots.

LANDSCAPE BUFFER

Land Development Code Section 4.2.40.a requires perimeter landscape buffers in parking lots with four or more spaces.

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

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

Parking, Loading, and Vehicle Maneuvering Areas -

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

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

As originally proposed, the applicant requested to vary from the width of required parking lot landscape strips, and requested approval to not provide a landscape strip along the west and south sides of the 27th Street parking lot. As revised, the landscape strips meet width requirements where provided. The applicant continues to request to vary from the requirement to place a landscape buffer along the west and south sides of the 27th Street parking lot. The applicant identifies compensating benefits for this variation request in **Addendum Attachments C.8 and 9**. In summary, the identified compensating benefits are continued vehicle access to the abutting parking lot through the 27th Street parking lot; movement of the 27th Street parking lot closer to compliance with current City standards; and continued use of existing parking spaces which if not allowed would adversely affect the existing parking situation in this area. Staff agree with the applicant's assessment. The

following excerpt from page 30 of the December 2, 2011, staff report, explains reasons for staff support of this variation.

Third, the area along the west property line of the 27th Street parking lot is developed with 10 vehicle parking spaces on private property. Access to these spaces occurs through the 27th Street parking lot. Installing a landscape buffer in this area would prevent access to those private spaces, and would disrupt the historical circulation patterns of the site. In addition to the proposed 5-ft wide parking lot buffer, the parking lot is bordered by 8-ft wide street planter strips, which are also proposed to be landscaped. Because the parking lot abuts streets on two sides, each including a standard planter strip, and a parking lot on its third side, negative compatibility impacts to surrounding uses are not expected as a result of the applicant's proposal to vary from landscape buffer standards in the 27th Street parking lot.

It is also worth noting, that there are 2-3 trees growing on the adjacent property to the south, abutting the parking lot, that provide greater buffering than would be achieved by a typical planter strip with turf and shrubs.

OVERALL CONCLUSION

The applicant originally requested approval of a Planned Development Major Modification to construct a new 105,000 sq. ft., 91-unit apartment complex on a 2.08 acre site. As part of the original proposal, the applicant requested to vary from 15 development standards. The applicant also sought approval of a Major Replat to consolidate Lots 9-14 of Block 2, and Lots 4-9 of Block 3 of the Arnold Way Heights Subdivision. The original application has been revised as described on page 2 of this report, and as a result, only 4 variations to standards are requested, along with a request to waive solar access standards, which is permitted by the provisions in LDC Chapter 4.6 - Solar Access. The revised application does not constitute a new application. Rather, it modifies the current application to achieve greater compliance with City standards, and attempts to address concerns raised in public testimony.

The Planning Commission has three options with respect to the Planned Development Major Modification and three options with respect to the Major Replat application, which include the proposed revisions:

PLANNED DEVELOPMENT MAJOR MODIFICATION

Option 1: Approve the application as proposed; or

Option 2: Approve the application with conditions; or

Option 3: Deny the application.

Based on the staff analysis, it is recommended that the Planning Commission approve the application subject to the Conditions of Approval provided at the end of the December 2,

2011, and January 25, 2012, Staff Reports. If the Planning Commission accepts this recommendation, the following motion to approve is suggested:

MOTION

I move to approve the Harrison Street Apartments Conceptual and Detailed Development Plan Major Modification (PLD11-00004) as Conditioned in the December 2, 2011 and January 25, 2012 Staff Reports to the Planning Commission. This motion is based on findings in support of the application presented in the December 2, 2011, and January 25, 2012, staff reports to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request.

MAJOR REPLAT

Option 1: Approve the application as proposed; or

Option 2: Approve the application with conditions; or

Option 3: Deny the application.

Based on the analysis in this report, staff recommend the Planning Commission approve the application subject to the Conditions of Approval provided at the end of the December 2, 2011, and January 25, 2012, Staff Reports. If the Planning Commission accepts this recommendation, the following motion is suggested:

MOTION

I move to approve the Harrison Street Apartments Major Replat application (SUB11-00001) as conditioned in the December 2, 2011 and January 25, 2012, Staff Reports to the Planning Commission. This motion is based on findings in support of the application presented in the December 2, 2011, and January 25, 2012, Staff Reports to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request.

STAFF RECOMMENDED REVISED CONDITIONS OF APPROVAL

The following are Staff recommended revised conditions of approval. Condition 1 has been modified to reference the narratives in the original and revised applications, as well as the final revised plan set. Condition of Approval 2 has been modified to reference the revised parking plan. Condition 23 has been modified to reflect the applicant's proposal to provide the required 7-ft Utility Easement. A new Condition 26 has been added to ensure compliance with "tot-lot" standards. The Conditions of Approval have page references on the left side which indicate where in the staff report discussion analysis is made relative to that specific condition.

Staff Recommended Revised Conditions of Approval

Page No.	Condition No.	Condition
All	**1**	**<u>Consistency with Plans</u>** – All development shall comply with applicable City standards unless a variation has been granted through this approval. Development shall comply with the application narratives, and revised plans in **Addendum Attachment C** of the January 25, 2012, Staff Report Addendum, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
Staff Report Addendum 8-9, 15	**2**	**<u>Parking</u>** As proposed, the applicant shall provide 197 parking stalls. Parking stall dimensions and the parking lot configuration shall comply with Corvallis Off-Street Parking and Access Standards, except that drive aisle widths may be reduced to 23-ft between 90-degree angle parking, and 15-ft 9-in between 60-degree angled parking. Wheel stops shall be provided where required by Corvallis Off-Street Parking and Access Standards.
31,38,39	**3**	**<u>Landscape Installation and Maintenance</u>** – Prior to issuance of building permits, the applicant shall submit detailed landscaping plans that demonstrate compliance with the provisions of Land Development Code Chapter 4.2, and applicable Conditions of Approval for this land use request. The following landscaping provisions shall apply to overall development of the site: a. <u>Landscape Construction Documents</u> – Prior to issuance of necessary building or occupancy permits, the applicant shall submit for approval by the Community Development Director, landscape construction documents for this site, which contain a specific planting plan (including correct Latin and common plant names), construction plans, irrigation plans, details, and specifications for all required landscaped areas on the site. Plantings shall comply with LDC Chapter 4.2 and other conditions of this approval. All trees shall have at least a 1½-inch trunk

EXHIBIT K - 19

Page No.	Condition No.	Condition
		caliper, four feet above the ground, at the time of installation. Landscaping installed as a requirement of this proposal shall be designed to achieve a minimum coverage of 90 percent within three years of installation. b. <u>On-site Landscaping</u> - Required landscaping on the subject site shall be installed and inspected prior to issuance of Final Occupancy permits. Required landscaping shall be illustrated on the landscape plan submitted to comply with item (a) above, except where, due to plant availability or performance, minor changes that meet the Code performance criteria and maintain at least the minimum plant density and plant size are authorized. Consistent with Section 4.2.20(a), a three-year landscaping maintenance bond that covers all landscaping required for this proposal shall be provided to the City prior to issuance of the occupancy permit. All landscaping shall be separated from vehicle maneuvering areas by a raised curb. c. <u>Landscaping in the Public ROW</u> - In accordance with LDC Section 4.2.20.a.2, the applicant shall submit planting and irrigation plans for all trees and vegetation required in the public ROW. The Final Plat shall not be approved until all required landscaping and related improvements are installed or financially secured. In accordance with LDC Section 4.2.20.a.3, required landscaping in the ROW shall achieve a minimum 90% ground coverage within three years. A financial guarantee for the installation of required landscaping shall be provided per Section 4.2.20.a.3. The applicant shall plant at least 13 trees in the NW Harrison Blvd planter strip, 7 trees in the Short Ave planter strip (north side of street), 3 trees on the 27th Street planter strip (east side), and 4 trees in the 27th Street planter strip (west side). The two existing trees on the south side of Short Ave shall be preserved. Prior to landscaping, paved or gravel areas within planter strips

EXHIBIT K - 20

Page No.	Condition No.	Condition
		shall be removed and replaced with soil. If necessary to comply with Condition 3.d, below, trees may be omitted from final landscape plans. d. Tree Planting Techniques and Tree Species - Trees shall not be planted where they will block street signs or traffic signals. Trees shall not be planted in areas outlined in LDC Section 4.2.30.b, including locations that are five feet from hard surface areas and 10 feet from utilities. Where this is not possible, the applicant shall submit an arborists report or include planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with location / distance standards. If necessary to comply with Section 4.2.30.b as determined by the City Engineer and City Urban Forester, required trees may be omitted from plans. All trees planted on the site and in the public ROW shall be an appropriate species as approved by the City's Urban Forester. All trees shall be planted according to the City of Corvallis Tree Planting Park Strips and Planting Islands Detail, Number 610, or other technique as required or approved by the City Urban Forester.
34	**4**	**Standards for Bicycle Access and Parking** - Prior to issuance of building permits, the applicant shall submit construction details of the bicycle parking facility, for review and approval by Development Services Division Staff demonstrating compliance with Standards for Bicycle Access and Parking in LDC Section 4.1.70.
41	**5**	**Lighting Plan -** All new exterior lighting fixtures shall be of a shielded, full cut-off design. Prior to Building Permit approval, the applicant shall submit a light plan with information identifying exterior light locations, manufacturer specifications, and other information deemed necessary by the Community Development Director to determine compliance with LDC Section 4.2.80 and LDC 4.1.70.e.

Page No.	Condition No.	Condition
30, 60, 62	6	**Public Access Easement** - A minimum 12-ft wide public access easement shall be provided on the site, following the location of the pedestrian connection between NW Harrison Blvd and NW Short Avenue. This easement shall be shown on, and recorded with, the Final Plat. Maintenance of all private sidewalks and sidewalks within pubic access easements shall be the responsibility of the property owner.
78,79	7	**Harrison Blvd Plaza / Artwork** - As proposed, the applicant shall install a plaza or artwork on the subject site, and not within the public ROW, commemorating the site's history. As long as the work does not exceed the thresholds requiring a Planned Development Major Modification, no further land use action is required to install the plaza or art. The plaza or artwork shall be installed prior to issuance of Final Occupancy permits.
79	8	**Sign Permit** - The applicant shall obtain a sign permit prior to installing any non-exempt sign on the subject site.
60-62	9	**Harrison Improvements and ROW Dedication** - The applicant shall install setback sidewalks including associated pedestrian ramps and 12-foot wide planting strips on NW Harrison. Final construction plans for the pedestrian ramps and transitions shall be reviewed to meet City standards such as details 107, 107A and 107B which note ADA requirements for slopes. These improvements shall be constructed with the PIPC plans and prior to final plat or building occupancy (whichever comes first) as required by the LDC. Consistent with LDC table 4.0-1 additional ROW shall be dedicated concurrent with the plat or building permits, as applicable, to provide a 12-foot Planter Strip and 5-foot setback sidewalk.
61,62	10	**Short Avenue Improvements** - The applicant shall install setback sidewalks on the north side of NW Short Ave. The back of walk shall align with the existing ROW. ADA ramps on NW Short Ave shall be installed concurrent with the sidewalk improvements consistent with Attachment "J-1 - Site and Circulation Plan, Surface Level" (Addendum Attachment C.36).
61	11	**Alley Improvements** - Alley improvements shall consist of widening the alley to 20 feet along the site frontage where needed for emergency vehicle access. Where additional width is needed for fire department ladder truck access it shall be

Page No.	Condition No.	Condition
		located within an emergency vehicle access easement and maintained by the property owner. Concurrent with widening the alley, the existing alley approach on NW Harrison Blvd. will need to be reconstructed to City Standards.
62	12	**Restricted Alley Access** - Except emergency vehicle access, site access to the alley shall be restricted to exit only.
61,63	13	**Asphalt Removal From Planter Strips** - Concurrent with the PIPC improvements, existing asphalt and gravel in the planter strips fronting the site shall be removed. Topsoil shall be placed up to surrounding sidewalk and curb grade. At the latest, plantings shall occur concurrent with on-site landscaping.
62	14	**Abandonment of Existing Driveway Approaches and Accesses** - Plans for abandonment of existing site accesses shall be submitted with the PIPC plans.
62	15	**Reciprocal Access Easement** - On the final plat, a reciprocal access easement shall be provided for the existing shared driveway on NW Harrison Blvd at the west end of the site. This condition may be modified if the adjacent property owner provides a written letter requesting the abandonment of this driveway access and another viable access point meeting LDC criteria is provided.
67-68	16	**ROW Dedication/Easements** - Per LDC Section 4.0.100.f, any easements or ROW dedications shall be shown on the plat. Easements for water, sewer, and storm drainage shall be provided for facilities located outside the ROW. Minimum easement width shall be per LDC section 4.0.100.a. An environmental assessment for all land to be dedicated must be completed in accordance with LDC Section 4.0.100.g
67,68	17	**Public Improvements** - Any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements by private contract (PIPC) from the City's Engineering Division per LDC section 4.0.80. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street

Page No.	Condition No.	Condition
		lighting improvements are provided. Street signs and curb markings will be reviewed and approved with the PIPC plans. Final utility alignments that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations Public improvement plan submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.80.
67,68	**18**	**Fire Services and Domestic Meters** - New and upgraded domestic and fire service will be part of the PIPC plans. The existing domestic meter and fire service will need to be upgraded to current City Standards, including backflow prevention.
68,69	**19**	**Sewer Services** - The sewer service in the alley shall be included in the PIPC permits up to the edge of the alley ROW.
68	**20**	**Release of Existing City Utility Easement** - Concurrent with the PIPC permits, an easement release will need to be processed per LDC section 2.8.20 for the Utility easement that was reserved in the vacation of NW 27th Street.
69,70	**21**	**Private Storm Drainage and Pervious Pavement** - Installation of the private storm drainage system and pervious pavement will be subject to permitting through the City's Development Services Division and shall comply with improvements shown on Attachment "L"- Utility Plan (Addendum Attachment C.41). A private maintenance agreement with enforcement provisions to ensure maintenance for of private storm drainage facilities and pervious pavement shall be established in accordance with LDC sections 4.0.70.f and 4..0.60.d prior to permitting these improvements.
69,70	**22**	**Private Storm Water Detention** - Concurrent with development, storm water detention shall be implemented as proposed. The storm water detention facilities should be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington, Surface Water Design Manual, and should be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-

Page No.	Condition No.	Condition
		year, 24-hour design storms. Installation of the private storm drainage system will be subject to permitting through the City's Development Services Division. The use of pervious pavements may reduce the contributing area used in the detention volume calculations. A private maintenance agreement with enforcement provisions to ensure maintenance for this facility shall be established in accordance with LDC sections 4.0.70.f and 4.0.60.d.
Staff Report Addendum 10	**23**	**Franchise Utility Easements** - As proposed and shown on Attachment R - Tentative Plat (Addendum Attachment C.54), the applicant shall provide a 7-ft wide Utility Easement (UE) in accordance with LDC Section 4.0.100.b.
70,71	**24**	**Franchise Utilities** - Prior to issuance of public improvement permits, the applicant shall submit, as part of the public improvement plan set, an overall site utility plan that shows existing and proposed franchise utility locations, including vaults, poles and pedestals. The proposed franchise utilities shall conform to requirements outlined in the LDC section 4.0.100, including provision of appropriate utility easements. The applicant shall provide confirmation the franchise utilities have reviewed these plans prior to review by the City.
44	**25**	**Solar Access Waiver and LEED Gold Certification** - Prior to issuance of Building Permits, the applicant shall provide plans and information to the Development Services Division demonstrating how LEED Gold Certification will be achieved under the LEED-NC program.
Staff Report Addendum 8	**26**	**Tot-lot Amenities -** The applicant shall provide tot-lot amenities and enclose the tot-lot area as required by Section 3.8.50.03.3. Compliance with this requirement shall be demonstrated prior to issuance of a final occupancy permit for the development.

DEVELOPMENT RELATED CONCERNS

A. Commercial Approaches - All private accesses shall be constructed to City standards for commercial approaches.

B. Sidewalk stamps - Per LDC section4.0.30.f, prior to issuance of any permits the applicant shall verify if there are any existing sidewalk stamps. Any sidewalk stamps need to be preserved per LDC requirements.

C. Vision Clearance -The Applicant will need to maintain/provide vision clearance per Land Development Code Section 4.1.40.c. with the installation of any signs or landscaping on the property.

D. Detectable Warnings - With construction permits, the need for ADA detectable warning shall be evaluated at the alley crossing.

E. Abandonment of existing service laterals - With the PIPC plans or building permits, the applicant shall abandon and remove any public service lateral connections which will not be used as required by the City Engineer.

F. Excavation and Grading Plans - Prior to issuance of any construction permits, the applicant shall submit an excavation and grading plan, including erosion control methods, to the City's Development Services Department for review and approval.

G. Infrastructure Cost Recovery - Where it is determined that there will be Infrastructure Cost Recovery payments from past public improvements the developer shall pay their required share of the costs prior to receiving any building permits in accordance with Corvallis Municipal Code 2.18.040.

H. Other Permits - Prior to issuance of any construction permits, the applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit if construction activity will disturb, through clearing, grading, and/or excavation, one acre of the site. Additionally, any permits required by other agencies such as the Division of State Lands; Army Corps of Engineers; Railroads; County; or Oregon Department of Transportation, shall be approved and submitted to the City prior to issuance of any City permits.

I. City Fiber Optic Lines - According to City maps, the City has Fiber Optic lines in this area. Any impacts to these lines needs to be discussed in advance of any application for construction permits.

J. Streetscape Plan - As part of the public improvement plans, the applicant shall include a "streetscape" plan that incorporates the following features: composite utility plan; street lights; proposed driveway locations; vision clearance triangles

for each intersection; street striping and signing (in conformance with the MUTCD); and proposed street tree locations.

K. Tree Plantings - When laying out the tree planting locations please be aware of not blocking street signs, or traffic signals. In addition, trees should not be planted in areas outlined in LDC section 4.2.30.b.

L. Mail Box Facilities - Mail box facilities will need to be provided per LDC Code Section 4.0.110.

M. Fire Sprinkler Systems - The building shall be sprinkled as required by Building and Fire Codes.

N. Major Replat and Property Lines - The applicant proposes to consolidate multiple platted lots into a single lot. It is not clear if all of the platted lines are also property lines. Construction cannot occur over property lines. If the platted lines are also property lines, or if property lines currently divide the site ina configuration in which buildings and associated setbacks would be in conflict, Building Permits will not be issued until the Final Plat has been recorded. Prior to issuance of Building Permits, the applicant will be required to demonstrate that construction will not occur across existing property lines, or that the Final Plat has been recorded.

Table 7: (Revised)Summary of Proposed LDC Variations and Compensating Benefits

	Report pg #	LDC Section Number	Standard Summary	Summary of Proposed Variation
1	10, 75, 87	3.8.30.01.e	10-ft setback	9-ft setback from NW Short Avenue
		• Ground floor wall is recessed 14-ft from the property line to compensate for the upper stories that exceed the 10-ft base minimum setback.		
2	12-15	3.8.50.02.a	4,368 sq. ft. of Private Outdoor space required	1,627 sq. ft. of Private Outdoor Space
		• More space on site for vehicle parking to minimize on-street parking impacts. • Higher Quality Common Outdoor Space with more amenities than required. • 1,600 sq. ft. indoor recreation room.		
3	12-15	3.8.50.02.e	Private Outdoor Space shall be screened for privacy.	Private Outdoor Space not screened for privacy.
		• Improved interaction between building and public areas which enhances the pedestrian experience; • "Eyes on the street" concept. Increased visibility will enhance security in public areas such as street and rooftop plaza.		
4	12-15	3.8.50.03.a	24,500 sq. ft. of Common Outdoor Space required	16,162 sq. ft. of Common Outdoor Space
		• More space on site for vehicle parking to minimize on-street parking impacts. • Higher Quality Common Outdoor Space with more amenities than required. • 1,600 sq. ft. indoor recreation room • Proximity to Chintimini public park and OSU campus		
5	16	3.8.50.03.e	Five, 400 sq. ft. tot-lots required	0 tot lots
		• Not anticipated to be a significant need for tot-lots based on location and housing type. • Increased number of Outdoor Space amenities and areas that can be used by all ages.		
6		Corvallis Off-Street Parking and Access Standards	Tandem parking spaces not permitted	Up to 8 tandem spaces
		• Efficient use of space, and more on-site parking. • Allows for increased density in an area where higher density is appropriate.		
7	18, 22,25,26, 38,82	4.2.40.a	7.5-ft parking lot landscape buffers	5-ft landscape buffers. None proposed in two locations.
		• Efficient use of space, and more on-site parking. Minimizes on-street parking impacts. • Screening hedge and fence on east parking lot. • Allows existing circulation patterns to continue on 27th Street parking lot. • Improves existing parking compared to current conditions and moves towards full compliance with LDC Standards.		
8	27-31,36	4.2.30, Table 4.2-2	6 parking lot trees	4 parking lot trees
		• Efficient use of space, and more on-site parking. Minimizes on-street parking impacts. • More trees than required by Code are planted in parking lot landscape buffers.		

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	Report pg #	LDC Section Number	Standard Summary	Summary of Proposed Variation
9	**31,36**	**4.2.40.b**	**Landscape islands must be at least 8-ft wide**	**Landscape island 6.5-ft wide**
		• Efficient use of space, and more on-site parking. Minimizes on-street parking impacts. • Special planting techniques will be used for tree planted in this island.		
10	**2, 22-25**	**4.1.50.01**	**A maximum of 40% of vehicle parking spaces can be compact**	**96% of vehicle parking spaces are compact based on City standards. 74% or 41% are compact based on 1994 and 2010 ITE standards, respectively.**
		• Efficient use of space, and more on-site parking. Minimizes on-street parking impacts.		
11	**42-44**	**4.6.30.a**	**Solar protection for adjacent residential buildings**	**Solar protection proposed to be waived through Sections 4.6.60.c and 4.6.60.d.**
		• Proposal satisfies criteria for waiver of standards: • Site configuration and other solar access standards require east/west building orientation. • Maximum building setback is 25-ft, so building must be relatively close to north property line. • PODS require building to be oriented towards street. • High density zone almost always requires multi-story buildings.		
12	**48,49**	**4.10.60.o.a.5**	**Service areas must be at least 20-ft from on-site and off-site residential buildings.**	**Service area inside on-site residential building**
		• Increased convenience for tenants. • Minimizes impacts to surrounding uses associated with trash/recycling because service area would be further away from surrounding uses.		
13	**40,41,86,87**	**4.4.20.03.c**	**Through-lots must have a 20-ft planting screen easement.**	**No planting screen easement.**
		• Facilitates pedestrian access to the site, and provides easy to understand pedestrian environment regarding how to access the site. • Encourages “eyes on the street”, which will enhance security. • Avoids conflicts with PODS which require buildings to be oriented toward streets.		
14	70,71	**4.0.100.b**	**7-ft wide utility easement provided**	**Not provided in some locations**
		• In some locations the utilities will be located in the street ROW. This allows for additional ROW for a 12-ft planter strip along NW Harrison Blvd, while also serving the site with utilities as required.		
15	69,70	**4.0.130.b.1**	**Detention facilities ~~do not allow~~ maximize storm water infiltration.**	**Detention piping not designed for storm water infiltration.**
		• Pervious pavement used to provide infiltration for paved surfaces, not the proposed piping. • The typical way to maximize storm water infiltration is to use a detention pond. Using pervious pavement and detention piping, rather than a pond is a more efficient way to use the available space on this high density, infill development site.		

