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

Approved as submitted, February 1, 2012

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
January 4, 2012

Present
Jennifer Gervais, *Chair*
Frank Hann, *Vice Chair*
Tad Abernathy
James Feldmann
Tony Howell
Roger Lizut
Jim Ridlington
Jasmin Woodside
Roen Hogg, *Council Liaison*

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

Excused Absence
Ronald Sessions

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			
II.	Deliberations/Consideration of Applicants' Request to Postpone Decision: Harrison Apartments (PLD11-00004, SUB11-00001)			Continue deliberations to February 1 and grant applicant's request for additional time to revise application; reopen the evidentiary portion of the public hearing for testimony on any part of the application.
III.	Public Hearing: Good Samaritan Regional Medical Center Cancer Center Annex (PLD11-00007)			Approved with modifications.
IV.	Planning Commission Minutes: December 14, 2011			Approved with one revision.
V.	Old Business	X		
VI.	New Business A. Planning Division Update	X		
VII.	Adjournment – 9:46 p.m.			

EXHIBIT L - 1

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Jennifer Gervais at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

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

II. DELIBERATIONS/CONSIDERATION OF APPLICANTS' REQUEST TO POSTPONE DECISION – Harrison Apartments (PLD11-00004, SUB11-00001)

Chair Gervais drew attention to the staff memorandum regarding the applicant's request and final written argument. The applicant has requested that the Planning Commission continue deliberations to February 1, 2012, and allow more time for the applicant to revise their application to address concerns expressed at the December 14, 2011, public hearing.

In response to inquiries from the Commission, City Attorney Coulombe said that the Commission could decide to move forward with deliberations tonight or to postpone deliberations to a date certain. If deliberations are postponed, the Commission should also decide whether or not to reopen the evidentiary portion of the public hearing and, if so, whether new testimony will be allowed for the limited purposes of the applicant's revised materials or for the entire application. Planning Division Manager Young said the applicants have granted a 90-day extension to the 120-day rule; sufficient time is built into the process to allow the applicant's revisions to come forward and for planning staff to review and prepare a staff memorandum, as well as for the required public meeting notice and the ability to hold the record open for an additional seven days if that request comes forward.

Commissioner Howell said that, in a Planned Development, new evidence may relate to other issues in terms of balancing; he asked if staff had thoughts about how practical it would be to maintain fair boundaries for all parties. Planning Manager Young said the Planning Commission could endeavor to limit the scope of new testimony but staff is comfortable opening it up to all applicable criteria. In response to an inquiry from the Chair, he said that, if staff was not able to do a complete analysis on the revised application in the time available, the Planning Commission would meet to decide on February 1st whether to allow more time to deliberate with an incomplete staff analysis..

MOTION: Commissioner Hann moved to continue deliberations on the Harrison Apartments land use application and to grant the applicants' request for additional time to revise the application to address concerns expressed at the December 14, 2011, Planning Commission public hearing. Deliberations will be continued to the February 1, 2012, Planning Commission meeting. Commissioner Abernathy seconded the motion and it **passed** unanimously.

MOTION: Commissioner Feldmann moved to reopen the public record on February 1. Commissioner Lizut seconded the motion and it **passed** unanimously with Commissioner Woodside abstaining.

Chair Gervais asked if Commissioners would like to reopen the record for testimony on the applicant's revised materials or the entire application. Commissioner Hann said it appears that the applicant's revised materials will be about the parking issue; the public comments were related to both parking and compatibility issues so he is not in favor of trying to limit the public input. Commissioner Lizut said he thinks that conversation on this important issue needs to continue; his preference is to allow testimony on all applicable criteria. Commissioner Abernathy said he does not want to rehash what has already been discussed; he would prefer to allow new testimony only on new

EXHIBIT L - 2

evidence. Commissioners Feldmann and Ridlington said they would prefer to allow discussion on the entire application. Commissioner Howell agreed with the idea of allowing testimony on the entire application to provide more flexibility for all parties.

MOTION: Commissioner Feldmann moved that the Planning Commission accept testimony on all parts of the application and not limit testimony to new information brought forward by the applicant. Commissioner Lizut seconded the motion and it **passed** unanimously with Commissioner Woodside abstaining.

Commissioner Woodside said she was absent from the December 14 public hearing; she has reviewed the tapes and will read the testimony and be prepared to deliberate on February 1.

Chair Gervais said that Commissioner Session's written testimony has been added to the public record. This issue will be discussed further under New Business.

Staff asked if Commissioners Howell and Feldmann would like to hear staff responses to their questions from the last meeting. Commissioner Howell said he is comfortable postponing staff responses to his questions, some of which may carry over to the applicant's proposed modifications. Commissioner Feldmann said he would prefer to hear verbal responses to his questions at this time.

Staff summarized Commissioner Feldmann's questions, previously submitted, and provided responses as follows:

Clarify the use of the parking lane on the south side of Harrison Boulevard. Could that be used for a left turn lane? Development Review Engineering staff said it may be possible to remove the parking for a turn lane, but 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 on-street parking would likely aggravate the situation. The Transportation Master Plan recommends that access to sites be taken from local streets. A left turn off of Harrison would result in more conflicts and slower traffic on Harrison.

How many parking spaces does the existing/previous use have? Clarify how comparative trips are the same if the existing/previous development had fewer parking spaces? What year is that comparison from? Planner Richardson said that a 1988 application for a childcare facility indicated that there were 124 parking spaces; not all of those spaces were on the subject site of this application and it is not clear if those spaces were built to City standards, so it is hard to know how that would translate based on today's standards. The applicant is able to propose more parking with compact spaces and parking below the building. Public Works Engineering staff added that trip generation rates are based on the square footage of the type of use; there may be more trips than parking spaces if there is revolving use of a space by multiple cars.

Is there bike/pedestrian access along the west side of the project connecting Short Avenue and Harrison Boulevard for those using the bike parking on the west side? Is there room to walk a bike around the building or is that bike parking intended only for access from Harrison? Planner Richardson said that a person could access bike parking spaces on the west side of the proposed building from Harrison Boulevard or Short Avenue. The most direct route would be from Harrison Boulevard but a person coming from Short Avenue could walk their bike down the fire lane to access the bike parking even if the tandem spaces were occupied, although it may be more difficult.

EXHIBIT L - 3

Will the driveway near the southeast corner of Arnold and Harrison remain? Will future uses of that neighboring property use that Harrison entrance? Public Works Engineering staff said that the access to an existing parking lot straddles the property line and the applicant does not own the property to west. To maintain access to that parcel, there is a condition of approval that requires a public access easement for the driveway to remain.

Are the existing trees along Short Avenue proposed for removal? Planner Richardson said the row of mature trees on the north side of Short Avenue are on private property and are proposed to be removed. There is a recommended condition of approval that says two trees on the south side of Short Avenue should be preserved. Trees in the public right-of-way would be expected to be preserved unless the City said otherwise; the Commission could revise Condition #3 to make the protection of those trees even more clear.

Commissioner Howell said the ivy-covered trees on the north side of Short Avenue are given protection in the Land Development Code because of their size, even though they are on private property. He asked that staff bring back information on modifications that might preserve those trees.

II. PUBLIC HEARING – Good Samaritan Regional Medical Center Cancer Center Annex (PLD11-00007)

A. Opening and Procedures:

The Chair welcomed citizens and reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest: Commissioner Hann said he occasionally works for Good Samaritan Medical Center as a casual employee and his wife is employed by them; this will not

EXHIBIT L - 4

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

MEMORANDUM

DATE: December 28, 2011

TO: Planning Commission

FROM: Kevin Young, Planning Division Manager

SUBJECT: **Applicant's Request and Final Written Argument - Harrison Apartments (PLD11-00004, SUB11-00001)**

EXHIBIT M - 1

After the December 14, 2011, Planning Commission public hearing regarding the Harrison Apartments land use application, the applicants contacted Community Development Staff and expressed a desire to revise their application to address some of the concerns heard at the hearing. Staff consulted with the Deputy City Attorney and determined that one way to address this desire would be for the applicant to request that the Planning Commission continue deliberations to a future date and time, thereby allowing more time for submittal and review of revised application materials, along with public notice and a re-opened public hearing regarding the revised application.

In the applicants' final written argument (attached) they have requested that the Planning Commission continue deliberations to February 1, 2012, and allow more time for the applicant to revise their application to address concerns expressed at the December 14, 2011, public hearing. To allow for this additional time, the applicants have granted a 90-day extension to the 120-Day Rule. If the Planning Commission grants the request, the process to be followed would include:

- submittal of revised application materials;
- staff review and analysis of the revisions, to include a memorandum to the Planning Commission addressing the revisions and compliance with LDC requirements;
- public notice consistent with LDC notice requirements and including notice to all persons who spoke or submitted written testimony on this matter; and
- The Planning Commission would need to vote to re-open the public hearing to allow for public testimony regarding the revised application.

Although the applicant provides a timeline in their request, including submittal of revisions on January 4th and a re-opened public hearing on February 1, 2012, the Planning Commission would not be bound to that schedule. The 90-day extension granted by the applicant would allow for some flexibility in scheduling the re-opened hearing if additional time for staff analysis or other steps were needed. If more time were needed, the Planning Commission would need to vote to continue deliberations at their February 1, 2012 meeting. Notice of the continued deliberations would then be provided consistent with LDC requirements.

The applicant has indicated a desire to increase the amount of on-site parking provided on the development site, along with other revisions. However, staff will not know the extent of the proposed revisions until they are submitted. The applicants have indicated that the revisions will keep the application fundamentally intact while making modifications that are responsive to the issues raised.

The Planning Commission is asked to decide, through a formal vote, whether to grant the applicants' request and to continue deliberations on the Harrison Apartments land use application, allowing additional time for submittal and review of revised application materials, along with public notice and a re-opened public hearing regarding the revised application. Alternatively, the Planning Commission could decide to move forward with a decision based on the information in the record to date. Land Development Code Section 2.0.50.06.n allows for the continuation of deliberations and reopening of a public hearing as follows:

> **n. Once a hearing has been closed, no further evidence shall be received except in response to specific questions directed to staff or one of the parties to clarify earlier evidence and except as allowed in "m", above. Opportunity for brief rebuttal shall also be afforded to adverse parties.**
>
> > **A closed hearing shall be reopened only upon a majority vote of the hearing authority and only after a reasonable showing that:**
> >
> > **1. There is evidence that was not reasonably available at the time of the hearing;**
> >
> > **2. Evidence is now available to the person seeking to reopen the hearing; and**
> >
> > **3. The evidence is factual, substantial, and material.**
> >
> > **Upon reopening a hearing, any person may raise new issues that relate to the new evidence, testimony, or criteria for decision-making that apply.**

Given that the applicants have expressed a desire to better address compatibility issues raised in public testimony, staff recommend that the Planning Commission grant the applicants' request. If the Planning Commission wishes to grant the applicants'

request, the following motion is provided:

Motion: **I move to continue deliberations on the Harrison Apartments land use application and to grant the applicants' request for additional time to revise the application to address concerns expressed at the December 14, 2011, Planning Commission public hearing. Deliberations will be continued to the February 1, 2012, Planning Commission meeting.**

EXHIBIT M - 3

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

December 28, 2011

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

RE: Harrison Apartments (PLD11-00004, SUB11-00001)
Rebuttal to Public Comment December 14-21, 2011

Mr. Richardson,

In response to the public comments presented to the planning commission on December 14, 2011 and those subsequently received by staff, we have decided to adjust our proposal and respectfully request another hearing before the planning commission, preferably on February 1, 2012.

Our goal with the Harrison Apartments is to create a legacy project that: realizes a high standard of quality, design, and sustainability; meets or exceeds the intent of the Planned Development (PD) process, Vision 2020 and the Comprehensive Plan; and, is responsive to the concerns voiced during our December 14 hearing. To accomplish this, we met with members of the surrounding community five times on our own accord to share our preliminary design at various stages. This included meetings at the senior center with members of the Chintimini, College Hill, and Job's Addition associations, a meeting at Deb Kadas's house with Gary Angelo, and a lunch with Deb Kadas and Mike Middleton, leaders in the College Hill neighborhood. Through this process, we solicited input and substantially changed specific aspects of the design, massing, materials, parking, and access to address concerns expressed at that time. These changes were detailed in the introduction to our application on October 28, 2011.

While we made a concerted attempt to deal with the concerns of our neighbors, it has also become increasingly apparent, and reinforced at the Planning Commission hearing, that our proposed parking count, 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. Our adjustments will keep our application fundamentality intact while making modifications that are responsive to the issues raised, feasible, and applicable to the high-density residential zoning (RS-20) of this site. Based on the comments heard at the Commission hearing, we expect these adjustments will be well received by the neighborhood members.

EXHIBIT M - 4

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

Based on our telephone discussions with the Planning Department last week, we will submit our adjusted plan on January 4, 2012 and are requesting a new planning commission hearing on February 1, 2012, allowing a seven-day period for staff to review this material and a 20-day notice period to the public. Given this schedule, we are hereby requesting a 90-day extension to the 120-day rule. We will provide detailed responses to the comments received by the Planning Commission with our January 4, 2012 submission. We respectfully request that you forward this letter to the Planning Commission as soon as possible so that they are aware of the situation.

In conclusion, please let this letter serve to express our enthusiasm for working through a plan that we believe: meets the intent of the code and Corvallis' planning goals, provides a new innovative sustainable housing option for Corvallis, and enhances the livability of the neighborhood. We thank you for your ongoing time and consideration.

Best Regards,

Tom Cody, Managing Partner
project^

EXHIBIT M - 5

Memorandum

To:	Planning Commission
From:	Bob Richardson, Associate Planner RAR
Date:	December 22, 2011
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 December 14, 2011, Planning Commission Hearing, and before 5:00 PM on December 21, 2011.

EXHIBIT N - 1

From:	John Locker
To:	Richardson, Robert
Subject:	Harrison Student Housing Project
Date:	Wednesday, December 14, 2011 6:14:47 PM

Robert,
This may get to you too late for the meeting, but I wanted to express my opinion regarding this proposed project. I volunteer at the Corvallis Senior Center (27th and Tyler) and the impact of student housing in our area has been a major problem as more and more townhouses (with limited parking) are built in the area. We have seen the negative impact on our programming at the Senior Center especially in the last few years as the townhouse complex which is on Taylor adjoining Chintimini Park was completed.
The issue for the Senior Center is PARKING (or the lack thereof) caused by this explosion of townhouses in the area.
We are already dealing with a small parking lot with limited spaces and you mix in a few hundred more cars in the neighborhood and it's a bleak outlook for our clients.
Since we serve the age 50 to 90+ group, the mobility concerns involving clients with walkers, wheelchairs, canes, etc. becomes a major issue. We can't expect our Senior Center users to park two blocks away and still be able to physically make the trek to a class or activity at the Center.
I have volunteered at the Center from 2003 to the present and have seen the gradual congestion increase from an annoying inability to park near the Center to a certainty that one may have to park several blocks away to uitilize our facility.
The reasoning that college students who live close to campus won't bring cars to campus is a failed and illogical pattern - they will all drive if the option is there.
There has to be some way to defend the parking rights of neighborhood residents and agencies/business clients amidst this crush of student vehicles.
Anything which can bring about some way to restrict certain parking areas for non-student uses during certain hours would certainly be a step in the right direction.
We need all the help we can get to keep the Senior Center available to those persons who need the access to the services, programs, classes and events which are held there.
We are the only Senior Center in town and our mission, in my opinion, is vital to keeping Corvallis as a popular destination for retirees.

Sincerely,.

John Locker
Volunteer
Corvallis Senior Center

EXHIBIT N - 2

From: Mike D. Corwin
To: Richardson, Robert
Date: Thursday, December 15, 2011 9:57:40 AM

TO: The Corvallis City Council and Planning Commission

As long-time chair of the Economic Vitality Partnership, I ask for your support and approval of the Harrison Apartments complex as submitted. I believe the team that has worked on this project with the property ownership has done some great due diligence in community engagement, working with city personnel and local code requirements and providing for an excellent LEEDs-certified design that will be a great and vital improvement to the current site. At the same time, I appreciate their consideration for the history behind the site and have sought effective methods to honor the legacy of the former Corvallis General Hospital.

At a time when we are seeking sound solutions to the growth of our major employer, Oregon State University, this new high-density property will be located at a prime site for students to reside in a quality manner within easy walking distance of campus. Their provision for the WeCar program, its location on the campus-side of Harrison Boulevard and a significant accommodation for bicycle parking has been made after multiple discussions with the local neighborhood.

Their project summary and the FAQ answer sheets within do a great job to address the background to the project, the architectural and density considerations, and most importantly, the parking and sound issues that are always of high concern to neighboring residents.

Please accept this correspondence as a vote of support for the Harrison Apartments project and I thank you for your future considerations toward making this project a reality.

Sincerely,
Mike Corwin
1651 SW Country Club Place
Corvallis, OR 97333

EXHIBIT N - 3

From:	dewaldorf@comcast.net
To:	Richardson, Robert
Cc:	Elizabeth Waldorf; Bobbi Hall
Subject:	Hospital conversion to student housing
Date:	Thursday, December 15, 2011 10:52:46 AM

Dear City Leaders,

This proposal to replace the old hospital with a 4 story student housing building raises several important background issues.

A. Who controls building development in the city? Is it the city or the university?

B. Who protects the character of neighborhoods? Is it the city, the university or noone?

C. When are building codes and parking codes enforced and when are they ignored?

D. Who is responsible for providing student housing? Is it the city or the university?

E. Who insures the quality of life for residents? Is it the city or noone?

We have an inviting, safe, beautiful community. OSU has embarked on a continual growth path. Currently, some OSU neighbors are moving due to excessive noise, profanity and parking problems. Growth is incompatible with our community unless OSU provides 75% or more of the housing required for its students.
Our city leaders must assert and protect the values of the city. These leaders must require that OSU provide most of the housing for current and future growth.

We appeal to you to assert and resolutely support the values that protect our quality of life.

Sincerely,
Elizabeth Waldorf
3840 NW Lincoln Ave.
Corvallis, OR

EXHIBIT N - 4

From:	lorie blackman
To:	Richardson, Robert
Subject:	harrison st. development
Date:	Thursday, December 15, 2011 1:09:32 PM

Hello Mr. Richardson,

I am writing to voice concern about the proposed Harrison St. apartments. My family lives at 219 NW 28th St. My first concerns are regarding code variances being requested. As residents of College Hill, we have always complied w/ the historic code and value the process of making changes in our neighborhood. Although the proposed apartment complex is not a historic site, it is very close and certainly changes the aesthetic. The design of the building looks like a dorm w/ no apparent intended aesthetic contribution.

I am, of course, concerned about the parking issue, and about the amount of additional traffic on Arnold Way. Arnold is already quite busy in the morning, and I cannot imagine adding 200 cars cutting across on 27th without greatly increasing the risk of accidents including pedestrian accidents. Finally, the building is too large for the proposed space.

My family values the community in College Hill, and would like to keep it safe for children. Our street is already quite busy with students driving through, and several times our son has been narrowly missed by a speeding car. We can only assume this risk would increase with the proposed addition.

We do support developing the property, and working together as a community to integrate students into our neighborhood. We just request that the developmenters follow the development code that was established to protect and enhance our community. The code should not be disregarded just to make more money and fit more students into a tighter space.

Thank you very much for your time and consideration.

Sincerely,

Lorie Blackman, Ph.D.
219 NW 28th St.
Corvallis, OR 97330

EXHIBIT N - 5

TESTIMONY
TO: City of Corvallis Planning Commission
RE: PLD11-00004 and accompanying replat
DATE: December 16, 2011

Thank you for the opportunity to comment on the proposed Harrison Apartments.

I encourage your **denial** of the applications for four reasons:
1. The wholesale need to compromise 15 LDC standards for the proposal,
2. Destruction of an existing – although not designated – historic resource,
3. Complete lack of consideration for the overwhelming loss of embodied energy in the existing structure by approving a non-sustainable scrape-off, and
4. Failure to implement the Vision 2020 statement, Corvallis Comprehensive Plan, City Council sustainability goals, and LDC 2.5.40.04.

LDC Standards
Table 1 of the application itemizes requested LDC variations. The proposal asks you to completely set aside seven of these community-approved code elements 3, 5, 11, 12, 13, 14, and 15. Of the remaining items, all needed adjustments are substantial. **Corvallis Vision 2020** reminds us that "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. . ." Taken as a whole, the proposal overwhelming fails to meet the spirit as well as the letter of the current community-adopted Vision 2020 and LDC.

Historic Resource
Although the existing Corvallis General Hospital is not a **Designated** Historic Resource, failure of the city to conduct survey, inventory, and designation of important community resources results in part of the challenge before you. Corvallis is losing its historic fabric by design or default, through administrative failure to implement activities mandated by contractual agreement with the OR Certified Local Government program.

Over time, substantial changes have occurred to the structure. That said, exceptional Georgian style features remain: brick construction, corner quoins, fan light transoms, dentil courses, roof balustrade, window lintel keystones, and columned front entry. Loss of this 90 year old resource, would also erase the story of visionary and community-minded Corvallis businessmen and physicians, who identified a community need and provided Corvallis with our first hospital, "the greatest civic achievement" at the time.

Incorporating historic building fragments in a new structure is like saving the fender of a great old Cord, installing it over the fireplace, and suggesting that you are honoring a fine automobile. While interpretation of our shared history is important and laudable work, destroying the physical representation of that history and replacing it with a photograph is shallow at best. What is lost is irreplaceable authenticity and integrity of time and place.

Sustainability
Importantly, destruction of the existing structure is sustainably unconscionable and inconsistent with **City Council goals** to promote a sustainable community. The most sustainable building is one that is already built! In the case of Corvallis General Hospital, its most recent use as housing, suggests that a

EXHIBIT N - 6

new life for this resource as student housing is a highly desirable adaptive use of the existing structure. Destroying a historic community resource to replace it with a new structure – for the same use – is poor public policy at best. The Harrison Apartments developers failed to consider reuse of the existing structure for housing, or a less dense, less intense housing project. Either alternative would not require wholesale variance of 15 LDC standards. The applicant failed to discuss – let alone justify – destruction of an existing housing facility for a replacement one.

Responsible stewards of the built environment are also responsible stewards of the natural environment. Reduce, reuse, recycle applies not only to bags, bottles, and containers, but also buildings – hospitals, neighborhoods, and entire communities. When we lose a historic resource in whole or in part, we waste not only the memory and culture housed in the resource, but also the materials used in the structure, the earth the landfill sits upon, and the structure's embodied energy.

Embodied energy is all the energy consumed by production of a structure: acquisition of natural resources, component production and delivery, and ongoing maintenance. Every structure is a complex combination of processed materials – each contributing to total embodied energy, a kind of building energy bank. To reduce waste of embodied energy and its environmental impacts, continued use of durable and adaptable buildings – like Corvallis' first hospital – is the most sustainable choice.