MEMORANDUM

January 19, 2012

TO: Bob Richardson, Community Development / Planning

FROM: Matt Grassel, PW / Engineering / Development Review

SUBJECT: **Harrison Apartments, (PLD11-00004)** - Comments on Application revisions in response to public testimony at the Planning Commission meeting and written responses to Planning Commission Questions.

Comments on compiled information dated January 17, 2012.

Changes to the application listed in Table 1.1 impacting Engineering related issues:

Utility Easement

"Provide a 7' wide franchise utility easements instead of an easement of varying widths. Since, we shifted the Harrison Boulevard wing of the building 4'6" south, this provides enough room to create a 7' wide franchise utility easement along the north side of the building. See final tentative plat map, dated January 10, 2012 for more detail."

The revised proposal by the applicant is consistent with LDC section 4.0.100.b which requires a minimum 7-foot wide utility easement adjacent to all street ROW's. The applicant shows the proposed easement on their attachment "R".

Planning Commission Questions and Engineering Responses.

<u>Planning Commissioner - Feldmann</u>

Q1. Could you clarify the use of the parking lane on the south side of Harrison Blvd? Couldn't that be used for a left turn lane (at alley, Arnold, or 26th)? Many of the parking issues are a result of directing traffic off Harrison and into the neighborhood streets rather than directly from Harrison into the project (or by left turn at Arnold, 26th, or alley).

R1. It may be possible to remove parking for a turn lane. To remove parking would require a traffic order and associated process including public outreach and signature by the City Manager. Since parking in this area is already in high demand, removal of any on street parking will likely aggravate the on street

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parking situation.

In response to a left turn lane west bound on NW Harrison Blvd. to south bound on NW Arnold Way, the March 3, 1997, draft Harrison Corridor Study addressed this movement and recommended the left turns from Harrison Blvd. to Arnold Way continue to be prohibited. The improvements to Harrison at 29th and 30th were completed in 1999 and were based on information in the Draft Corridor Study. Additionally the geometry/skew of this intersection and limited ROW could create challenges in designing a properly functioning left turn from NW Harrison to NW Arnold Way.

Based on engineering principals and functional classification of streets, it is generally preferable to provide site access via local streets vs. an arterial. Additional accesses on Harrison Blvd. would likely add to Harrison congestion. LDC section 4.1.40.a, addresses access restrictions on arterial streets.

Background from 1996 Corvallis Transportation Plan (page 3-4):

"Roadways have two functions: to provide mobility and access. From a design perspective, these functions can be incompatible; high continuous speeds are desirable for mobility, while low speeds are more desirable for access. Arterials emphasize a high level of mobility for through movement; local facilities emphasize the access function; and collectors offer a balance of both functions."

"The local street system serves traffic within neighborhood areas and facilitates access between the collector system and land uses adjoining local streets."

Q4. Will the driveway near the southeast corner of Arnold and Harrison remain? It's the one on the NW corner of the project. Will future uses of that neighboring property use that Harrison entrance? Looking at A.109, it's not clear how that driveway would be used if the proposed project property boundary extends into its path. Will it conflict with the bike parking?

R4. The existing access on the west end of the site provided access to an old hospital parking lot. This access is located over a property line as shown on an existing topographical survey (staff report Attachment A.128). Since these properties are no longer owned by the same entity, a reciprocal access easement will need to be granted for the adjacent property to retain access (proposed condition #15). Because this is an adjacent lot not owned by the same entity, improvements need to remain on the applicant's property or in the ROW unless there is a cooperative agreement. On staff report Attachment A.109, there is a curb shown just north of the bike parking delineating the vehicular access area. If the adjacent property is redeveloped, the access will be

reviewed with those development plans.

Q5. Shouldn't the connection between the proposed sidewalk and existing sidewalk on the west side match the location/angle of the one on the east side? This gets into the driveway question above.

R5. There is a proposed sidewalk transition on the east side of the existing driveway. The setback sidewalk on the applicant's site is located in the proposed new ROW. On the west side of the existing driveway, the sidewalk location is constrained by the existing ROW.

Q6. Why doesn't the indented sidewalk extend the length of the Harrison Blvd. frontage? Shouldn't it continue to the western edge of the area north of the covered bike parking? This gets into the driveway question above.

R6. The sidewalk transitions at the edge of the existing driveway. If it were extended to the property line the existing driveway would need to be modified. To extend the sidewalk to the property line and make the driveway work right, the applicant would need to encroach onto the adjacent property.

Planning Commissioner - Howell

Stormwater Issues

Q4. Please address the questions raised by Dave Eckert's testimony, including whether the separation of stormwater and wastewater systems will only be achieved on the property, then flow back into a combined system.

R4. The site is located within a combined sewer area. There are pipes that only handle storm drainage, but they eventually flow to a combined sewer and to the treatment plant. This area does not have a piped storm drain system directly to a river or stream.

Staff report attachment A.113 shows the utility plan for the site. Consistent with Development Services (City) Policy 1003, the applicant is proposing separate storm drain connections that eventually flows to the combined sewer. This allows sewer and storm drain connections to be differentiated and the possibility to separate the system in the future if necessary. Most of the site storm drainage runs to the combined sewer manhole in NW 27th Street. A separate site storm drainage system for the roof top is connected to a combined sewer MH on NW Harrison Blvd.

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Traffic Circulation

Q5. Please address circulation issues raised by Cindy Peyton's testimony, resulting from the restriction on left turns from westbound Harrison to southbound Arnold.

R5. See response R1 under Commissioner Feldmann above. The restricted left turn from Harrison to Arnold Way was result of the public process associated with the draft Harrison Corridor study. This causes traffic to use alternative routes.

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Addendum Attachment B.4

project^ ecological development
413 SW 13th Ave, suite 300
portland or 97205

January 17, 2012
(List of supporting documents updated 01.23.2012)

Mr. Robert Richardson
Associate Planner, Planning Division
City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

RE: Harrison Apartments (PLD11-00004, SUB11-00001)
Compilation of Information submitted in the January 4th and January 10th Letters

Mr. Richardson,

As requested in our letter dated December 28, 2011, we submitted adjustments to the Harrison Apartments Plan on January 4, 2012. These adjustments provided a detailed response to public comment received during the December 14-21 period. Since then, we received follow-up questions from you via email and responded to these on January 10, 2012. As you requested, the following letter compiles the information submitted on January 4 and January 10 into one document for easy distribution within the City.

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---------- *Extracted text from the January 4, 2012 Letter* ----------

Mr. Richardson,

As discussed in our letter request dated December 28, 2011, we are hereby submitting adjustments to the Harrison Apartments Plan and providing a detailed response to the comments received by the Planning Commission. Our goal with the Harrison Apartments is to create a legacy project that meets a high standard of quality, design, and sustainability within the zoning requirements for the site and that addresses the concerns of the Corvallis community.

While our previous submittal made a concerted attempt to deal with the comments and concerns solicited through our outreach meetings, it has become increasingly apparent, and reinforced at the Planning Commission hearing, that our proposed parking quantity, which is allowed by code and supported by the planning staff, is the main objection to the plan. Although we feel our original proposal has merit and creates an increase in quality of life through a pedestrian-oriented sustainable community on a currently vacant site, we understand the value of creating good neighborhood relations and have decided to further adjust our plan to address their concerns.

While keeping our application fundamentality intact, the enclosed adjustments make modifications that are responsive to the issues raised by our neighbors and reduce the number of variances from 15 to 4 with one waiver. In order to achieve this, we decreased the number of units by 1; increased the number of bedrooms by 9; increased the combined private and common outdoor open space; increased the number of parking stalls to 197; eliminated all tandem and mechanical parking; reduced the number of compact spaces; widened the landscape buffer; included tree islands and a tot lot; moved the trash enclosure, widened the utility easement; and ensured that all portions of the building are within the minimum front yard setback.

Other modifications to the building that are not code related include changing the roof material and the direction of the siding. The remainder of this letter discusses these in greater detail and demonstrates how our plan meets the intent of the Planned Development Process, Comprehensive Plan, and the Vision 2020 Statement.

We respectfully request that you confirm our application remains fundamentally intact, that an extension to the 120-day rule has been granted, and that a new hearing date (before Planning Commission) of February 1, 2012 can be arranged. Finally, we would like to express our continued enthusiasm for forwarding a plan that we believe: meets the intent of the code, provides a new innovative sustainable housing option for Corvallis, and enhances the livability of the neighborhood and the community. We thank you for your ongoing time and consideration.

Best Regards,

Tom Cody, Managing Partner

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PART 1: ADJUSTMENTS TO ADDRESS PUBLIC COMMENT

The existing application remains fundamentally intact while modifying the plan to respond to the concerns expressed during the public comment period, which in turn reducing the number of variances requested. The adjustments are summarized below and the variances they relate to are numbered according to "Table 1: Summary of Proposed LDC Variations" shown on page 4-5 of the staff report.

Table 1.1: Adjustments to the Harrison Apartments Plan

Topic	Adjustment to Plan	Variance Eliminated
Building	The part of the building closest to Harrison Boulevard shifted 4'6" south and the part of the building closest to Short Avenue shifted 1' north; providing the minimum front yard setback of 10' for both parts of the building. In summary, the building has a front, side yard, and rear yard setback of a minimum of 10'. The building has a maximum front yard setback of 25', expect where open courtyards with pedestrian amenities are provided. The open courtyards are allowed by code to increase up to 50 percent of the building front beyond the maximum setback. The open courtyard section of the building front is only 23 percent of the total front, which is allowed by code (4.10.60.01.a). *Note: Building setbacks are measured from line of building overhang to the property line. See **Attachment SK-2** for a detailed drawing showing these dimensions.	**#1:** Setback (3.8.30.01.e)
Outdoor Space	An increase in the combined common and private area outdoor space to meet Land Use Development Code and screening of outdoor spaces for privacy. (See **Table 1.3, Attachment PSK-1, PSK-2, PSK-3, A-5, A-6, A-7, A-8, A-9**) **Common Outdoor Space** The minimum size of any common outdoor space is within the allowed minimum of 400 sq. ft., with minimum dimensions of 20-by-20 ft. and is not located within any buffer or perimeter yard setback area. The common outdoor space provides both active and passive amenities. The groundfloor courtyards will provide passive areas for seating, reading and socializing with community. The upper courtyard will be more active and include a tot lot, picnic and barbecue areas, and includes enough area for active games such as Frisbee. A green roof on the Harrison wing of the building will include large and small deck areas connected by pathways and will be accessible by both an elevator and stairways. The green roof is expected to be more passive in nature and provide for lounging, eating, viewing, reading, and studying. The changes to the existing design, as a result of the green roof, are structural, waterproofing/drainage, and the addition of guardrails along its southern perimeter, and half of the west and east perimeter. All spaces listed above will provide places for people to sit. **Private Outdoor Space** Private outdoor space is provided through groundfloor and private patios. These patios will be elevated from the ground and screened and/or designed to provide privacy for the users of the space. Evergreen shrub planting and guardrails for the porches will accomplish this screening. The design of the screening will ensure that the porches are somewhat visible from the sidewalk for safety concern.	**#2, #3, #4:** Private and Common Outdoor Common Space (3.8.50.02, 3.8.50.02.e, 3.8.50.03.a)

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Tot Lots	Included a playground area of 2,000 SF (combination of the five required tot lots). The playground will include a minimum of three items of play equipment such as slides, swings, towers, climbing rocks, and jungle gyms and will be enclosed by a 2.5 to 3 ft.-high wall, fence, planter, or benches/seats. Details of play structure and incorporated equipment to be finalized at time of Building Permit Review.	**#5:** Tot Lot (3.8.50.03.e)
Parking	An increase in the number of parking stalls to 197 spaces, which meets the Land Use Development Code parking standards for this development (See **Table 1.5 and 1.6**). The additional parking stalls will be accommodated in an underground parking structure below the roof garden.	**N/A**: This modification exceeds the 10% reduction in parking stalls permitted outright due to bicycle facilities and the site's proximity to transit.
	An increase in the parking stall widths and lengths to meet the City's Off-Street Parking and Access Standards. This includes eliminating a number of parking efficiency measures including increased compact stalls on the site, mechanical parking, and tandem parking stalls.	**#6, #10:** Off-Street Parking and Access Standards – Minimum stall dimension width; Tandem parking not permitted. (4.1.40)
Landscape	Provide parking area tree islands and increase the landscape buffer to Land Development Code standards in the surface parking lots. This differs from the previous plan in that the landscape buffer widths expanded to a minimum of 7' plus the 6" curb width: 7'-6", so the fence is not needed per code compliance 4.2.20.e. An evergreen hedge will be planted with the mix of evergreen groundcovers. The plan shows as many trees as is required by code.	**#7, #8, #9:** 5' wide landscaped buffer between parking and adjacent property, or 7.5' where no wheel stops are provided; parking lot trees req'd (4.2.40.a)
Trash Enclosure	Move the trash enclosure to more than 20' from the building.	**#12:** Service areas to be minimum 20' from residential building. (4.10.60.05)
Utility Easement	Provide a 7' wide franchise utility easement instead of an easement with varying widths. Since, we shifted the Harrison Boulevard wing of the building 4'6" south, this provides enough room to create a 7" wide franchise utility easement along the north side of the building. See final tentative plat map, dated January 10, 2012 for more detail.	**#14:** 7' wide franchise utility easement required (4.0.100 –b)
Bike Parking	Provide a new covered area within the parking structure for bike parking and shift the bike stalls previously within apartments and other areas into this area. (See **Table 1.5**)	**N/A**
Unit Mix / Count	A minor adjustment to the unit count/mix within the same building envelope and footprint. (See **Table 1.5**)	**N/A**
Materials	A revision to the building's siding on floors 2-4 from vertical in direction to horizontal.	**N/A**
Roof	An adjusted roof design of a dark-colored architectural composition rather that the previously proposed metal roof.	**N/A**

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As a result from the adjustments to the application, the applicant is requesting four variances and one waiver. The following summarizes why a particular waiver or variance could not be avoided and the resulting benefits.

Table 1.2: Remaining Variances and Waiver

No.	LDC Section	Standard	**Variance / Compensating Benefits** OR **Waiver / Justification for Waiver**
#11 b	4.6.30.a	Solar protection for adjacent residential buildings	***Waiver:*** Solar protection proposed to be waived through Sections 4.6.60.c and/or 4.6.60.d. Solar Access protection is measured by unobstructed solar access for 4 hours between 9 a.m. and 3 p.m. on November 21. Unfortunately, the minimum setbacks and allowable building heights for this zone do not ensure Solar access protection. There are six buildings to the north of this development; three of them will maintain solar protection. The remaining three will not, however, two of the buildings are minimally affected by the new development in that the facades are shaded for a limited amount of time during a 4-hour period. Additionally, the other building has existing trees on its property that already limit solar access. (See A0.1: Solar Access Plan) ***Justification for Waiver:*** As requested by the Land Development Code: ***Purpose of the Solar Access Chapter:*** Solar energy can make a significant long-term contribution to the City's energy supply. This Chapter is intended to encourage the use of solar energy by protecting Solar Access in new Residential Subdivisions and Residential Planned Developments. ***Requirement:*** Loss of Solar Access for current and future generations mitigated by a substantial increase in energy efficiency over code. ***Response:*** This project is targeting LEED Gold with an energy savings of between 14% and 26% above code, which is a substantial increase over code and mitigates loss of solar access. ***4.6.60.c:*** Reflect development constraints associated with physical land development constraints related to the shape of the site. ***Response:*** The development site is unusually shaped; in that it is L-shaped with the area of land where it is practicable to place a building is relatively narrow and oriented in the east-west direction. Furthermore, maximum setback requirements for the RS-20 zone dictate the placement of the building relatively close to the property line between 10' and 25'. It is therefore a fundamental conflict between the requirement to maintain solar access for the residences across NW Harrison Blvd to the north of the development site, the requirement to place the building within the maximum setback, and the ability to provide a feasible and desired density on the site, all per the Comprehensive Plan goals. However, to maximize solar access for adjacent properties, we have designed a building with a large average setback of 19'1" (max can be 25') and put a portion of the building within a setback greater than the maximum by providing courtyards in front of the building; this is allowed by code and feasible in certain locations on the site. We also did not take advantage of the fully allowed building height of 65' or 5 floors but rather are proposing to build to 51' and 4 floors. Note: eliminating the gable of the roof does not remove the need for a solar access waiver.

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			4.6.60.d: Meet City design requirements for provision of landscaping and location of buildings consistent with minimum setbacks ***Response:*** Project meets the minimum setbacks. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **9.2.5 – (A)** Higher density close to transit; **(H)** Buildings close to the street, entrance oriented toward public area.
#13	4.4.20.03 .c	20' wide planting screen easement facing street	***Variance:*** Proposed re-plat of existing lots will create a through lot. Project proposes to place buildings facing both adjoining streets, rather than place planting screening facing one street. The unusual condition of this site makes this variance necessary to achieve a pedestrian-oriented experience on Short Avenue. ***Compensating Benefit:*** Increased density and more efficient use of land, while enhancing pedestrian environment by providing building frontage with windows and architectural features rather than blank wall of vegetation. This increases security with "eyes-on-the street" and provides a pedestrian friendly streetscape with visible, covered front porches on both streets – Harrison Boulevard and Short Avenue, which is one of the characteristics of the neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **3.2.3 -**The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering. **9.2.1 –** Maintain neighborhood characteristics **9.2.4 –** Pedestrian-oriented **9.2.5 - (H)** Buildings close to the street, entrance oriented toward public area; **(I)** Security enhanced, openings and windows overlook public areas
#15	4.0.130.b .1	Detention facilities designed to maximize storm water infiltration	***Variance:*** Detention facilities will be provided according to code to reduce peak runoff; however, due to subsurface conditions, they will not be designed to maximize storm water infiltration. The geotechnical memorandum states in part, "infiltration into underlying materials is not favorable". This speaks directly to the infiltration potential of the existing on-site soils, which are fine grained. This type of soil makes it impractical to infiltrate an appreciable amount of storm water on-site through a detention facility. The City staff in their report concurred that it is reasonable to not require underground detention facilities to infiltrate based on these specific site conditions. We understand this type of variance is common and has been approved for other projects, because of similar soil conditions. ***Compensating Benefit:*** This plan creates a condition that is an improvement over existing conditions by 1) by mimicking pre-development characteristics; 2) using pervious pavement on the site, and 3) including a green roof on the Harrison Boulevard wing of the building. This, by design, reduces the impervious surface of the site from 73,459 SF to 43,937 SF.

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			For this site and project, with the premise and direction from the City's Storm water Master Plan, the applicant proposes pervious pavement to provide the water quality function for all pollution-generating pavement and the inclusion of a green roof to decrease the quantity of runoff from the site by increasing evapotranspiration from the roof and increasing the quality of water that eventually leaves the site via the roof. The applicant's proposal includes 21,600 square feet of pervious pavement sections, which translate to 21,600 square feet of earth contact area for storm water being treated in these pavement sections. To create that much actual soil/water contact in an underground detention system would require 1,500 to 2,000 lineal feet of trench for a 48-inch diameter detention pipe. This is much more trench and pipe than this project will require for a detention facility. Thus the opportunity for infiltration, while not favorable, is still maximized in the applicant's proposal which creates the greatest soil/water contact area when compared to what is possible as a component of the storm water detention system In summary, considering the soil conditions that exist, this plan provides a more appropriate and applicable way to provide storm water infiltration on the site, increase the quality of water outflow, and decrease quantity of storm water outflow from the site. ***Supported by the following Comprehensive Plan Policies:*** **10.3.6 -** Minimize the effects of development on downstream drainage systems through the use of appropriate strategies as identified in the Stormwater Master Plan. ***Supported by the following Storm water Master Plan Policies:*** **5.4.2.7 QN-8 – (a)** Minimize the proportion of each development site allocated to surface parking and circulation; **(c)** Use pervious materials and alternative designs where applicable, such as infiltration systems, **(g)** retain a larger percentage of vegetated area within all types of development to increase rainfall interception; **(h)** pursue the use of retention and infiltration facilities where the soils are suitable to control runoff volume, peak flow.
#A	Off-Street Parking and Access Standard	Drive aisle width 90 degree parking – 26' 60 degree parking – 16'	***Variance:*** Use the Institute of Transportation Engineers Standard (5th Addition), a universally accepted national standard, for the drive aisle dimension in the covered parking structure. ***Compensating Benefit:*** This variance reduces the size of the area dedicated to parking-related circulation and provides for more landscaped area between the north wing of the building and the sidewalk on Harrison Boulevard. The following benefits result when parking-related circulation is minimized: 1) a more efficient use of land; 2) smaller consumption of energy and resources to build the structure – less excavation and building materials; 3) a more compact urban form for the development; 4) parking design allows for the relocation of covered bicycle parking spaces to a more secure

Type	***90 degree***	***60 degree***
Proposed	23'	15'9"
ITE Standard	23'	13'6'
Corvallis Standard	26'	16'

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			location; 5) smaller quantity of impervious surface on the site; and 6) greater quantity of parking than minimum required by code. As an additional compensating benefit, the applicant is providing bike parking at 10% above code requirement and proposes to make car-share opportunities available to residents through a Eugene-based car-share company. The applicant proposes to provide financial incentives to car-free tenants, in the form of free waiver of the car-share application and annual membership fee. The car-share company proposed is WeCar (http://aboutus.wecar.com/), which already has a presence on OSU campus. Maximizing the parking on the site by increasing the efficiency of the covered parking lot, in combination with the above described compensating benefits, will serve to eliminate parking pressure in the surrounding neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: (B) Efficient use of land; (C) Efficient use of energy and other resources; (D) Compact urban form. **7.7.8 –** City consider strategies (incentives) to encourage green builder construction. **11.4.3 -** All traffic generators shall provide adequate parking. **11.7.7 -** Opportunities for increasing residential density **12.2.5 -** Promote clustering **14.3.1 –** Infill development preferred
#B	4.2.40.a	5' wide landscaped buffer between parking and adjacent property	***Variance:*** At 27th St parking lot, we will not provide a landscape buffer along the south, southwest, and west side of the property. Currently, property owners to the south, southwest, and west side of the 27th Street parking lot, enter, with permission, the Harrison Apartments property to access the rear portions of their lots where they have parking.. If we provide a 5' landscape buffer between the 27th parking lot and these properties, the property owners will no longer have access to existing parking on the rear portions of their lots, which they currently use. ***Compensating Benefit:*** Maintains existing parking layout of the 27th parking lot and the variance allows for permissive access to adjacent off-site parking, and in doing so does not adversely affect an existing parking situation in the neighborhood. In effect, it allows adjacent private property owner to access parking on their lots through the Harrison Apartment property, providing a benefit of maintaining 10 parking spaces for adjacent property owners that would not exist if the buffer, according to code, were implemented. The change improves the existing parking lot above historical conditions. Further, the variance allows us to continue the existing permissive access as well as neighboring off-site parking quantity and layout, and in doing so does not adversely affect an existing parking situation in the neighborhood. ***Supported by the following Comprehensive Plan Policies:*** **3.2.1 -** The desired land use pattern within the Corvallis UGB will emphasize: **(B)** Efficient use of land; **(D)** Compact urban form. **3.2.3 -** The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

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Table 1.3: Common and Private Outdoor Space Required and Provided
Note: **Attachment PSK-1, PSK-2, PSK-3** details the location of all common and private outdoor space.