While there are laudable components to this application, notably integration with existing transit options and the highly innovative green space above parking, the proposal **fails** to consider the surrounding neighborhood and structures as mandated in The **Corvallis Comprehensive Plan. Section 9.2** directs "city land use decisions shall protect and maintain neighborhood characteristics in existing residential areas." Further, 9.2.1. states that "In new development, city land use actions shall promote neighborhood characteristics that are appropriate to the site and area." The proposal fails to meet this test for multiple reasons.

- Suggesting that the proposed building profile reflects nearby Tudor Revival style is disingenuous at best. The Tudor Revival style of the 1890s to 1940s is characterized by steeply pitched roofline <u>with</u> cross gables, decorative half-timbering, large chimneys topped with decorative pots, tall, narrow windows, often casements, and arches on doorways and entrances. While there are examples of 2 ½ story Tudor Revival structures in Corvallis, most of the nearby Tudor resources are 1 ½ stories. Metal roofs are categorically uncharacteristic of the style.
- While some nearby historic homes include large glass windows – notably in Arts and Crafts style of Bungalow form – most of those same structures' windows offer divided lights or muntins that interrupt expanse of glass. Metal trim is conspicuous by its absence on neighboring window surrounds.
- "Kinked" or not, the proposed behemoth Harrison facade is massive at over 354 feet, and its 4 stories tower over all nearby structures.

I encourage you to deny the applications for both the proposal and the Major Replat.

Respectfully submitted,
BA Beierle

P.O. Box T
Corvallis, OR 97339

From: Joan Sandeno
To: Richardson, Robert
Subject: Hospital site Housing parking
Date: Friday, December 16, 2011 7:31:01 PM

I strongly object to allowing the Hospital Site student housing development to have any fewer parking places than the number of bedrooms that will be rented. It is unrealistic to believe that very many of the students would NOT bring a car to campus. It is unconscionable that the developers should be allowed to take in their profits and leave the local residents to struggles even further with finding places to park. I was born in Corvallis, I live in the house where I lived with my parents when I attended OSC over 50 years ago. The students park on our street on a daily basis; the University needs to provide enough parking for commuting students, at a reasonable price, to reduce the impact on the permanent residents. In fact, I would also suggest that owners who rent their properties to as many as five students in a house should be required to provide off-street parking for the number of cars per person in the house or apartment. Both the housing developments and the rental houses are profiting and the local residents are are bearing the burden.
--
Joan Sandeno
3630 NW Jackson Avenue

EXHIBIT N - 8

From:	William Elliot
To:	Richardson, Robert
Subject:	Proposed Harrison Apartments Hearing
Date:	Sunday, December 18, 2011 1:21:32 AM

Bob Richardson
City Planning
    Planning Dept
    Planning Commission

I'm applauded at the Harrison Ave. apartment complex proposal for multiple violations of building code, violations of city planing and violations of the nearby nearby neighborhoods. Do not allow nor approve any violations of or exceptions to code for this project; your job is to uphold the law. You're also to be censored for the allowing the destruction of a nearly century old building of architectural worth that could have be refurbished into apartments without all the fuss and ado of this abdominal project.

City resident against tenement blight
James Marsh

EXHIBIT N - 9

December 15, 2011

RECEIVED
DEC 19 2011
Community Development
Planning Division

To: Corvallis Planning Commission

Re: Harrison Apartment Project

After attending the Planning Commission hearing on Wednesday night, I am convinced the project proposed on Harrison Boulevard, a four story apartment complex with 91 units to house 270 students, is inappropriate for the proposed site.

It is not so much the scale of the project including the four story buildings although that is a young-moms it the issue of on site parking (which is totally inadequate) which is also a major worry. I would say the developer and their advisors completely misjudged "a sense of place" an overused term, but very important for this site!

Many of those who spoke during the had concerns with the on site parking (not enough) with the building scale (out of context with the surrounding neighborhood) and the loss of a building (the old hospital).

The old hospital built in 1922 has served this community well over

EXHIBIT N - 10

the past decades, it was source of memories (good and bad) and a historical reference of years past.

The architecture and scale of the building is a reminder of a less hectic time in Corvallis and of the hundreds of patients that passed through its doors.

Renovation of the old hospital for apartments may be last on the list for reuse of this site, but the idea has merit, a great deal of merit, in view of the present proposal.

As you can see by my comments, I am interested in community history, community architecture and the ongoing importance of historical reference.

As a former member of the Historic Resource Commission, I urged the Commission to reject the present proposal. Look for a project that is more thoughtful in architecture and site development. Take advantage of an existing condition and make it work for the community at large.

Respectfully Yours
E. Ross Parkinson

EXHIBIT N - 11

From: Charlyn Ellis
To: Richardson, Robert
Subject: Harrison Street development
Date: Monday, December 19, 2011 7:54:08 PM

Although there are several things that I like about the proposed Harrison Street development—the lack of balconies and party bays (AKA garages) and the on-site management—I have to register concerns about the parking issue. Even without the requested variances, there is not enough parking for the number of residents. OSU students bring cars. They do not all drive them to campus, but they have them. With 270 bedrooms and 190 parking spaces, at least 60 cars will be pushed out into the neighborhood that is already overcrowded with vehicles. If the variance is granted, the number will rise to one hundred cars. If they charge for parking—even more, as street parking is free.

The furor generated by this proposed development makes it clear to me that it is time to reevaluate the development codes of the campus neighborhoods. I understand the theory behind the parking code, but practice has proven that it is not effective. Scale and design concerns have also been raised. I would like to encourage you to deny the requested variances for this project and to move rapidly on the much needed changes in the code so that the same issues do not continue to surface.

Charlyn Ellis
519 NW 21st
Corvallis Or.

EXHIBIT N - 12

From:	histandp@onid.orst.edu
To:	Richardson, Robert
Subject:	Harrison Apartments
Date:	Monday, December 19, 2011 9:24:45 PM

To the Corvallis Planning Commission:

I attended the Planning Commission meeting last week but needed to leave before having an opportunity to testify in opposition to the proposed Harrison Street apartments. My wife and I have lived at 2716 NW Arnold Way for the past 20 years.

We are members of the College Hill Neighborhood Association but were unable to attend the CHNA meeting earlier this month and be counted in the voting number reported by Gary Angelo. We support the resolution presented in testimony by Gary Angelo on behalf of the CHNA.

I applaud the developers intent to minimize the residents' use of cars. However, the fact is that even though students would not use their cars to go to campus, they will still bring a car so that they can go home on the weekend or take shopping trips, etc. We have students living next door to our house and I can attest that they all have cars and walk to the university. They also take multiple trips in their cars each day. There is already very limited parking available on the local streets. The additional parking burden that will be placed on our neighborhood by granting variances to the parking requirements for this development is not acceptable. No reduction in parking spaces, no tandem parking and no increase in the number of compact spaces should be granted.

I am also concerned about the setback variances and solar protection variances and their effect on the neighbors and street to the north.

The overall massing and style of this structure is in stark contrast to the existing neighborhood. This definitely does not meet a compatibility standard. The historic district backs up directly on to this property. Having this style of structure at the border of the historic district will compromise the integrity of this district as there is no transition to the surrounding neighborhood. Open space is also a critical component of this neighborhood. Granting the variance on this is something I also oppose.

I oppose the replat that thereby allows a structure this massive to be built on a single lot. Denying the replat would assure that more apropriate size development takes place on these properties.

Why do we have Land Development Codes if we contnue to allow multiple variances for development projects?

Thank you for your thoughtful consideration of these requests.

Phil and Betty Histand

EXHIBIT N - 13

From: Moore, Kathleen Dean
To: Richardson, Robert
Subject: No on Harrison Street "Dorm"
Date: Tuesday, December 20, 2011 2:02:45 PM

Hi Bob, I have written you once in opposition to the proposed Harrison Street Apartments, but having studied the issue even more carefully, I would like to write again and express even stronger dismay at the plan. What is proposed is not so much an apartment building as a dormitory for OSU students – clearly not an appropriate use for off-campus land. Not only that, the proposal does not conform to the city's codes for that place, regulations that were put in place after careful thought about the nature of the neighborhood. I see no justification whatsoever for abandoning city regulations or making exceptions in this case. The rules are set up to preserve the city's goals for itself; let them stand and do their work.

Do you remember how hard you and I worked to be sure that my house was in conformity with neighborhood codes – even to the one-quarter inch!? I was happy to do that, and grateful for your enforcement of the codes because I wanted to help preserve the quality and values of the neighborhood. Let's make sure that the wealthy developers are also required to conform to the ¼ inch with regulations and standards also designed to preserve values and quality.

The hope, of course, is that the city will use every tool it has in place to prevent such a massive intrusion on a neighborhood.

Thanks, Kathleen

Kathleen Dean Moore, Ph.D.
Distinguished Professor of Philosophy
Oregon State University
Corvallis, OR 97331
kmoore@oregonstate.edu
541-737-5652
www.kathleendeanmoore.com

EXHIBIT N - 14

From:	Young, Kevin
To:	Richardson, Robert
Subject:	FW: <web>Web Request
Date:	Tuesday, December 20, 2011 2:13:09 PM
Importance:	High

For the record:

-----Original Message-----
From: Mullens, Carrie On Behalf Of City Manager
Sent: Tuesday, December 20, 2011 12:25 PM
To: Young, Kevin
Subject: FW: <web>Web Request
Importance: High

-----Original Message-----
From: Moreland, Julius On Behalf Of Corvallis Webmaster
Sent: Monday, December 19, 2011 3:59 PM
To: City Manager
Subject: FW: <web>Web Request
Importance: High

For Council and Planning Commission...

-----Original Message-----
From: mike.corwin@comcast.net [mailto:mike.corwin@comcast.net]
Sent: Wednesday, December 14, 2011 3:14 PM
To: Corvallis Webmaster
Subject: <web>Web Request
Importance: High

This is an inquiry e-mail via Contact Us form:
Mike Corwin
mike.corwin@comcast.net
prefer phone contact: no

TO: The Corvallis City Council and Planning Commission

As long-time chair of the Economic Vitality Partnership, I ask for your support and approval of the Harrison Apartments complex as submitted. I believe the team that has worked on this project with the property ownership has done some great due diligence in community engagement, working with city personnel and local code requirements and providing for an excellent LEEDs-certified design that will be a great and vital improvement to the current site. At the same time, I appreciate their consideration for the history behind the site and have sought effective methods to honor the legacy of the former Corvallis General Hospital.

At a time when we are seeking sound solutions to the growth of our major employer, Oregon State University, this new high-density property will be located at a prime site for students to reside in a quality manner within easy walking distance of campus. Their provision for the WeCar program, its location on the campus-side of Harrison Boulevard and a significant accommodation for bicycle parking has been made after multiple discussions with the local neighborhood.

Their project summary and the FAQ answer sheets within do a great job to address the background to the project, the architectural and density considerations, and most importantly, the parking and sound issues that are always of high concern to neighboring residents.

EXHIBIT N - 15

Please accept this correspondence as a vote of support for the Harrison Apartments project and I thank you for your future considerations toward making this project a reality.

Sincerely,
Mike Corwin
1651 SW Country Club Place
Corvallis, OR 97333

EXHIBIT N - 16

From: Scott Keeney
To: Richardson, Robert
Subject: 60 citizens attend meeting! Commission listens?
Date: Tuesday, December 20, 2011 7:37:19 PM

In 2030, will you and the Corvallis Planning Commission look back on the score of absentee profiteer student apartment units you authorized in the 2005-2015 bubble buildup with pride, with a sense of nurturing, of caretaking, of truly planning Corvallis' neighborhoods, built environment, and livability? The truth is: off campus, for-profit dormitories degrade college towns. Ask their neighbors. Ask the police department. Importantly: ask realtors!

Sixty citizens, and you know that's a robust turnout, most of them actively opposing further city-endorsed neighborhood despoliation, cry for adherence to city codes and standards, for allegiance to voter referenda, for a vision of Corvallis as one of the best small cities in North America--and, most importantly, for OSU to take care of and house its customers/students within its ample acreage and unbuilt footprint.

As benign and curative as the Good Sam monolith might be, this speculative and greedy, bottom-line-ROI realty alliance of the medical/industrial complex with Portland developers to propose cramming 270 transients into a historic neighborhood is cancerous.

Help to stop it.

And...Go Beavs!

--

Scott Keeney
3260 NW Taylor
Corvallis, OR 97330
541.619.4245

EXHIBIT N - 17

From:	Ron Marek
To:	Richardson, Robert
Cc:	"Marek Ron & Ann"
Subject:	Harrison/Hospital project
Date:	Wednesday, December 21, 2011 8:25:47 AM

I am opposed to the Harrison Apartments project as it has been proposed.

Inserting 270 bedrooms into such a small space will have a severe and negative impact on the nearby College Hill neighborhood. It will cause the neighborhood to transition in much the same way that areas near the Fillmore Inn, the College Inn, and the near east side already have. Many of the houses in the College Hill neighborhood west of Arnold Way are not only historically significant but also a testament to a period when neighborhoods were respected.

It is beyond wishful thinking to believe that for some reason students who live in these particular units will forego having vehicles in numbers required by the existing code. It is also beyond wishful thinking to believe that 100% of the vehicles which students will bring to college will be compact vehicles. We are the owners of rental units at 858 SW Madison and 860 SW Madison and have had the repeated experience of students each bringing very large "muscle" trucks with them as part of their college experience. The theories that they will not bring the usual number of vehicles and only small vehicles are driven by a conclusion-oriented justification that the project should occur regardless of its negative impact.

Other projects pencil out when done according to proper scale. This one can to, but only if one wants it to.

I am also concerned that the University is continuing to ignore it's longstanding need to provide proper facilities for the students it continues to seek. That policy has been in effect for at least 35 years and parking and neighborhood impacts are only given lip service. Providing a few units and little parking to meet its needs is not an adequate response to the problems that it creates and brings. The University owns large amounts of land west of 35th. Why doesn't it provide housing and adequate parking for the students it brings?

The University and City have formed a committee to look into matters. That has happened before. From the list of people in the newspaper it appears to me that many of the people on the committee either have an economic interest (paycheck) from an affected party to the discussions or they are subordinate to someone who does. In the legal community we call those conflicts of interest. Corvallis deserves better.

Ronald L. Marek
Marek & Lanker, LLP
810 SW Madison Avenue
Corvallis, Oregon 97333
p 541.754.1411

EXHIBIT N - 18

f 541.754.1413
www.ronlaw.com

EXHIBIT N - 19

From: Sandra Helmick
To: Richardson, Robert
Subject: Harrison apartments
Date: Wednesday, December 21, 2011 8:38:12 AM

I live at 29th and Jackson, just a few blocks from the planned development.
I am certainly NOT opposed to its construction, but I share concerns that have been expressed.

First, there is considerable misunderstanding in the Corvallis community and among OSU students about town/gown relations.
The public somehow believes that the university is responsible for the conduct of students even if they live in private residences.
And the students believe they're not part of Corvallis because they go to OSU, and yet believe they aren't under university jurisdiction because they live in private housing.
An example is the matter of parking tickets. I sometimes find parking tickets thrown off into my yard. I've had a student tell me the city doesn't follow up on tickets for students so they just ignore them. This needs correction! My neighbors believe the university should charge the students' account for parking tickets. But the student might not own the car they drive so how can that work.

During the time of deliberation over this particular development, and given the new task forces that are working on university/community relations, public statements need to be released that explain what the university can and cannot do in regard to regulating student behavior.

I am fully aware that just because some young people live in a residence, it does not mean that everyone that sleeps there is enrolled at OSU. My friends and neighbors need to be made aware of the complexities of these issues.

EXHIBIT N - 20

From: victor7115@comcast.net
To: Richardson, Robert
Subject: Harrison Apartments
Date: Wednesday, December 21, 2011 9:07:14 AM

Determinations for use of property within Corvallis should be made for the BENEFIT of the city and fit into the convenience and need of the neighborhood. The proposed deviant permits do not function for any good use other than the developer and Good $amaritan Regional Medical Center. Where is the attention to the needs of this small city? Observations, as a family member who spent much visting time in the area of HEART OF THE VALLEY CARE CENTER over the span of many years, the impostion of replacing the area with university housing unit(s) is insanity. The existing building with a lesser population and lesser parking needs already created unwanted congestion.

NOW, a larger building (four stories) housing a larger and vitriolic population with too little parking space is planned. FOR SHAME. The basic demographics dictate housing for a far smaller population with attendant and sufficient parking and, most importantly, the factoring of already existent nearby community needs should be of prime importance....remember the grammar school and church as well.

There seems to be an issue of privately built housing in this town....it is a bit like the tail wagging the dog. Perhaps, it is time for MORE thought, MORE input and MORE time spent on where the future of the Corvallis community is going. Are we to be seen as the sleeping place designated for a population which will be here for a limited time moving on with little concern as to the contrail left behind?

Corvallis is far too precious to be **used** so thoughtlessly.

Marilynn W. Victor

EXHIBIT N - 21

City of Corvallis
Mr. Robert Richardson
RE: Harrison Apartments Public Comment
21 December 2011

In my opinion, the Good Samaritan Hospital has the right to redevelop the old hospital site on Harrison and should not be prevented from doing so just because some people are opposed to the idea. Having said that, the developers of the site clearly have a responsibility to not only satisfy building code requirements but also to the greatest extent possible incorporate the wishes of residents directly impacted by the development. As I see it, the main sticking point is the density of the proposed development. It's just too many cars and too many bedrooms for people in traditional family housing in the area to be comfortable with. I think the best way to appreciate this is for each person to ask themselves, how would you feel if something this big was built in the neighborhood you lived? So, in short, I support the right of the Hospital and the developer to redevelop the site but I also believe that the design and scale of the development needs to be looked at very closely and ample input from residents in the neighborhood included. I also feel that the Good Samaritan Hospital and Oregon State University, two of our largest and most well respected institutions in Corvallis, have a moral responsibility as stewards to our community to foster a dialogue for compromise in the spirit of reaching the best possible outcome for the development as it relates to all parties. I think this is particularly relevant not only given the influence size brings to these two institutions but also in lite of the fact that both are exempt from property taxes and have certain advantages the private sector does not.

More broadly, I would like to see the OSU/City of Corvallis master plan fast tracked. If OSU enrollment is going to continue grow, even at a slower pace (2% to 3%), that still is 500 to 750 students per year. Over 3 years that's 1,500 to 2,250 students, a scale equivalent to 10 or so of the proposed Good Samaritan Hospital redevelopment project. Where will these future developments be located? What will be the impact on the established Corvallis community be in terms of infrastructure and livability. If this is not well planned and figured out fast we risk further eroding the fabric of what makes Corvallis an attractive place to live and inflicting further reductions in the number of families living here. This is risky because it is our citizens, not OSU, that pay the majority of taxes to sustain our city services. The result would be a downward spiral where we are forced to make further cuts from a shrinking budget while trying to raise fees and taxes to make up the shortfall. This would result in families leaving, or not coming, to Corvallis to raise their families. The number of children in Corvallis schools is declining year after year, so it is already happening. I would like to see OSU step up and invest in infrastructure to turn this situation around. Extending Campus Way to the west then connecting up with an extended Circle Boulevard so that any development in the Witham Oaks area would not channel all traffic down Harrison so we could preserve those quite neighborhoods and save the trees. Also, collaborate with the City and build a parking garage or two, perhaps one in the downtown area to facilitate development of affordable housing in the downtown area. There are several cases where a university and a city have worked together to develop infrastructure and housing in their downtown

EXHIBIT N - 22

areas. These are not dorms, rather affordable apartments which upper classmen, graduate students, teaching assistants, young professionals and even retired people can live. This is a win/win/win/win scenario for the university, the city, local businesses and residents. We are fortunate because downtown Corvallis is literally on the doorsteps of OSU, in fact from second street though Madison Avenue was the main thoroughfare into campus in the old days. There are a lot of empty, underutilized lots in downtown that could take a lot of pressure off of traditional neighborhoods. And there is mass transit available, banking, shopping, the post office, etc., that would reduce the need for cars.

In conclusion, I would like to see the hospital site redeveloped but in such a way that the neighborhood residents feel comfortable. I also would like the City and OSU work faster, the alternative being asking OSU to freeze growth for 3 years until plans are figured out. And I would like to see OSU invest in infrastructure to encourage growth East and West, rather than North in our established community neighborhoods.

Thank you for your service and consideration.

Best regards,

Steven S. Weiler

EXHIBIT N - 23

From: fraundom@onid.orst.edu
To: Richardson, Robert
Subject: Harrison apartments/Heart of the Valley site
Date: Wednesday, December 21, 2011 10:17:44 AM

I oppose granting the exceptions to the city's land development code that the developer of the Harrison Street property has requested. These provisions were put in place for a reason. If every project gets exceptions, then the code becomes meaningless. The ends that the city hope to achieved by enacting the code will not be met.

Of particular concern is the exception for the number of parking spaces. This will affect the entire community, not just the residents of the area. I do not live near the proposed development but I take a class at the senior center three times a week. It is already difficult for all attending to find parking, particularly after construction of the apartments on Taylor Street. Adding more apartments than spaces will only make the situation worse. Even if this development is close to campus and to public transit, that does not mean students will not bring cars. While they may not use cars to get to class, they may need them to get to a job as the buses run infrequently. Also, students need cars to get to and from their family homes on weekends or breaks as the intercity transportation options are limited. For these reasons, I am against granting a waiver of the city's parking standard.

Martha Fraundorf
1750 NW Arbol Pl.
Corvallis, OR 97330
541-753-3625

EXHIBIT N - 24

From:	Kris
To:	Richardson, Robert
Subject:	Harrison Street Apartments
Date:	Wednesday, December 21, 2011 10:17:56 AM

Hi, I have never seen the plans for the Harrison Street Apartments, so am not an expert on them, just a Corvallis resident for many years.

I feel that the old hospital location is an ideal place for student housing. That area has many fraternaties and sororeties already and is in walking distance of campus. Many of the houses that formerly belonged to the doctors, look like they are now student housing, so that area has changed. I understand home owners that live there, and many of those houses are realling interesting houses, not wanting all the hastles that come with students, but unless they have lived there for over 30 years, they probably knew there would be students to contend with.

While on this subject, the student apartments that are being considered on Circle and Harrison are also a good idea. There would be more traffic, but that is going to happen somewhere in Corvallis anyway, and with free bus service (which I don't agree with) if it runs at good times, would take up most of the traffic problems. There is no place for them to park on campus anyway.

OSU is going to grow and all young people should have the right to higher education if they want it, so if we live in Corvallis, we'll just need to get use to more young people and all that their energy brings.

Thanks for giving us the chance to weigh in.

Kristeen Wilburn
3240 NW Crest Drive
Corvallis

EXHIBIT N - 25

From: Peter Harr
To: Richardson, Robert
Subject: Harrison Apt. Complex - Public Input
Date: Wednesday, December 21, 2011 10:29:04 AM

Folks;

I wish to express my general support for this apartment complex concept. I think its proximity to the Campus and Fraternities/Sororities, makes this old hospital site an ideal location for such a new housing facility.