Required	**Common Outdoor (SF)**	**Private Outdoor (SF)**
48 SF/unit x 90 units	-	4,320
200 SF/unit x 28 units (1BR & 2 BR)	5,600	-
300 SF/unit x 62 units (3BR & 4BR)	18,600	-
Total Required	**24,200**	**4,320**
	28,520 Combined	
Provided	**Combined (SF)**	**Private Outdoor (SF)**
Patios	-	688
NW Corner of the North Wing	1,768	-
SW Corner of the North Wing	986	-
Upper Courtyard	15,803	-
NE Corner of the South Wing	1,035	-
Green Roof	8,240	-
Total Provided	**28,520 Combined**	

Table 1.4: Green Area Provided and Lot Coverage

Locations	**Green Area (SF)**	**% of Site**	**Landscaped Area (SF)**	**% of Site**
Upper Courtyard	14,327	15%	8,702	35%
Harrison Blvd Courtyards	8,561	9%	5,618	23%
Short Avenue Courtyards	2,966	3%	1,600	6%
Parking Lot Landscaping and Walkways	8,408	9%	7,102	29%
Side Yards	2,902	3%	1,754	7%
Total	**37,164**	**38%**	**24,704**	**26%**

Site	96,703	100%
Lot Coverage	59,539	62%
Green Area	37,164	38%

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Table 1.5: Unit Count and Parking

Unit Type	Units	Beds	Car Spaces*	Bike Spaces*
1 BR / 1 BA	1	1	1	1
2 BR / 2 BA	27	54	41	41
3 BR / 2 BA	24	72	60	48
4 BR / 3 BA	38	152	95	76
Total	**90**	**279**	**197**	**166**
With 10% Reduction per LDC 4.1.20.q^			174	166
Total Provided			**197** (70% covered)	**183** (66% covered)
Compared to Code			**10% more**	**10% more**

* Section 4.1.30 – Off-Street Parking Requirements
^ Section 4.1.20.q.1 - A reduction of up to 10% of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

Table 1.6: Parking Type

Type	Count	Percentage
Regular Spaces	113	57%
Compact	78	40%
Accessible	6	3%
Total	197	

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PART 2: MEETS THE INTENT OF THE PLANNED DEVELOPMENT PROCESS

We submit that the proposed Harrison Apartments Projects meets the intent of the Planned Development (PD) process. The intent of this process is to establish procedures that permit flexibility in the land development process allowing for innovation in site planning and architectural design. The PD process provides an avenue for an owner to request variations from development standards while maintaining the intent of the Comprehensive Plan and the Land Development Code. This process allows the promotion of efficient use of land and implementation of a more economical arrangement of buildings, circulation systems, land uses, and utilities. Given this, we believe our proposal, in its spirit and its technicalities, meets both the intent and the requirements of the PD process.

As a general comment pertaining to the application, it is important to bear in mind that this development site is an urban infill redevelopment site, and as such is heavily constrained. Many aspects of the site that are outside of the developer's control include, but are not limited to, lot size and shape, street pattern, and access points. As such, it is appropriate to request a substantial number of variances, in order to balance the intent of the Land Development Code (LDC) requirements, such as parking, open space, landscaping, and setbacks, as well as meet the needs and desires of the surrounding neighborhood.

A similar development that could be proposed on a greenfield site in the urban fringe could very likely be submitted with few or no variance requests; however, the Corvallis Vision 2020 statement and Comprehensive Plan are adamant that infill redevelopment within the urban core of the City is preferable.

It is also important to balance the economic realities that accompany any proposal for development. An alternate proposal could also theoretically be submitted for this site that requested few or no variances (for example, one that relies on multi-level structured underground parking to meet parking requirements or a typical infill townhouse development with less management and parking controls); the fact that such a proposal is prohibitively expensive to construct means that no such development proposal is likely to be forthcoming or that a development not in the best interest of the neighborhood would occur.

Therefore, the City's alternatives to accepting a development proposal that requests variances would be either to have this valuable property (in close proximity to OSU and downtown) remain vacant for many years after the demolition of the existing building is complete, or to approve a development of a typical development pattern and management style common to areas surrounding campus without the unique features that the Harrison Apartments proposal offers.

This proposal, which we believe is the most appropriate development for the site, fulfills the review criteria for a PD and ensures consistency with the density requirements of the Comprehensive Plan and applicable policies and standards adopted by the City Council.

This is demonstrated through the fourteen compatibility factors summarized on **Table 2.1**. More detailed information, diagrams, and photographs can be found in our original application for Harrison Apartments.

Table 2.1: Compliance with Compatibility Factors		
1	**Compensating Benefits** for the variations being requested	Compensating benefits for the variances requested were outlined in our original application. We believe these benefits offset the requested development standard modifications. However, given subsequent public comment, we modified our application to reduce the number of variances and detailed those compensating benefits in **Table 1.3** above.
2	**Basic Site Design** (Organization of Uses on a site and the Uses' relationships to neighboring properties)	**ORGANIZATION OF USES ON THE SITE** Harrison Apartments embodies all of the best smart growth, new urbanist planning, and sustainable design principles, combining increased density with a pedestrian- and bicycle-friendly environment. By placing this kind of elegant density near jobs and fulfilling transit goals of increased ridership, and decreased car dependencies are met. The development emphasizes an attractive streetscape at the site frontage and a large interior landscaped common outdoor space, which places the majority of vehicular parking under a raised courtyard structure, hidden from view. The building on the site was placed to front along the two major streets adjoining the site, NW Harrison Boulevard and NW Short Avenue. The design of the building with ground floor apartments and porches that face the street and are accessible from the sidewalk provide "eyes-on-the-street" which increase security and visibility and provide a residential/pedestrian-scale environment. Structured parking is tucked between the two wings of the building and surface parking is placed along an alley and on NW 27th Street screened and away from view along the major street, NW Harrison Boulevard. **USES RELATIONSHIP TO NEIGHBORORRING PROPERTIES** The Multi-family Residential Use on the site is compatible with the Uses on neighboring properties, which include but are not limited to: fraternities and sororities, single-family residential (most being rented to multiple students), religious assembly, and/or vacant. Additionally, all properties that are immediately adjacent to the subject site also bear the RS-20 Zoning Designation, so no compatibility conflicts between uses are anticipated.
3	**Visual Elements** (Scale, structural design and form, materials, etc.)	**SCALE** The buildings are of an appropriate scale and compatible with the underlying zoning designation (RS-20) and the neighboring properties. The proposed development complies with the RS-20 development standards for this site and meets the code with regards to density, height, lot area, and setbacks. ***First-Thirty-Feet*** Experience has taught us that the first thirty feet of a building are the most important as that is what the community experiences and engages. Accordingly, we have paid particular attention to this area of the building. Through materials, articulation, window placement, landscaping, canopies, and front stoops, we have provided an attractive and richly detailed experience. These are features normally found in the residential realm and allow our building to conform to its context.

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Height
The proposed building at 4-stories is 13' feet shorter (1 story lower) than the maximum height allowed outright for this site. Properties to the east, north, south, and west contain a diverse mix of building sizes and uses, though most common are 2-3 story multi-family dwelling units and/or fraternities and sororities. The largest building in the immediate neighborhood is The Gem apartment building, which is 7 stories tall. Please note that the distances from site noted below are approximate.

Example A: Stories on Larger Buildings in the Vicinity
(See ***Figure 1.1*** for photographs)
Existing Building on the Site: 2-3 stories (allowed outright: 5 stories)
Alpha Gamma Delta (eastern edge of the site): 2.5 stories
Delta, Delta, Delta (eastern edge of the site): 2.5 stories
Alpha Gamma Rho (Harrison Blvd/26th St, 150' from site): 3 stories
Alpha Tau Omega (Van Buren Ave/26th St, 200' from site): 2.5 stories
White Bear Apartments (29th St/Tyler Ave, 594' from site): 3 stories
Townhouse Development (23rd St/Polk Ave, 0.19mi from site): 3 stories
The Gem (Kings Blvd./Jackson Ave, 0.31mi from site): 7 stories

Length and Depth
The development site is unusually shaped in that it is L-shaped with the area of land where it is practicable to place a building being relatively narrow and oriented in the east-west direction. Furthermore, maximum setback requirements for the RS-20 zone dictate the placement of the building relatively close to the property line. It is therefore a fundamental conflict between the requirement to maintain solar access for the residences across NW Harrison Blvd to the north of the development site, and the requirement to place the building within the maximum setback from NW Harrison Boulevard. Also, feedback from neighbors indicates that they prefer to have the building close to the street, as that location greatly enhances the residential neighborhood feel of the development. Such a configuration also screens the parking and internal areas from the street.

This resulted in the frontage along NW Harrison Boulevard to be designed to provide an appropriately scaled building with a strong pedestrian environment adjacent to the sidewalk. This frontage is consistent with neighboring properties, the intent of the zoning code, and the goals of the Comprehensive Plan.

This was successfully achieved by 1) breaking up the building along Harrison into four parts so that the building setback varies along its length from 10' to 25', the maximum allowed setback; 2) recessing the roofline and the building façade at the two stairwell locations to break up the length of the building; 3) keeping the depth of the building at 52 feet, which is similar to the typical depth of a single-family house; 4) pushing back the ground floor of the building to provide for covered porches; and 5) providing trees and landscaped garden courtyards between the sidewalk and the building. These measures give the building variety, texture, and landscaping, which is compatible with the underlying zoning and diverse neighborhood context.

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Example B: Length of Larger Buildings in the Vicinity
(See ***Figure 1.2*** for photographs)
See below for the lengths of larger private buildings in the surrounding community, within a 0.37mi radius of the proposed site.

Note: The lengths and distances noted below are approximate. All of these existing buildings, except for the one on the site, have facades that are almost entirely straight and parallel to the street with little to no relief. The proposed Harrison Boulevard apartments vary in distance from the street in four sections, with its longest section being 127 feet in length. The longest building is the area is Franklin School with a straight façade approximately 418 feet in length.

Existing Building on the Site: 329'
Townhouse Development (23rd St/Polk Ave, 0.19mi from site): 263',
Corvallis Caring Place (NW of above property, 0.23 mi from site): 293'
Fred Meyer (Buchanan Ave/Kings Blvd, 0.23 mi from site): 358'
Franklin School (NW 19th/NW Taylor, 0.37 mi from site): 418'
Harding School (Harrison Blvd/NW 31st St, 0.27 mi from site): 405'

STRUCTURAL DESIGN AND FORM
The positive visual experience of the site is maximized by locating the larger of the two parts of the building to orient toward NW Harrison Boulevard and placing all of the façades within the maximum allowed setback, except where courtyards with pedestrian amenities are provided along NW Harrison Boulevard. The north facade, facing NW Harrison Boulevard, has directional breaks so that the building is essentially divided into four sections, each one facing the street at a slightly different angle. This breaks up the façade and provides a more interesting and varying appearance. Through its features, the building is designed so that it is perceived as 4 separate and smaller buildings.

Although near the College Hill, North College Hill and Chintimini neighborhoods, the site is not located within the bounds of a neighborhood association. Nor is the site governed by any design or historic review standards. The site is not in a historic district. This said we have designed the building to relate to Corvallis' residential and historic character. Our team has chosen not to mimic historic building details but rather to develop a contemporary building language that has an appropriate structural design and form for the site and zoning, while incorporating aspects typical of a larger historic building.

Example 1: A typical profile of larger historic buildings have well-defined base, body, and crown to the building and provide a different material treatment for each part. This allows the base of the building to be more defined in terms of materiality and to provide a richness of materials at the eye-level of pedestrians. The building has incorporated these elements through varying the profile, form, and material treatments for each part.

Example 2: The steep roof pitch is not only highly encouraged by the code but is also prevalent in many of the historic Tudor Revival Style buildings and newer contemporary buildings around the site.

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		Example 3: Windows in historic buildings 1) vary in size, 2) are in groupings, 3) are usually recessed with a sill to provide depth in the façade, and 4) usually have a trim around the windows to give it a visual "pop" of interest. The windows in the façade of this building are grouped into clusters, some which are recessed into the building and others that pop out of the building to give visual interest. These groupings contain windows of various sizes and types (single-hung, casement, and picture windows) with surrounding trim. The design for the windows is in keeping with the diversity of historical architectural styles in the surrounding neighborhood. **MATERIALS** In response to neighbor concerns we have changed the siding to align horizontally with the building, like similar facings in the neighborhood. In keeping with the majority of buildings in the surrounding neighborhoods, this project uses the natural materials of wood and brick with varying textures to give the building a residential look and feel. Two colors of natural stained cedar siding which constitutes the majority of the façade material is complimentary to the horizontal lap siding that is primarily found on other residential properties in the vicinity. The darker colored roof on the building is also complimentary to the gray and brown colors of the asphalt shingle roofing materials of neighboring buildings. Additionally, the site is heavily landscaped and this landscaping is visible from the street frontage, similar to residential homes in the vicinity.
4	**Noise attenuation**	The proposal is designed with internal circulation on floors 2-4 and no outward facing recreation areas or balconies. No other special measures have been considered for noise attenuation, nor will this project create any noises greater than or not typical of the surrounding residential uses.
5	**Odors and emissions**	Odors on the site are anticipated to be similar to those permitted on adjacent residential lands. Corvallis is currently in compliance with State and Federal air and water quality standards. It is anticipated that any emissions resulting from this development will be minimal. This project is not expected to affect the City's compliance with these State and Federal standards.
6	**Lighting**	Complies. All new exterior lighting for the project will be shielded so as not to produce glare onto adjacent properties. The proposed fixtures are designated as "Full Cut-Off" according to the standards issued by the Illuminating Engineering Society of North America (IESNA) and as such will meet the standard of lamp concealment outlined in the City standards.
7	**Signage**	All new signage will be in compliance with LDC Chapter 4.7.
8	**Landscaping for buffering and screening**	The proposed application complies with all of the standards associated with landscaping for buffering and screening, except for those requested through variances addressed in Compatibility Factor #1.
9	**Transportation facilities**	As the Traffic Impact Analysis indicates that the anticipated vehicular traffic trips generated will be fewer than the current approved uses as either a Hospital or a Nursing Home, the existing street network is adequate to handle all vehicular traffic associated with the site. NW Harrison Boulevard currently has bicycle lanes on both sides of the street, and Corvallis Transit System has several lines with stops in the immediate vicinity of the site.

10	**Traffic and off-site parking impacts**	**TRAFFIC** There are no adverse effects on traffic anticipated, as the Traffic Impact Analysis indicates that vehicular trips generated by the project development will be fewer than the quantity generated by the current approved uses as either a Hospital or Nursing Home. **OFF-SITE PARKING IMPACTS** Off-site parking impacts are not anticipated as the project is designed to promote pedestrian, bicycle, and transit transportation over vehicular. Furthermore, through the removal of a driveway access from NW Harrison Boulevard, one additional on-street parking space will be made available. On street parking on NW Short Ave and NW 27th St will be reconfigured to accommodate changes in access drive locations; however, no parking spaces will be lost as a result. Therefore the net impact to the quantity of on-street parking spaces associated with the development site is an increase of one.
11	**Utility Infrastructure**	**STORMWATER** Storm water will be detained on-site in below grade facilities. Storm water will be released at historical rates to the combination systems in NW Harrison Boulevard and NW Short Avenue. The applicant proposes a new separated public storm drain in Short Avenue which will allow easy separation of storm and sanitary in the future. Storm water quality and ground water infiltration will be accomplished by the construction of porous pavement sections at the locations for all pollution generating surfaces as defined by the City's Storm Water Master Plan. The project will also include a functional green roof on the northern wing of the building adjacent to Harrison Boulevard. This will provide for additional storm water cleansing and decreased runoff by increased evapotranspiration. State permitting for underground injection control will not be required, as shown through the requested variance addressed in Compatibility Factor #1. **WATER** The site is located in the first level of the public water system. The applicant proposes separate fire and domestic water services from the public lines in NW Harrison Boulevard and NW Short Avenue. The original hospital/Heart of the Valley facility was served from the Harrison Boulevard public line only. Fire protection systems will be designed based upon actual flow and pressure measurements at the time of permit application. The water system master plan does not indicate any need for system improvements in the project vicinity. **SANITARY SEWER** The site is located in the Fillmore Basin. The wastewater utility system plan states there are no structural problems with the trunk lines or laterals, and the system has capacity through full build out of the City. Any drainage from the covered structured parking will be routed to the sanitary sewer. The existing lines are combination lines. The applicant proposes to outlet to the 10" lateral in the public alley to the east of the site.

12	**Effects on air and water quality**	This project does not create any air or water quality impacts, which would be inconsistent with or in excess of the RS-20 zoning, or the surrounding residential uses. Storm water quantity and quality measures will be made consistent with the City's adopted Master Plan and Design Standards.
13	Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - **Pedestrian Oriented Design Standards**	The application complies with this compatibility factor by orienting buildings toward the main streets, putting primary building entrances to face the street, providing landscaped open courtyards, placing 82% of the building within the maximum setback, dedicating 21-23% of the building area to windows or doors (minimum is 15%), hiding parking, varying building materials, incorporating a high roof pitch, providing ground floor porches, ensuring that sidewalks are continuous and connected, and complying with all other required standards.
14	**Preservation and/or protection of Significant Natural Features.** Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.	There is no inventoried Significant Vegetation, Riparian Corridors, Wetlands, Floodplains, Steep Slopes, or Landslide Hazards on the site.

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PART 3: FUFILLS THE COMPREHENSIVE PLAN AND VISION 2020

The proposal fulfills the intent and standards set forth in the Comprehensive Plan and also fulfill the City's Vision 2020 Statement.

Table 3.1: Fulfills the Intent of the Comprehensive Plan		
No.	**Section 3**	**How the Proposed Project Meets or Exceeds the Intent**
3.2.1 B	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize: **Efficient use of land**	This is a larger piece of land in the heart of Corvallis. It is connected to infrastructure and locates housing near jobs and transit. This project efficiently repurposes a currently vacant, underutilized site.
3.2.1 C	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize **efficient use of energy and other resources**	This project is targeting LEED Gold with an energy savings of at least 14% above code. In one of our most recent projects, Courtside Apartments, we were able to achieve 26% above code in energy savings, 40% water use reduction, and recycle 75% of our construction waste. This project would target similar and other efficiency metrics.
3.2.1 D	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize **compact urban form**	This is an infill project with a building that is designed to fit into the scale of the neighborhood while maximizing the site's potential. The density on the site was designed in a compact form - grouping them into one building leaving room on the site for parking and open space.
3.2.1 E	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize efficient provision of **transportation and other public services**	This project emphasis a land use pattern that puts higher density housing next to transit. This contributes to the population that is near a transit stop and most like to use transportation services - increasing ridership, which will support the viability of these systems long-term.
3.2.1 F	The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize neighborhoods with a mix of uses, **diversity of housing types**, pedestrian scale, a defined center, and shared public areas.	The surrounding area is predominately a mix of single-family homes (mostly rented to students), townhouses, duplexes, fourplexes, and large fraternity/sorority buildings. The Harrison Apartments will add to the diversity of housing types available to residents in this neighborhood by providing a sustainable apartment community option. Currently, there are no LEED certified multi-family residential buildings in Corvallis, this would be the first and would target LEED Gold. The design of the ground floor of the building differs from the upper floors, allowing residents in these apartments to directly access an outdoor porch and the sidewalk. This attracts a diversity of people with different living situations to live in the building. The building provides for those who want individual apartments with more privacy and those who want to live as a part of a residential community with shared corridors. We imagine the upper floors to be more attractive to certain people with the ground level more attractive to others. We follow Fair Housing Policy to ensure that all residents have equal access to the housing of their choice. The project is proposing a mix of apartment types including 2, 3 and 4 bedroom apartments. This will make the project suitable to a wider array of people.

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		The project has been designed to have a pedestrian scale along the street frontage, with a shared central public promenade and private open space that define its center.
No.	**Section 7**	**How the Proposed Project Meets or Exceeds the Intent**
7.2.2	The City shall continue to advocate responsible **environmental behavior** from its citizens and neighbors.	We believe the City will be an advocate for this project as it is designed to be environmentally responsible in its design through: building orientation, efficient layout, construction procedures that recycle construction waste, and utilization of local materials and materials with recycled content. In addition, this project advocates environmental responsibility from its own residents through a sustainable residents' programs that promote recycling, reuse, and transit/bike/foot transportation.
7.2.3	The City shall participate in efforts to **improve environmental quality** at the local, national, and global levels	The construction methods of this building (targeting LEED Gold) will improve indoor air quality by the usage of low-emitting materials; reduce heat island effect from the roof; reduce light pollution by light fixture choices and placement; reduce water and energy usage; and incorporate recycled content and rapidly renewable materials. Additionally, the removal of asbestos in the current building on the site, will contribute toward environmental quality at the immediate local level. Also of local significance is the fact that the building promotes pedestrian and bicycle activity through its design and facilities and allows people to become less car dependent by locating housing proximate to jobs and transit.
7.2.5	The City shall encourage the use of the most **appropriate technology** in all new developments and existing businesses and industries to comply with or exceed State and Federal environmental standards.	The project is designed to have energy savings at least 14% above current energy standards, with the goal of 26%. The technology used in the building includes passive design and controllable systems for lighting and thermal comfort - this includes operable windows, motion sensors to turn off lights, and control for thermal comfort within individual rooms.
7.3.7	The City of Corvallis shall actively promote the use of modes of transportation that **minimize impacts on air quality**.	Modes of transportation that minimize impacts on air quality include foot, bike, and use of transit rather than the automobile. This development provides housing for potential renters at the heart of the City where these modes of transportation are attractive and viable.
7.5.5	The City shall attempt to **limit** unnecessary **increases** in the percentage of Corvallis' **impervious surfaces**.	This project reduces the impervious surface of the site from 73,459 SF to 43,937 SF.
7.7.8	The City will consider strategies, such as **incentives**, to encourage the use of **green builder construction** methods and materials in private construction.	The project will utilize green building methods and materials in its construction. This includes construction waste management of at least 50% recycled or salvaged, recycled content of at least 10%, regional materials of at least 10%, use of rapidly renewable materials, and incorporation of low-emitting materials (adhesives and sealants, paints and coatings, flooring systems, composite wood and agrifiber products). The project team is open to the City providing incentives to promote these and other measures that could be potentially employed in the building construction.