My only reservation is the amount of parking provided! In this case, I don't believe there should be a variance and the minimum number of spaces provided by the City Code should be adhered to. Other egress and access points to the site should be reviewed to assure their efficient use, while reducing neighborhood impacts as much as practical.

Thanks……Peter Harr/Corvallis

EXHIBIT N - 26

From:	Theresa Sharon Hogue
To:	Richardson, Robert
Subject:	Harrison Apartments
Date:	Wednesday, December 21, 2011 10:45:49 AM

I'm writing in support of the development of student apartments on Harrison. As a homeowner in the neighborhood (3159 NW Taylor Avenue) I am far less concerned about the parking issue than I am about the severe lack of rental space in Corvallis, which impacts families, faculty and students, forcing them to live in less-than-adequate conditions and at the mercy of slum lords simply because there are no other rental options. I believe this development serves several purposes, it puts students within walking distance of the university, meets high environmental standards, and replaces a neighborhood eyesore. I hope the project goes through successfully.
Thank you,
Theresa Hogue

EXHIBIT N - 27

From:	Crowell, Sharon on behalf of Planning
To:	Richardson, Robert
Subject:	FW: <web>Good Samaritan Hospital Site
Date:	Wednesday, December 21, 2011 12:01:31 PM
Importance:	High

Hi Bob,

I believe the email below is in regards to the Harrison Street Apartments.

Sharon Crowell
Sr. Administrative Specialist
City of Corvallis, Planning Division
541.766.6908

-----Original Message-----
From: a.two@namewithheldbyrequest.com [mailto:a.two@namewithheldbyrequest.com]
Sent: Wednesday, December 21, 2011 11:34 AM
To: Planning
Subject: <web>Good Samaritan Hospital Site
Importance: High

This is an inquiry e-mail via Contact Us form:
ann rogers
a.two@namewithheldbyrequest.com
prefer phone contact: no

I think the proposed development is too big. Take a story off the building. That will also reduce the parking needs. Also the style should more reflect the neighborhood. The proponents should look at the historical styles documented at the Oregon State Historical Preservation Office and is available on their web site.

EXHIBIT N - 28

Additional Testimony after December 14, 2011 Planning Commission Hearing

December 21, 2011

TO: City of Corvallis Planning Commission
FROM: **David Eckert,** 228 NW 28th Street, Corvallis, OR 97330
SUBJECT: Additions to my previous comments for Proposed Plan for Harrison Apartments (PDL011-00004 & SUB11-00001)

I recommend that the Planning Commission reject the reasoning of City Staff and the developer at the December 14, 2011 meeting regarding the request for Variances on Landscape and Green Areas and deny the request for:

Variance #1 LDC Section # 3.8.30.01.e
Standard 10ft setback **Variation** 9 ft setback

Variance #2 LDC Section # 3.8.50.02.a
Standard – 4,368 sq.' Private Outdoor space **Variation –** 1,627 sq.' Private Outdoor Space

Variance #4 LDC Section # 3.8.50.03a
Standard – 24,500 sq. Ft. of Common Outdoor Space required
Variation – 16,162 Sq. Ft. of Common Outdoor Space

Variance #7 LDC Section # 4.2.40.a
Standard – 7.5-ft. parking lot landscape buffers
Variation – 5-ft. parking lot buffers. No buffers proposed in two locations

Variance #8 LDC Section # 4.2.30, Table 4.2-2
Standard – 6 parking lot trees **Variation –** 4 parking lot trees

Variance #9 LDC Section #4.2.40.b
Standard – Landscape islands at lease 8-ft. wide **Variation –** Landscape islands 6.5 ft. wide

Variance #13 LDC Section # 4.4.20.03.c
Standard Through lots must have a 20-ft planting screen easement
Variation – No planting screen easement

Reasons for Objections to Staff and Developer Explanations

1. **Definitions** – The code is not specific as it could be for both Landscape and Green Area. The City staff and the developer interpret the code very loosely to mean that any plants that are observed from 100 feet above the site are "landscape" and any paved areas for pedestrians are "green areas. " These interpretations are both deceiving and Orwellian (referring to his "1984" book and government's use of terminology to deceive the citizenry) in nature.
    a. **Landscape** means the form of the land and this may include the plant materials imbedded in the land. The general definition does not mean the plants on top of an impervious rooftop. This new definition by staff and

EXHIBIT N - 29

developers is an invention. IF you accept this invented definition, then you are creating policy that is dangerous to the future of our community.

b. **Green Area** historically means to the public an area that that is environmentally natural and is actually green with plants. The City is interpreting the term "Green Area" as neither of these. This interpretation is shameful and absolutely deceitful. I implore the Planning Commission to reject this definition. If code is unclear or open to wide interpretation, then demand for and work on a code change to the definition of "Green Area."

2. **Landscape Minimum Requirement –** Even if all rooftop area counted in the total landscape area is removed and the resulting landscape area is in greater than the minimum landscape requirement, that is no reason you need to grant variances 8,9, and 13. Each of these codes has reasons for their specifications.
   a. In **variance 8**, the purposes of the number of code-specified trees in the parking lot are to:
      i. Provide shade to the pavement to avoid summer heat islands
      ii. Break up the monolithic expanse of parking lot and cars in the neighborhood
      iii. Reduce the immediate impacts of pollution from cars. The leaves of the trees absorb the high carbon dioxide levels emanating from the car exhaust before it enters our upper atmosphere
      iv. Reduce parking lot noise. Parking lots often create the most noise on average for a neighborhood from an apartment complex. Parking lot trees act as localized sound buffers.
      v. Calm traffic. Students in our neighbor hood are often in a hurry to drive somewhere. Parking lot trees act as a traffic calming technique. To have fewer trees in the parking lot encourages more stressful behaviors for the young drivers.
   b. In **variance 9,** the planted trees ultimately need that minimum code-required space to aid in the success of attaining full maturity in a healthy condition. What is the point of approving trees that will ultimately, when mature, be weakly rooted and receive minimal nutrient, oxygen and water to the small existing roots?
   c. In **variance 13**, the planted screening is critical to the quality of life of neighbors. I believe it is unconscionable to approve this variance for the sake of all future neighbors in the adjacent lot. Only someone not living there could even conceive of not putting up this screening.
3. **Minimum Requirements are not sufficient mitigation for variances.** Since this proposed plan is governed by an overlay and the purpose for the request for the variances is not truly for density value to the community, but for economic return to the private investors, the excuses provided to the Planning Commission for requesting the variances in landscaping requirements as set out in the LDC listed above are not sufficient. I recommend you deny the variances.
4. **I concur with the December 14, 2011 testimony of Gary Angelo of the College Hill Neighborhood Association.**

From:	John Morris
To:	Richardson, Robert
Cc:	gcangelo@comcast.net
Subject:	Harrison Street apartment project
Date:	Wednesday, December 21, 2011 12:19:39 PM

Hi Bob Richardson,

I am in support of of Gary Angelo's presentation on behalf of the CHNA. I live in the neighborhood. I live at 104 NW 29th Street on the corner of Johnson and 29th streets. Traffic and parking pressure has increased significantly this last year. I've lived here since 1978, so I have a 34 year perspective.

Thank you,

John Morris

EXHIBIT N - 31

From:	Bruce & Bobbie Weber
To:	Richardson, Robert
Cc:	Gary Angelo
Subject:	Testimony on Harrison Boulevard Apartment proposal
Date:	Wednesday, December 21, 2011 12:24:48 PM
Attachments:	Testimony on Proposed Harrison Boulevard Apartments.doc

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Mr. Richardson,

I attach my testimony on the Harrison Boulevard Apartment proposal. Thanks for the opportunity to comment on this proposal.

I would also like to correct (contradict) the statement of the developer at the hearing about how the proposed development was not a "dormitory" because dormitories have large common bathrooms (not bathrooms in the various suites) and have common eating areas. Many dormitories at OSU and elsewhere do not have common eating areas and many have suites with smaller units and shared bathrooms among several units.

Bruce Weber
236 NW 28th
Corvallis OR 97330
541-752-9015

EXHIBIT N - 32

Testimony Against Proposed Harrison Boulevard Apartments
December 14, 2011

Bruce Weber
236 NW 28th Street Corvallis OR 97330

Thank you for allowing us to comment on the proposed Harrison Boulevard Apartments.

I would like to make four points:

(1) the types of community benefits that are claimed for the variances can achieved without the requested variances;
(2) the traffic and off-site parking impacts make the proposed development with variances inconsistent with the community vision for the adjoining College Hill West Historic District, which is already at risk because of existing traffic and parking impacts;
(3) the comprehensive plan and Land Development Code provides an agreed-on community framework that provides implicit limits on the density and scale of developments so that the development does not negatively affect surrounding uses; granting the variances violates the implicit limits that the community has adopted; and
(4) the probable future uses of the property depend on the physical characteristics of the property and not on the intentions or commitments of the proposer; thus the commitments of the developer to provide supervision on each floor, and to work with prospective tenants to encourage them not to bring cars, are not relevant to the decision about whether to grant variances. A decision to grant variances should reflect the compatibility of the proposal's physical layout with the comprehensive plan and not the compatibility of the developer's intentions for future use (future owners will determine future use).

If the proposed development is inconsistent with the comprehensive plan's intention for the neighborhoods north of Campus, as I believe it is, and if the benefits of more efficient use of land can be achieved without granting the variances, the variances should not be approved.

++++++++
The remainder of this testimony is an elaboration of the points summarized above:

(1) According to the Land Development Code Section 2.5.40.04,requests for Planned Developments are required to demonstrate compatibility with surrounding uses based on the following areas, as applicable:" The two most relevant areas are

- Compensating benefits for requested variations
- Traffic and off-site parking impacts

EXHIBIT N - 33

In the table on pages 72 and 73 outlining the proposed variances and compensating benefit, report identifies the compensating benefits as:

- Efficient use of space, and more on-site parking.
- Allows for increased density in an area where higher density is appropriate.
- Minimizes on-street parking impacts.

I would suggest that the proposed development fails to offer "compensating benefits" that offset the off-site parking impacts and that the request for variances fails the test of compatibility with surrounding uses. I would also suggest that the benefits claimed as compensating benefits are available without granting the variances:

- Higher densities that would be "efficient use of space" can be achieved without 91 units, i.e. at lower than 40+ units per acre
- More on-site parking is not needed if the development is at lower density
- Off-street parking impacts would be better minimized at lower densities.

(2) The claimed benefit of minimizing on-street parking impacts assume that most of the residents will own compact cars, which is not consistent with the patterns observed among students who currently live in this neighborhood. And if the proposed parking arrangements do not work for the residents because the spaces are too small for their vehicles or if future owners change the parking arrangements to accommodate the actual behavior of residents, the impacts on the adjoining neighborhoods will be greater than those anticipated in the report.

(3) The Comprehensive Plan envisions high-density residential development in the proposed Harrison Boulevard Apartments adjacent to a lower density development in the adjacent neighborhoods. The Development Code has a minimum density of 20 unites per acre but no specified maximum. The realization of the vision of healthy low-density neighborhoods requires that the impact of the adjacent high-density development not be such that it spills over into the adjoining neighborhood.

The staff analysis appears to accept that the proposed number of units is the given. The staff report, for example, contains the following summary:

> Broadly speaking, many of the requested variations represent trade-offs in space utilization based on the proposed level of density. For example, Private and Common Outdoor space requirements, as well as the amount of vehicle parking are all based on the number of proposed dwelling units or bedroom units. With a finite amount of space, requirements for parking and open space begin competing against one another as density increases. The applicant proposes to reduce the amount of Private and Common Outdoor Space, in favor of increased amounts of parking. Similarly, to meet the minimum amount of LDC required parking, based on the permitted reductions in Section 4.1.20.q, the applicant proposes to vary from parking

lot landscape buffer standards and to incorporate more compact sized parking spaces than the standard LDC amount. (pp. 5-6)

The analysis concludes that, in order to meet the proposed number of units, the city ought to accept certain tradeoffs, i.e., that the development ought to be allowed to receive variances from standards which have been adopted based on tested planning criteria and adopted as part of the plan for Corvallis future. The Land Development Code specifies standards that insure that the spillover effects are minimized and it provides implicit limits on the density of the development so that future uses of the property are compatible with surrounding neighborhoods. The LDC provides a mechanism for protecting the vision and limiting the number of units per acre are contained in the development. By granting the variances, the city would be allowing a development that will be incompatible with the vision of the Comprehensive Plan for this area of the city.

(4) Most of the claimed benefits and the claims about minimizing the impact on the adjoining properties and neighborhood depend on the management style and policies of the developers of proposed development. Future managers and owners may not have the high standards of the developer, and the Land Development Code standards are intended to insure that the use of the property is consistent with community values and standards, no matter who the owner is.

In summary, I would like to request that the Planning Commission deny the variances for the proposed Harrison Boulevard Apartments because the request fails to demonstrate compatibility with the surrounding uses and that, given the location of the planned development, the benefits of high density and efficient use of land can be achieved without granting the variances.

From: Anne Nolin
To: Richardson, Robert
Subject: Comments on the proposed Harrison Blvd Apartments
Date: Wednesday, December 21, 2011 12:37:32 PM

Dear Mr. Richardson,

I am a resident of the College Hill neighborhood and I live at 136 NW 28th St. While I do support the environmentally sound redevelopment of the Corvallis General Hospital site, I am in strong opposition to the scale of the proposed development. I oppose it from three perspectives:
1. The proposed building is too tall for the neighborhood. At 51 ft., it is significantly taller than all the other neighborhood buildings and it would impair the residential character of the neighborhood.

2. The proposed parking plan does not meet code and is unrealistic. It would not only lead to increased parking problems in our neighborhood but would increase the safety problems for children riding bicycles to school. We are in the Jefferson School district and the numerous children in the neighborhood use Arnold Way, 28th, 29th, and 27th Streets (north of Harrison) to get to Jefferson by bicycle. These are the very streets where the extra cars will be parking and where students will be driving around looking for parking. We regularly experience students running the stop sign on Jackson at 28th St. and it is terrifying to think that there will be many additional students cruising around looking for parking. While it is nice to think that students will use alternative transportation, it is naive to think that they always will and that it will not have a major negative impact on our neighborhood. We are already facing an onslaught of students looking for parking with the increase in enrollment at OSU. On any given school day, we have about a hundred students driving up and down our street, turning around in our driveways, parking everywhere they can. It's crazy -- please don't make it worse!

3. It is not clear that the proposed development meets the Phase II National Pollutant Discharge Elimination System (NPDES) goals to reduce stormwater pollution discharge from redeveloped sites. The extent of impervious surface and the additional vehicles parking there (some of which would certainly leak oil) would increase stormwater runoff and increase stormwater pollution discharge. The storm sewers in this area drain to the Willamette River.

While it is admirable that this eyesore property could become a productive part of the community, it is out of scale and would produce significant traffic and safety problems for a neighborhood already under siege. It may also not meet key stormwater pollution reduction goals.

I urge you and your colleagues to reconsider the scale of this project.

Thank you and kind regards,

EXHIBIT N - 36

Anne Nolin

EXHIBIT N - 37

From: rob.gandara@gmail.com on behalf of rob gandara
To: Richardson, Robert
Subject: support of Harrison Apartments
Date: Wednesday, December 21, 2011 1:18:53 PM

Bob,

If you could include my comments in the record I would appreciate it.

This project is perfect example of housing that we need near campus and meets all the goals we established in our new comprehensive plan adopted when I was on the council. It meets our goals of density and reduced dependence on automobiles. As the university grows, this project will help alleviate the need to convert older historic homes into student rentals and help to preserve the current character of our city.

I did not have a car when I was in college and see no need to require developments that encourage such dependence.

Also the current structure on the site is abandoned and is a blight to my neighborhood.

Rob

--
Rob Gándara
Pipe Makers Union
419 NW 18th St
Corvallis, OR 97330
USA
+1 541 829 3016
www.pipemakersunion.com

EXHIBIT N - 38

December 21, 2011

To the Corvallis Planning Commission :

At the planning commission meeting on December 14th, a planning commission member had a question of city staff. The question concerned architectural compatibility. I want to address the issue in written testimony as best I can.

In the Corvallis Land Development Code under Chapter 2.5 Planned Development, the development must meet the applicable review criteria of 2.5.40.4.a – Compatibility Factors. I'd like to call attention to compatibility factor item #3: Visual elements (scale, structural design and form, materials, etc.). Item #3 should not be confused with item #13 (meeting or exceeding the Pedestrian Oriented Standards). These are two separate items. While the developers say they exceed the POD standards, they certainly do not meet the compatibility criteria of item #3. Item #3 lists examples of visual element items : scale, structural design and form, materials, etc...). If you analyze some of those listed elements, you will see that the developers do not comply with item #3.

Scale:
Of the 21 structures directly adjacent to the Harrison Apartment development there are:
(4) single story buildings.
(9) 1-1/2 story buildings with steep sloped roofs.
(6) full two story with low sloped roofs.
(2) 2-1/2 story buildings with steep sloped roofs.

The developers propose two full 4 story buildings with a steep pitched roof on top. This proposal is not in scale with the surround structures. The proposed buildings are rectangular boxes with minimal vertical and horizontal breaks in the buildings so the scale and massing are not in keeping with the existing neighborhood buildings which have a more human scale and massing.

Structural Design and Form:
No one has come out and stated what the design style and form is of the proposed buildings, but there is no getting around that fact that they have proposed a modern building style and form similar to other projects they have built in other towns. Although this particular style of modern might be compatible in those cases, it is not compatible in this particular location. There are only two “modern” style buildings surrounding the property, which appear to have been built in the 1960s. The church on Harrison is of a modern, low profile style reminiscent of an atomic ranch. Then there is an apartment building on Harrison that I suppose you could label as modern, but it is simply a poor design that should not be repeated. Neither of these buildings are stellar examples of the overall neighborhood character and should not be considered in the design style or form of the proposed buildings.

EXHIBIT N - 39

534 NW 4th Street, Corvallis, Oregon 97330 ◎ tel 541-753-2900
email info@broadleafarchitecture.com ◎ web http://www.broadleafarchitecture.com

When looking at the design style and form of the buildings adjacent to this site, you should expect to see the following characteristics integrated into any proposed structure in the area:

"Attic" stories:
Rooms in the "attic" or ½ stories within steep pitched roofs are common design elements in the neighborhood.

Varied roof lines:
Almost every building surrounding the property has several roof lines, usually an upper roof and a lower roof at the first level. This proposed development only has a single roof line with no roofs at a lower level. For example, they have no roof lines over the entry areas of the building. The main purpose of a roof at a lower level is to bring a structure down to a human scale and soften the appearance from the street.

Horizontal Siding:
The material on the proposed buildings will be vertical siding with a few token brick areas. Nowhere do we see vertical siding on any surround building. Nearly all the surrounding buildings utilize a horizontal, painted siding.

Gridded or single hung windows:
The surrounding buildings have gridded or single hung windows. The proposed development shows horizontal sliders, fixed, and/or casement windows, non of which have grids or are single hung windows. The pattern of window openings is also like nothing you would see in the surrounding neighborhood. The proposed buildings have an asymmetrical pattern of a narrow window next to a wider window. This pattern is then repeated. You will see on the surrounding buildings that the windows for the most part are of the same size with a general even spacing and pattern, not an asymmetrical grouping and pattern.

Central focal point:
The surrounding buildings will generally have a focal point to their facades. This focal point is usually the entry. It will be prominently set off by a gabled roof, columns, or other design features. The proposed development has no focal point. Although every entrance is covered because it steps back from the upper building levels the building facade as a whole is flat, monotonous and lacks a central visual focus.

These are some basic characteristics that any developer of the Harrison property should incorporate in order to meet our Land Development Code. However, these characteristics do not necessarily rule out a modern style for the development. A modern building can have all the elements listed above. A developer does not have to recreate a tudor, craftsman, or bungalow style for this area, but they need to look at the big picture cues from buildings in the neighborhood when they design their buildings and not act as though they are designing in a bubble.

Although a developer could go the route of a modern style building for this site, I do want to add that just because a modern style is proposed does not mean it should be given a "pass". Some consider a modern style to symbolize "progress" or that it is superior to all other design

styles at the moment. However, modern is simply another building style. A proposed building design still needs to follow our city codes and be compatible with the neighborhood. I address this particular issue because it is important to the livability of Corvallis, yet it is something people find hard to discuss.

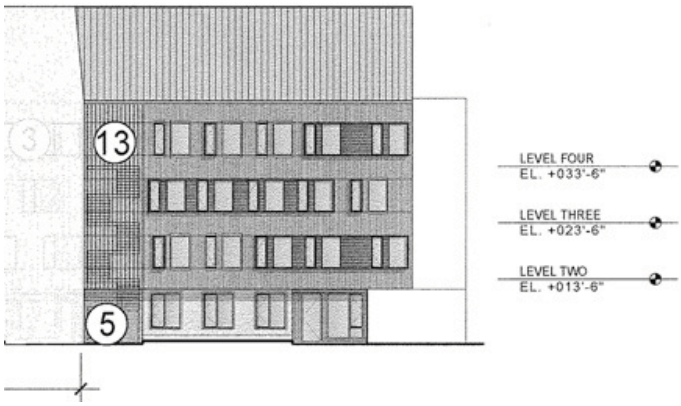
For your reference I have included an elevation of the proposed Harrison Apartments building facade.

Sincerely,

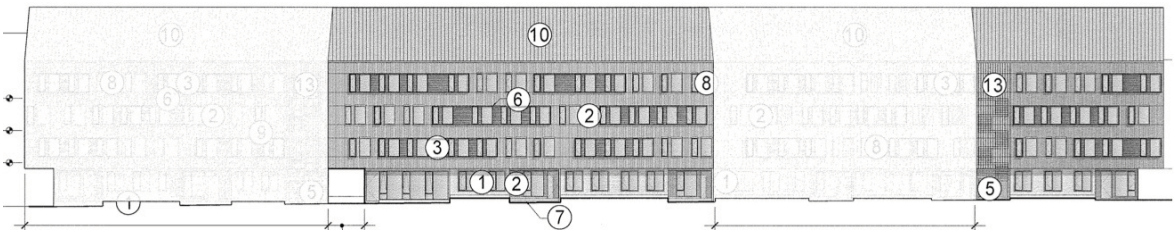
Lori Stephens
Architect, AIA

Broadleaf Architecture PC
534 NW 4th St,
Corvallis, OR 97330

EXHIBIT N - 41



A portion of the proposed Harrison Apartments Building Facade.



Length, scale, and massing of the proposed Harrison Apartments Building Facade.