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No.	Section 9	How the Proposed Project Meets or Exceeds the Intent
9.2.1	City land use decisions shall **protect and maintain neighborhood characteristics** (as defined in 9.2.5) in existing residential areas.	Though on a major thoroughfare, we are proposing a residential project with attendant parking and open space. We are emphasizing the pedestrian experience and connectivity. One of the main characteristics about this neighborhood is that it is pedestrian-friendly; with homes and buildings that front on the sidewalk and tree lined streets. This project creates residential pedestrian connectivity and frontage on a site that currently does not exist and provides more trees to line the street than currently exist.
9.2.4	Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to **pedestrian-based uses**, scales and experiences in determining the orientation, layout, and interaction of private and public areas.	In addition to above, we have also organized the hierarchy toward bicycles, pedestrians, and public transportation above the automobile. Accordingly the parking is largely separated, contained and screened.
9.2.5	Development shall reflect **neighborhood characteristics appropriate to the site and area**. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:	
9.2.5 A	Comprehensive neighborhoods have a neighborhood center to **provide services within walking distance** of homes. Locations of comprehensive neighborhood centers are determined by **proximity** to major streets, transit corridors, and **higher density housing**. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.	This development contributes to the neighborhood as being a “comprehensive neighborhood” by adding a new and higher density housing type next to a major street and transit corridor within a walking distance of services at the neighborhood center along NW Monroe Avenue.
9.2.5 B	Comprehensive neighborhoods **support effective transit** and neighborhood services and have a **wide range of densities**. Higher densities generally are located close to the focus of essential services and transit.	This development contributes to the wide range of densities in the neighborhood by adding a higher density option that is located close to transit. This will effectively add new riders to the transit system, supporting an effective transit system.
9.2.5 C	Comprehensive neighborhoods have a **variety of types and sizes** of public	The development provides a variety of open spaces on the site - from smaller and large courtyards to a small plaza and rooftop garden for its residents. It also provides a public

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	parks and **open spaces** to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.	walkway through the site connecting the public from NW Harrison Boulevard to NW Short Avenue.
9.2.5 D	Neighborhood development provides for **compatible building transitions** in terms of scale, mass, and orientation.	The building is compatible with the underlying zoning of the site and the surrounding neighborhood in terms of scale, mass, and building orientation. See Table 2.1, Section 2 and 3 above for a description.
9.2.5 E	Neighborhoods have a **mix of densities, lot sizes, and housing types**.	This development contributes to the mix and diversity of densities and housing types in the neighborhood by adding a sustainable apartment complex option.
9.2.5 F	Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide **convenient and direct routes for pedestrians and cyclists**. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.	This project provides a mid-block pedestrian and bicycle connection from NW Harrison Boulevard to NW Short Avenue that currently does not existing.
9.2.5 G	Neighborhoods have a **layout that makes it easy for people to understand** where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and **enhancement of views** and natural features **reinforces the neighborhood connection** to the immediate and larger landscape.	The proposed development puts the building frontage along the NW Harrison Boulevard and NW Short Avenue to reinforce the sidewalks along those streets as the main pedestrian connections along the site. This design makes it easy for people to understand where they are how to get to where they want to go. The majority of views out of the site occur along the public streets connecting residents to the surrounding neighborhoods and public streets.
9.2.5 H	Neighborhoods have buildings (residential, commercial, and institutional) that are **close to the street**, with their main entrances **oriented to the public areas**.	The building is close to the street, with 57.7% of the building frontage located at the minimum allowed setback of 10'. The main entrances to both wings of the building are oriented toward the public areas.

EXHIBIT K - 55

9.2.5 I	Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. **Security** is enhanced with a mix of uses and **building openings and windows** that overlook public areas.	The ground floor apartments, covered porches, and entrances provide "eyes-on-the-street" and a presence of people at all hours of the day and night. Additionally, a manager's unit and leasing on the ground floor provide additional eyes on the public areas. The building will also have an extensive security system and management controls including: videophone access for guests, security cameras, key card access, a live-in onsite manager, and live-in community assistants.
9.2.5 J	Neighborhoods have automobile **parking** and storage that **does not adversely affect the pedestrian** environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.	The design and location of the parking tucked into the building and along the side of the building does not adversely affect the pedestrian environments along NW Harrison Boulevard and NW Short Avenue. Additionally, curb cuts for driveway are limited, with the majority of visible parking located along an existing alley.
9.2.5 K	Neighborhoods incorporate a **narrow street standard** for internal streets, which slows and diffuses traffic.	The proposed development does not have an internal street.
9.2.5 L	Neighborhood **building and street proportions** relate to one another in a way that provides a sense of enclosure.	The scale of the building is appropriately sized to provide a sense of enclosure along the street edge.
9.2.5 M	Neighborhoods have **street trees** in planting strips in the public right-of-way.	The proposed development provides a row of street trees and planting strips along its public right-of-ways.
9.3.7	To the maximum extent possible in residential areas, glare from **outdoor lighting shall be shielded** and noise shall be limited.	All new exterior lighting for the project will be shielded so as not to produce glare onto adjacent properties. The design of the building, without balconies, and with the main common open space facing inward and parking hidden in the center of the building, limit noise from the proposed development.
9.7.3	The City and OSU shall work toward the goal of **housing 50% of the students** who attend regular classes on campus in units on campus or within a **1/2 mile** of campus	The proposed development is two blocks or 0.2 miles from campus.

EXHIBIT K - 56

No.	Section 11	How the Proposed Project Meets or Exceeds the Intent
11.4.3	All traffic generators shall provide **adequate parking**.	The proposed development is providing a parking count that is adequate and exceeds the minimum allowed by code.
11.4.5	The City shall continue to **promote the use of other modes of transportation** as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.	This development promotes the use of other modes of transportation due to its close proximity to transit facilities, services, and campus, and by providing generous bike parking facilities and a shared-car (WeCar) onsite.
11.5.8	All new and redeveloped institutional, commercial, and multi-family development shall provide **bicycle-parking facilities** that include covered parking.	This development provides 183 bike-parking stalls with 66 percent covered.
11.6.4	New development and redevelopment projects shall encourage pedestrian access by providing convenient, **useful, and direct pedestrian facilities**.	This development provides both east-west and north-south pedestrian access to the site, making useful and direct connections into and out of the development.
11.6.7	Where minimizing travel distance has the potential for increasing pedestrian use, **direct and dedicated pedestrian paths** shall be provided by new development.	Not Applicable. This development is not large enough for people to drive to points within site. Residents of this building will naturally connect to other areas of the development through internal and external pedestrian paths.
11.7.5	New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide **preferential access to transit facilities**.	The connection to the transit stop on NW Harrison Boulevard and NW Arnold Way is straight and direct along the pedestrian sidewalk from the proposed development.
11.7.7	The City should **seek appropriate opportunities for increasing residential density** and providing industrial and commercial development **along existing and proposed transit routes**.	This development is in compliance with the current high-density residential zoning of the site (RS-20). The Comprehensive Plan and LDC indicate the appropriateness of high-density development in this area along existing transit routes.

EXHIBIT K - 57

No.	Section 12	How the Proposed Project Meets or Exceeds the Intent
12.2.5	The City shall encourage land use patterns and development that **promote clustering and multiple stories**, take advantage of energy efficient designs, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City.	The proposed development clusters the building on the site, provides multiple stories (4 stories), takes advantage of energy efficient designs in its east-west building orientation and target of LEED Gold rating, and has ready access to transit, bike, and car-sharing modes of transportation. The site is also located in the Central City.
12.2.6	The City shall actively promote the use of energy efficient modes of transportation.	See above description.
12.2.7	The City shall encourage the development of high density uses that are significantly less dependent on automobile transportation	See above description.
No.	**Section 14**	**How the Proposed Project Meets or Exceeds the Intent**
14.3.1	Infill and redevelopment within urban areas shall be preferable to annexations.	The proposed project is located on an urban infill site, and hence has site constraints and limitations. These limitations are acknowledged and accommodated through the Planned Development process to create a project that meets the intent of the Land Use Development Code while promoting efficient use of land and energy and facilitating a more economical arrangement of buildings, circulations systems, land uses and utilities.

EXHIBIT K - 58

The following chart highlights points from the Vision 2020 Statement that relate to the proposed development and how it lives up the vision. A detailed description of these points can be reviewed in the specifics of the Comprehensive Plan in Table 2 above.

Table 3.2: Fulfills the Intent of Vision 2020 Statement

Residential Center	Downtown Corvallis offers attractive residential options for many residents. Those living downtown are drawn to the convenience, variety of housing options, and safety afforded them.
Celebrating Diversity	Corvallis is free of any and all behavior that creates and/or supports prejudice, bigotry and hate. Enriched by OSU's foreign student population, Sister City and international exchange programs, Corvallis has become a community of many cultures.
Regional Transportation System	Public and private sector collaboration has resulted in a regional transportation system, which makes it easy for employees to walk, cycle or ride mass transit to work. The regional system also links with the north-south high-speed rail system for those traveling to Eugene, Salem, or Portland. Public and private incentives exist which encourage employees to use mass transit. This, in turn, has reduced the reliance on the automobile as well as eased traffic congestion and air pollution. Congestion, particularly through the downtown, was also eased with the extension of the north-south bypass. In addition, the Corvallis Regional Airport offers service with daily flights to points in Oregon, Washington, California and beyond. A base for airfreight services, particularly in conjunction with the airport's industrial park, serves as a relief airport for Portland and Eugene and provides hangar space and support services for locally based corporate planes.
Making Decisions	In land use planning, citizens and government attempt to balance the rights and responsibilities of individual property owners with the interests and needs of the community.
Protecting Our Environment	**Paragraph 2:** Corvallis recognizes the connection between development patterns and impacts on the environment. More efficient land-use through higher densities and compact development reduces the amount of land required for development and the negative impacts of an extended infrastructure.
Protecting Against Pollution	**Paragraph 2:** Air pollution has been lessened, thanks to changing attitudes and actions by residents, strict environmental regulations, an increased emphasis on non-polluting forms of heating and transportation, conservation and technological advances. The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods; designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods. **Paragraph 3:** Trees have been planted throughout the community to take advantage of their aesthetic qualities, to provide cooling during the summer, and for their ability to help cleanse the air we breathe.
Where People Live	**Paragraph 1:** Corvallis in 2020 offers balanced and diverse neighborhoods, incorporating mixed-use, that is accessible to residents without driving, which form the building blocks that support a healthy social, economic, and civic life.

EXHIBIT K - 59

A City of Neighborhoods	All development in Corvallis contributes to the creation of complete neighborhoods. Development standards have been created based on the characteristics of traditional Corvallis neighborhoods. These standards insure that development and redevelopment create, protect, and enhance neighborhood form while facilitating the community-wide needs to improve transportation choices, provide housing for a diverse population within safe attractive neighborhoods, and maintain resource lands, natural areas, and recreational open spaces.
Pedestrian Scale	Buildings and trees are close to the street, providing an intimate outdoor room, which is comfortable to pedestrians.
Diversity and the Public Realm	**Paragraph 1:** Several older neighborhoods have incorporated a variety of housing types and small, neighborhood services. **Paragraph 2:** Buildings are oriented to the street to add security and help define the public space.
Maintaining Livability	**Paragraph 2:** A high quality of life, and housing opportunities for those who live, work, and study in the community, are all found in Corvallis.

PART 4: SUPPORTING DOCUMENTS

[See Following Pages]

EXHIBIT K - 60

figure 1.1: stories on larger buildings in the vicinity of the site (1 of 2)

existing building 2-3 stories: (5 allowed by right)

alpha gamma delta (eastern edge of site): 2.5 stories

delta delta delta (eastern edge of site): 2.5 stories

alpha gamma rho (harrison blvd/26th st, 150' from the site): 2.5 stories

white bear apartments (29th st/tyler Ave, 594' from site): 3 stories

alpha tau omega (van buren ve/26th St, 200' from site): 2.5 stories

EXHIBIT K - 61

Addendum Attachment C.28

figure 1.1: stories on larger buildings in the vicinity of the site (2 of 2)

the gem (kings blvd./jackson ave, 0.31mi from site): 7 stories

townhouse development (23rd st/polk Ave, 0.19mi from site): 3 stories

EXHIBIT K - 62

figure 1.2: length of larger buildings in the vicinity

existing building on the site: 329'

townhouse development (23rd st/polk Ave, 0.19mi from site): 263'

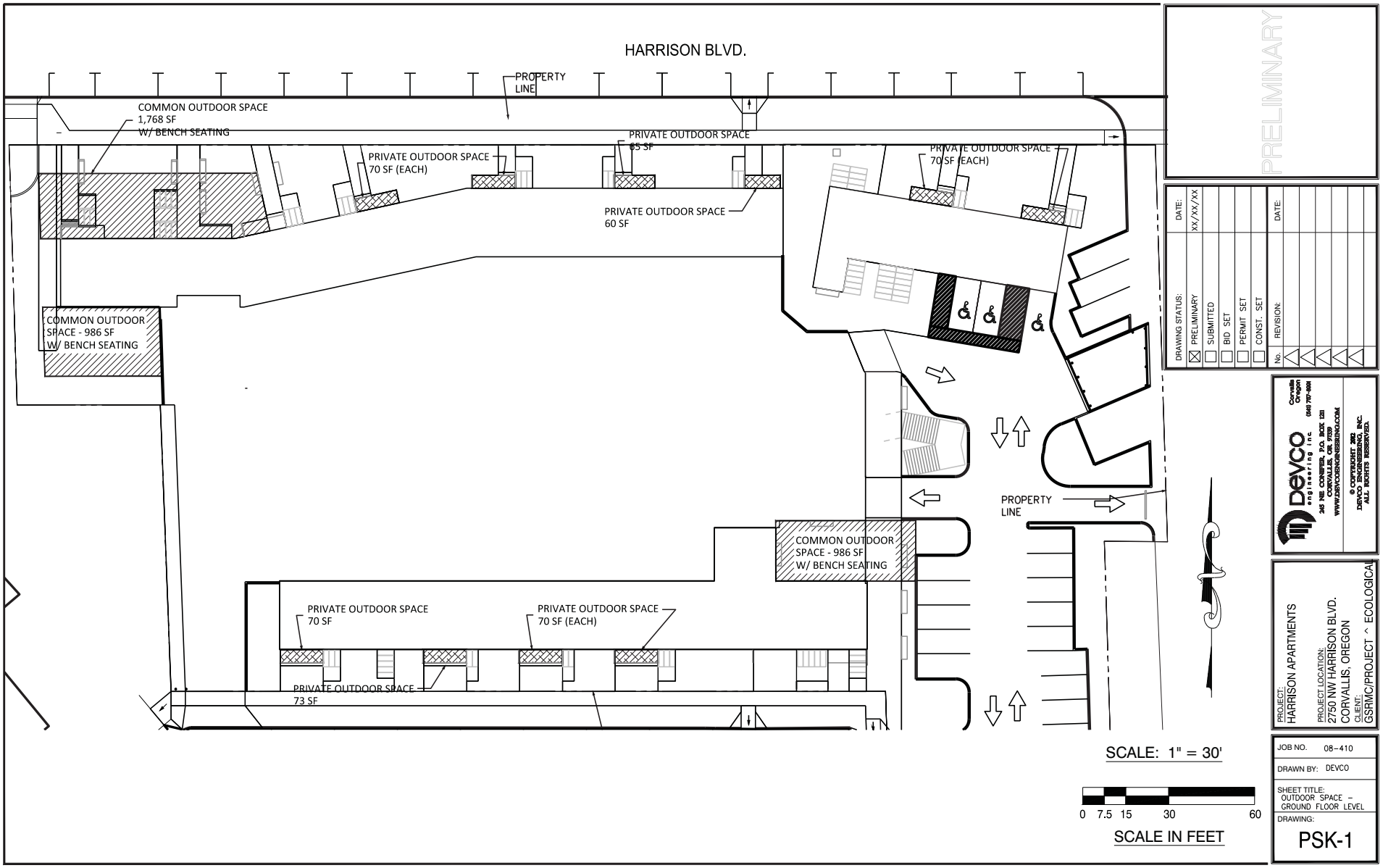
corvallis caring place (nw of above property, 0.23 mi from site): 293'

fred meyer (buchanan ave/kings blvd, 0.23 mi from site): 358'

franklin school (nw 19th/nw taylor, 0.37 mi from site): 418'

harding school (harrison blvd/nw 31st St, 0.27 mi from site): 405'

EXHIBIT K - 63



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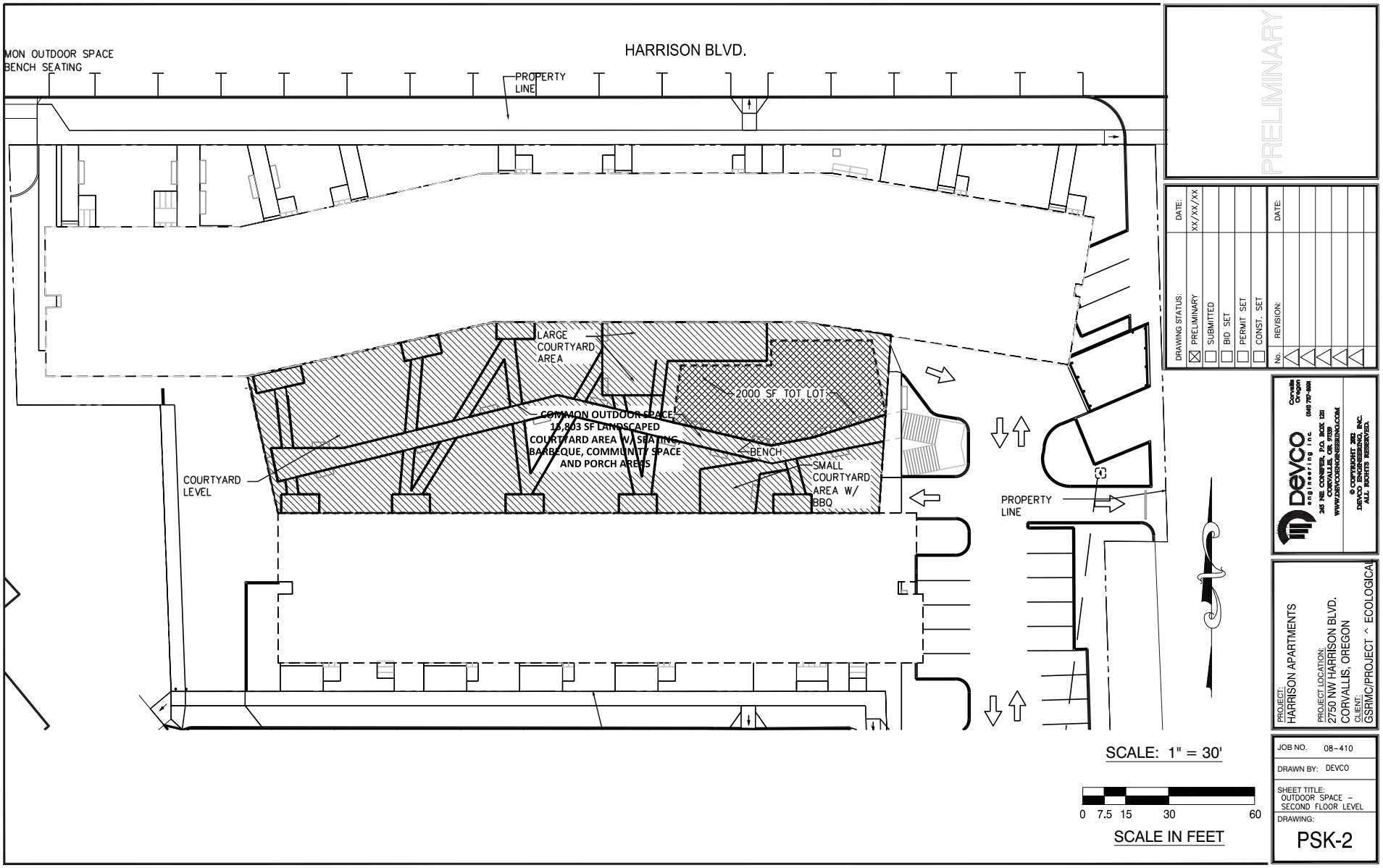
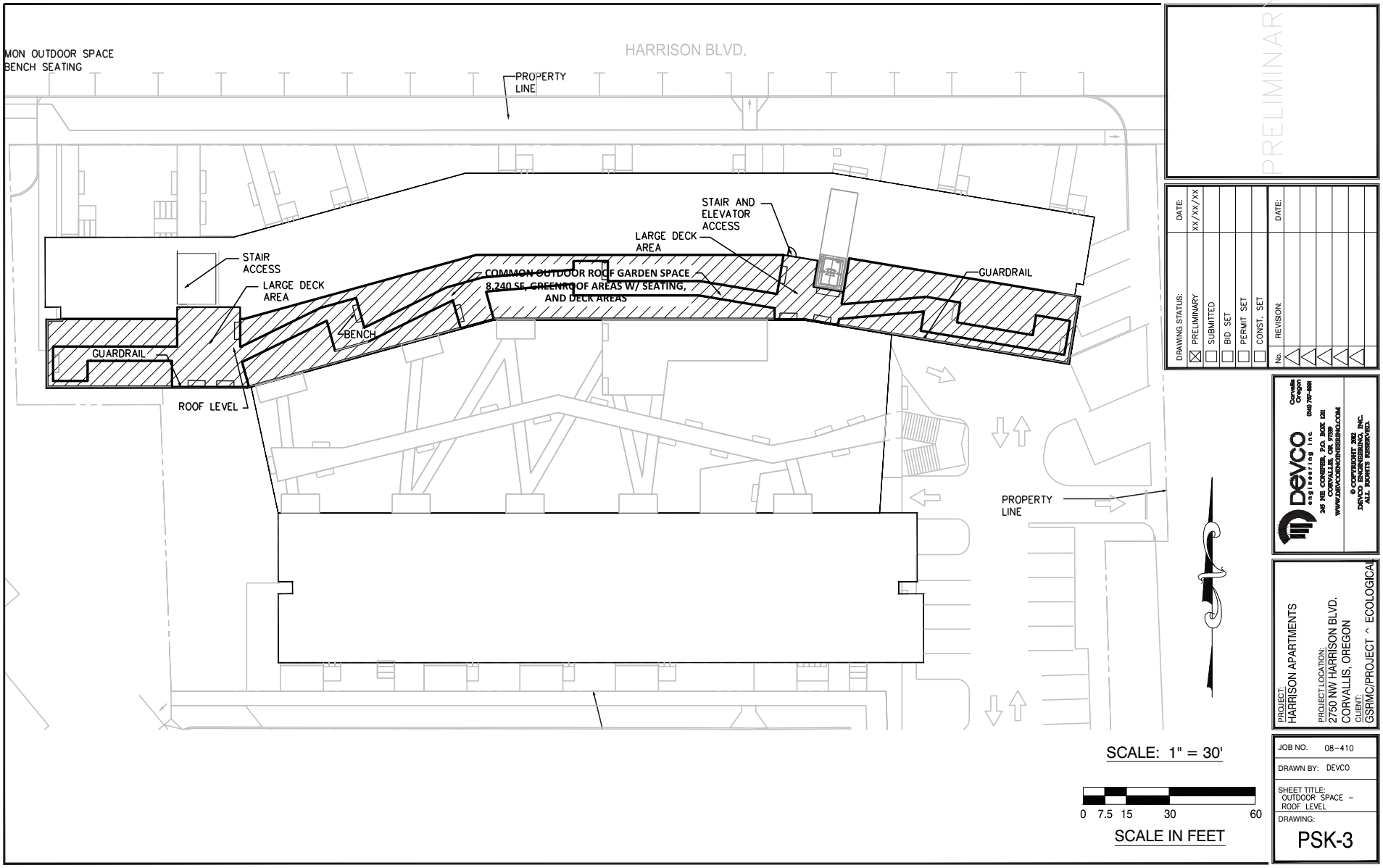
Addendum Attachment C.31



Addendum Attachment C.32



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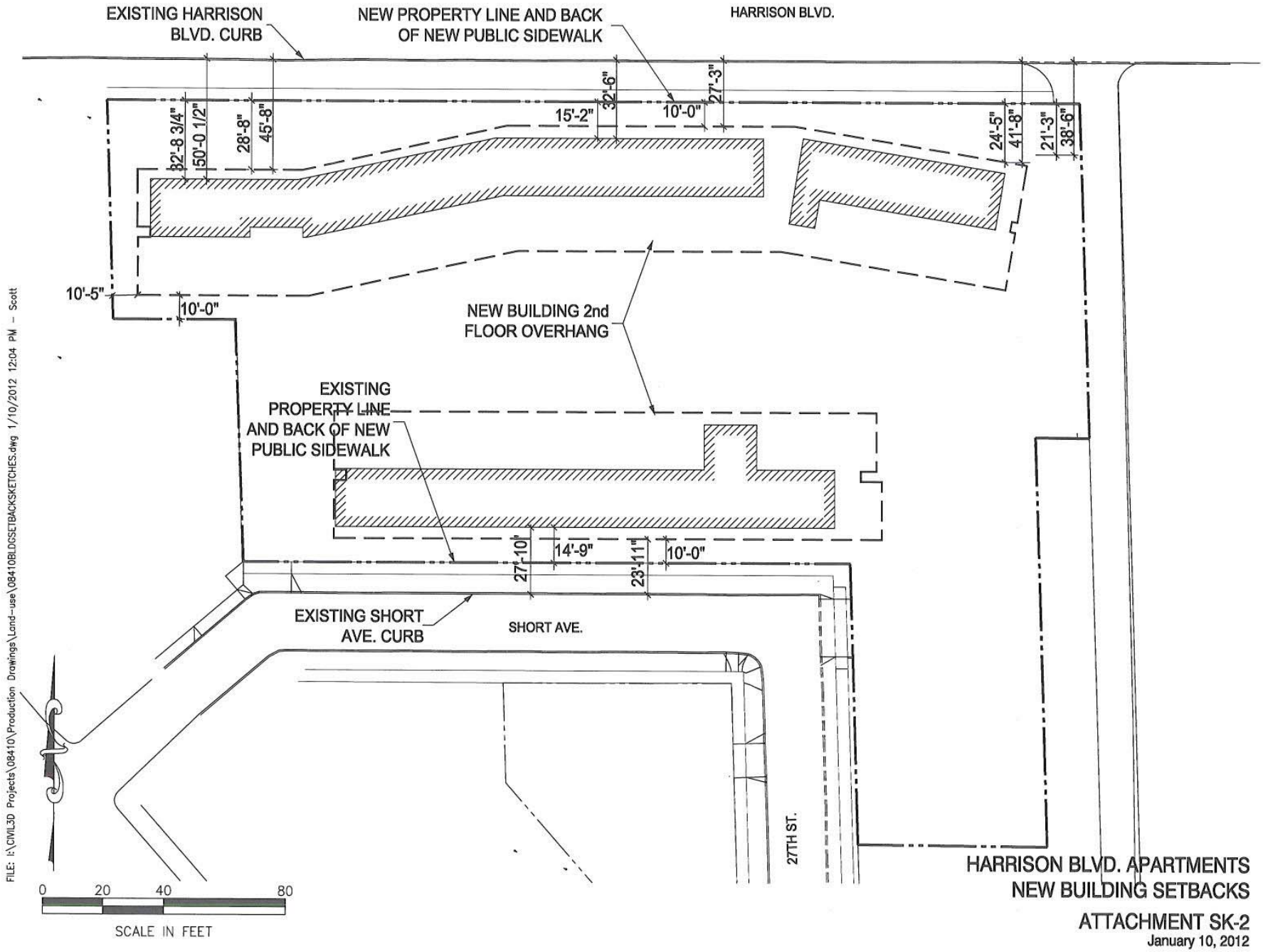
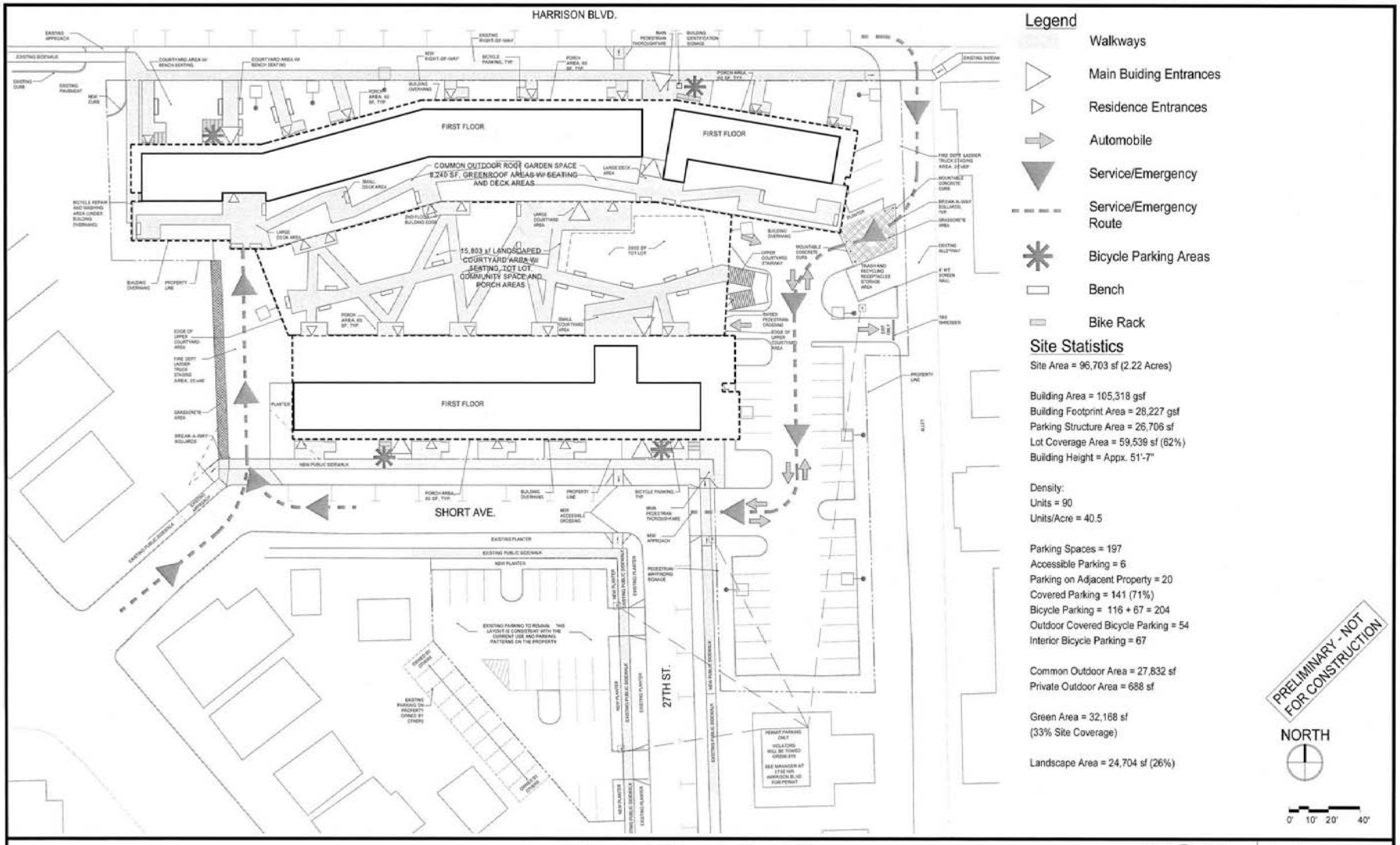

EXISTING HARRISON BLVD. CURB
NEW PROPERTY LINE AND BACK OF NEW PUBLIC SIDEWALK
HARRISON BLVD.
32'-8 3/4"
50'-0 1/2"
28'-8"
45'-8"
15'-2"
32'-6"
10'-0"
27'-3"
24'-5"
41'-8"
21'-3"
38'-6"
10'-5"
10'-0"
NEW BUILDING 2nd FLOOR OVERHANG
EXISTING PROPERTY LINE AND BACK OF NEW PUBLIC SIDEWALK
27'-10"
14'-9"
23'-11"
10'-0"
EXISTING SHORT AVE. CURB
SHORT AVE.
27TH ST.
0
20
40
80
SCALE IN FEET
FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410BLDGSETBACKSKETCHES.dwg 1/10/2012 12:04 PM - Scott
HARRISON BLVD. APARTMENTS
NEW BUILDING SETBACKS
ATTACHMENT SK-2
January 10, 2012



HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

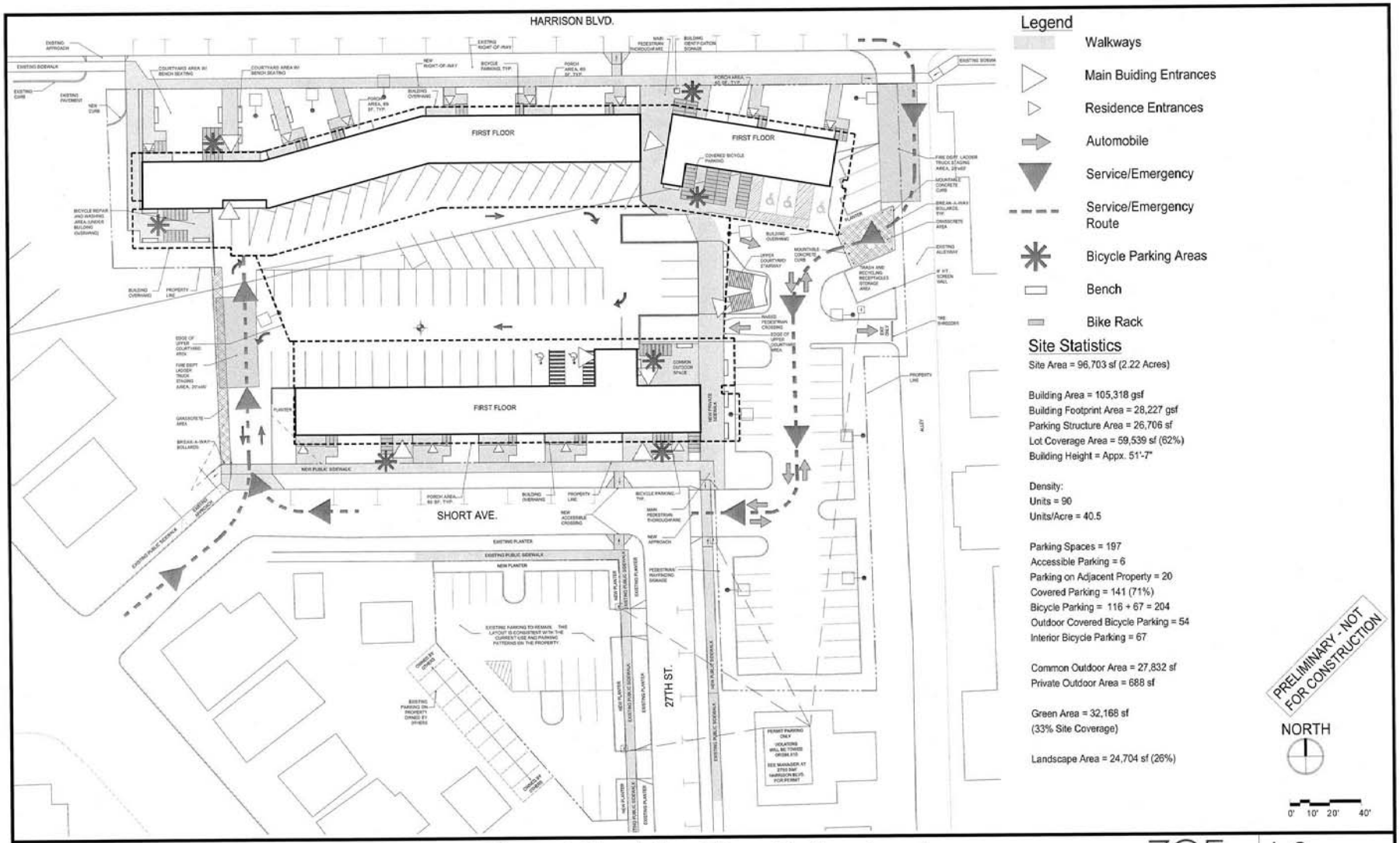
Site and Circulation Plan

Scale: 1" = 20'-0"

ATTACHMENT "J"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

L-1
LAND USE
JANUARY 10, 2012



HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Site and Circulation Plan - Surface Level

Scale: 1" = 20'-0"

ATTACHMENT "J-1"

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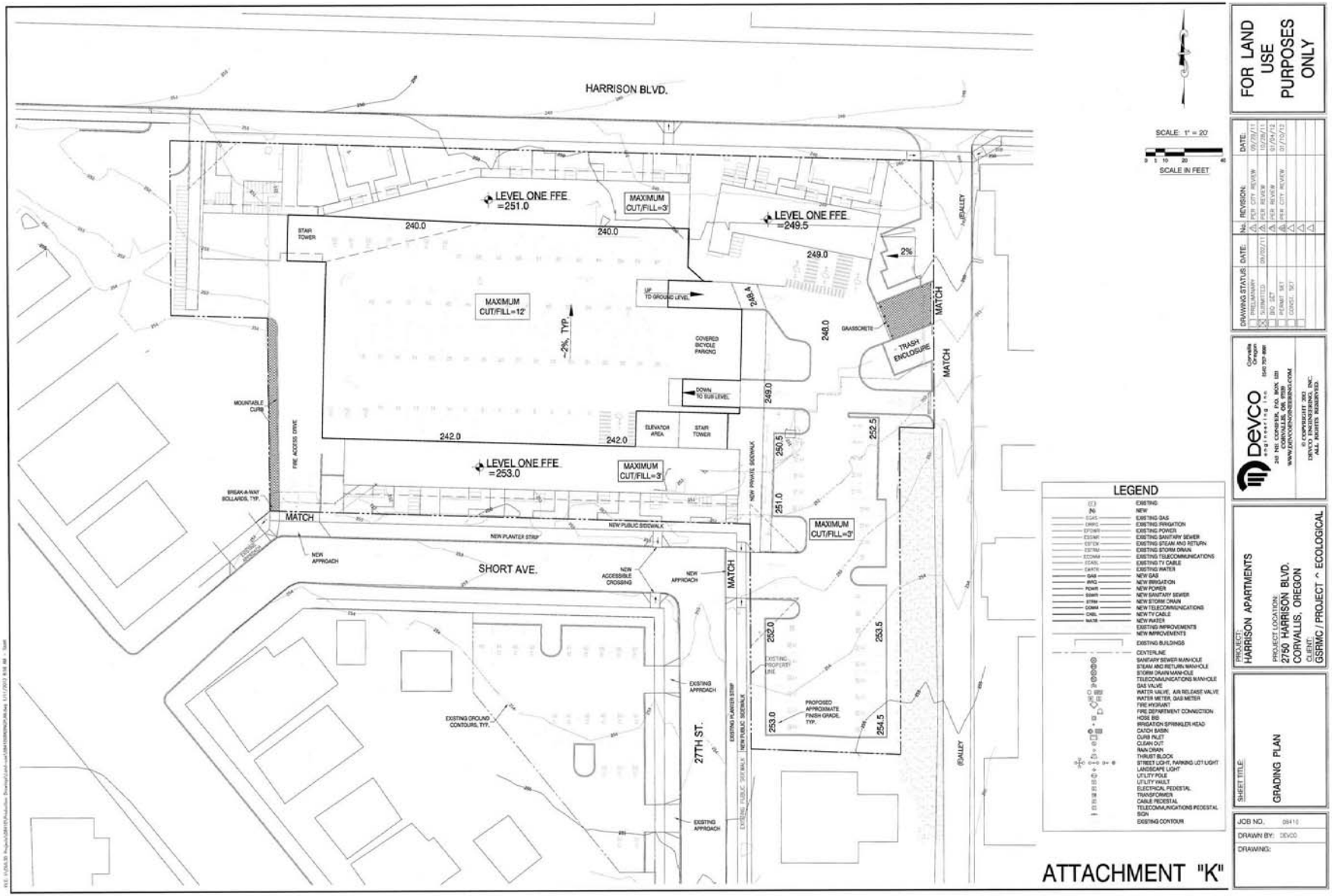
L-2
LAND USE
JANUARY 10, 2012



FOR LAND USE PURPOSES ONLY

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SUBMITTED	09/20/11	2	PER REVIEW	02/28/11
BID SET		3	PER REVIEW	01/04/12
PERMIT SET		4	PER CITY REVIEW	01/12/12
CONST. SET		5		
		6		
		7		

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CORVALLIS, OR 97330
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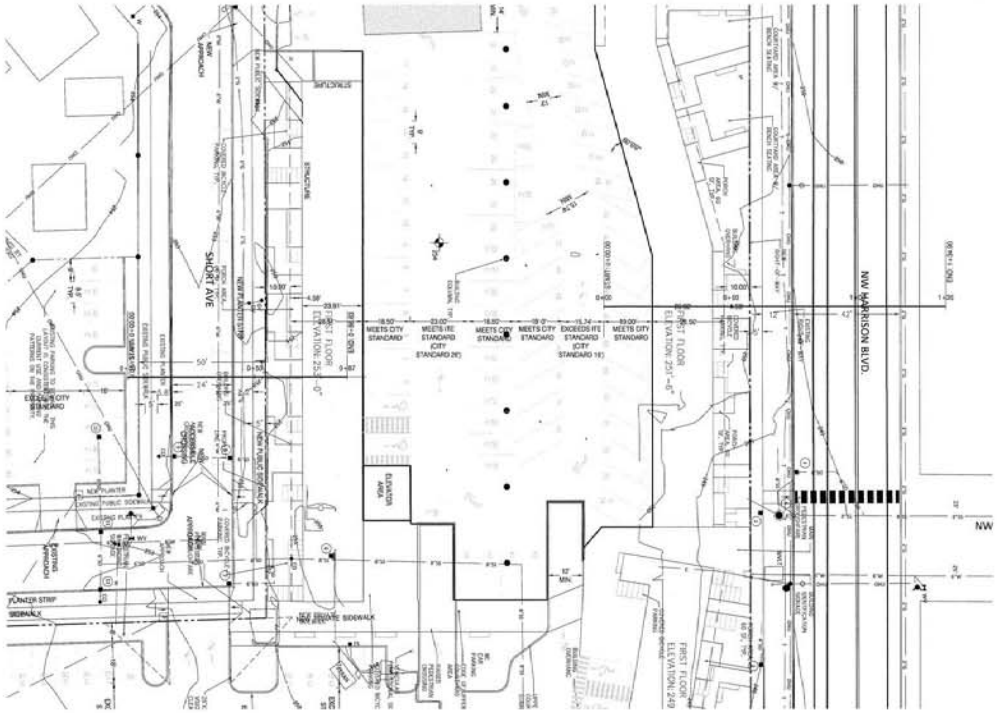
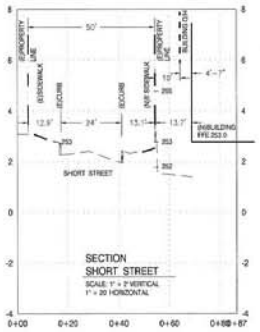
PROJECT: HARRISON APARTMENTS
PROJECT LOCATION: 2750 HARRISON BLVD. CORVALLIS, OREGON
CLIENT: GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE: GRADING PLAN

JOB NO. 08416
DRAWN BY: DEVCO
DRAWING:





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4	PER CITY REVIEW	01/10/12
5		
6		
7		

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PERMIT SET	
CONST. SET	

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CLIENT:
GSRMC / PROJECT ~ ECOLOGICAL