From:	Crowell, Sharon on behalf of Planning
To:	Richardson, Robert
Subject:	FW: <web>Harrison Apartments
Date:	Wednesday, December 21, 2011 2:29:31 PM
Importance:	High

Hi Bob,

Please see the email below regarding the Harrison Street Apartments.

Sharon Crowell
Sr. Administrative Specialist
City of Corvallis, Planning Division
541.766.6908

-----Original Message-----
From: cardwellr@aol.com [mailto:cardwellr@aol.com]
Sent: Wednesday, December 21, 2011 1:22 PM
To: Planning
Subject: <web>Harrison Apartments
Importance: High

This is an inquiry e-mail via Contact Us form:
Rick Cardwell
cardwellr@aol.com
prefer phone contact: no

Sir:

I am writing to advocate the following in regard to the plan for construction of the subject.

1) A study to analyze and then mitigate traffic impacts on Harrison Street, which already has high traffic volume on school days.

2) No on-street parking. Harrison is already too congested.

3) No variance on parking stall number.

4) Maximum emplacement of quality trees and vegetation along Harrison St. to enhance the aesthetics of the neighborhood.

I do like the fact they will be charging for parking. I do not think this facility should impact parking in the entire area: Parking should be accommodated and entirely within the property.

Thank you.

Rick Cardwell
December 21, 2011

EXHIBIT N - 42

From:	nena BEMENT
To:	Richardson, Robert
Subject:	Harrison project
Date:	Wednesday, December 21, 2011 2:42:49 PM

Dear Mr Richardson, The University is constructing new buildings in existing parking lots all over campus. This development wants to construct fewer parking spaces than the likely number of cars. These plans are meant with the best of intentions to reduce dependence on cars, but it's a bit like a fat lady buying a new wardrobe in a size too small....she really, really means to lose the weight, but it's much easier to want it than to actually accomplish it. The view from the front might be acceptable, but the excess has to go somewhere. It bulges out in the back and the view from there is not pretty. The neighbors pay the price for building for the number of cars we wish we had, not how many we will really have.

The developers say they will encourage residents to not use cars, but what will happen is that these new neighbors will still bring their cars, park them on the street (since they have to pay extra to park in the too small lot)and then use the alternatives to get around until they need the car for uses not accommodated by bike or public transport.

This project is just too big for the neighborhood. There is the possibility of creating a student ghetto if it gets too difficult for community members to live in the area. Thank you for the chance to express my concerns. Nena Bement 2723 NW Jackson

EXHIBIT N - 43

RECEIVED

DEC 21 2011

Community Development
Planning Division

To: City of Corvallis Planning Commission
From: Deb Kadas, 3105 NW Jackson Avenue
Date: December 21, 2011
Re: Proposed Harrison Apartments

TESTIMONY IN OPPOSITION - INCOMPATIBILITY WITH OLDER NEIGBORHOODS

People around the world appreciate older and historic neighborhoods. Folks admire them for their unmistakable look and charm, workmanship and materials, and connectivity with the past. Historic neighborhoods help to differentiate one community from another, and tell a community's unique story. Corvallis has many fine older buildings and neighborhoods, especially downtown and in the neighborhoods surrounding OSU. These older neighborhoods attract people from all over, helping visitors and citizens alike to experience that small-town feeling of Corvallis.

To help protect the unique character and economic value of historic neighborhoods, two neighborhoods and the OSU campus have all become national historic districts. **While the old Good Samaritan Hospital is not a nationally designated historic building, it IS historic, and it is bordered by two historic districts and older neighborhoods in all four directions.**

On October 20, 2011, a few residents of the College Hill West Historic District invited the developer and the architect of the proposed Harrison Apartments to meet at my home. One of the topics we discussed was the neighborhood's desire for the project to be more compatible with all of the surrounding older neighborhoods. To that end, we took them on a walking tour of our neighborhood and pointed out the smaller scale, and common architectural styles and materials of neighborhood homes, fraternities and sororities.

In addition to the walking tour, we gave the developer and architect several pictures of older apartment buildings, dormitories, and multi-family housing buildings which we believed would be "compatible" with the surrounding older neighborhoods. We also gave them pictures of two recent "success stories" in Corvallis…new construction projects which blended in with historic surroundings…the Newman Center and the Hallie Ford Center. All of our examples were different, but we believed all were compatible with the surrounding older neighborhoods.

SEE PICTURES ATTACHED.

While we didn't expect the architect to replicate existing historic buildings, we believed the volume of input we provided would help him get a better sense of what architectural styles we believed would be more compatible. Unfortunately, the minor tweaks made to the plans did not address the mass, scale, site design or visual element issues.

LDC 2.5.40.04 and CCP 9.2 require "new developments in existing neighborhoods to be compatible with their surroundings…especially the site design, visual elements, and the project's scale, mass, and orientation." A good infill project should compliment, not compete with, the surrounding architecture. I urge the Planning Commission to deny the current Harrison Apartments application because of its incompatibility with the surrounding neighborhoods.

Sincerely,

Deb Kadas

EXHIBIT N - 44

IDEA GALLERY

10.20.11

These are the pictures of apartments and student housing, mostly in Corvallis, that have architectural styles we believe are compatible with older neighborhoods.

Notice mass, scale, proportion, materials.

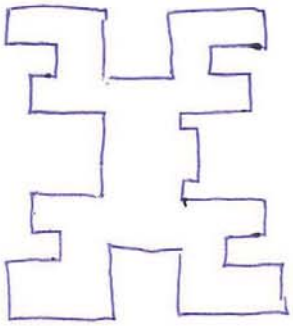
Wilder Apartments, Corvallis
3-story

EXHIBIT N - 46

Avalon Apartments, Corvallis

2-½ story

Sackett's Footprint



view of photo from this perspective

Sackett Hall is large, but it is only 3 stories tall and the building articulates in and out to give the illusion/effect of several smaller buildings. It is also set back nicely from the street.

EXHIBIT N - 48

3-story + 4th inside pitched roof

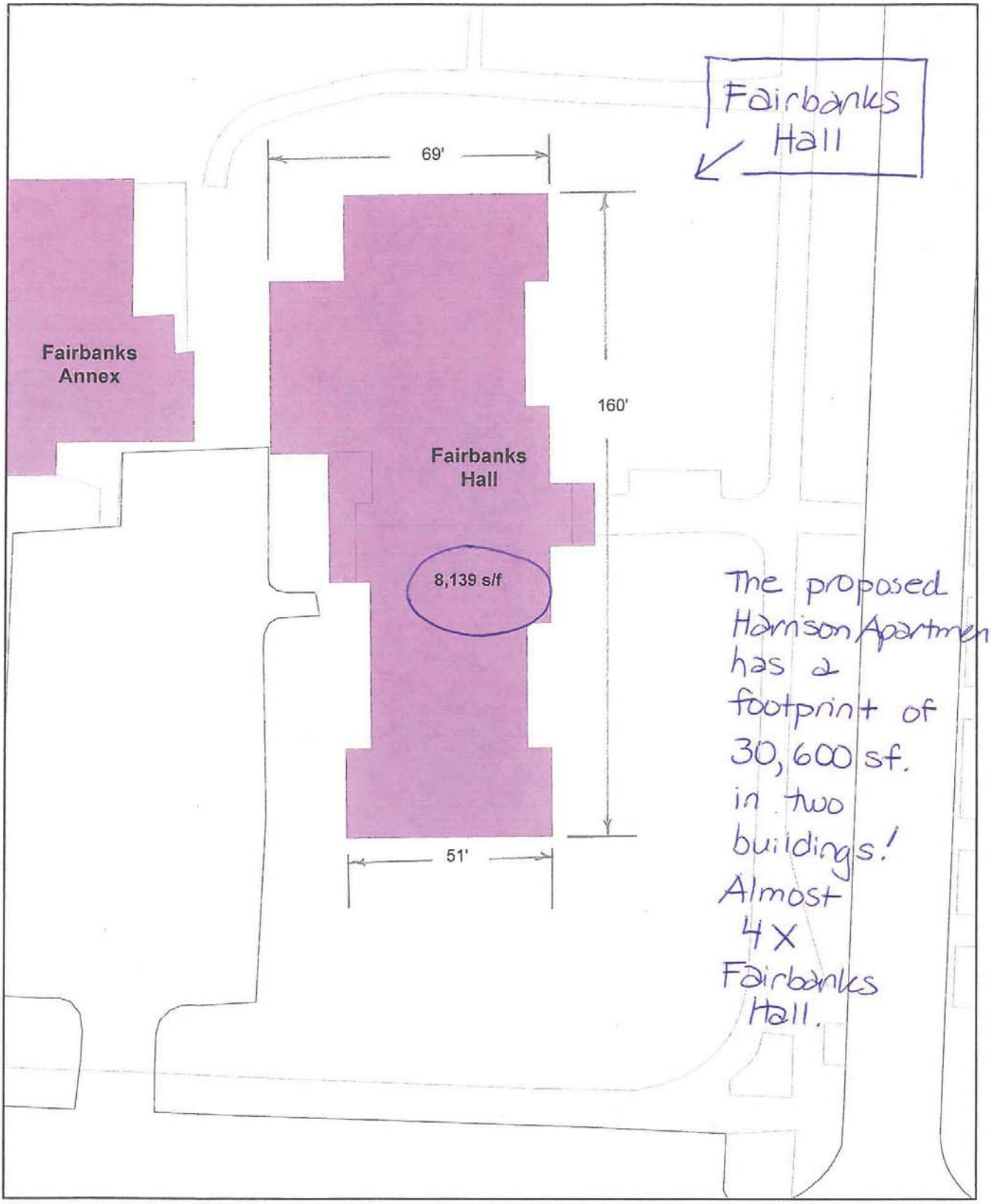
51 feet deep

160'

Half the length of one building of the proposed Harrison Apartments!

Please walk by Fairbanks Hall to get an idea of scale.

Even Fairbanks Hall, right down the street on 26th St., OSU campus, was built as a dormitory and is significantly smaller in mass and scale and would be more compatible. The proposed buildings have 4x the footprint of Fairbanks Hall!!!



OSU Oregon State University

(6) of 12 (continued)

N

1 inch = 30 feet

OSU Facilities Services
Geospatial Services
Printed Dec 2011

EXHIBIT N - 50

New construction

Brick & horizontal siding

Flat roof keeps building from being too tall. Also note alternating heights, materials and colors to keep length from appearing too massive.

EXHIBIT N - 51

Lots of brick

4th story is set back

Flat roof keeps height managable.

TWO SUCCESS STORIES

10.20.11

EXHIBIT N - 53

The old
building was
rehabilitated,
to neighbors
delight.

3-story

EXHIBIT N - 54

2-story
+
underground
parking

New construction
@ Newman Center is
compatible w/ existing.
Note underground
parking. Also note
variety of roofs and
facades that articulate in
and out to compliment
surrounding homes in
neighborhood.

Hallie Ford Center for Healthy Children and Families

Overview

Leadership Donors

Update Reports (PDF)

Contruction Photos & Project Team

Naming Opportunities

Impact of Giving

Construction Launch Event

3-story

New construction on OSU campus. This blends in perfectly among surrounding 100 year old brick buildings. Does not "compete" but rather is compatible.

Grand Opening

The new Hallie Ford Center for Healthy Children and Families, located in the heart of the scenic OSU campus at the corner of 26th and Campus Way, will celebrate its Grand Opening on Thursday, September 8. Open to the public, this celebration will help to cement OSU's role as a leader in healthy family research and innovation. Public tours of the state-of-the-art facility will be available. Visit the event page for more information, and to register to be a part of this historic event.

Thanks to a generous gift from the late Hallie Ford, the Hallie Ford Center will bring together faculty and student researchers who are dedicated to the holistic health of children and families throughout Oregon and around the world. Research taking place in the center spans childhood obesity issues, parenting education topics, and addressing academic needs for at-risk children.

Learn More

- A not so little legacy
- Hallie Ford's $8 million gift
- Oregon Stater article (PDF)

EXHIBIT N - 56

(12) of 12

Revised with map

December 21, 2011

TWO BLOCKS FROM "ALL THE ACTION" - Part Two

Commissioners:

In my concern for brevity at the Dec. 14th meeting, I am afraid that I did not adequately emphasize the DANGER from careless traffic that my wife & I observe daily from our home at 2700 nw Arnold Way (see map – *oops, can't find a way to insert it, sorry- we are the 2nd "triangle " from Harrison*) So many people use Jackson as a shortcut to OSU that they just cut over from Arnold Way to the short block of 27th in front of our house and then to Jackson. The way the streets are laid out, many people do not even realize that there is a street turning out to Arnold! Suddenly, a bicycle or person just appears! We witness so many near accidents from 27th that I must **seriously emphasize the increased risk** to our neighborhood residents and to all the students walking to class that the extra vehicles will cause if the variances are granted for compact cars (4.1.50.01), "tandem spaces" (*why do you think they are not permitted already?*) and the various open space reductions (do I need to list all the numbers again?).

The only purpose of these requested variances is to increase the developer's profit – by decreasing parking, they can increase bedrooms. <u>More bedrooms and less parking absolutely impacts our neighborhood negatively and seriously increases the dangers</u> we already face daily in careless drivers trying to take a shortcut and save a minute or two.

Please help us save lives, avoid accidents, and maintain what quality of life we can as permanent residents who love the historic nature of College Hill . We are investing in our homes for the common good , please help us by not allowing the reduction of parking and common areas that will force over-parking and even heavier traffic on our side streets.

I am not opposed to more students, I love the campus environment and enjoy the activity that comes with students – I just don't want anyone to be run over by them.

Please deny their requests so that we may have more time to discuss our concerns with them – it is very difficult to find time during the Holiday Season, yet we all made the time to ask for your help. Many more will speak out if you give us the time to do so.

Jack Wolcott
2700 nw Arnold Way
Corvallis, Or.

RECEIVED
DEC 21 2011
Community Development
Planning Division

EXHIBIT N - 57

From:	j. adams
To:	Richardson, Robert
Subject:	RE: Harrison Apartment Process
Date:	Wednesday, December 21, 2011 6:10:06 PM

This is what I said:

With a request for 15 variances away from our Planning Codes, Vision Statement and viable Neighborhood Associations, it seems clear to me and many others, that to go forward with this plan is to go against the citizens of Corvallis, and the neighbors who create the stable resident occupied homes.

There are too many issues. 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.

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

Perhpas Project and partners could create a viable INDEPENDENT Senior Housing, similar to Samaritian Village, Affordable Senior Housing. This demi-graphic is also growing at an alarming rate. These folks will need places to live, close to shopping and bus routes and to live in more community based locations. This could be in keeping with the Planning Codes, Vision and Neighborhood concerns.

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

DJ Adams
339 NW 21 St
97330

From: Robert.Richardson@ci.corvallis.or.us
To: jaiada@hotmail.com
Subject: RE: Harrison Apartment Process
Date: Wed, 21 Dec 2011 22:31:55 +0000

I was unable to open the attachment. Please resend with your comments either in the body of the email, or as a Word, Word Perfect, of PDF file.

Thank you.

Bob Richardson
Associate Planner,
City of Corvallis
(541) 766-6908

From: j. adams [mailto:jaiada@hotmail.com]
Sent: Wednesday, December 21, 2011 12:17 PM
To: Richardson, Robert
Subject: Harrison Apartment Process

commented on process

EXHIBIT N - 58

From: Erwin Suess
To: Richardson, Robert
Subject: Proposed Harrison Blvd Apartments development in Corvallis
Date: Wednesday, December 21, 2011 4:56:37 PM

To Bob Richardson
Corvallis City Hall
robert.richardson@ci.corvallis.or.us
Re: Proposed Harrison Blvd Apartments development in Corvallis

As members and residents of the Corvallis Historic Neighborhood District, we have attended the past meetings related to the proposed development as well as to the Oregon State University and City of Corvallis MOU and OSU Master Plan.

Based on the information made available we raise the following general issues against the proposed development:
(1) The architecture and its explanation provided by the developer left us unconvinced that the building style blends new features with or adds to the historic character of the neighborhood for the following reasons: The four-story building is too high, the gabled roof too steep and the vertical siding is not in keeping with the historic character of the neighborhood. Independent experts might review the architecture under these considerations and prepare an assessment.
(2) The proposal is an off-campus student housing development that adds to the existing problems in the high density surroundings of the northern end of campus. Parking spill-over into adjacent neighborhoods and noise are the most obvious problems affecting residents including ourselves. There are variances and special incentives proposed to keep these problems in check. From a little thought and experience thus far it is clear that this will not help but rather increase the problems. A radical re-design of the development for fewer occupants (50% less) might help reduce these problems as well as be a better blend with the historical nature of the neighborhood, which has heretofore been a calling-card for 'livability' in Corvallis.
(3) The extraordinary number of variances proposed by the project --these cannot be discussed here in detail-- indicate to us that perhaps these are ways to get around the City codes whereas the City's obligation should be to enforce existing codes as they have been developed and voted upon. During past neighborhood meetings grievances were heard about lack of code enforcement, often in minor matters, but combined they nevertheless impact all the neighborhood. For example, the code specifying the number of unrelated persons living in the same residence if poorly enforced transforms private residences acquired as investment gradually into prevalent student housing with more occupants and cars per house than traditionally foreseen, a major impact in the neighborhood we live in.

These issues should be in the minds of the members of the City planning committee and their decision should be in the interest of all the people of Corvallis to uphold the nation-wide reputation of our town for its 'livability'.

Respectfully,

Erwin Suess –312 N.W. 31st

Zona Suess--312 N.W. 31st

Deanna McFadden--300 N.W.31st

EXHIBIT N - 59

EXHIBIT N - 60

From:	Melissa Carr
To:	Richardson, Robert
Subject:	Harrison Apartment Development opposition statement
Date:	Wednesday, December 21, 2011 4:41:44 PM
Attachments:	HarrisonBlvdApts.doc

Dear Robert,

Attached please find my testimony in opposition to the Harrison Apartment Development.

Sincerely,
Melissa Carr

EXHIBIT N - 61

To: City Planning Commission
From: Melissa Carr, 1825 SW 49th St. #188
Date: December 21, 2011
Re: Proposed Harrison Blvd. Apartment Development

Testimony in Oppostion

As a Corvallis resident who works part-time at OSU and frequently visits friends who live in residential neighborhoods near the campus, I am deeply concerned about the proposed Harrison Blvd. apartment development. Although I support construction of housing units at the old hospital site, I feel the current proposal has serious flaws that are inconsistent with the land use goals and guidelines adopted by the City of Corvallis, and I hereby register my opposition to this project.

I am particularly concerned about the high density dorm-like nature of the proposed development (which appears to cater strictly to undergraduate students, rather than promoting diversity within the neighborhood by providing mixed housing options) and by the inadequate parking allowances (which will further exacerbate the congestion and parking problems that already exist on campus and in surrounding neighborhoods). I concur with the additional points raised by Gary Angelo on behalf of the College Hill Neighborhood Association, and I fully support his argument in opposition to the Harrison Apartment Development.

While I applaud the developer's commitment to meeting Gold LEED building standards, the current plans do not adequately address the needs and concerns of those who will be impacted by the project, nor are the plans aligned with the City's Vision and Comprehensive Plan.

EXHIBIT N - 62

From:	Cindy Paden
To:	Richardson, Robert
Subject:	Letter of Opposition to Harrison Apartment Development
Date:	Wednesday, December 21, 2011 4:33:30 PM
Attachments:	PHAD-Opposition-Letter-Cindy-Paden-21 December 2011.doc

---

Hi Bob, thanks again for the information. Please find attached my letter regarding the proposed Harrison Apartment Development expressing additional concerns I have over the massing, transition, and setbacks associated with the development. Please include this in the record for Planning Commission review.

Best,

Cindy Paden

On 12/21/2011 3:17 PM, Richardson, Robert wrote:

> Hi Cindy,
> I've attached links to two different documents to assist in your review of the Harrison St. Apt project proposal. The first is to the City Staff Report. Pages 8 and 9 address building setbacks, page 18 addresses the question of bedroom size. None of the bedrooms is proposed to be greater than 160-sq.ft.
>
> http://archive.ci.corvallis.or.us/ElectronicFile.aspx?docid=322965
>
> The following link is to the RS-20 Development Standards in LDC Chapter 3.8. Pages 7 and 8 address height transitions for buildings in an RS-20 zone that are adjacent to lower density residential zones. As you are aware, the subject site is completely surrounded by properties zoned RS-20, so the noted height transition requirements do not apply to the proposal.
>
> http://archive.ci.corvallis.or.us/ElectronicFile.aspx?docid=302161&dbid=0
>
> I hope this information helps answer your questions. If not, please call and we can go over your questions again.
>
> Regards,
>
> ***Bob Richardson***
> Associate Planner,
> City of Corvallis
> (541) 766-6908

EXHIBIT N - 63

21 December 2011

Robert Richardson
Associate Planner
City of Corvallis
Corvallis, OR 97330

Subject: Proposed Harrison Apartment Development—Transition, Massing, and Setbacks

I would like to express concerns regarding the proposed development in addition to those I submitted previously in writing and in testimony at the public hearing on December 14.

I have reviewed the Corvallis City zoning map to look at the RS-20 property that is described as being adjacent to the proposed Harrison Apartment Development. This property, which lies along the southwest border of the proposed development and along the northeast side of Arnold Way, is currently comprised of single family homes which lie within a designated historic district. As such, these properties are more like RS-5 than the underlying RS-20 zoning they have been given.

The 'Transition and Massing' code requirements stipulated in Section 3.8.30.02 of the City's Land Development Code are intended to buffer smaller structures from being overpowered by adjacent large-scale structures. Despite the fact that the adjacent homes have been designated as an RS-20 zone, they are NOT RS-20 structures. The intent and spirit of the law is being disregarded. Because these homes are in an historic district, they are not allowed to be modified by the current owners without going through the Historic Preservation Board. Given that constraint, I do not see how we can treat the property as RS-20 when the current owners can't build an RS-20 structure on their lot, nor build a building that is not consistent with the historic style of the surrounding homes (as occurred in the denial of a previous development proposed for the empty lots on the northeast side of Arnold Way). Our neighbors and fellow taxpayers deserve to have the transition height requirements for large developments built adjacent to single family homes (RS-5) implemented in the proposed Harrison Apartment Development. I believe the underlying zoning of RS-20 should have been reverted to RS-5 when the homes were incorporated into the historic district.

In addition, I believe that City Staff Planners have misinterpreted **Section 3.8.30 RS-20 Development Standards, 3.8.30.01, Table 3.8-1 Row (e): Setbacks**, which set forth certain distances **from the street and adjacent buildings** as follows:

> **10 ft. minimum, except that portions may be reduced to 5 ft. provided that:**
>
> > **1. The 5 ft. setback is applied to 50 percent or less of the building face related to a yard space;**
> >
> > **2. An average 10 ft. setback shall be provided along the building face; and**
> >
> > **3. Where buildings exceed a length of 60 ft or exceed 3 stories, the above yard requirements shall be increased at a**

EXHIBIT N - 64

rate of 1 ft. for each 15 ft. of building length over 60 ft. and 2 ft. for each story over 3 stories.