SHEET TITLE:
SECTIONS

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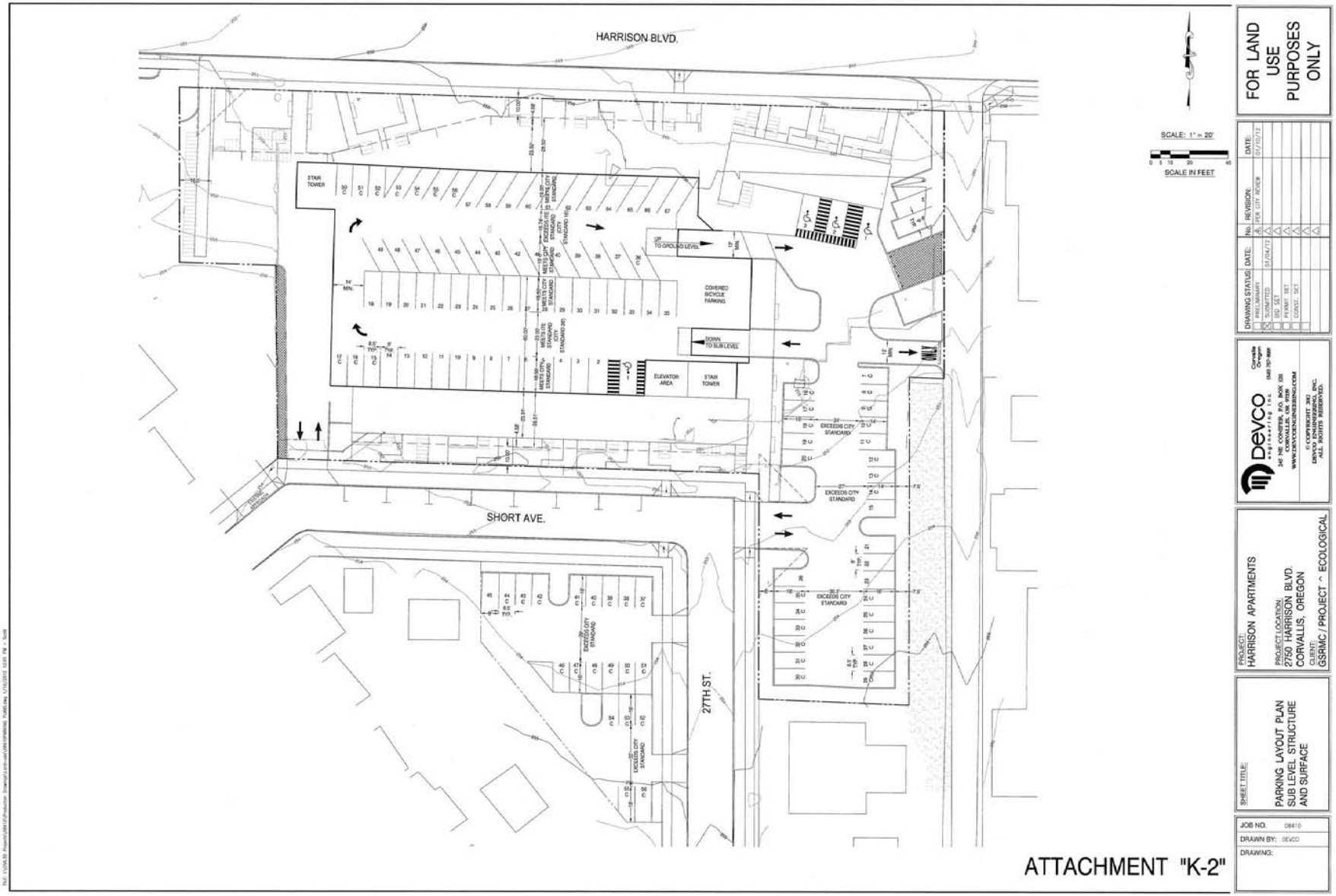
HARRISON BLVD.
SHORT AVE.
27TH ST.
STAIR TOWER
ELEVATOR AREA
STAIR TOWER
COVERED BICYCLE PARKING
TO GROUND LEVEL
DOWN TO SUB LEVEL
EXCEEDS CITY STANDARD
MEETS CITY STANDARD
SCALE: 1" = 20'
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
DRAWING STATUS
PRELIMINARY
SUBMITTED
REV. 1ST
REV. 2ND
CONST. SET
DATE:
01/04/13
No. REVISION:
A PER CITY REVIEW
DATE:
01/10/13
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Corvallis Oregon
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PROJECT LOCATION:
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CLIENT:
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SHEET TITLE:
PARKING LAYOUT PLAN
SUB LEVEL STRUCTURE
AND SURFACE
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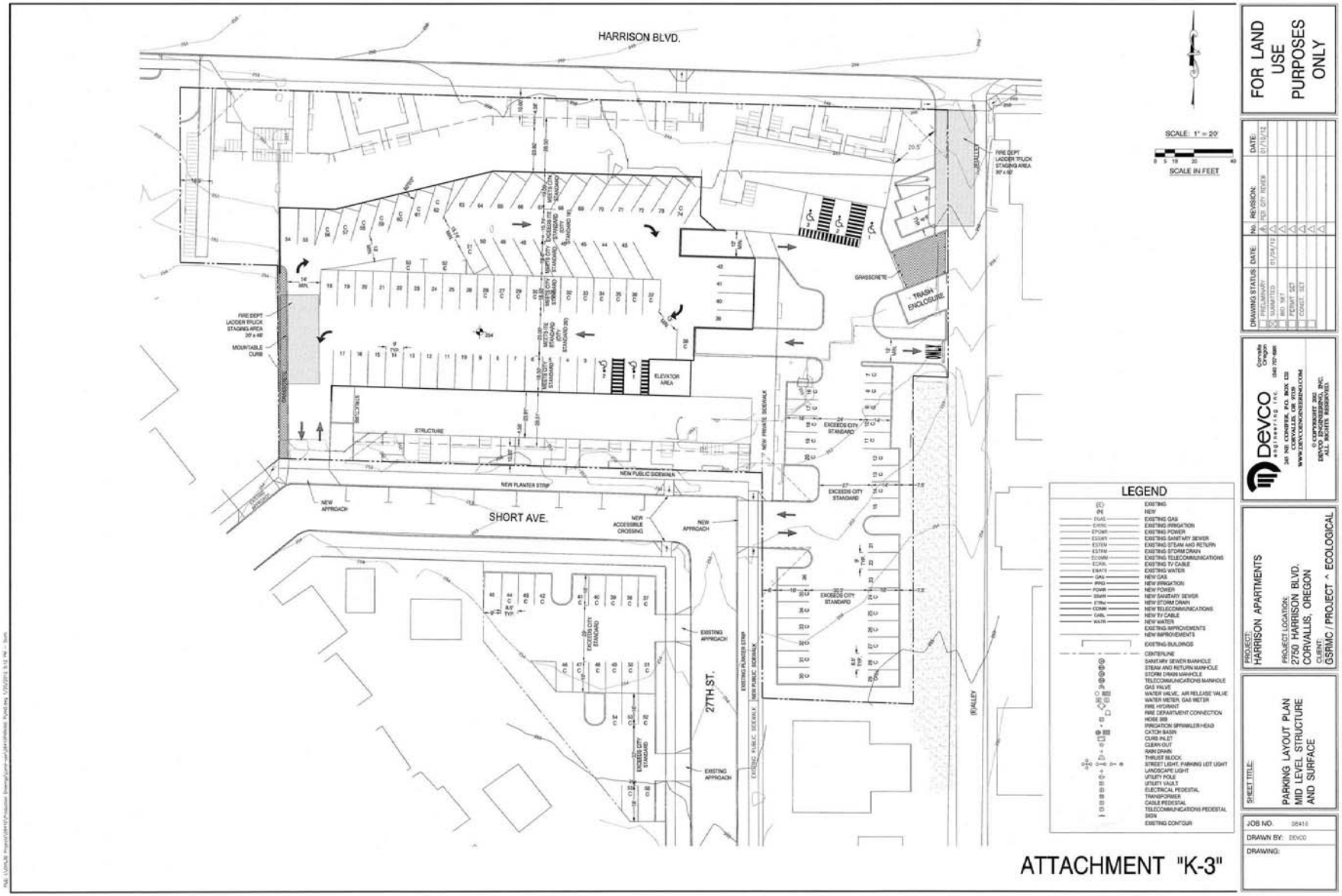
HARRISON BLVD.
SHORT AVE.
27TH ST.
(R)ALLEY
STRUCTURE
ELEVATOR AREA
TRASH ENCLOSURE
GRASSCRETE
FIRE DEPT LADDER TRUCK STAGING AREA 30 x 40
MOUNTABLE CURB
NEW PUBLIC SIDEWALK
NEW PLANTER STRIP
NEW APPROACH
NEW ACCESSIBLE CROSSING
EXISTING APPROACH
EXISTING PLANTER STRIP
EXISTING PUBLIC SIDEWALK
NEW PRIVATE SIDEWALK
EXCEEDS CITY STANDARD
MEETS CITY STANDARD
SCALE: 1" = 20'
SCALE IN FEET
LEGEND
EXISTING
NEW
EXISTING GAS
EXISTING IRRIGATION
EXISTING POWER
EXISTING SANITARY SEWER
EXISTING STEAM AND RETURN
EXISTING STORM DRAIN
EXISTING TELECOMMUNICATIONS
EXISTING TV CABLE
EXISTING WATER
NEW GAS
NEW IRRIGATION
NEW POWER
NEW SANITARY SEWER
NEW STORM DRAIN
NEW TELECOMMUNICATIONS
NEW TV CABLE
NEW WATER
EXISTING IMPROVEMENTS
NEW IMPROVEMENTS
EXISTING BUILDINGS
CENTERLINE
SANITARY SEWER MANHOLE
STEAM AND RETURN MANHOLE
STORM DRAIN MANHOLE
TELECOMMUNICATIONS MANHOLE
GAS VALVE
WATER VALVE, AIR RELEASE VALVE
WATER METER, GAS METER
FIRE HYDRANT
FIRE DEPARTMENT CONNECTION
HOSE BIB
IRRIGATION SPRINKLER HEAD
CATCH BASIN
CURB INLET
CLEAN OUT
RAIN DRAIN
THRUST BLOCK
STREET LIGHT, PARKING LOT LIGHT
LANDSCAPE LIGHT
UTILITY POLE
UTILITY VAULT
ELECTRICAL PEDESTAL
TRANSFORMER
CABLE PEDESTAL
TELECOMMUNICATIONS PEDESTAL
SIGN
EXISTING CONTOUR
ATTACHMENT "K-3"
FOR LAND USE PURPOSES ONLY
DRAWING STATUS
PRELIMINARY
SUBMITTED
BID SET
FOR PERMIT
CONST. SET
DATE:
01/24/12
No. REVISION:
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DATE:
01/16/12
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CORVALLIS, OREGON
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GSRMC / PROJECT ^ ECOLOGICAL
SHEET TITLE:
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AND SURFACE
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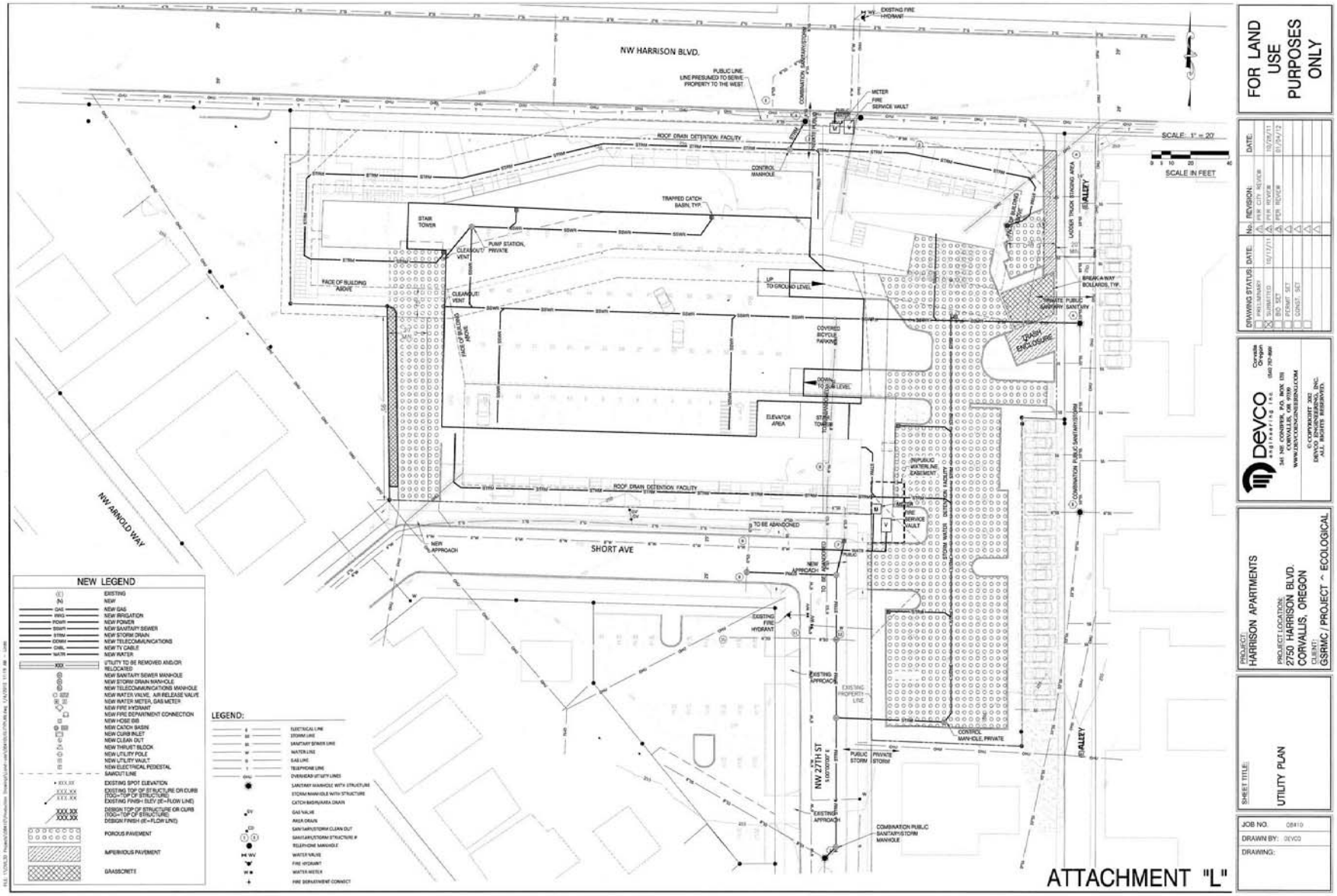
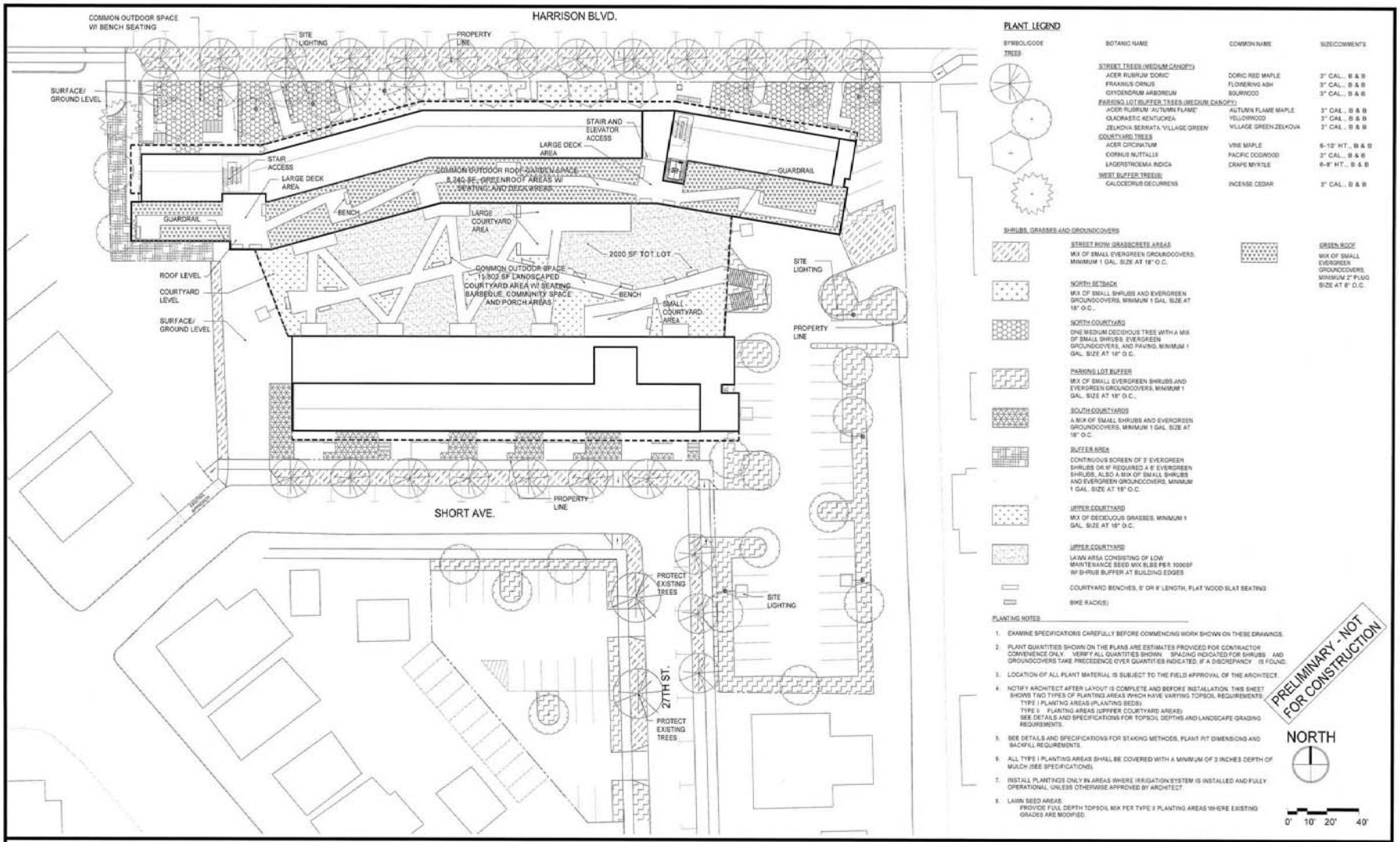


Addendum Attachment C.41



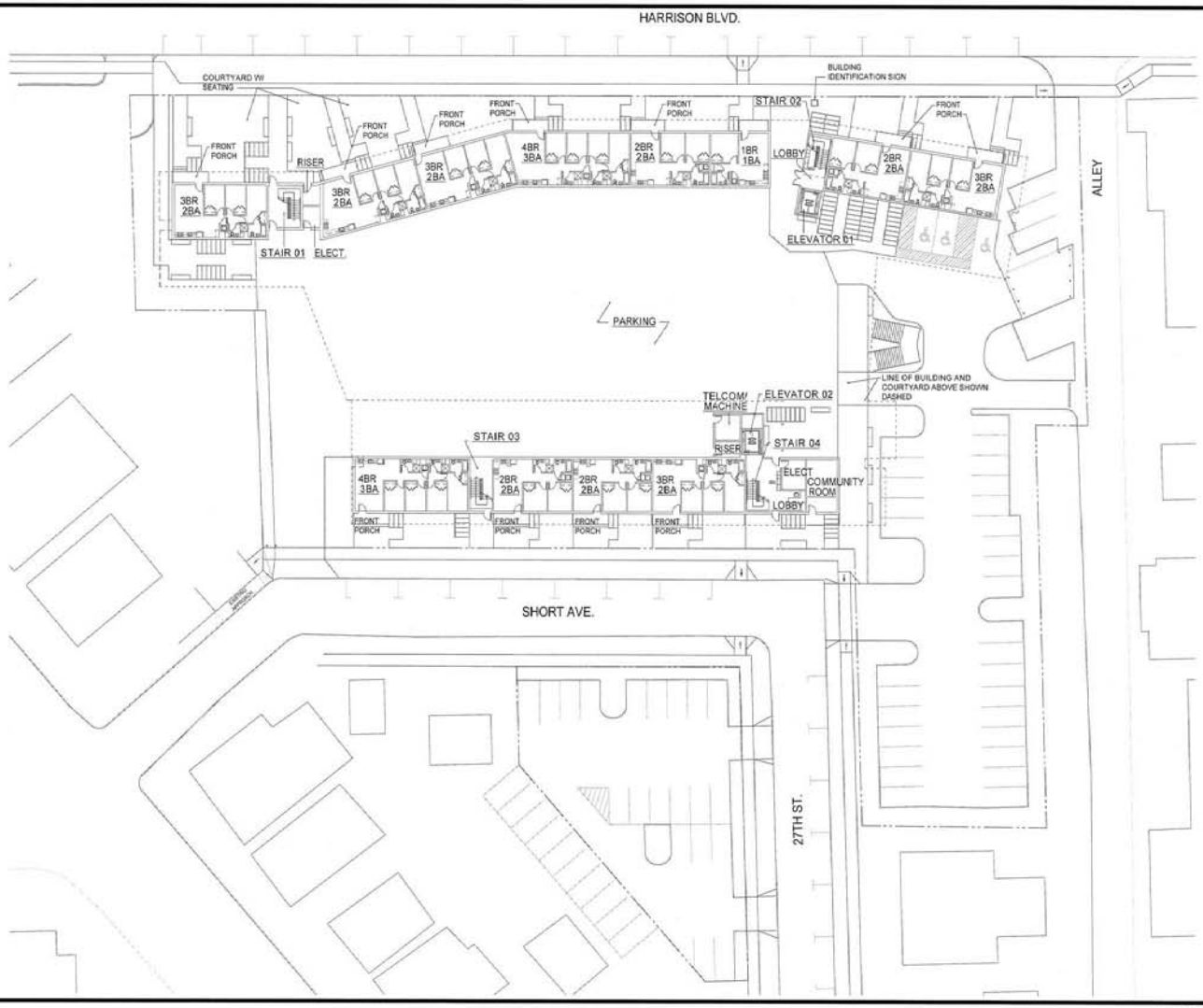
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Landscape Plan
Scale: 1" = 20'-0"

ATTACHMENT "M"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

L-3
LAND USE
JANUARY 10, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

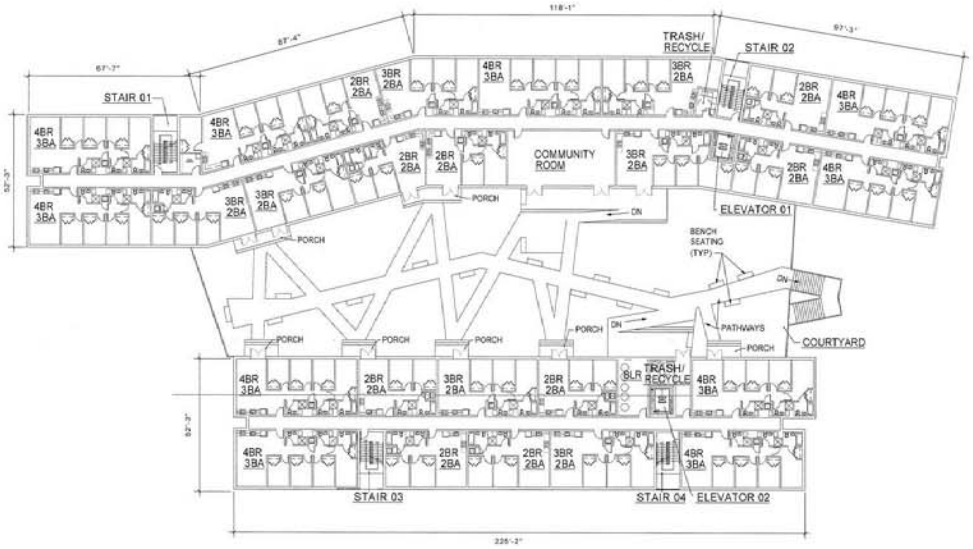
First Floor Plan

Scale: 1" = 20'-0"

ATTACHMENT "N"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-1
LAND USE
JANUARY 10, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

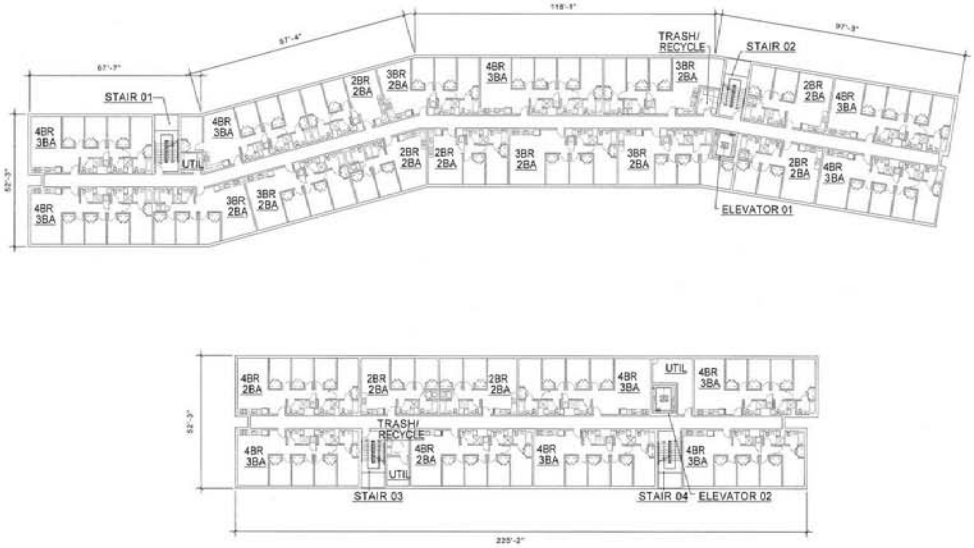
Second Floor & Courtyard Plan

Scale: 1" = 20'-0"

ATTACHMENT "N-1"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-2
LAND USE
JANUARY 4, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

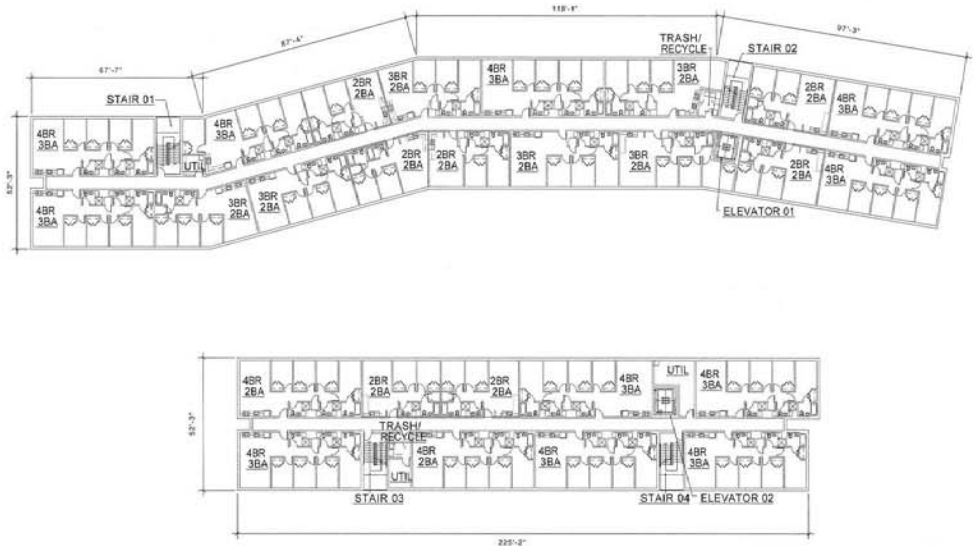
Third Floor Plan

Scale: 1" = 20'-0"

ATTACHMENT "N-2"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-3
LAND USE
JANUARY 10, 2012



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

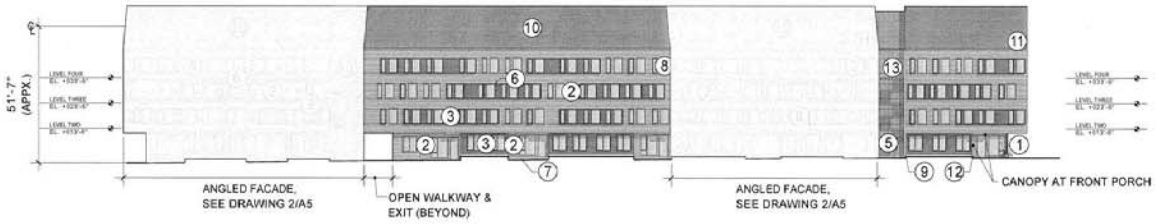
Fourth Floor Plan

Scale: 1" = 20'-0"

ATTACHMENT "N-3"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-4
LAND USE
JANUARY 10, 2012



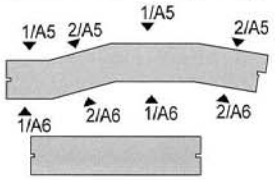
1 Elevation - North Harrison Blvd.