The proposed development is 356 feet long. The requirement listed in #3 above says that when a building exceeds 60 feet or 3 stories, then the "above" yard requirements shall be increased as set forth in the code. This would mean that the **average setback should be 10 feet (#2)** PLUS an additional foot per each 15 feet over 60 feet or another 19.7 feet for a total **AVERAGE setback of 29.7 feet.** Since the maximum setback allowed is 25 feet, then the **AVERAGE setback should be 25 feet** and **NOT the 17.5 feet** which the staff report suggests as adequate (page 9 of Staff Report). I believe larger setbacks are allowed if there are courtyards incorporated in front of the building. The developers could maintain the same building design, but must have an average setback of 25 feet. These setbacks apply to the street as well as adjacent buildings according to the RS-20 Development Standards.

The proposed Harrison Apartment Development is too large and out of scale with the surrounding single family homes, many of which are owner occupied and cared for with pride and a lot of monetary investment. I do not object to the development of a multi-family or group residence on this property, however, it needs to be built with regard to the surrounding neighborhood. In addition, the style of residence is completely out of character with adjacent sororities and fraternities and area homes, making it a sore thumb in an otherwise highly regarded and valued part of town, despite the admirable quality of being LEED certified.

Please do not approve of this development as proposed. It needs to be smaller, have more parking and provide transitions between family homes and the development.

Thanks for your consideration.

Sincerely,

Cindy Paden
120 NW 28th Street
Corvallis, OR

From:	corvallismatters@aol.com
To:	Richardson, Robert
Subject:	Harrison Apartments testimony
Date:	Wednesday, December 21, 2011 4:27:35 PM
Attachments:	Harrison Apts testimony

From: Louise Marquering
1640 NW Woodland Drive
Corvallis, OR 97330
541-753-0012
corvallismatters@aol.com
December 21, 2011

To the Corvallis Planning Commission

Re: Harrison Apartments

I have two major concerns with this development.

1. **This development is for a very narrow population, which contradicts several objectives stated in both the 2020 Vision Statement and the City of Corvallis Comprehensive Plan**
   From the Comp Plan
   9.1 "provide housing for a diverse population within safe attractive neighborhoods."
   9.2.e *ii. and iii* "add to the diversity of housing types", Promoting diverse housing types"
   9.2.e.iv A mix of housing types allows for a diversity of household types
   As planned, with Resident Assistants, matching roommates, and charging by the bed, Harrison Boulevard Apartments eliminate housing options for seniors and families with children. This is a central location, near a park and the senior center, and could be a wonderful location for an apartment complex if it met the needs of the community. This development will not enhance the community by providing what Corvallis needs, affordable housing for a diverse population.

2. Variances to the Land Development Code

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.

It is very possible that the LDC should be changed. But, changing it by allowing variances, without getting staff and public input is not the way to proceed. Once you allow a variance for one developer how do you deny that variance to the next developer who requests it?

Mr. Feldman asked if I consider some variances more important than others. Numbers 5, 6, 8, 10, and 11 should not be allowed at all.

#2 and #3 are the two variances I object to the least.

EXHIBIT N - 66

Numbers 1, 4, 7, 9, 12, 13 and 14 should only occur as changes to the LDC, not to benefit the developer.

Here are my questions and comments about each of the requested variances.

1. 3.8.30.01.e - Why does the LDC call for a 10-foot set back rather than a 9-foot setback as requested by the developer? What is the rationale for the ten-foot set back? How does the 9-foot setback, as requested by the developer, benefit the community?
2. 3.8.50.02.e – #2 and #3 are the requested variances I object to the least. They probably do benefit the community
3. 3.8.50.02.e -
4. 3.8.50.03.a – What is the standard the city used to require 24,500 of Common Outdoor Space? Given the need for denser infill, perhaps this requirement should be changed. However, that is a change that should be made by staff and citizens to the LDC, not as a variance requested by a developer.
5. 3.8.50.03.e – "tot-lots" eliminating "tot-lots" restricts the population that could choose to live in this complex. It is discriminatory against students who might have children.
6. Parking Standards – parking standards in this neighborhood are already a complex issue. To allow any variances before the Corvallis OSU Scoping Committee completes its project on parking will result in more problems, not fewer. This is not the time to be allowing variances.
7. 4.2.40.a – Parking Lot Landscape buffers. Why does the LDC call for 7.5 ft landscape buffers, rather than 5 ft, as requested by the developer? What is the rationale for the 7.5-foot? How does the 5-foot setback, as requested by the developer, benefit the community? Perhaps this requirement should be changed. However, that is a change that should be made by staff and citizens to the LDC, not as a variance requested by a developer.
8. 4.2.30 – Parking lot trees. Parking lots generate heat, particularly during the summer months. More trees will provide more shade, thus keeping the area cooler. Do not change the number of trees from 6 to 4. Eliminating trees would create a "heat island". We need more trees, not fewer.
9. 4.2.40.b – Landscape islands. Why does the LDC call for landscape islands of 8 feet rather than the 6.5-foot wide as requested by the developer? What is the rationale for the 8-foot landscape islands? How does the 6.5-foot landscape island, as requested by the developer, benefit the community?
10. 4.1.50.01 – vehicle parking spaces. As I stated in #6, parking is already such a significant problem in this neighborhood, that no variances should be allowed until the Corvallis OSU Scoping Committee has completed its work.
11. 4.6.30.a – Do not shade adjacent buildings. Allowing this variance is not fair to the buildings that are already there.
12. 12. 4.10.60.o.a.5 - For #12, #13 and #14 my questions are the same as I asked in #1, #4, #7, #9. What was the city's rationale for each of these standards? How does the requested variance benefit the community?
13. 4.4.20.03.c
14. 4.0.100.b
15. 4.0.130.b.1 - I do not understand the requested variance.

From: Bob Meinke
To: Richardson, Robert
Subject: Harrison Blvd. Apartments
Date: Wednesday, December 21, 2011 4:19:52 PM

Hi Bob,

I wanted to go on record in support of Gary Angelo's position on the potential apartment complex on Harrison Boulevard, at the site of the old hospital. I work with college students, and understand and support the need for affordable and convenient student housing in Corvallis. I'm also a member of the College Hill Homeowners Association, and hope that the city will carefully consider the impacts such a project may have on both the immediate neighborhoods and our community at large. As OSU expands, we need to do our best to make students feel welcome and give them the opportunity to succeed, and safe and well-planned neighborhoods and housing complexes are keys in this effort.

Regarding the area surrounding the proposed project, problems associated with parking seem of primary concern. As presented, the parking plan suggested for the site is unlikely to address the needs of the apartment residents or nearby neighbors. To assume that most of the arriving occupants will flock to their new apartments while leaving their cars back home is either naïve or disingenuous, yet this appears to be the line of thinking offered up by the developers. Anyone living in College Hill and adjacent areas knows that vehicles associated with existing rentals already commonly exceed the "carrying capacity" of the units (two bedrooms with four to six cars is not unusual), resulting in high traffic flow, parking issues (with cars on lawns, blocking alleys, etc.), and safety concerns. College kids in Corvallis love their cars. It's simply not credible to base a parking plan—for what is, in essence, a large dorm—on the notion that most incoming residents will arrive without vehicles.

That said, my point here is not so much to complain about the current situation, but to ask if we can at least avoid making it worse. I would like to see the city take a position that adequately mitigates for the parking and traffic congestion that will likely arise as a result of this project (as currently planned), and not leave it to the existing neighborhoods to simply absorb the problems. Current residents are already doing their part along these lines, and we'd appreciate some proactive support from the city as this and similar projects are planned. Here are some specific requests:

- With OSU's on-going expansion in mind, strongly encourage the university to actively promote the concept of leaving student cars at home as part of their recruitment efforts
- Increase the number of parking spaces for residents at the development beyond what has been offered in the current proposal
- Implement a *one-hour* non-resident parking limit for at least the five blocks surrounding the proposed Harrison Street complex, and then also decrease the allowable parking time for those without residential permits *from two hours to one hour* for other streets near campus that currently have a two-hour limit
- Ensure that residents of complexes such as this one are not eligible for residential parking permits

Lastly, a quick comment on how the project may impact the community at large. The number of variances being requested by developers here is a concern, for this particular venture as well as for the precedent it may set. If we grant a wide range of planning exceptions for this project, whether related to parking, structure height, common space or landscaping issues, etc., it seems reasonable that future builders may expect similar treatment. I'd hate to think this is the path we're headed down. And as far as neighborhood sentiment goes, College Hill is an area where, due to strict historic district restrictions, homeowners routinely work with the city to ensure that established and accepted procedures are followed to maintain the character of the neighborhood. As one of those homeowners, it's discouraging to think that the city may very well approve a project for an outside developer that doesn't follow planning guidelines (in a major way), and is in many ways counter to neighborhood character and livability.

Thanks for the opportunity to write. I appreciate the hard work you and the other city staff are doing on this project, and I hope you'll take these comments into consideration.

Bob Meinke
College Hill Homeowner

December 21, 2011

To: City of Corvallis Planning Commission

From: Mike Middleton

Re: Proposed Harrison Apartments

Planning Commission Members:

As a resident of Corvallis, I request that the planning commission deny the proposed Harrison apartment development application on the grounds of lack of architectural compatibility to the surrounding neighborhood combined with the sheer size and scope of this proposed development. This site is not intended for a development of this magnitude as illustrated by the numerous requested variances to the land development code.

The planning commission can deny this application thus enabling Samaritan Health Services, the developer and their architects to design and propose a project that is more compatible with the land development code and the Corvallis Vision 2020 statement.

Thank you for your time and attention to this important matter.

Regards,

Mike Middleton

EXHIBIT N - 70

From:	DeSautel, Nancy
To:	Richardson, Robert
Subject:	Harrison Apartments
Date:	Wednesday, December 21, 2011 4:02:10 PM

Planning Commission,

It was a good decision on my part to attend the Planning Commission meeting on 12/14/11 and hear testimony about the proposed facility to replace the former Good Samaritan Hospital at 2750 NW Harrison Blvd., in Corvallis. That was the first Planning Commission meeting I have attended and learned that the planning process is complicated.

After hearing the comments that evening and reviewing the plan presented by the development partner, Project, I hope that you decide against this particular plan.

Though parking was a frequent reason against the plan during the testimony on the 14th, many other concerns were voiced including variances, neighborhood livability and overall design.

One commissioner asked staff members about whether a certain point was 'subjective'. That question was curious to me and made me wonder if the commission is supposed to discount 'subjectivity' in local planning decisions.

I hope the commission will go to the site again with the plan dimensions and imagine the scope of the project compared to the neighborhood which is huge considering the location in Corvallis. A suggested comparison for design on Monroe St. at the Newman Complex is not a far distance to visit for use in considering a different livable and profitable use.

Thank you,
Nancy DeSautel
2854 NW Johnson
Corvallis

EXHIBIT N - 71

From: munfordct@comcast.net
To: Richardson, Robert
Subject: Harrison Street Apartments
Date: Wednesday, December 21, 2011 3:59:06 PM

The developers announced attempts to discourage motor vehicles at the Harrison Street Apartments are nice ideas but the reality today is that students bring there vehicles. All the townhouse developments of the last few years are flooding the surrounding neighborhoods with overflow vehicles. We strongly urge you to require parking space for all residents either by using OSU or other off street property or better yet reducing the number of apartments. The planned buildings are way out of proportion for the neighborhood and the developers testified that reducing density is an option. For years now Corvallis has been concerned about the livability of our neighborhoods. Of the dozens and dozens of personal testimony's and comments we haven't heard anyone saying that high-rise developments have improved the quality of life or livability in there neighborhoods. It's been quite the opposite We sincerely hope you will listen to and put the Corvallis citizens wishes and welfare first. Thank you, Jim & Carolyn Munford, 606 NW 28th Street, Corvallis

EXHIBIT N - 72

From:	S Meyers
To:	Richardson, Robert
Subject:	In Opposition to the Proposed Harrison Apartment Development
Date:	Wednesday, December 21, 2011 3:39:10 PM

In Opposition to the Proposed Harrison Apartment Development

Dear Mr. Richardson,

As a resident of the City of Corvallis, I would like to take this opportunity to voice my concern regarding the proposed Harrison Apartment Development.

As a middle aged professional, who works and rents housing in Corvallis, I have become concerned (and worried) about the shortage of affordable and available rentals, within or near city limits, that has resulted (due to increased enrollment at Oregon State University) in recent years. As such, I would normally welcome the building of a new apartment complex within the city. However, the proposed Harrison Apartment Development is far from the type of rental housing I (and many other renters within Corvallis) have in mind.

For all practical purposes the proposed Harrison Apartment Development will largely (if not completely) become a dormitory for undergraduate OSU students. While I fully realize that a university city, such as Corvallis, has and will always have a large population of students, housing students within long established residential neighborhoods seems irresponsible and short-sited. The role of housing students has properly been (and should continue to be) the role of the University. Allowing a “dormitory” to be built, within a residential neighborhood is, at best, subjugation to the University administration’s short sidedness, greed and inaction, and at worst, predation on students who have no other place to live while enrolled.

On a purely pragmatic level: If this development is allowed to be built, the result for the City of Corvallis will be an increase in congestion, nightmarish parking problems and a further strain on city services (i.e. police, fire, water, sewage, etc.) Additionally, home owners in the area will, in all likelihood be doomed to have their neighborhood become less peaceful, and experience a drop in property values. Furthermore, this development will do nothing to improve renting conditions in Corvallis for person like myself. Tragically, because of politically motivated and lobbied planning “decisions” such as this I can highly see myself moving to a (shockingly) more progressive city such as Albany or Lebanon.

Stephen Meyers
628 SW 3rd St.
Corvallis, OR 97333

EXHIBIT N - 73

From: Jennifer Sackinger
To: Richardson, Robert
Subject: Harrison Apwrtments - Testimony in opposition
Date: Wednesday, December 21, 2011 3:38:29 PM

I am a resident of Jobs Addition Neighborhood, and am in agreement with Gary Angelo's (of College Hill Neighborhood Associaton) presentation in opposition to the Harrison Apartments proposal. I don't see any reason why this property could not be developed according to existing codes regarding building height,parking,open space, removing existing mature trees,etc. Allowing this development to be built as planned would not benefit our campus area neighborhoods, and would significantly increase problems that already exist particularly in regard to parking.

Jennifer Sackinger
539 NW 17th St.
Corvallis, OR 97330

EXHIBIT N - 74

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)

December 21, 2011

To: City of Corvallis Planning Commission
From: Gary Angelo, CHNA President
143 NW 28th Street
Corvallis, OR 97330
Date: December 14, 2011
Re: Proposed Harrison Apartments Development

Dear Planning Commission Members:

Thank you for allowing members of the Corvallis community and the College Hill Neighborhood Association (CHNA) to provide testimony regarding the proposed Harrison Avenue Apartments development on the evening of December 14 at the Planning Commission's hearing. This proposal is a very large scale and complex project that entails a lot of considerations with regard to the Land Development Code (LDC), Comprehensive Plan, and Corvallis Vision 2020. As the president of CHNA, it was my role to present to you a comprehensive discussion of the issues that are of concern to those expressed by many of our members. The letter and attachment I submitted as a part of the hearing record prior to that meeting necessarily was condensed given the number of issues, but I hope we at least provided the essence and highlights of our responses to proposal and the requested fifteen variances from the LDC. This letter is mainly to summarize the main issues that CHNA has with the proposal, and to touch on some additional relevant points.

Before I cover the main issues, I first want to address some of the mischaracterizations that you may have read in the local paper concerning some of the testimony presented at the hearing. Some comments have been published indicating that those expressing their concerns have a negative view of students and do not see them as a part of the community. They seem to misinterpret the term "transient" in reference to student renters as being a pejorative, when in fact it merely means the renters are not long-term residents. These sorts of comments miss the intent of the testimony, which addresses larger, community-wide concerns that Corvallis is dealing with relative to the rapid growth of OSU. If one is not a long-term property owner or resident of the city, then one may not have a view that spans an extended period of time (decades), may not be familiar with the vision the community has expressed in the Corvallis Vision 2020, and may not understand how the current trajectories are not necessarily consistent with that vision. It is these trajectories that are the impetus for the OSU/City Collaboration effort just getting underway.

EXHIBIT N - 75

Corvallis is struggling with issues on several fronts, including City budget shortfalls, the effects of a national recession, the shrinkage of one of its major employers (H-P), and a rapid increase in the student population at OSU well beyond what is in its current Campus Master Plan. These issues present both challenges and opportunities, and it is important that the community meet these with eyes wide open and a view for the long term. It may be easy to take short-term advantage of some of the opportunities but impede progress on the longer-term vision. As a community, there may be both immediate and long-term opportunities with the rapid growth of OSU. But, there are also some issues that have to be addressed that could have a long-term negative impact. For example, what is the appropriate balance within the city population between the proportion of students and other long-term non-student residents? Do we want to create de facto student residence concentrations in the city, and what are the pros and cons if we do? Does the community need more affordable, mixed use and mixed family residents that address the needs of the larger community, not just OSU? How much should OSU be responsible for providing adequate housing for students to match its rapid growth? These are the types of questions that long-time residents struggle with when looking at major developments that are proposed, as well as in working with OSU as a partner in meeting the needs of all stakeholders. So, bottom line, the testimony you have heard and read is not targeting the students themselves, but about the needs of the adjacent traditional family neighborhoods and the community at large over the longer term.

As I mentioned in my testimony last Wednesday evening, CHNA has a few primary concerns with the Harrison development as proposed. These include Parking, Scale, and Design. Parking is a primary issue for our neighborhood, as well as to other neighborhoods to the north (e.g., Chimtimini), since we are already dealing with a high level of saturation such that owner residents are dealing with having insufficient parking places near their homes for themselves and visitors, as well as an increased level of vehicle traffic due to temporary parkers (e.g., students, staff, etc.) seeking parking close to campus. This parking pressure has intensified over the last six or more years, as the University has both rapidly increased its student population and displaced parking on the north end of campus through new building construction. The development proposal, even if the variances were granted for smaller and tandem spaces, would at best increase the new vehicle population in the saturated area by 100+ vehicles needing off-site parking. This number counts only the tenants and does not include visitors to the apartments, who will also need parking. The expressed intent by the developers to encourage student tenants to not bring cars to campus, while laudable, is not supported by the evidence of existing student rentals in the CHNA neighborhood. Most students that live within one to three blocks of campus still all own individual vehicles for travel to shopping areas and friends in Corvallis, as well as to Portland, Eugene and home. Again, we do not support the variances from Code for the reasons cited in our original written testimony.

The second concern area of Scale has to do with both the sheer size of the buildings, as well as the density of targeted student tenant population. The two buildings at four stories high plus the high-pitched metal roof facing Harrison Blvd. are each over 100 yards long, even though one is "kinked". There is nothing even close to this scale in the

nearby neighborhoods, and it is more than double the minimum of the current zoning (RS20) for the property. The number of planned beds of 270 within 91 units is the primary driver for the need for the requested fifteen variances from Code. It is this dense design, the design of the individual units, and the overall site open space plan which narrowly targets a single slice of the community population: younger students. It is not that the students are the issue per se, but designing such large buildings in the current configuration and the lack of family-oriented amenities on the property limits the potential of the development for use as multi- or mixed family residences. We do not know what the future trends are for OSU's student population, since market forces can drive in many directions, but should a significant decline in the population occur the current configuration would need serious modification to be suitable for non-student families. Again, this is taking a long-term view, not just trying to satisfy a short-term need.

I was asked by a Commissioner at the hearing last week if I was concerned that this developer or another developer could simply build more row houses on the site, meeting Code without variances, similar to the many cookie-cutter developments occurring near and north of campus. In my response, I said that being presented with these two scenarios is looking only at the extremes on either end of the spectrum and that there is a whole range of possibilities between them. There are more alternatives than a 270-bed out-of-scale development and cookie-cutter row houses. The Newman Center residence development on Monroe Avenue is an example of just such an alternative, the photos for which I showed at the hearing. This development provided much open space, can meet the needs of various types of residents, and is very compatible with the nearby historic neighborhoods. If the proposed Harrison Blvd. development were scaled back, reducing the number of beds to match the number of full-sized parking spaces, and increasing open space, then very few or none of the requested variances would be necessary. Parking would not be an issue, and the size of the buildings would more readily fit the scale of surrounding homes and Greek houses. This type of solution would garner more support from CHNA, even if the apartments were to continue to target the student population.

The third neighborhood concern is Design and its lack of compatibility with the surrounding historic neighborhoods. We understand that this specific site is not a designated historic building, nor is it within the boundaries of the College Hill West National Historic District. However, the adjacent properties along and across Arnold Way *are* within the Historic District, and new development should take that into consideration, such that the design complements and provides a gradual transitional phase from the historic district and other nearby historic homes/buildings. The current design of a high-pitched, raised-seam metal roof in no reasonable sense meets the criteria of compatibility with homes built in the early 20th century. The vertical siding on the top three stories will be highly visible and conflicts with the surrounding environment of horizontal lap siding, brick, large cedar shake siding, and Tudor mixed wood and stucco. It is a modern design on a massive and prominent scale that cannot remotely be considered transitional or compatible with the surrounding homes and buildings. Again, the Newman Center on Monroe provides a ready and recent example of a large residential complex that meshes easily with the nearby historic neighborhoods. (I understand that

one of CHNA members, Deb Kadas, is providing you with copies of the photos of the Newman center that I showed at the hearing, so I will refer you to those, rather than adding them to this letter.) While we understand the desire for architects to "make their mark" with new and unique designs, the placement of such designs needs to take into account the immediate surroundings and make a special effort to be compatible with an existing traditional historic district.

One variance request regarding building setback requirements was not addressed in our original summary of the Table 1 Attachment listing the fifteen variances, the Code references, the applicants' mitigations, and the CHNA comments. I wish to add the CHNA comment that we dispute the supposed compliance with LDC code Section 3.8.30.01.e.3 cited on page 9 of the Staff Report, which states, " In total, the required setback distance along Harrison Blvd must be increased by 24-ft above the 5-ft minimum setback at some point along the proposed building. The application graphics indicate that the west portion of the building will be setback 28-ft 10-inches, which satisfies Section 3.8.30.01.e.3." We disagree that because the west portion alone has a setback close to the required 29-ft setback, that the rest of the mid-section of the building with a 5.5-ft setback thereby qualifies under the code section. Making this compliance claim would in effect nullify the requirement for setbacks if a single portion of a building meets the required minimum. We therefore request that this variance be denied.