2 Elevation - North Harrison Blvd.

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Downspout
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

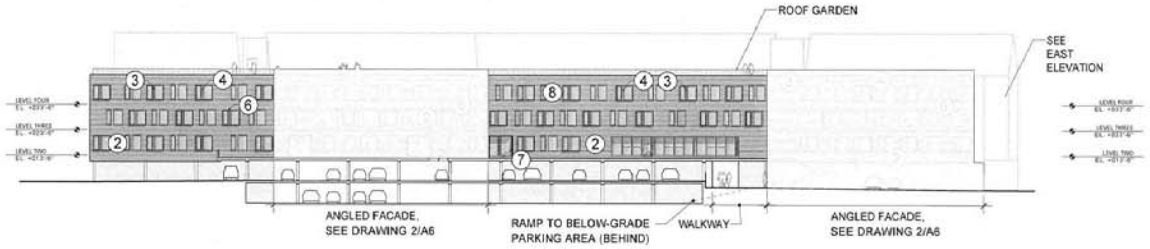
Building Elevations

Scale: 1" = 20'-0"

ATTACHMENT "O"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-5
LAND USE
JANUARY 10, 2012



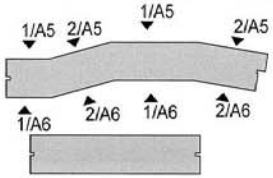
1 Elevation - Courtyard South

2 Elevation - Courtyard South

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Downspout
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

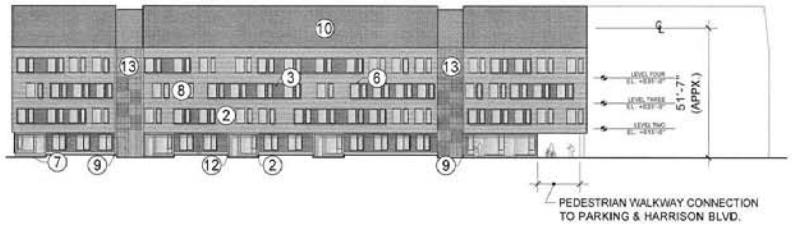
Building Elevations

Scale: 1" = 20'-0"

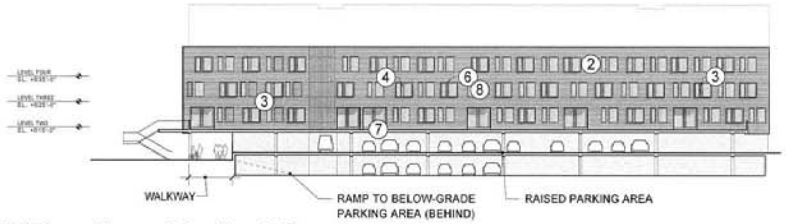
ATTACHMENT "O-1"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-6
LAND USE
JANUARY 10, 2012



1 Elevation - South at Short Ave.

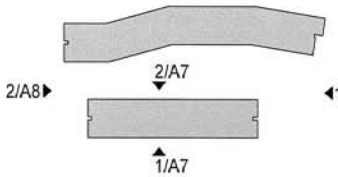


2 Elevation - North at Courtyard

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Downspout
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

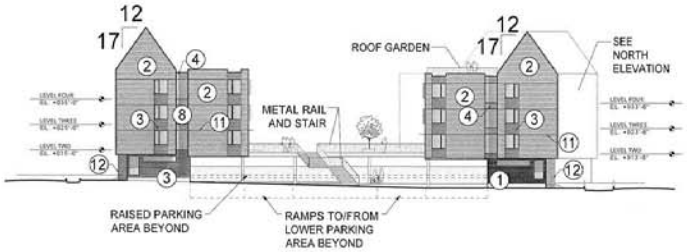
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

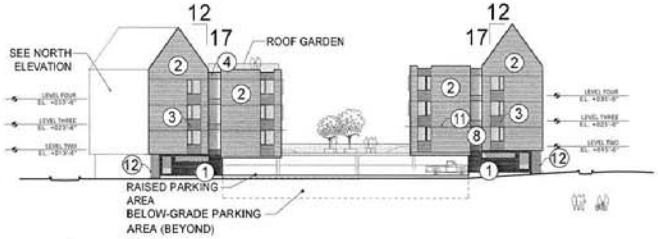
ATTACHMENT "O-2"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-7
LAND USE
JANUARY 10, 2012



1 Elevation - East



2 Elevation - West

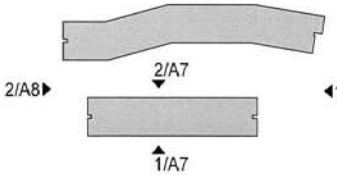
Window and Wall Area Ratio

Building/ Elevation	Wall Area (sf)	Window 3,534 sf	%Window
North Building:			
North(Harrison)	14,933 sf	3,534 sf	23.7%
South(courtyard)	11,780 sf	2,644 sf	22.4%
East(alleyway)	2,279 sf	303 sf	13.3%
West(drive/pkg)	2,224 sf	303 sf	13.6%
South Building:			
North(courtyard)	7,580 sf	1,315 sf	17.3%
South(Short)	9,781 sf	2,118 sf	21.7%
East(alleyway)	2,279 sf	303 sf	13.3%
West(driveway)	2,245 sf	303 sf	13.5%

Elevation - Sheet Notes

1. Brick
2. Wood Siding- Cedar, Clear Stain
3. Wood Siding- Cedar, Dark Stain
4. Metal Panel
5. Secure Stair Entry/Exit
6. Metal Window Trim
7. Concrete Porch Steps
8. Window and Trim
9. Downspout
10. Dark-color Textured Roof
11. Metal Trim
12. Wood Screen Wall at Porch
13. Wood Siding Screen - Cedar, Clear Stain at Stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

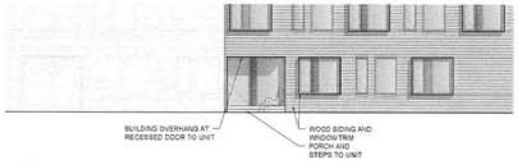
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

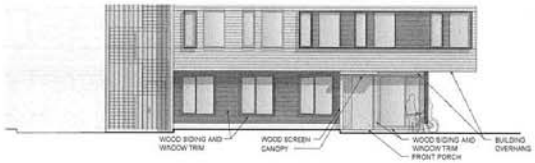
ATTACHMENT "O-3"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-8
LAND USE
JANUARY 10, 2012



1 Enlarged Elevation - Porch at Courtyard

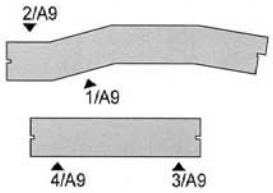


2 Enlarged Elevation - Porch at Harrison

3 Enlarged Elevation - Entry and Walkway at Short Ave.

4 Enlarged Elevation - Porch at Short Ave.

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16'

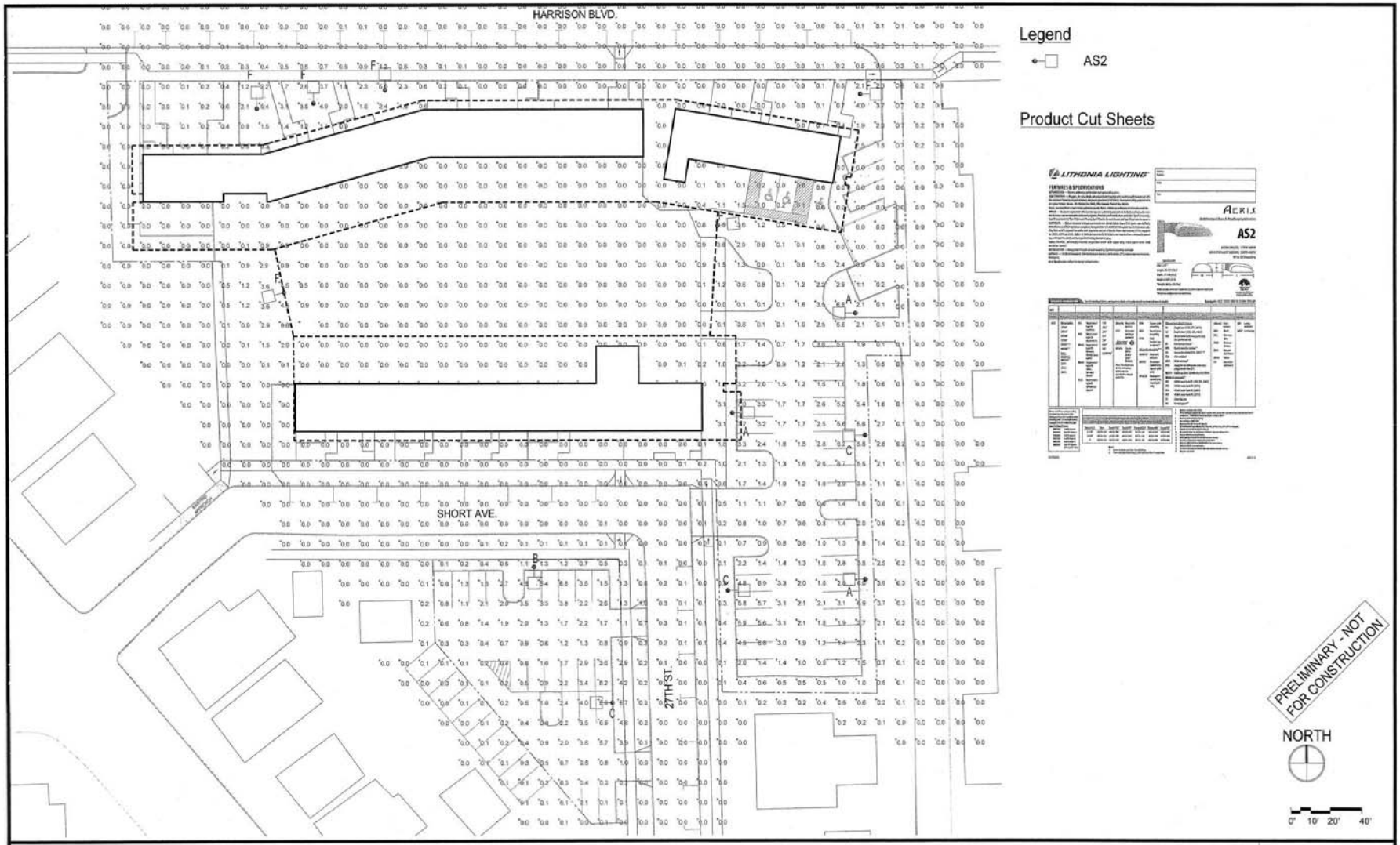
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1/8" = 1'-0"

ATTACHMENT "O-4"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-9
LAND USE
JANUARY 10, 2012



HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

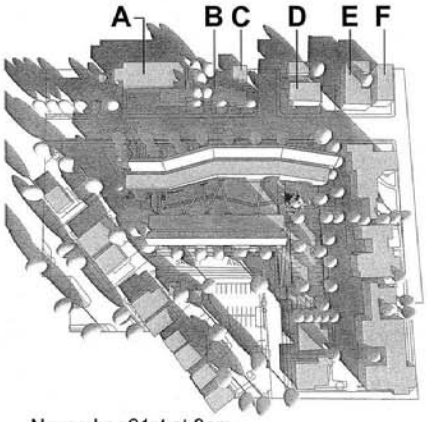
Site Lighting Plan - Surface Level

Scale: 1" = 20'-0"

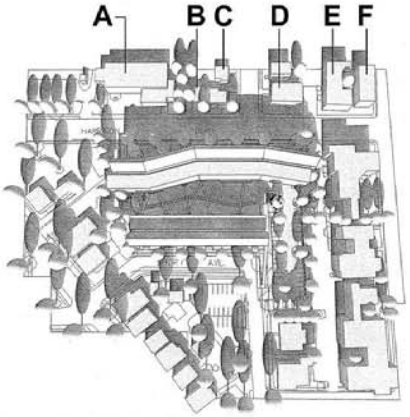
ATTACHMENT "P"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

L-4
LAND USE
January 4, 2012



November 21st at 9am

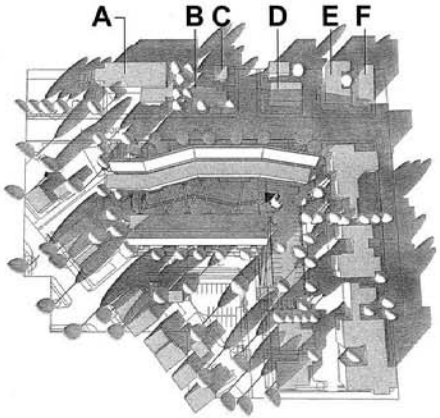


November 21st at 12pm

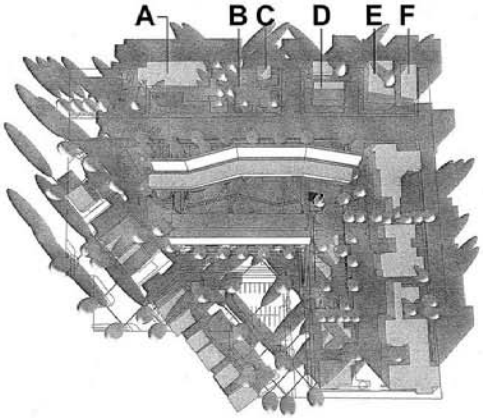
Solar Access Summary

Building	Hours Sunlight	Hours Shade*
A	3	3
B	0	6
C	5	1
D	2	4
E	4	2
F	5	1

*IMAGES SHOW SHADING FROM EXISTING AND NEW DEVELOPMENT; SHADING CALCULATIONS ACCOUNT FOR NEW DEVELOPMENT.



November 21st at 3pm



November 21st at 9am and 3pm

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

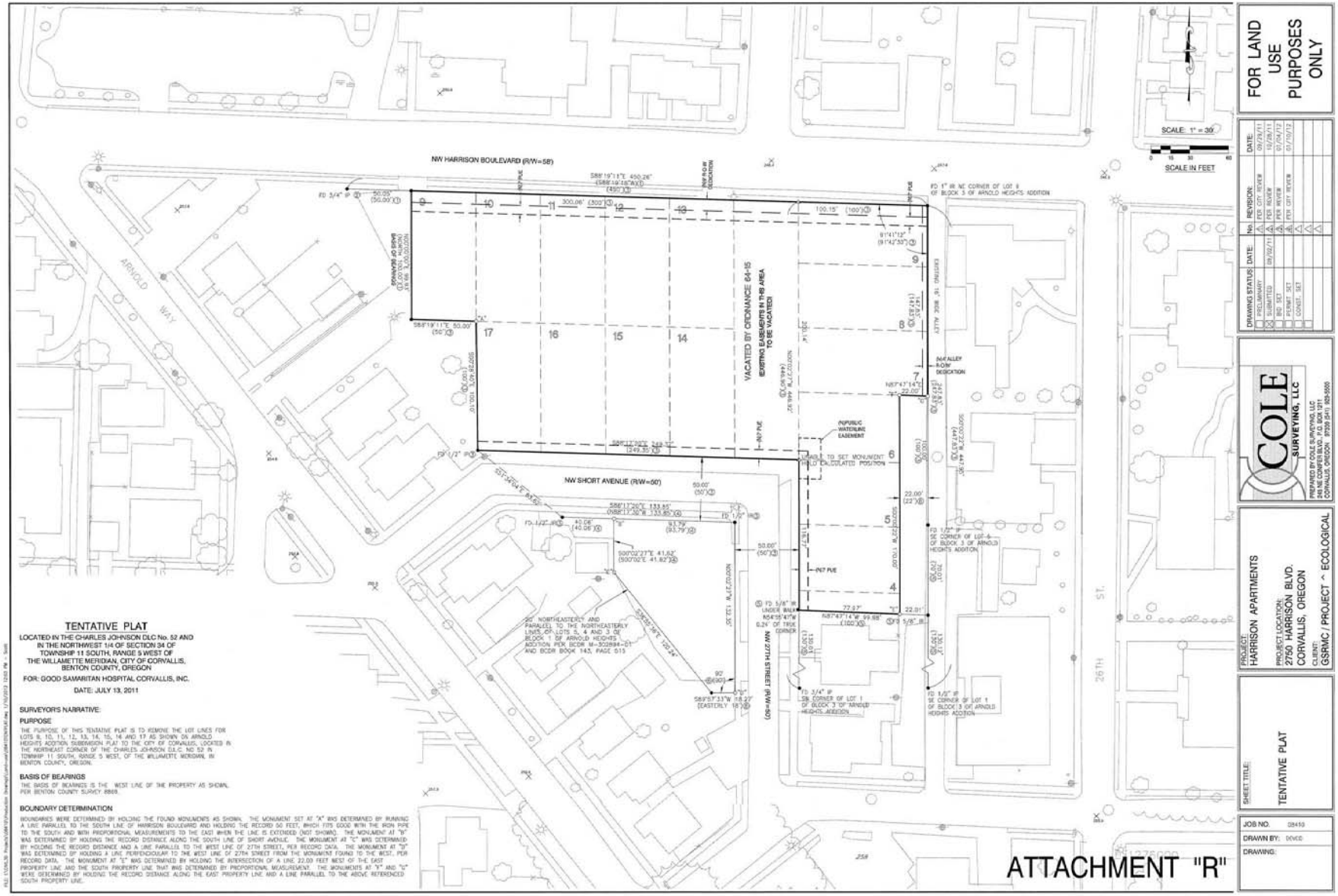
HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