The final topic I wish to address is the issue of the Planned Development Overlay cited at the hearing and in the application regarding the Good Samaritan Hospital property. The Overlay, according to the City Staff section of the application, was first assigned and approved in 1969 with the intention of expanding the size of the then operating hospital. CDOs by their nature last in perpetuity unless specifically removed through a rezoning process. Several times since then, Major Planned Development Modifications (MM) were approved for the site, some related to the hospital and then to the nursing home and a potential day care center (1975 and 1988). The later MMs either expired or did not apply to the current proposal. The current application requests another MM (under LDC Chapter 2.5) to enable the proposed development to go forward in its current version. This MM entails the scraping of the site and building completely anew. The main difference between a property with a PDO on it from one without is that the developer is allowed to ***request*** more variances from LDC and the Comprehensive Plan. There is ***no obligation*** of the City or Planning Commission to actually approve any of the variances. One of the primary considerations (under LDC Section 2.5.40.04) for the Planning Commission to consider in approving the Planned Development Modification is the proposal's compatibility with the surrounding neighborhoods and environment as it relates to basic site design, visual elements, parking and traffic, landscaping for buffering and screening, among the numerous criteria. It also requires sufficient compensating benefits for requested variances. CHNA has addressed most of the applicants' proposed mitigation and compensating benefits for the requested variances in our original testimony and found them to be insufficient. Granting approval of the MM should not be automatic, given all of the compatibility concerns that have been raised here, as well as in the testimony of other stakeholders. The issues of Parking, Scale and Design are all directly related to the lack of compatibility of the proposal as it stands. In addition, the

fact that a PDO exists along with several historically approved MMs does not mean that any variances should be granted automatically. Each variance needs to stand on its own merit with appropriate mitigation. If the mitigation is not deemed sufficient or appropriate, then the variation concerned should not be granted. As was mentioned by several citizens providing testimony at the hearing, a general concern for the standing of the LDC itself, as well as the Comprehensive Plan and the Corvallis Vision 2020, has to be taken into consideration. The LDC, Comp Plan, and Vision 2020 reflect the expectations and extensively honed wishes of the Corvallis community itself. Any deviations from these codified expectations should be extremely few and only in very unique and special circumstances. The current proposal does not meet these criteria. If the City and Planning Commission sees the Code and Comp Plan only as "soft guidelines" that can be blithely waived, then Corvallis really does not have an effective process for translating community vision and expectations into viable requirements that all developments need to meet. Without an effective Code and Comprehensive Plan, then the extensive volume of sweat equity and care that went into creating them was essentially nothing more than an exercise in writing down a lot of "good ideas" without any weight. I don't believe that the Planning Commission believes this to be that case. CHNA again requests that you not approve the variances requested for this proposed development, nor approve the development to go forward as it currently stands.

With regards,

Gary Angelo
CHNA President

EXHIBIT N - 79

From: Deb Kadas
To: Richardson, Robert
Subject: Oral Testimony
Date: Friday, December 16, 2011 5:24:53 AM

Good Morning, Bob,

Below is a copy of the ORAL testimony I gave at the Planning Commission meeting on Wednesday, December 14. Commissioner Feldmann asked for me to submit a copy, but I forgot to turn it in to the recorder after I read it. It is a summary of the 4-page written testimony with the yellow coversheet that I submitted.

Thank you!
Deb Kadas

Executive Summary

The old Good Samaritan Hospital Building and site is ideal for rehabilitation, or redevelopment, and can be adapted to meet the growing needs of Corvallis. I am not opposed to redevelopment of this site, but I am opposed to this particular Harrison Apartments application.

This proposal is for two massive dormitories, not multi-family apartments. This type of development belongs on campus, not in a city neighborhood. This particular proposal violates our City's Land Development Code, the Corvallis Comprehensive Plan, Corvallis Vision 2020 goals, and ignores the OSU/City Collaboration to ease the already-existing, extreme traffic, parking and livability problems near campus.

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Land Development Code 2.5.40.04 requires Planned Developments to demonstrate compatibility with surrounding uses. This site is in the heart of Corvallis' older, established neighborhoods. It is surrounded by a church, a school, older traditional fraternities and sororities, and historic single-family homes. I respectfully disagree with the staff report that this development is compatible with surrounding neighborhoods, especially in the following areas:

- **Compensating Benefits** – The proposed density is more than double what is required by RS-20 zoning. If the buildings were smaller, and housed less people, the application could meet all the zoning and land use codes and NOT need the variances. The parking and open space variances especially will all negatively impact surrounding neighborhoods and the "compensating benefits" will do nothing to mitigate already-existing known problems.
- **Basic site design –** Shoe-horning two buildings longer than football fields on this site is totally incompatible with the height, mass and scale of the surrounding 1-2 story homes, and 2-3 story fraternities. The proposed buildings would dwarf every nearby building in the neighborhood. In addition, the old hospital and accessory buildings articulate in and out from the street, providing visual relief. The proposed massive buildings destroy the existing patterns of development, and ignore the repetition of smaller building facades alternated with open spaces.
- **Visual elements** – Vertical siding, standing seam metal roofs and metal-

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framed sliding windows are not compatible with the horizontal siding, asphalt shingle roofs, and divided-lite windows in the surrounding neighborhoods. The architectural style is Monolithic Modern, and is not compatible with the surrounding older, traditional neighborhood.

- **Off-site Parking Impacts –** Parking problems already exist, and the 100+ spaces not required for this development will have a dramatic negative impact on off-site parking.
- **Noise Attenuation**
- **Landscaping for Buffering & Screening**
- **Preservation/Protection of Significant Natural Features**

This application also violates the Corvallis Comprehensive Plan. Several policies from the CCP are relevant to the current application, and demonstrate the application's incompatibility with the existing neighborhoods. See list on my handout. There are probably other violations as well, but the highlights from my list include:

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics in existing residential areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area….**D.** Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

9.4.6 The City shall maintain minimum standards for multi-family units that encourage the development of units designed for long-term family living…

Finally, this application violates Corvallis Vision 2020 goals and is in direct conflict with the OSU/City Collaboration Effort. See comments on my handout.

In conclusion, **there is absolutely no reason why this development can't be designed to meet our Land Development Code and Comprehensive Plan, other than the developer's desire to maximize profit.** Based on the numerous violations of the Land Development Code and the Comprehensive Plan, the Planning Commission should vote "no" on this particular proposal. In addition, the Planning Commission should deny the re-plat, as it is the replat that supports this misplaced, monolithic development in the first place.

Developers should either take their ideas and build their dormitory on the SOU Campus, or go back to the drawing board and come up with a different plan that meets our city's codes and is compatible with the surrounding older, traditional neighborhoods.

I thank you for your time and attention.

Deb Kadas

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 9733

Approved as corrected, January 4, 2012

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
December 14, 2011

Present
Jennifer Gervais, *Chair*
Frank Hann, *Vice Chair*
James Feldmann
Tad Abernathy
Jim Ridlington
Tony Howell
Ronald Sessions
Biff Traber, *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
Claire Pate, Recorder

Excused Absence
Roger Lizut
Jasmin Woodside

SUMMARY OF DISCUSSION

	Agenda Item	Information Only	Held for Further Review	Recommendations
I.	Visitors' Propositions			
II.	Public Hearing - Harrison Apartments (PLD11-00004, SUB11-00001)			Public Hearing closed; deliberations scheduled for January 4, 2011
III.	Planning Commission Minutes A. November 16, 2011			Approved, with 2 revisions.
IV.	Old Business			
V.	New Business A. Planning Division Update			For information only
VI.	Adjournment – 11:10 p.m.			

Attachments to the December 14, 2011 minutes:

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A. Written testimony that was received after completion of the December 2, 2011, Staff Report to the Planning Commission, and before 5:00 PM on December 14, 2011.

B. Written testimony that was received during the December 14, 2011, Planning Commission Hearing.

CONTENT OF DISCUSSION

The Corvallis Planning Commission was called to order by Chair Jennifer Gervais at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

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

II. PUBLIC HEARING – Harrison Apartments (PLD11-00004 and SUB11-00001)

A. Opening and Procedures:

The Chair welcomed citizens and reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing, and noted that there had already been a request to keep the record open; therefore, the Planning Commission would be deliberating on the application on January 4, 2011.

B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds

1. Conflicts of Interest – Commissioner Hann said he was an infrequent and casual employee of Good Samaritan Regional Center, and his wife is also a nurse with them; Commissioner Gervais said she has done volunteer work in the past for Good Samaritan Hospital. Both declared that their involvements would not affect their ability to make a fair and impartial decision.
2. Ex Parte Contacts – none

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3. Site Visits – by Commissioners Feldmann, Howell, Gervais, Ridlington, Hann, and Sessions
4. Objections on Jurisdictional Grounds - none

C. Staff Overview:

Associate Planner Richardson said that he had handed out several pieces of testimony received that evening and some copies were available on the back table for the public. He would be compiling all of the testimony received since the staff report was issued and have it available in the City on-line archives by December 16, 2011, for public viewing.

The case before the Planning Commission this evening is the Harrison Apartments (PLD011-00004 and SUB11-00001) located at 2750 NW Harrison Boulevard. The subject site is bordered by Harrison Boulevard on the north side; and, on the south, by NW 27th Street and NW Short Avenue. NW Arnold Way runs diagonal to the southwest of the site, and to the east is an alley that runs north to south. The site is bordered by a church and some residences to the north; and sororities, fraternities and some apartments to the east and southeast. To the west, there are more single family homes and lower density development.

The applicant is requesting approval of a Planned Development Major Modification to construct a new 105,000 square feet 91-unit apartment complex on the two-acre site. They are also seeking approval of a Major Replat to consolidate several platted lots into a single lot. On the Comprehensive Plan, the area is designated for High Density Residential development; the zoning is RS-20. It is also within a Planned Development Overlay that was applied in 1969 as part of the hospital development site for the prior hospital use. All of the abutting property is also zoned RS-20 High Density development. Further to the southwest is RS-5 zoning, with Oregon State University zone south of the site. There are other areas that are Medium-High Density Residential. The site is near both the College Hill West and the Oregon State University National Registry Historic Districts but is not within those districts and is not an individually-designated historic resource. Therefore, the historic preservation provisions of the Land Development Code do not apply to the proposal.

D. Legal Declaration:

Deputy City Attorney Coulombe said the Commission will consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff report or other criteria that they believe are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

E. Applicant's Presentation:

Anyeley Hallova, a partner with project^, introduced Tom Cody, project^, and Steve Jasperson and Kirk Gerner with Samaritan Health Services. She acknowledged the other members of their design and engineering team that would be available to answer questions at the end of the

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presentation. She said that their company, project^, was a values-driven company located in Oregon with partners that have backgrounds in design and city-planning. They are different from most developers in that they emphasize a high quality level of design, with a preference for transit-oriented development. Additionally, they strive to make their developments sustainable buildings. Their focus is on making contextually-compatible buildings that integrate into the social fabric of the community in which it is located. That usually lends itself to a different type of solution, depending on the site, the situation and the stakeholders involved. They have experience in developing 22 buildings, ground up, with the majority being LEED-certified, and they specialize in unique communities that support a university's objective. She showed visuals of two student-community projects recently completed in Eugene: Courtside and Skybox Apartments. They feel that this site, with its currently underutilized and vacant building which contains some asbestos, is an ideal location for redevelopment. It is zoned for High Density Residential and is within a seven-minute walking distance and four minutes by bike from campus. It is also within a one-minute walking distance to a transit stop.

When starting this project, they had five goals in mind dealing with design, community, connections, green, and memory. The intent is to create a compatible building that complements the neighborhood and provides community for the residents through the open spaces and common areas, as well as by having an on-site management. It connects with campus by modes other than vehicular, and they strive for green design and construction leading to obtaining LEED Gold Certification. With this particular site, the idea is to incorporate elements of history and memory into the project. They have a long-term approach, and try to find the right partners. Samaritan Health Services are an owner with demonstrative stewardship in the community. Some of the community benefits of the project include a higher density and better use of the land; a multi-modal smart growth alternative to some of the other infill-growth happening in Corvallis; an increase in the amount of trees and green area on-site; and creation of more jobs both in the short- and long-term.

They solicited community opinion through meetings with the neighbors, and that input influenced the eventual design. They got a sense of community concerns, which they grouped in four categories: architecture, massing, parking and history. It was important for the building to integrate with the historic neighborhood, with a massing that was compatible with the single-family housing located close by. As far as parking, adequate number of stalls, traffic and access to the property were all important. History was also noted as being important, so that the memory of the site and buildings would be preserved.

Ms. Hallova then explained how they addressed each of those concerns. In terms of architecture, the idea was a contemporary interpretation of a historic building. Porches were included for the ground floor, and the siding was changed to be horizontal. Brick was added to the façade. The window detailing is not just a flat façade. At the ground level, the windows are grouped and have more trim and detail. She showed the various views as approached from different directions. In terms of massing, the idea of having a pedestrian environment was important. Though the building is larger than a single-family home, the building depth was set to match that of a single-family home. The building is kinked to allow for varying views of the building as one walks down the street, and to allow for courtyards along the Harrison Boulevard side. For the issue of parking, there was an expressed desire for adequate parking for the community. They had started off with 136 parking spots, which were increased to 161, then finally 179. Fifty percent of this is hidden on the side, as well as underneath a second-story garden roof. They have requested the 10% modification to the number of parking stalls, as allowed outright by the Land Development Code. Another important aspect of the project is

that it is transit-oriented, sustainable development which is one of their focuses. They have provided increased bike parking by 43 to a total of 204 stalls, with 63% of it covered. They also provide a We Car on site, which is exclusively for the use of the residents. This is a car-sharing mechanism that they have used at other properties. Because their company is involved in the management of their projects, they strive to encourage students not to bring cars to campus through the leasing process. Another aspect that was brought out was reducing traffic and increasing access from the site. They now have two points of entry and two points for exiting. They believe that this will improve parking and traffic in the area.

The reality of the situation is that the university is growing and students will need to go somewhere. The choices are to provide in-fill development or car-oriented development more remote from the site. With their project proposal, students will have the option not to bring cars to school. The project will also celebrate the past with commemorative art work. There are many ideas that will be explored along this line.

She then highlighted some of the Comprehensive Plan policies that the project fulfills, such as considering strategies such as incentives to encourage the use of green builder construction methods and materials, actively promoting uses of modes of transportation that minimize impacts on air quality, compact urban form, the idea of being pedestrian-oriented, increasing residential density along an existing transit route, clustering and using multiple stories in an energy efficient design, and lastly, creating a development that is less dependent on the automobile.

In conclusion, they strive for balanced development in all of their projects. Infill development can be challenging and this is what the Planned Development process is designed for. The three factors they take into consideration are the environment, financial feasibility and affordability; additionally, they strive to support and maintain the community through their active management efforts. They believe that this project proposal is at the intersection of and balances all three of these factors. She then invited questions.

Commissioner Howell opined that the presentation did not include a discussion of the variations and the rationale behind them, and what the balancing benefits might be. Ms. Hallova called on other team members to respond to specific questions, including Patricia Weber and Lyle Hutchens, Devco Engineering, and Tom Cody, project^.

In response to Commissioner Howell's first question relating to private open space and the variation request to reduce it by 2,741 square feet, Ms. Weber said that they had looked at including balconies but it was determined that they might be a greater source of noise, litter and similar nuisances to the neighborhood. Additionally, they are a liability risk for the owners. Feedback from the immediate neighborhood was also a factor in not including them. This was true for both internally-faced balconies as well as those which might face outward. Commissioner Howell said that the alternative to providing the private space is having common space increased to compensate; in this case, the proposal decreases common space as well. Chintimini Park, a block away, lends itself to some uses but is open to the wider neighborhood. The proposal does not have a lot of discussion about internal common space and how additional square footage might be provided. Tom Cody said that the crux of it is that it is reconciliation for providing as much parking as possible which was one of the main concerns expressed by the neighborhood. They are trying to provide as much parking as possible on site, along with enough quality, residential space and significant and meaningful public open spaces. It was difficult to meet all three effectively, so compromises had to be made. Essentially, in his

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experience, the balconies are not the optimum way to provide open space. In favor of that, they decided to build what they believe was a compelling solution: covering the parking in between the buildings and having the open space on top of the parking which internalizes that space. They believe that they have met the intent with the quality of internalized and usable open space they will be providing. Commissioner Howell asked what the compensating benefits were for this. For instance, having a higher density might be a compensating benefit globally, but not necessarily locally for the immediate neighbors. Another benefit might be the ability to provide more parking, but in this case it is just aiding in meeting the minimum code requirement. Mr. Cody said that they have been thoughtful in the design and programming of the open space and will be offering recreational activities along with a common room that is exclusive to the residents but could be opened up to the larger community. This area opens out onto the open space. One could have open space of a greater square footage that is without stewardship and program which lies fallow and end up being more of a liability than anything else. In this case, they are attempting to provide higher-quality open space, though it might be of a lesser amount. Commissioner Howell asked if there would be a financing mechanism, or requirement for a homeowners' association, to ensure that the provision of activities and programs would be tied to the property. Mr. Cody said they have a Residence Life program with other properties and would be committing themselves to such a program for this site, as outlined in the application. Onsite management will provide the human infrastructure necessary to make the spaces successful. With respect to balconies, in their experience it is not the right solution. However, they would be willing to consider them if the Planning Commission would like to include them as part of the project.

Commissioner Howell switched to issues associated with parking, and asked if with the application of the 10% reduction the parking would be adequate for the residents and their anticipated car habits. He understands that it is a complex strategy of encouraging residents not to bring cars and charging those that do which might push parking out into the neighborhood. When there are over three bedrooms, the parking space requirement can become inadequate to meet the number of vehicles driven by students. It is harder to justify a discretionary decision to grant a 10 or 20% reduction in those cases. He asked for additional discussion about their intended strategy to discourage and reduce the number of cars. Mr. Cody said that in their experience there is alchemy in being adjacent to transit, having car-sharing and extensive bicycle facilities that are covered, well-lit, safe and secure; and being in close proximity to where the vast majority of trips are headed which, in this case, would be campus. These factors enable people to not bring cars to school. There are different philosophies on the provision of parking, and entities come at it from different angles. This is a different approach to that of providing total parking needs which encourages cars to be brought. It is their belief that the project will work and work well with the proposed 10% parking reduction. As was stated, they did hear how seriously concerned the neighborhood was about parking which is why they have ratcheted up the number of parking stalls from what was first proposed. The maximum required by code is 199 stalls and they are at 179, which reflects the 10% reduction.

Commissioner Sessions said that one of the problems in evaluating this project is they do not clearly indicate whether this is a dormitory for housing students or an apartment building within the City context. Both the context and the objective are important. If it is more like a dormitory, many of the dormitories on campus have balconies and provide outdoor space that way. If it is a long-term apartment building, then clearly the parking requirement needs to be met. If it is a dormitory that is more of a transient student population then provide no parking, or maybe ten spaces for staff. Students would then know they are absolutely forbidden to have cars. Mr. Cody said that by all building and planning codes and standards, there would be almost

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unanimous consensus that these are apartments, though they do have double-loaded corridors. Ms. Hallova added that a hard thing to quantify with this type of project is the type of person that will be attracted to live here. In their past experience, it will likely be the type of person who will be embracing the idea of living close to campus in a sustainable way. It is a paradigm shift with providing this type of new model that a lot of places have not seen. If you build a huge parking garage, they will come with their cars.

Commissioner Feldmann asked what their experience has been in Eugene with similar buildings. Ms. Hallova said that the two she referred to earlier are next to campus and are multi-storied buildings with a We Car on site which is promoted through the leasing process. Their experience is that they fill the parking spots, but that the bike parking areas are overflowing and they need more. Mr. Cody added that Eugene has similar administratively-allowed reductions to the parking requirement which is not as high to begin with. They do not tie the requirement necessarily to the number of bedrooms. In the two buildings, they have 124 stalls for 403 beds, which work well. It does not appear to have had detrimental impacts on the surrounding neighborhood in terms of parking or traffic.

Commissioner Howell asked if there were particular rules on occupancy that guarantee only one person per bedroom. Mr. Cody said that, by the terms of the lease, there can be only one person per bedroom. Certainly, they would be open to having a condition that would codify this arrangement should there be a new owner at some time in the future. They actively manage this by having resident assistants (RA's)located on each floor that report to an on-site, live-in general manager. There is a lot of oversight and it is an interesting counterpoint to the status quo of townhomes with lots of residents and absentee landlords which has been most of the in-fill development in the area. That style of development would be allowed on this site with far fewer variances having to be requested. However, what you get is dramatically different in a bad way to what this proposal is. There would be fewer parking stalls and less open space per capita, if one takes into consideration that the town homes often end up with five students living in them. They are asking for a lot of variances, but redevelopment and infill development on this scale is complicated and difficult. However, they believe it has a lot of merit. There is enough of a community that they will be able to support things like the stewardship and on-site management to control the nuisance issues and the number of occupants. By design, with its interior corridors, if someone in a unit does something detrimental or is noisy it will affect the others who will be complaining to the on-site, active management.

Commissioner Howell asked about the bike parking within the units that is counted as part of the bike parking requirement. Ms. Weber said that the spaces are equivalent to the designated spaces and meet the required dimensions, and bikes can be brought up by elevators.

Commissioner Howell asked about the pedestrian way linking NW Harrison Boulevard with NW 27th Street, and for more information on how the public will know that it is for their use. Mr. Cody showed a visual of the pedestrian way which goes under the buildings but is open and wide enough for bicycles. It goes across the drive aisles of the parking access and is raised with a different material to differentiate it. It will be signed as a public access. There will also be a commemorative element in this location, but it has not been designed as yet.

Commissioner Howell asked if there would be an exercise room. Mr. Cody said that there is a large community room that has not been programmed for use as yet. It could become a fitness room, but in their experience it would pale in comparison to what is offered in other facilities

on campus. In his experience, residents seem to favor using it more as a study area or library, or as a game room for ping pong or foosball. The area of the room is approximately 1600 square feet.

Commissioner Hann asked if the fact that most of the parking consists of compact spaces might push the larger trucks, "muscle cars" and SUVs out into the neighborhood. Mr. Cody said there are different standards in play for compact spaces, and the standard used in Corvallis is for a larger-dimensioned compact space than the International Traffic Engineer (ITE) general standard would require. Given that, they have asked for adjustments from the City of Corvallis' compact space standard. In their experience, because student/tenants are not moving frequently in and out of the stalls, they get used to parking in their assigned stalls. They have found the compact stalls to be adequate. Certainly, most cars will fit but there will not be a lot of room left over. The application includes some pictures of compact stalls in use in existing projects with vehicles of a variety of sizes. Commissioner Hann said that part of the issue will be the visiting individuals who might be driving from outlying areas to visit their friends who are residents. In regard to an earlier comment, Commissioner Hann cautioned that if the community room were opened up to the public it might require additional parking. He asked if they had tried to develop any cooperative agreements relating to parking with the church or other facilities in the area. Mr. Cody said they had not. In response to an additional question from Commissioner Hann, Mr. Cody said that they are not screening the front courtyards because it would reduce the "eyes on the street" aspect and look strange. They preferred that they have more of a front porch nature, as opposed to a closed-off, privatized nature along Harrison.

Commissioner Feldmann asked about the roof design, in that one of the comments in written testimony was that it looked like a ski condo resort. Ms. Hallova said that they had taken their cues from some of the historic buildings in the neighborhood, thinking of the gabled roof as being more of a residential feel. It distinguishes the look from what some people might perceive as a more institutional building. They wanted to imbed that context into the design of the building, and it is somewhat a modern interpretation of a Tudor Revival style. Ms. Weber added that the steep roof slope speaks to the criteria in Chapter 4.10 Pedestrian-Oriented Design standards. Under the architectural design variety menu, having an increased roof slope is one of the options. The project was obligated to meet a certain number of these options, and this seemed to go with the spirit and the aesthetic of the neighborhood. In response to another question from Commissioner Feldmann, Ms. Hallova said that the We Car is exclusive to the residents, which guarantees that the car(s) will be there more. If it works really well, they could expand the program and open it up to the community.

In response to a question from Commissioner Feldmann, Planning Manager Kevin Young said that though there would not be another opportunity to ask questions of the applicant, any questions that might remain after reviewing all of the written testimony received at the meeting could be asked of staff. Commissioner Howell added that it would be the applicant's obligation to anticipate what some of those questions might be coming out of the written testimony.

Commissioner Gervais asked for further discussion about the fact that the project will violate some of the solar standards for adjacent properties to the north. She asked if the steeply-pitched roof might be changed in a way that the project would come into compliance with solar access. Heidi Bertman, architect, said that the shading occurs starting on November 21 for the lower stories on some of the proximate properties. It would be possible to study it in the computer modeling to see what alterations in the roof form might alter the impact to the neighbors. At the

same time, it would be important to study it from an aesthetic impact standpoint since a great deal of the imagery worked into the building is actually in response to the Pedestrian-Oriented Design standards.

Commissioner Gervais referred back to comments about bike parking inside the units, and since there are no drawings of the unit interiors she wanted more information about how the bicycles, which might be muddy and wet, would be taken up to these spaces. Ms. Bertman said that the upstairs units are all 100% accessible and there is elevator access for the bicycles in both buildings. There is adequate bike parking space on the interior of the units to ensure there is no negative impact on lives of the residents. The corridors would possibly be impacted by the bikes, but they would be similarly impacted by people going in and out during rainy periods anyway.

Commissioner Ridlington asked a general question about whether these issues would be moot if they simply limited the number of units proposed for the site. There would then be adequate parking spaces and more open space and it would make life easier for everybody. Mr. Cody said that there are alternatives for everything from doing nothing on up to what they are proposing. As mentioned by Ms. Hallova, they are trying to reconcile between creating a community that has a critical-mass of residents and facilities supporting those residents as distinctly different from a town house complex. With that comes inherent management and social opportunities. They need to be economically viable as well as of high quality. There are other solutions that they have explored carefully, such as subterranean parking, but they all have an impact on the project. If it were a greenfield environment it would be a different ballgame, and they would not have to make such difficult decisions.

Commissioner Hann asked how much open space is at the site at present. Mr. Cody referred to page 11 of the Staff Report that describes the existing site. The building footprint that is on the site today is 35,800 square feet and the proposed footprint is 30,600 square feet, a reduction of 15%. Currently, there is a paved area of 37,300 square feet. The proposal is for a paved area of 29, 400 square feet, a reduction of 21%. The green area on the site is 16,932 square feet, and they are proposing 33,431 square feet of green area, an increase of 197%. Currently, there are 14 trees on site; they are proposing 62 trees which is a 443% increase.

Commissioner Gervais asked about the green space located on the parking roof, and asked for more explanation on how this would work. Mr. Cody said that it works because of the apartments along it and above it. There is a sense of eyes on it all the time, and there is on-site management which is vital to sustaining its health. They are excited about the concept, and believe it will work very well. The Eugene projects are more urban in nature, and they were excited to have this possibility of having the buildings shaped around the garden open space. The area was made as large as possible by pushing the buildings as far to the edge of it as possible. The tradeoff is that it creates the shadow effect on the north side of NW Harrison Boulevard. Technically, it works in Eugene where they also have green roofs over their parking garage.

F. Staff Report:

Planner Richardson said that as has been discussed, the applicant is proposing a high-density development in the form of an apartment complex, a project that is being designed to attract OSU undergraduate students. The site is zoned RS-20 and the proposed uses are permitted outright. The subject site is also within a Planned Development Overlay which gives the

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applicant the ability to request to vary from Land Development Code (LDC) standards. As has already been mentioned, they are requesting to vary from fifteen Land Development Code standards. In order to keep his presentation brief, he planned to quickly step through the compatibility review criteria from Land Development Code Chapter 2.5 and combine that with a short discussion of the proposed variances.

Planner Richardson noted, for the record, that item 15 of Table 7, on page 74 of the Staff Report, had an error needing correction: the Standard Summary sentence should state "Detention facilities should maximize storm water infiltration."

In terms of the compatibility criteria, the site design and visual elements have already been discussed by the applicant. On the south side of the proposed building, they have asked for a variance to reduce the setback from ten feet to nine feet, but that is for the upper story. The ground floor would be recessed fourteen feet from the property line. Noise, odor and lighting impacts are expected to be minimal on this type of residential project. The applicant is proposing to place their recycling and trash bins on the interior of the building near the covered parking area. The LDC standard would require that they be twenty feet from residential buildings so they are requesting a variance from that standard; however, there would be less impact to surrounding neighbors since they will be on the interior of the building providing greater convenience for the residents.

The applicant is proposing a sign, and they will be required to get sign permits prior to installation. Other than some significant trees on site, there are no natural features or hazards that are regulated by the LDC on site.

Landscaping, transportation facilities, traffic and off-site parking are important compatibility criteria. In terms of traffic, the traffic generated by the proposed development is similar to past uses and can be accommodated by the existing street network. The site abuts two local streets and Harrison Boulevard, which is an arterial street. Traffic dispersion is expected to be facilitated. Since the project site is near a major destination such as OSU and commercial areas on Monroe, it is expected to support non-vehicular modes of transportation. With respect to parking, there are variations being requested. The number of parking spaces proposed is consistent with the LDC standard. Minimum number of parking spaces required is 199, but LDC Section 4.1.20.q allows that minimum number to be reduced by 20% based on proximity to transit and by the provision of bicycle parking spaces. The applicant has satisfied the criteria for a 20% reduction, and has proposed two options: Option A would propose 179 parking spaces on site, and Option B would have 164 spaces. In order to achieve that number of spaces, they are requesting to vary from the LDC standards in two ways: to allow for the use of tandem parking spaces and, secondly, to use a greater number of compact spaces than the code would allow. The other variations relating to parking are primarily landscaping. With head-in parking spaces, as is proposed in the parking lot, if the bumper overhangs the landscape strip then the landscape strip needs to be 7-1/2 feet wide. They are proposing a five-foot wide landscape buffer instead. Additionally, they are proposing four parking lot trees as opposed to the six required. These are trees that are in islands within parking lots. As mitigation for these requested variations to landscaping, the applicant is proposing additional buffer trees which will be planted along the property line. The parking area will be screened with a hedge and with fences in various places, including a fence along the east property line. It is worth noting that these parking areas are already in existence, and the applicant's proposal will move them closer

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to compliance with current code standards, resulting in greater amounts of vegetation and buffering. The larger compensating benefit is that a greater number of parking spaces can be provided which will minimize the impact off-site.

There has already been some discussion about the request to vary from outdoor space requirements. One point of clarification is that there is a difference between green area requirements and outdoor space requirements. The proposal is for 37% of the site to be green area which exceeds the requirement that 25% of the property be green area. There is a proposed reduction in outdoor space, but not in green area, which exceeds the requirement.

With respect to the proposed variations, most of their impact to surrounding uses should be minimal because of the screening on the east side of the parking lot. The impacts will be more to those living on the site as opposed to the neighbors.

In summary, in terms of the Planned Development's proposal, staff support the project and believe that the variations result in the efficient use of land which support high density in a location that is only two blocks from campus, near a commercial area on Monroe Avenue, about one-half mile from the Fred Meyer commercial area, and approximately one mile from downtown. Higher density in this location will support alternative modes of transportation, which is supported by the Corvallis Comprehensive Plan.

The proposed replat is to consolidate lots into a single lot. The 27th Street parking area is not a part of the replat proposal. The proposal complies with all applicable review criteria except for one. They are requesting to vary from the through-lot screening easement requirement which would require a twenty-foot wide landscape strip along one side of the building, most likely the Short Avenue side. This would impede pedestrian access to and from the site, and make it difficult to have "eyes on the street" which is encouraged by the Comprehensive Plan. Staff supports granting the variance, and supports recommending approval of the Major Replat application, as conditioned.

In response to a question from Commissioner Abernathy, Planner Richardson said that the intent of the replat is to consolidate lots to allow for the building to be constructed over those existing property lines.

G. Public Testimony in favor of the application:

Jill Cargile, University of Oregon, said that she directs the special programs for the University of Oregon's American English Institute. About a year ago, as the Courtside building was being completed, she met with Ms. Hallova and the management to arrange for her students to live there. She has had some 60 students living in the Courtside and Skybox buildings. The standard of care is very high. They have a resident manager and a number of assistants that live in the building. Her students are international, though not all the residents are, and all program evaluations from them have been positive. It is close to campus and is a green building. They can walk to school, and they plan a lot of events that bring the student residents together. Her only complaint is that the building is full and she has had to search for additional spaces for her students.

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

Tom Jensen, 970 NW Garfield, said that parking will be the biggest problem. He asked the Commission to imagine the Fire Department's parking lot with another 100 cars in it and trying to find a place to park and he suggested that that would be what it would be like in the neighborhood north of this project. Realistically, not that many students drive compact cars and it is not a realistic approach to allow for 90% of the spaces to be compact. Realistically, these are glorified quads and are not designed for couples or families. Students will not be learning how to be accountable with the approach of having RA's. They ought to be putting in 91units of varying numbers of bedrooms wherein the residents would have their own lease and would be held accountable as a household. Additionally, the exit from the east exits onto an alley and not a street. It is not really an adequate entrance/exit. They should not have any variances. They should be able to provide all of the type of parking required, or reduce the number of units.

Hugh White, 146 NW 28th Street, said that work is presently under way on 7th Street Station, south of the intersection of SW Western and 7th Street. Those apartments did not come before the Planning Commission because the project met all of the development standards or only had minor deviations which could be granted by staff. It is right-sized for the site, finally. Since its ratification in 1787, the U.S. Constitution has had only 27 amendments. Ten were the Bill of Rights, and two dealt with alcohol. So we have had only fifteen changes in 214 years, and many of those changes are small housekeeping. The Land Development Code of the City of Corvallis is only ten years old, and is a thoughtful document produced by the citizens after a protracted community involvement and discussion. Harrison apartments ask for more variances than the changes to the Constitution. We should stay within the Land Development Code. Please do not approve the variance for setback. It will limit the use of Harrison Boulevard by the public and its government forever. The capacity will be reduced because it will be limited by what it can carry in the future. Please do not approve the variances for tandem parking and for compact spaces. In Genesis, Noah was granted a covenant by god – a rainbow. Five thousand years later, that covenant is still in place. If you are going to grant any variances with parking, require a covenant that runs with the land forever; that limits the number of cars the residents of Harrison Apartments can bring into Benton County, and provide penalties therein. In its preamble, the Constitution recites among its purposes ensuring domestic tranquility, promoting the general welfare and securing the blessings of liberty. Harrison Apartments, if approved as proposed will not ensure in its covenants tranquility for the neighborhood, nor parking liberty for the neighborhood, and will not promote the welfare of the neighbors. The nine Commissioners could design an economically feasible profitable project that would require no variances and would promote the welfare of the 99%, not the 1%.

Gary Angelo, 143 NW 28th Street, is president of the College Hill Neighborhood Association (CHNA), and spoke on its behalf. He had also submitted written testimony (included in Attachment A packet). At a recent meeting, the CHNA had unanimously voted to request that the members of the Planning Commission not approve the proposed development as it is. He asked that the Planning Commissioners review his written testimony which he then briefly summarized. As stated therein, the historic Good Samaritan Hospital site holds a lot of special meaning for many of the nearby residents as well as others in the community. The expectation of the nearby residential neighbors is that the City will not only follow the Land Development Code, but also the Comprehensive Plan and Corvallis Vision 2020. The expectation is that this site, which is adjacent to a National Historic District as well as historic sorority and fraternity houses, presents an opportunity to live up to the vision of developing multi-family, not student housing; long term residences, not short-term transient residences, in an open and pleasing

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manner, consistent with the look and feel of the surrounding historic neighborhoods. What this proposed development offers are buildings that are oversized and out of scale with the nearby homes and buildings. It is targeting student residents specifically, and, as one resident quipped, it looks like a 1970's ski condo resort. CHNA sees this proposal as not serving the needs of the larger community of city residents, but intending to serve as an off-campus student dormitory. As such, CHNA cannot support this proposed development, and it respectfully requests that the Commission deny the application as is. He went on to read excerpts of his written testimony relating to the various issues of parking, scale of project and impact on solar access of neighboring properties, and compatibility. He showed pictures of a nearby earlier project, the Newman Center, which had achieved a considerable amount of success in meeting the compatibility objectives of the Comprehensive Plan and Vision 2020.

In response to a question from Commissioner Feldmann, Mr. Angelo said that fifteen people had attended the CHNA meeting with notice having been sent out to all members.

Commissioner Howell said that most of those testifying have mentioned the principle of not granting variances. However, some of the greatest complaints the Commissioners get are related to the townhouse units going up in the same general area; they meet the code standards and do not request any variances so they have not come before the Planning Commission. The only reason this application is coming before the Planning Commission is because it is a Planned Development that allows for consideration of tradeoffs and variances to the Code. As the applicant indicated, someone else could come in and do something similar as the other townhouse developments but is asserting that they can do better than that with their current proposal. Commissioner Howell asked Mr. Angelo to give some thought and perhaps additional testimony as to whether these tradeoffs, wherein the applicant would be meeting the spirit of the code with the variances, might be better than a townhouse development that did not require any variances but have had problems associated with it. Mr. Angelo said that though they are asking that no variances be granted, they understand that there is that risk that you might get the opposite extreme. They believe there is a whole range that is in between those two extremes. What is being driven is the maximization of the density to get a particular return on their investment. CHNA is asking if it is appropriate to externalize the risk, i.e. the investors get the return and the neighbors pick up the risk. There are other demonstrated cases where developments in town can meet the compatibility and livability standards as envisioned. Certainly, the extreme case of the townhouse developments is a problem that needs to be addressed but that does not help in the short term. There could be some give to some of the variance requests if there is some give to reducing the risk to the neighborhoods, primarily with the issues of scaling and parking, and compatibility of design.

Commissioner Hann said that the developer's position is that the parking, in part, was driven by hearing neighborhood concerns over maximizing the potential parking on site. In responding to those concerns, they came up with the additional parking which required variance requests for some of the setbacks and landscaping. He asked Mr. Angelo if there were other areas in which the applicant had responded to concerns raised by this group. Mr. Angelo said that they had met with the applicant's team four times and their concerns were voiced. Each time, the applicant made some movement towards addressing those concerns. However, the critical concerns of parking being driven out into the neighborhood still exist. Students want to bring their cars. Another critical concern is the compatibility of design. They had done walking tours together, and the applicant was given pictures of the Newman Center, but what they have come up with is not compatible. The applicant should consider giving on the scale and offering additional parking.

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Jack Wolcott, 2700 NW Arnold Way, submitted written testimony (Attachment B). Their residence is at the intersection of NW Arnold Way, 27th Street and Van Buren Avenue so they know what the concerns are with the traffic patterns in that area. It is a dangerous situation. It comes down to the variances they are requesting. Human nature will not change. The variances will allow for more housing, more bedrooms, more solar shade, more cars and more people. If they kept within the standards and there were fewer bedrooms, there would be less of a potential problem. It is a matter of scale. As a resident of College Hill, they have put a lot of time and effort into their historic home, as have their neighbors. They would like to see some guarantees from them that they will be personally responsible for any problems that arise from the granting of the variances, and that they sign some sort of pledge that would be in place for at a minimum fifty years. Their intent is to come in and be good neighbors, but if they were to sell to someone else the neighbors are the ones who are affected by any outcome. If they are asking for variances, they need to be personally accountable or scale the proposal back. The compact parking spaces and the tandem parking will inevitably create an impact on the neighbors, because the more variances that are approved the greater the number of units and people. Instead of targeting students, they could perhaps target other groups such as families or the rapidly-growing population of senior citizens.

Christine Stillger, 249 NW 31st Street, submitted written testimony (Attachment A packet). To add to the discussion about parking, Corvallis has few inter-city transportation options. If Corvallis had Amtrak or a commercial airport, she could almost buy the parking variance proposal, but without them students will likely need cars, pickup trucks, and/or SUVs. Those trucks will have to be parked somewhere which will likely be in the neighborhood.

Louise Marquering said she is not necessarily concerned about the variances they might grant to this developer, but she is concerned about the precedent it sets for the next developer that might come in. There is a lot of pressure in town for more student housing, and any variance that the Planning Commission allows on this property in effect changes the Land Development Code. After all the citizen effort that went into the Code, she is concerned about this backwards way of changing it. Her other concern is diverse housing. Both the Comprehensive Plan and Vision 2020 talk about providing diverse types of housing. The developer says these are apartments, but they also mention having RA's and mention a process of matching room mates which sounds much more like a college dormitory than regular apartment housing. We need affordable housing and it is not happening. These will not be appealing to seniors or families. This should be OSU's problem to provide the housing they need, not the City's problem.

Ann Rogers, 322 NW 21st Street, said that she lives about seven minutes away from the proposed development in accordance with the circle drawn on the applicant's map. She pointed out that Dixon Recreation is outside the seven-minute circle. She also has a concern about the variances that reduce the landscaping because that creates additional run-off and additional water treatment needs. One-half of an acre is a lot of parking lot. She is also concerned about the fact that the church across the street is also a school with students for which there might be some conflict.

B.K. Kumar said that he lives at the end of Circle Boulevard at 4160 NW Circle Boulevard. He wanted to share an example of what he is seeing happening. Next door to him there is a brand new house sitting empty and which is still on the market. Prospective buyers are dissuaded from buying it because the City's codes will not allow them to put in a lawn or a dog run. Every one of the three prospective buyers went to the City to ask for a variance and was told that they could not get one. If there can be no variances for a taxpayer whose home has

been on the market for fourteen months, how can it be justified to grant variances to someone coming in to build student housing with all of its impacts to the neighboring area? He wished to record his dissonance with the Staff Report's recommendation. City of Corvallis has a Vision Plan to which we should aspire. Many of those in attendance at the meeting were a part of developing or helping further aspects of this Vision Plan. He has read the Staff Report packet, and what is fascinating and astonishing is that neither the staff nor the applicant ever referenced Corvallis' Vision Plan, and yet it is central to our purpose.

What seems relevant in the past might not be relevant today. The City of Corvallis has experienced growth in the last twenty-five years both in the economic sense as well as in the growth of supporting population. While the bulk of the growth has transpired through private enterprise, a majority of future growth has been predicated on the growth of OSU. This is at a time when housing growth was on the rise to support a growing economy. However, those drivers are no longer relevant or material to the economy today. There is little-to-no private sector growth, housing growth has declined considerably, and the majority of growth is from OSU. The bottom line is that the Harrison Apartments neither contribute to the economic growth of Corvallis nor enhance the quality of life. To the contrary, Harrison Apartments will result in significant increases in traffic. This proposed development satisfies the interests of the few that would like to ensure that housing developments occur in Corvallis at any cost. OSU growth has been used as a means to justify high-density growth without any attention to the long term vision plan for the City. That vision plan clearly states: "We envision in 2020 we will be a compact, medium-sized city." The compactness of Corvallis is driven by the level of growth the City experiences organically not by catering to the needs of OSU and developers who further facilitate transient student population. Essentially, the City is like a time share in that we are renting out our town for time shares to apartment complexes. OSU student growth needs and is required to be planned by the university itself. There is plenty of viable and usable land to use for student housing. By promoting more housing developments to meet student population needs, we are essentially starting the snow-balling effect of enabling developers to stake claim and influence the City departments dedicated to mutual economic interests at the expense of quality of life that the residence enjoy. Finally, as a result of this it is unclear why we are resetting our own expectations for how the City of Corvallis quality of life unfolds relative to the vision for the City.

There are lots more apartment complexes that will likely be proposed in the next twelve months. It is important that we have at least the moral obligation to acknowledge and understand that the taxpayers of Corvallis cannot absorb the risk of a non-taxpayer. The proposed apartments are facilitating the growth of high-density buildings basically to support OSU. As we do more and more of that, we are essentially asking the citizens of Corvallis to undertake and absorb the many stated risks that have been driven by external factors not intrinsic to the growth of the city. Why do the taxpayers have to absorb those many risks that are in support of OSU and in support of private developers? Risk and reward go together. This development will be sitting on land owned by a non-profit that does not pay property taxes, and at the end of the day the City's tax base is neither enhanced nor improved as a result of this. We are therefore placing an undue burden on the taxpaying residents of Corvallis, and are catering to a student expansion boom that seems reminiscent of the times when we had property explosion. There could be a boom now followed by a bust of the academic market in a few years. He strongly encourages everyone on the Commission to consider plans that are in line with the Vision Plan of Corvallis with no variances. If a prospective owner of a single-family home cannot have variances then we cannot have variances for private developers.

Deb Kadas, 3105 NW Jackson, submitted written testimony (Attachment B) and she said that she would give a brief summary of what is in that testimony. She started by saying she agrees with Mr. Kumar's comments. The old Good Samaritan Hospital building and site is ideal for rehabilitation, or redevelopment, and can be easily adapted to meet the growing needs of the Corvallis community. As per the Comprehensive Plan, the lots are zoned RS-20 and are intended to provide multifamily housing to meet the needs of Corvallis. She is not opposed to development, but she is opposed to the Harrison Apartments application as it currently exists. This proposal is for two massive dormitories, not multi-family apartments. This type of development belongs on campus, not in a city neighborhood. This particular proposal violates our City's Land Development Code and the Comprehensive Plan. It is out of step with the Corvallis Vision 2020 goals, and ignores the OSU/City Collaboration efforts to ease the already-existing, extreme traffic, parking and livability problems near campus.