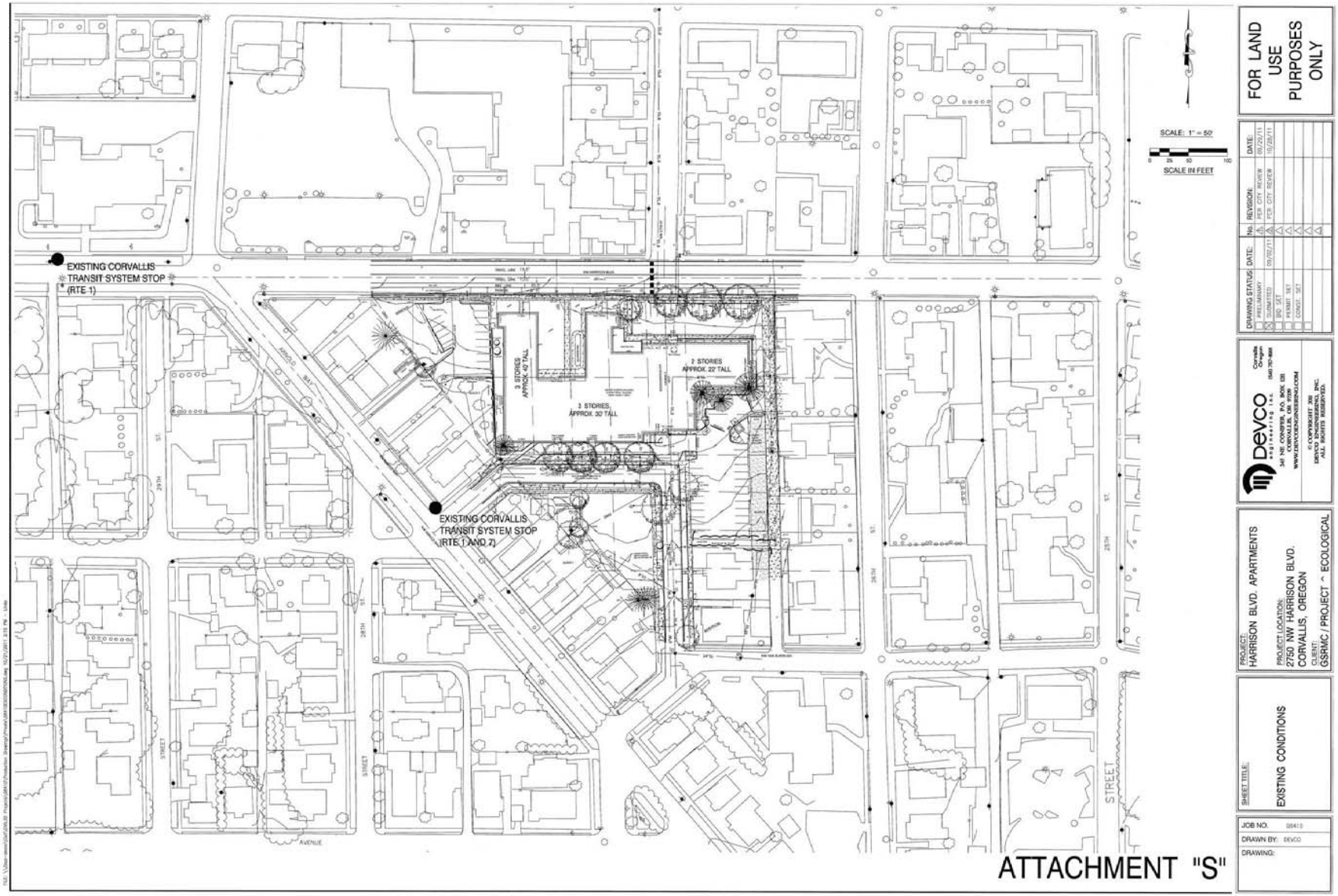
Solar Access Plan
Scale: NTS

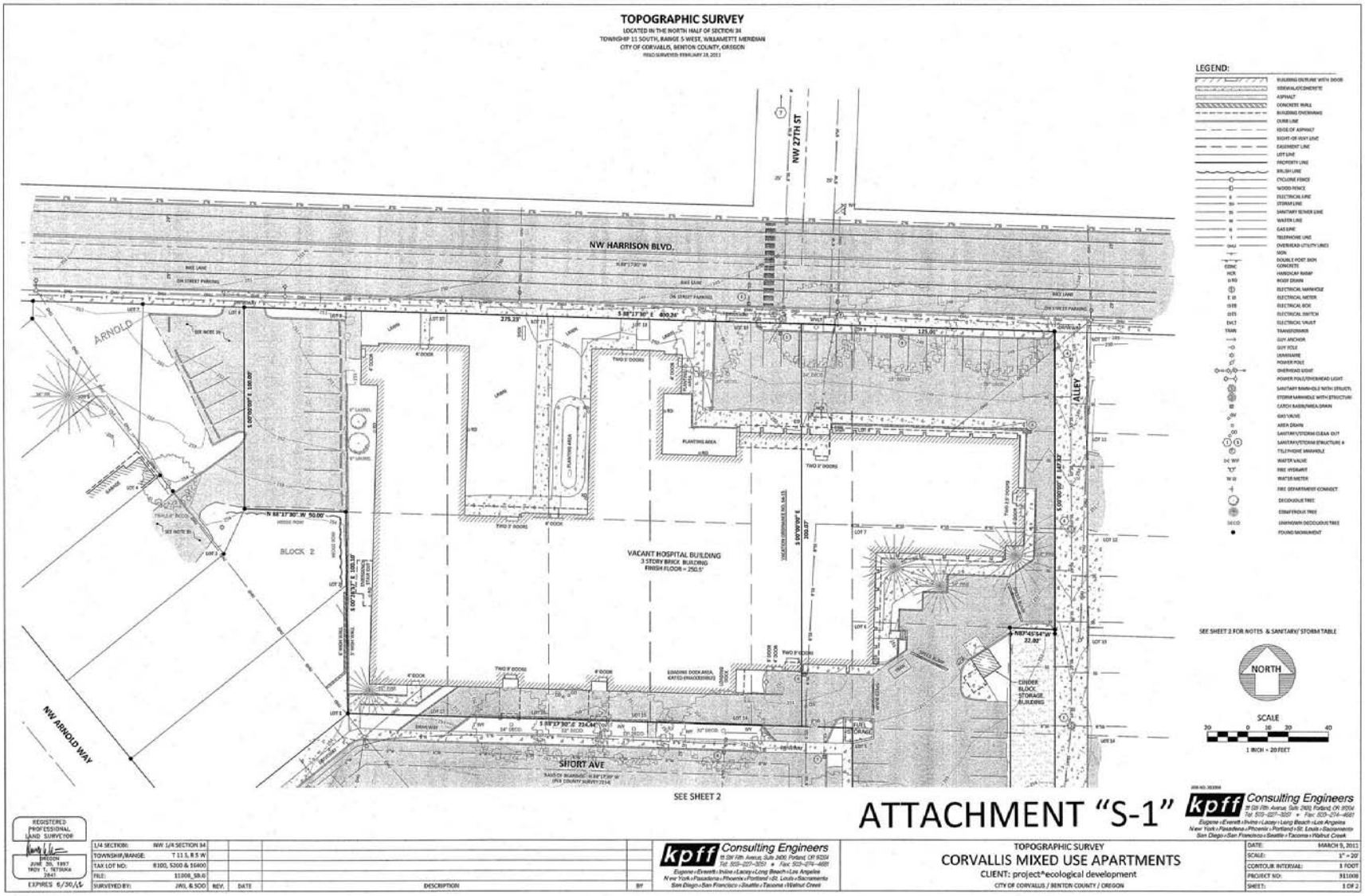
ATTACHMENT "Q"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-0.1
LAND USE
JANUARY 10, 2012


TENTATIVE PLAT
LOCATED IN THE CHARLES JOHNSON DLC No. 52 AND IN THE NORTHWEST 1/4 OF SECTION 34 OF TOWNSHIP 11 SOUTH, RANGE 5 WEST OF THE WILLAMETTE MERIDIAN, CITY OF CORVALLIS, BENTON COUNTY, OREGON
FOR: GOOD SAMARITAN HOSPITAL CORVALLIS, INC.
DATE: JULY 13, 2011
SURVEYOR'S NARRATIVE:
PURPOSE
BASIS OF BEARINGS
BOUNDARY DETERMINATION
NW HARRISON BOULEVARD (R/W=58')
NW SHORT AVENUE (R/W=50')
ARNOLD WAY
NW 27TH STREET (R/W=60')
26TH ST.
VACATED BY ORDINANCE 64-15
EXISTING EASEMENTS IN THIS AREA TO BE VACATED
SCALE: 1" = 30'
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
COLE SURVEYING, LLC
PROJECT: HARRISON APARTMENTS
PROJECT LOCATION: 2750 HARRISON BLVD. CORVALLIS, OREGON
CLIENT: GSRMC / PROJECT ^ ECOLOGICAL
SHEET TITLE: TENTATIVE PLAT
JOB NO.
DRAWN BY:
DRAWING:
ATTACHMENT "R"


EXISTING CORVALLIS TRANSIT SYSTEM STOP (RTE 1)
EXISTING CORVALLIS TRANSIT SYSTEM STOP (RTE 1 AND 7)
2 STORIES APPROX. 40' TALL
3 STORIES APPROX. 30' TALL
2 STORIES APPROX. 22' TALL
HARRISON BLVD.
26TH ST.
28TH ST.
STREET
AVENUE
SCALE: 1" = 50'
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
DRAWING STATUS: PRELIMINARY SUBMITTED PER CITY CONST. SET
DATE: 09/02/11
No. REVISION: 1 PER CITY REVIEW 2 PER CITY REVIEW
DATE: 09/29/11 10/28/11
DEVCO engineering inc.
Corvallis Oregon
541 NE CONNTER, P.O. BOX 1351
CORVALLIS, OR 97339
WWW.DEVCOENGINEERING.COM
© COPYRIGHT 200
DEVCO ENGINEERING, INC.
ALL RIGHTS RESERVED.
PROJECT: HARRISON BLVD. APARTMENTS
PROJECT LOCATION: 2750 NW HARRISON BLVD. CORVALLIS, OREGON
CLIENT: GSRMC / PROJECT ^ ECOLOGICAL
SHEET TITLE: EXISTING CONDITIONS
JOB NO. 08410
DRAWN BY: DEVCO
DRAWING:
ATTACHMENT "S"



ATTACHMENT "S-1"

kpff Consulting Engineers
17 SW Fifth Avenue, Suite 2600 Portland, OR 97204
Tel: 503-227-3251 • Fax: 503-274-4681
Eugene • Everett • Irvine • Lacey • Long Beach • Los Angeles
New York • Pasadena • Phoenix • Portland • St. Louis • Sacramento
San Diego • San Francisco • Seattle • Tacoma • Walnut Creek

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JUNE 20, 1997 TROY T. TETSOKA 2841
EXPIRES 6/30/12

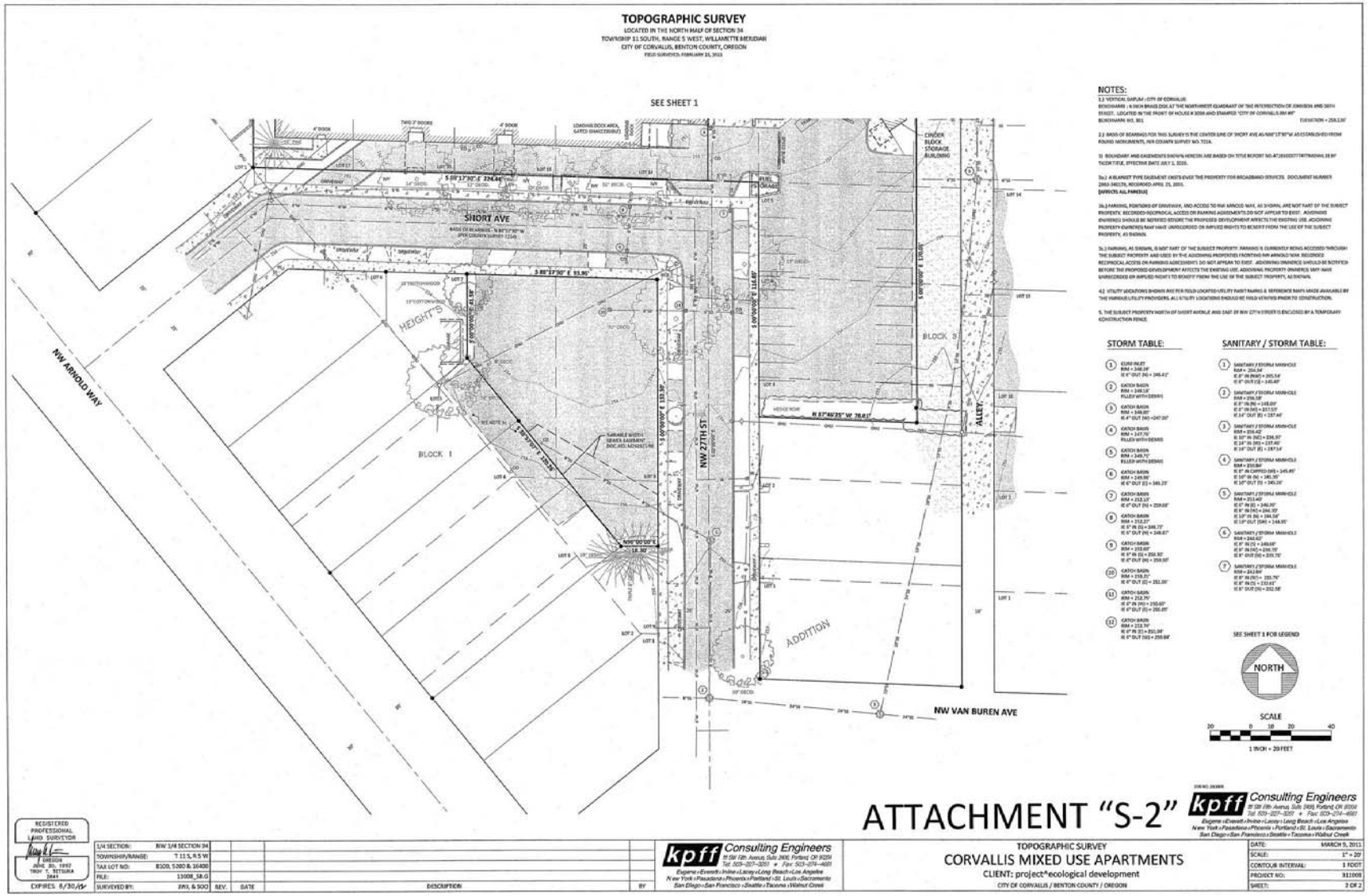
L/4 SECTION:	NW 1/4 SECTION 34
TOWNSHIP/RANGE:	T 11 S, R 5 W
TAX LOT NO:	8100, 5200 & 10400
FILE:	11008_SB.dr
SURVEYED BY:	JWL & SOD

REV.	DATE	DESCRIPTION	BY

kpff Consulting Engineers
Eugene • Everett • Irvine • Lacey • Long Beach • Los Angeles
New York • Pasadena • Phoenix • Portland • St. Louis • Sacramento
San Diego • San Francisco • Seattle • Tacoma • Walnut Creek

TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project*ecological development
CITY OF CORVALLIS / BENTON COUNTY / OREGON

DATE:	MARCH 9, 2011
SCALE:	1" = 20'
CONTOUR INTERVAL:	1 FOOT
PROJECT NO:	11008
SHEET:	1 OF 2


TOPOGRAPHIC SURVEY
LOCATED IN THE NORTH HALF OF SECTION 34
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CITY OF CORVALLIS, BENTON COUNTY, OREGON
FIELD SURVEYED: FEBRUARY 21, 2011
SEE SHEET 1
SHORT AVE
NW ARNOLD WAY
NW 27TH ST
NW VAN BUREN AVE
BLOCK 1
BLOCK 3
ALLEY
ADDITION
CINDER BLOCK STORAGE BUILDING
FUEL GARAGE
NOTES:
STORM TABLE:
SANITARY / STORM TABLE:
SEE SHEET 1 FOR LEGEND
NORTH
SCALE
1 INCH = 20 FEET
ATTACHMENT "S-2"
kpff Consulting Engineers
TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project*ecological development
CITY OF CORVALLIS / BENTON COUNTY / OREGON
DATE: MARCH 9, 2011
SCALE: 1" = 20'
CONTOUR INTERVAL: 1 FOOT
PROJECT NO.: 311008
SHEET: 2 OF 2
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JUNE 30, 1997
TROY T. TETSURA
2844
EXPIRES 6/30/15
1/4 SECTION: NW 1/4 SECTION 34
TOWNSHIP/RANGE: T 11 S, R 5 W
TAX LOT NO: 8100, 5200 & 16400
FILE: 11008_SB.G
SURVEYED BY: JWI, & SOO
REV. DATE DESCRIPTION BY

Corvallis Planning Commission
Corvallis Planning Division

Re: Harrison Street Apartments (PLD011-00004 and SUB11-00001)

I will not be able to attend the Planning Commission meeting on Jan 4.
Because the topic is very controversial and so much public input has been received I feel that it is important to provide my input to the Commission. The following are my views.

This project would be an infill project which will provide much needed housing in the area and remove a building that has long since lived it's useful life. I really think that the developer's mindset and the architects design comes from a desire to maximize student housing for the site rather than providing less specific rental housing for the general populace. There are many strong ideas in the design. Individual access for the lower units, the common landscaped space over parking, vehicle entry from the side streets, material selections, excess street trees, to name a few. What the building lacks is any appeal that would make the complex suitable to meet the housing needs of the community at large. Any units without private outdoor space, extra storage and with three or more bedrooms just are not affordable or practical for long term occupancy. After much consideration I strongly disapprove of the application and would vote to deny any of the variances proposed by the applicant.

The two largest issues in my view are the proposed parking exceptions and the massing of the new building as it at is placed within the neighborhood context.

PARKING DISCUSSION: Excess autos parked on city streets around the university and in residential neighborhoods is already a large problem which will be ongoing for many years. The new project proposes to reduce the space sizes and number count of new parking spaces, citing exceptions for public transit and extra bicycle parking. The parking spaces provided do not meet the city standards for size and numbers which is a required minimum. I think that the small size of the spaces would lead to frustration and misuse on the part of the tenants causing much of the parking to overflow to city streets exacerbating the existing problems in the area. All parking must a meet the minimum code requirements regarding number required, size and percentage of compact spaces. Tandem and stacked spaces are not really compatible with this housing project. The bike spaces provided in the interior of the units cannot be considered at this time because we have not seen the individual unit plans and cannot assess the suitability of these spaces. The vehicle parking areas must also meet the minimum landscape requirement for trees and ground cover.

BUILDING MASSING: I have to agree with those who objected to the building form as incompatible with the neighboring community. The long monolithic form proposed is unlike any other housing occupancy within the surrounding area. The

facade and roofline could be articulated in a suitable fashion to create the look and feel of the smaller homes and the larger fraternities in the area. They must have additional wall, roof and window detailing to provide neighborhood visual compatibility. In my view, the attempts to do this in the design we have reviewed have failed. Another massing issue is the overall building height. The zoning permits a height that would provide for four stories. A design which placed the taller elements set back from the portions of the building along Harrison would go a long way to meet the objective of compatibility. A reduction in height would most certainly reduce the number of units and the associated vehicle parking requirement.

A third important deficiency is the opposed reduction in private and common outdoor spaces provided in the proposal. The nearby park is a nice amenity but does not compensate for this requirement. The reduced area does not provide areas for larger scale permanent landscaping. This is particularly evident for the deck areas included in the calculation which is above parking. Most of the remaining code variations might be considered with appropriate compensating benefits.

Correction of these deficiencies will require a major redesign and thus a revised application to be considered again at a later time. For this reason I do not feel that it is appropriate for the project nor for the citizens of Corvallis to simply issue "Conditions of Approval" at this time. If I were present I would vote to completely deny the application.

Ronald Sessions, Planning Commissioner

Memorandum

To: File

From: Bob Richardson, Associate Planner

Date: January 24, 2012

Subject: Written Testimony - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this cover memorandum is written testimony that was received after the January 4, 2012, Planning Commission meeting, and before the Staff Report Addendum was printed on January 25, 2012.

EXHIBIT K - 93

Addendum Attachment E.1

January 24, 2012

SERA
ARCHITECTURE
URBAN DESIGN + PLANNING
INTERIOR DESIGN

Mr. Robert Richardson
Associate Planner
Planning Division, City of Corvallis
501 SW Madison Street
Corvallis, OR 97333

Re: Harrison Apartments

Dear Members of the Corvallis Planning Commission:

On behalf of SERA Architects in Portland Oregon, we fully support the Harrison Apartment project and sincerely hope the land use application will be approved by the Corvallis Planning Commission.

SERA Architects has a staff of 100 and we provide services in Architecture, Urban Design, and Sustainability. We are nationally recognized for our expertise in smart growth, transit oriented development projects, sustainability expertise, and historic preservation. We are active in designing and building projects in the context of historic neighborhoods and also in restoring historic buildings such as Weatherford Hall and Kearney Hall at OSU as well as the recent addition of Dennis Hall to the First Presbyterian Church in Corvallis which was awarded a Historic Compatibility award by the City of Corvallis.

We believe the Harrison Apartment project is exactly what the City of Corvallis needs and desires. It will be a high quality infill development that will be well managed and will fulfill the goals of the Corvallis Comprehensive Plan and the 2020 Vision Statement. We would like to respectfully offer our professional opinion that the proposed design is compatible with its context and an appropriate response to its location and merits approval.

Thank you for your consideration

Sincerely,

SERA Architects

Kurt Schultz AIA, LEED AP
Principal

Bing Sheldon FAIA
Chairman

338 NW 5TH AVENUE PORTLAND OR 97209 T 503.445.7372 F 503.445.7395 SERAPDX.COM

EXHIBIT K - 94

From: kathy corjasso
To: Richardson, Robert
Subject: Harrison Street Apartments
Date: Saturday, January 14, 2012 8:09:39 AM

As a permanent resident of this neighborhood, I am very concerned about the lack of on- site parking and the effect of the overflow on nearby streets. Along with the apartment dwellers, we also have to consider the visitors that come and go. This traffic (which is aready troubling during the week) will turn into a constant nightmare for the rest of us who make our home here.

Also of concern is the rooftop "common area". Oh my goodness, did someone say party deck? The noise will carry for blocks.

Please add me to your mail list for any updates or info you may wish to send out. You will be hearing more from me in the future

Kathy Corjasso
2962 NW Van Buren
Corvallis, OR 97330

Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS
Minimum parking requirements for Use Types in all areas of the City, with the exception of
the Central Business (CB) Zone and the Riverfront (RF) Zone, are described in Sections
4.1.30.a through 4.1.30.f. Minimum parking requirements for the Central Business (CB)
Zone are described in Section 4.1.30.g.
a. Residential Uses Per Building Type -
1. Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -
a) Vehicles - Two spaces per dwelling unit.
b) Bicycles - None required.
2. Duplex, Attached, and Multi-dwelling -
a) Vehicles -
1) Studio or Efficiency Unit - One space per unit.
2) One-bedroom Unit - One space per unit.
3) Two-bedroom Unit - 1.5 spaces per unit.
4) Three-bedroom Unit - 2.5 spaces per unit.
b) Bicycles -
1) Studio or Efficiency Unit - One space per unit.
2) One-bedroom Unit - One space per unit.
3) Two-bedroom Unit - 1.5 spaces per unit.
4) Three-bedroom Unit - Two spaces per unit.

From: Karin and Tim
To: Richardson, Robert
Subject: Testimony against Harrison Apartments
Date: Friday, January 13, 2012 4:58:57 PM

To City Planning:

I will be out of town for the public hearing, so am putting in writing my continued opposition to the Harrison Apartments.

As stated earlier, I do think this project is a good plan for the property, given its proximity to campus. But also, as stated earlier, I think it is the responsibility of the city to adhere to the maximum amount of parking spots as spelled out by code. The proposed changes add 18 more parking spots. But the total number of bedrooms increases by 9. So the net gain of parking spots is only 9. Realistically speaking, that is not enough. Anyone who drives by this area at most times of the day would be hard pressed to find ANY free parking spots. So even if some students do choose to live in these apartments without cars, there still will be a large percentage with cars with no where to park them. The parking problem is not going to go away. The city needs to take a stand, and get developers to provide maximum parking.

Thank you for considering my input.

Karin Krakauer
643 NW 12th st
Corvallis 97330
541-752-6813
tkmm@comcast.net

EXHIBIT K - 96

From: Bethann Ryker
To: Richardson, Robert
Subject: Harrison Project / HOV / Comment
Date: Wednesday, January 11, 2012 11:48:16 AM

Sir,

We have lived on NW 27th. for the past 37 years. Both of my kids were born in the old hospital and I had personal interaction with the Heart of the Valley while it was in operation.

The impact on the neighborhood surrounding the site while it was a hospital, in our opinion, was much greater than what will be experienced when the new project is completed.

We look forward to the beautiful new buildings eliminating what has become a major eyesore. The recent modifications to the plan have met our expectations !

Certainly the city of Corvallis can use some additional income from a prospering business.

We wholeheartedly support the project !

Thank you for the consideration....

Ken and Bethann Ryker
752-3521

EXHIBIT K - 97

From: krakauer stewart
To: Richardson, Robert
Subject: comments regarding Harrison Apts.
Date: Wednesday, January 11, 2012 12:28:40 PM

To whom it may concern:

I'd like to restate my concerns regarding the proposed Harrison Apts. First of all, as summarized in the Gazette Times, the proposed changes sound more like an attempt to fool or confuse than a genuine effort to address citizen concerns. First of all, if there are fewer overall apartments, but more overall bedrooms, then there must be more multiple bedroom units, which as we know tend to attract more large parties which will obviously exacerbate the problems of parking, noise and litter. Increasing bedrooms also obviously increases the need for additional resident parking. By my simple calculations, the revised plan provides an whopping increase of approximately .0431 parking spaces per tenant. I urge the city to demand a meaningful change in the proposal that adequately addresses parking for this needed project in an already heavily congested area.

Thanks, Tim Stewart

EXHIBIT K - 98