Land Development Code 2.5.40.04 requires Planned Developments to demonstrate compatibility with surrounding uses. This site is in the heart of Corvallis' older, established neighborhoods. She respectfully disagrees with the staff report that this development is compatible with surrounding neighborhoods. The proposed density is more than double what is required by RS-20 zoning. If the buildings were smaller and housed fewer people the application could meet all the zoning and land use codes and not need the variances. The parking and open space variances especially will negatively impact surrounding neighborhoods and the compensating benefits will do nothing to mitigate already-existing known problems. The basic site design shoehorns two buildings longer than football fields onto the site and is totally incompatible with the height, mass and scale of the surrounding one-to-two story homes and two-to-three story fraternities. Most of the fraternities that are three stories have third stories that are in gables or shed dormers in the roof area of the building. The proposed buildings would dwarf every nearby building. In addition, the old hospital and accessory buildings that are currently there articulate in and out from the street providing visual relief. The proposed massive buildings destroy existing patterns of development and ignore the repetition of smaller building facades alternating with open spaces. The visual elements, as noted in her written testimony, are not compatible either. The architectural style proposed is Monolithic Modern, and is not compatible with the surrounding older neighborhood.

Parking problems already exist and the 100+ spaces that are not required for this development will have a dramatic negative impact on off-site parking. She has a college-aged daughter who attends college in Seattle. Similar incentives are offered by the place she lives, but she has taken her car to college and chooses to park off-campus since she rarely uses it. This application also violates the Comprehensive Plan policies, a list of which are included in her written testimony. She emphasized CCP policy 9.2.1, which states that City land use decisions shall protect and maintain neighborhood characteristics in existing residential areas; as well as policy 9.4.6 which states that the City shall maintain minimum standards for multi-family units that encourage the development of units designed for long-term family living. Finally, this application violates Corvallis Vision 2020 goals and it is in direct conflict with the OSU-City Collaboration Effort. In conclusion, there is absolutely no reason why this development can't meet our Land Development Code and Comprehensive Plan, other than the developer's desire to maximize profit. Based on the numerous violations of the Land Development Code and the Comprehensive Plan, the Planning Commission should vote no on this particular proposal. In addition, the Planning Commission should deny the re-plat since it is the re-plat that supports this misplaced development in the first place. Developers should either take their ideas and

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build their dormitory on the OSU campus or go back to the drawing board and come up with a different plan that meets our City's code and is compatible with the surrounding, older, traditional neighborhoods.

Commissioner Feldmann asked if she would submit a copy of her summary as part of the record as well, and she said she would. Commissioner Hann asked her if she would characterize in the surrounding neighborhood some of the existing student housing, across the street in particular. Ms. Kadas said that across the street were one-story triplexes and single-family homes that have been converted into student housing. Some of it is rundown and some of it well-maintained. Also, down the street on NW Harrison are a couple of sororities that have been repurposed as student housing and those structures were rehabilitated as opposed to tearing them down. She is very sorry to see the historic hospital structure torn down.

Lori Stephens, 412 NW 9th Street, said that she is an architect in town, has read Ms. Kadas' testimony and totally agrees with her assessment. A lot of people brought up the Newman Center as an example which came before the Planning Commission in 2001. It went before the Planning Commission three times. The first time it was proposed as a four-story apartment complex, which was out of scale. The architects then visited the site, and they realized that what they had proposed was out of scale. When she saw the Snell House, she saw how beautiful it was and realized that it should be kept. The architects then worked with the community and redrafted the plans by lowering the roof line and adding gable dormers, making it a half-story. Gridded windows were added as well, and all of these features could be utilized in this project to make it fit in better. She read some testimony from someone at that time that discussed the importance of scale and of solar access. It said to the effect that they realized that in choosing to live in a campus-bordering neighborhood they must be prepared for change. But they also felt just as strongly that older trees, buildings and landscaping of historic value should be protected as the city develops and that scale be given careful consideration. The City's Planned Compatibility Review states that a new building's size should be in relationship to other buildings in the area and should take into account the character of surrounding development. In terms of solar access, the developers have said that this development would block the first story or two of the homes across the street from solar access, but that is basically what those homes are: single- or two-story. The previous testimony further said that buildings of three and four-story apartment complexes would inevitably drive families out to the more suburban areas of Corvallis creating a student ghetto around campus. While there is awareness of housing pressures in the student population, there is a value for students as well as permanent citizens to sustain a diverse population in campus and downtown neighborhoods, Ms. Stephens said that many of the structures in that area that are in effect two- or three-story have the top floor living space in the roof so they do not appear to have that many stories. The design of the building is not endearing, and many people like the building that is there now. Many people would prefer that the existing building not be torn down but be adaptably re-used, which is sustainable. She worries that this proposed building will need remodeling and reworking in 50 years, as it will look like the "fad" of the time. She has worked with large architectural firms and she does not believe that this is a Tudor-Revival style building that blends in. It is simply a modern building.

BA Beierle, PO Box T, agrees with Lori Stephens' and Deb Kadas' remarks. Since they have already addressed the architectural issues, she will address some of the history and sustainability issues more forcefully. Incorporating historic elements into the new structure is a bit like saving the fender off a really good old Ford and hanging it up over the fireplace and saying you are honoring a really fine old automobile. While Chapter 2.9, historic preservation

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considerations, unfortunately does not apply to this application it should. The ninety year-old, possibly John Bennes-designed building, was the very first Corvallis hospital. It was built by a collaborative effort of community-minded businessmen and physicians and while it is listed in the Oregon State Survey of Historic Places it is unfortunately not locally designated. That, however, does not diminish its historic significance to the community. From the sustainability point of view, responsible stewards of the built environment are also responsible stewards of the natural environment. Reduce, reuse, recycle applies not only to bags and bottles and cans but to houses, hospitals, neighborhoods and entire communities. The greenest building is the one that is already built. To make good use of all-natural resources, we reuse adaptable, existing structures. Built structures also possess embodied energy: all the energy in the natural resources already expended to secure, transport, and assemble building materials, and the energy already expended in maintenance of the structure. When we demolish a historic resource, we destroy the cultural memory housed in the structure and we essentially place the existing building in the landfill, and waste the structures' embodied energy. Another alternative to student townhomes or the current proposal before the Planning Commission would have been to reuse an adaptable structure. She encourages the Planning Commission to deny this proposal, and will submit additional testimony.

Kelly Amsberry, 235 NW 31st, submitted written testimony (Attachment B). She also agrees with a lot of what Ms. Kadas said. She approves of constructing student housing at this location as it is a great location for students attending OSU as well as others wishing to live close to campus. It would be wonderful to see new residents on that site which has been vacant for some time. However, she does not approve of the Harrison Apartments as proposed. The proposal is for too many units, and takes advantage of prospective tenants by providing them housing that is sub-standard in its ability to meet outdoor space needs. It does not conform to neighborhood standards of appearance and does not adequately address parking. Assuming that the Land Development Codes were thoughtfully designed in order to provide sustainable housing for prospective tenants and maintain the integrity of our community, why should the Harrison Apartments be immune to meeting these guidelines? If over 4,000 square feet of private outdoor space and 24,000 square feet of common outdoor space are considered necessary by the codes developers, why should the residents of the proposed apartment complex be expected to make do with much less? Suggesting that our existing community parks can make up the difference is ludicrous. Chintimini Park was not designed to provide for outdoor space needs of unfortunate tenants living in excessively crowded apartments. If parking needs have been evaluated and code specifies a certain amount, why should prospective tenants have smaller parking spaces than the codes require? Finally, if the Code prohibits tall structures in order to prevent excess shading of adjacent buildings which is a worthy goal in our dreary climate, why should the current development be allowed to do just that? Completion of the proposed development to high environmental standards is admirable but it is poor mitigation for leaving adjacent residents sitting in the dark. The proposed development is not consistent with the goals of the Corvallis Comprehensive Plan which serves as the guide for infill or redevelopment in an existing neighborhood. The Harrison Apartments as proposed are suitable strictly for undergraduate students and do not promote the diversity required in Comprehensive Plan article 9.2. The dormitory-like structure is not compatible in appearance or in utilization with the current nature of the neighborhood which is a mix of multi-family and single-family homes. The industrial appearance is jarringly incongruous with existing adjacent structures and the excess height and bulk of the complex would radically change the feel of the neighborhood.

Because the Corvallis Comprehensive Plan and the Land Development Code were developed to ensure that newly constructed buildings are comfortable, attractive and fit in well with our

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community, the conditions specified in these documents should be met by the proposal. In light of recent collaborative efforts by OSU and the City to reduce the impacts of the University's growth on our neighborhoods, she hopes that the Commission will require the proposed Harrison Apartments to meet the standards set down in the current planning documents. Granting variances for the convenience of the developer and to increase profits for the owner is not in the best interest of prospective tenants, or of our community in general.

Dave Eckert, 228 NW 28th, submitted written testimony (Attachment B). He lives in College Hill, and his neighbors enjoy living near the students. They are not NIMBY (Not In My BackYard) people. They are simply looking for good versus bad development. He opposes the proposed plan and recommends that the Planning Commission deny several of the variances – Variances #1,2,4,7,8,9,13,and 15) as listed in his written testimony. His basic objection is that the tradeoff is for density. His main concern is storm water. The amount of land plus the amount of land per tree is not necessarily adequate. The amount of space given to grow a tree to maturity is inadequate and will result in sickly, smaller trees. They do not do the function to reduce the amount of runoff. All of the water from this site eventually goes to the wastewater treatment facilities, and we are currently out of compliance with State and Federal regulations and we have a five-year mandate to come into compliance at a cost of millions of dollars. This project will be throwing a lot more water down into the stormwater collection system than we should. Granting these variances on landscaping have consequences that hit the community residents' pocketbooks. He is very concerned about Variance #15 where the applicant says they are not going to have any infiltration coming from the storm water facilities. They said that they had done a percolation test and that it will not work. From his experience with his neighbors he knows that it will infiltrate some. The applicant states that they do not want to comply with the requirements because the infiltration will not work well enough and it is also a lot of work to get a permit. It is not fair to everybody else who complies with this.

Separate from this consideration, he and other neighbors had planted four native Big Leaf Maples as street trees adjacent to the project. There are two on Short Avenue one of which is fenced in for protection; one on the west side of 27th and one on the east side. Only one of the four is being protected and all four should be protected if the project goes forward. These are better trees than those the developer is proposing to plant. He asked that they look at his previous testimony that is in the staff report packet for more discussion about types of trees that are more suitable.

Commissioner Howell said that the staff report says the current system is a combined sewer and storm water system but that the requirement will be to separate them. Mr. Eckert said that they will be separated coming out of the property but they then get combined downstream and it all goes to the treatment center.

Bruce Weber, 236 NW 28th Street, said that many of his points have already been made. Land Development Code section 2.5.40.04 states that requests for Planned Developments are required to demonstrate compatibility with the surrounding areas based on, particularly, the compensating benefits for any variances that are requested. He would like to argue that the types of benefits that are pointed out as being available because of the granting of variances can be achieved in large part without getting the variances. More efficient use of the land is built in to the Planned Development without having 91 units on two acres. Minimizing off-street parking impacts, which is one of the concerns that neighbors have, is not necessary if they build fewer units and have fewer cars. Secondly, as has been pointed out, the Comprehensive Plan and the Land Development Code provide implicit limits on the scale of the development

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imposed. They have been carefully put together to ensure that high-density development next to a low density neighborhood can work together. He requested that the Planning Commission deny the variances for the proposed apartments because the Planned Development fails to demonstrate compatibility with the surrounding area uses. Given the location of the Planned Development, the benefits can be achieved without granting the variances.

Cindy Paden, 120 NW 28th, submitted written testimony (Attachment B) and agreed with all that has been said. This area with the historic districts and the university is the heart and soul of the town. When she moved to Corvallis, that is what moved her to stay. All of these developments and the way that the students are moving into the neighborhood are threatening that over time. She has lived near campus for twenty years, and she loves the students and the energy. But they also need the diversity in the area to maintain the quality of the neighborhood. The students do not have the time nor energy for this, and it takes the more permanent residents to keep the buildings intact. She respectfully disagrees with the City staff regarding the traffic. She lives on NW 28th Street, and when she returns from Fred Meyer trying to go home, she cannot turn left off Harrison onto Arnold Way, so she goes down 26th Street with no light or left turn lane. She then turns right onto Van Buren because the intersection of 26th with Arnold and Monroe is very busy. Often that street is blocked because of a large truck offloading food to a fraternity. There is parking on the north side of that street that keeps two cars from being able to pass each other. 26th Street often has the same issue. The area is already too congested and she cannot see adding all of these additional cars. Most students do not go to stores on their bikes. It will be a mess. The property is a beautiful property and it would be great for condominiums or homes. We do not need to let every single place go to undergraduate students. Another point worth mentioning: the south building will shade their common space. Additionally, she has seen nothing about buffering along the southwest to protect the neighbors on that side. The common room might also be used by other students or high school students, so this will need to be monitored. This is not the right thing for this town.

I. Neutral testimony:

The Chair reminded people that speaking neutrally removes rebuttal rights.

Jock Mills, 249 NW 31st Street, submitted written testimony (Attachment B). He said he was here as a private citizen and is a resident of the College Hill neighborhood. He has put forward some questions that he would like to have answered. As the City moves forward, it will have to deal with the parking issue. What gets decided with this development has an impact. Will the 100 cars or so that might park in the neighborhood be treated differently from the cars that belong to single-family residents or cars in current parking districts and are they going to be treated differently in neighborhoods where there are no parking districts. What the Planning Commission decides in this case will have precedent in the future, and the Planning Commission must think about this when they make their decision. On the open space issue, he would like the City to address the issue that at least when the university built the INTO dorm, there was a $600,000 assessment that went to provide for open park space or park services. He wondered if this was a tool that was open to them to use in this situation as well.

At some point, NW Harrison at 30th will have to have a signal, and this project will add to that intersection. It would be good for the Commissioners to think about capturing some of the costs with this project to cover those eventual improvements. Commissioner Howell asked previously if they would prefer to have a row house development or this. The answer is that if the row houses are compliant but are not acceptable the code needs to be fixed. Another

EXHIBIT O - 20

question was asked about the status of houses in the neighborhood and he hopes there will be more code enforcement so that houses are better cared for.

Additional questions of staff:

Commissioner Abernathy asked about the issue of taxation, since it had been brought up in testimony, and wondered if the City would be getting any money from property taxes from the site. Community Development Director Gibb said that this question was not pertinent to the discussion unless the Commission determined it was relevant to an applicable review criteria and staff didn't believe it was.

Commissioner Howell said that he had many questions of staff, but due to the lateness of the hour he would propose that only questions be asked right now that might have a response that someone might want to respond during rebuttal or sur-rebuttal.

Chair Gervais asked for some additional discussion about site coverage and the spirit behind Land Development Code section 3.8.50.01.a. dealing with Green Area. The large open space is on the second story of a building so it would have to be counted as impermeable space since there is a parking lot beneath it. If coverage of a site is limited to 75% so that, at a minimum, 25% of the site is permeable, then does this meet that intent? Additionally, she is not sure about how drainage for this area will be achieved. Planner Richardson said that the requirement is that 25% of the lot be Green Area which is achieved by the roof top plaza and by the courtyards proposed along NW Harrison Boulevard and Short Avenue. Green Area does not have to be entirely vegetation, and can include some hardscape like sidewalks, patio areas and pavers. Planning Director Young said that the definition for Green Area in the code states that it includes a site's landscaping, private preservation areas and/or pedestrian amenities such as sidewalks, plazas, multi-use paths, unenclosed patios and decks; and does not include areas covered by buildings, covered structures enclosed on one or more sides, parking areas or vehicle-circulation areas. Staff looked at this very closely and determined that the intent was not related to pervious versus impervious surface, but seemed to be oriented more towards open space areas and public amenities.

In response to a follow up question from Commissioner Sessions, Public Works Engineering staff said that the open space area above the parking garage is calculated in the storm water runoff of the site. It will percolate through, but once it percolates through that area it will become runoff.

Commissioner Feldmann said that lots of comments were about externality of the parking and traffic impacts on the community. Solutions to this might be off-site such as a possible parking agreement with the church or implementing a parking district or accessing from the alley. He asked staff how those externalities could be addressed since they are not on the property itself. Planning Manager Young said that there are instances where off-site improvements can be required. Director Gibb added that if off-site improvement solutions had been offered by the applicant, then they could have been considered, but the Commissioners needed to evaluate the application as presented to determine if it meets standards or not.

Commissioner Feldmann asked about the issue of compatibility which is subjective. Planner Richardson said that that is part of the challenge of the Planning Commission. A couple of points to consider would be to make a determination of what is the appropriate comparator: whether it is single-family homes that are nearby or whether it is the type of development that

would typically be expected as new development in an RS-20 zone, or something else. Compatibility does not necessarily mean sameness but just that things might fit together. It is subjective and there is room for the Commissioners to reach their own conclusion on that.

In response to a final question from Commissioner Feldmann, staff said that with regard to evaluating traffic, the Land Development Code talks about additional impacts from the site and the trip counts are taken based on previous use of the property versus the new use. There would be no additional trips anticipated for the proposed use over the prior use as a hospital or care facility, even though the site has not been occupied for awhile.

Commissioner Hann asked whether they could consider the age of the data in terms of traffic counts and projections. Staff said that the Traffic Master Plan would have projected out to 2020 based on the zoning and growth over those years. The counts were based on a model that looked at potential trips from the various zones and recommended improvement projects based on those counts.

Commissioner Hann said that from the testimony there was a lot of concern about the applicant requesting variances and asked staff to comment on and clarify for those testifying about the allowability of asking for a variance in relation to a Planned Development Overlay. The public does not seem to understand that variances are part of the process. Planner Richardson said that because the site is within a Planned Development Overlay, and the request is to modify an approved Conceptual and Detailed Development Plan, there is the ability to request to vary from the standards of the Land Development Code. That is what the process is for. The whole proposal is then evaluated for compatibility with surrounding uses based on several compatibility criteria. The set of criteria includes compensating benefits. There are some tradeoffs that are imbedded in the Code, such as the 20% parking reduction for having bike parking and adequate access to transit.

J. Rebuttal by Applicant:

Lyle Hutchens, Devco Engineering, addressed the open storm drainage discussion which was brought up in the testimony against the application. If one were to be looking down on the site from 100 feet above it, what you would see in terms of open space and lot coverage are what have been described in the application. If one took away the roof top garden over the parking garage, the percentage of landscaping required under the code is still met with the landscaping that is proposed to be provided on the project, which is a 10% minimum. With the same view, imagining that one is a drop of water coming down, the difference is that all of the pavement visible to the drop of water is proposed in the application as pervious pavement. That is done in part to maximize the opportunity for ground water infiltration. Also, some of the water that hits the rooftop table will not be absorbed into the landscaped materials, so area drains will take it into the detention system similarly to rooftop drainage. That system will not be designed as a pure infiltration system, although under the regulations when it is full it can overflow by having the perforations in pipe all pointed up so that it can provide some infiltration capabilities. Quite frankly, most of the infiltration capabilities will be provided through the pervious pavement which does maximize the area of the potential contact between water being collected on the site and the existing soil materials.

K. Sur-rebuttal:

EXHIBIT O - 22

L. Additional time for applicant to submit final argument:

The applicant did not waive the additional time to submit a written argument. The record will be held open for seven days, with testimony accepted until 5pm, December 21. At that point, the applicant will have one additional seven-day period to submit its final argument. Deliberations will be held on January 4, 2012.

M. Close the public hearing:

MOTION: Commissioner Hann moved to close the public hearing. Commissioner Feldmann seconded the motion and it **passed** unanimously.
It was agreed that Commissioners should get their questions to staff by December 21, 2011, so that staff would be able to respond to the questions either in writing or verbally at deliberations.

III. PLANNING COMMISSION MINUTES:

A. November 16, 2011:
Revisions: Page 7, 4th paragraph, line 9: insert the word "future" in front of "Detailed Development." In addition, correct any misspellings of Commissioner Feldmann's name.
MOTION: Commissioner Feldmann **moved** to approve the minutes as revised. Commissioner Howell **seconded** the motion and it **passed** unanimously.

IV. OLD BUSINESS: none

V. NEW BUSINESS:

A. Planning Division Update:
Planning Division Manager Young said that there would be an additional hearing at the upcoming January 4, 2012, meeting, for a Major Modification to the GSH Cancer Center.

Councilor Traber announced that it would be his last meeting and Councilor Hogg will be Council Liaison starting next meeting. He thanked the Commissioners and staff for all of their efforts and hard work.

VI. ADJOURNMENT: The meeting was adjourned at 11:10p.m.

EXHIBIT O - 23

Memorandum

To:	Planning Commission
From:	Bob Richardson, Associate Planner
Date:	December 14, 2011
Subject:	Written Testimony - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this Memorandum is written testimony that was received after completion of the December 2, 2011, Staff Report to the Planning Commission, and before 5:00 PM on December 14, 2011.

EXHIBIT O - 24

Attachment A

From:	Rlbdbarrett@aol.com
To:	Richardson, Robert
Subject:	Harrison Apartments
Date:	Sunday, December 11, 2011 8:24:59 AM

This is the best use of this property. There is a need for more student housing. This is within walking distance of the University and will encourage the use of walking and bicycling, which are important transportation alternatives.

Bernadette Barrett
995 NW Ironwood Ave
Corvallis, OR 97330

From:	corvallis@peoplepc.com
To:	Richardson, Robert
Subject:	comments on The Project at the old hospital building site. 11 Dec. 2011
Date:	Sunday, December 11, 2011 11:33:47 AM

Hello Robert,
Please acknowledge that this will be entered into the record. Also, please email me of any future hearing about anything to do with this site.
William E. Gilbert
corvallis@peoplepc.com

The Project should provide all of their own off-street parking slots at the rate of one car space per bedroom. These slots should be clearly marked with the unit numbers.

There is no, I repeat NO, on-street parking available due to the proximity of the fraternities and sororities on 26th Street, and OSU.

If **The Project** can only supply 85 off-street parking spaces then they should only be allowed 85 bedrooms.

I am also against granting any exceptions of Local Codes to these people.

William E. Gilbert
2962 NW Van Buren Ave. Corvallis, Oregon

EXHIBIT O - 26

From: Thomas jensen
To: Richardson, Robert
Subject: Harrison Apartments
Date: Sunday, December 11, 2011 10:07:28 PM

Thank you for your attention. Make no code provisions for this project. Provisions increase project impact on the surrounding neighborhood. Although this development may be allowed by code and zoning, we need to take a realistic look at the plan. I understand this is a zoned high density area(ru20) with no maximum to units per acre. While claiming 91 units, each of the 270 bedrooms is individually leased, and should be seen as an individual unit. In principle, they are essentially "quad" apartments.

There aren't enough parking spaces, and a parking fee only promotes parking in the neighborhood. Allowing "compact" designation on a large percentage of the spaces won't make the tenants drive compact cars or keep larger vehicles from parking in those spaces. The architecture blends with the neighborhood insomuch that it resembles the previous hospital building. The surrounding buildings have gabled roofs. Open space standards need to be maintained, and parking lots and sidewalks shouldn't be included as such.

The apartments need to be traditional one, two and three bedroom arrangements with one lease per apartment. This will allow couples and families to also take advantage of the proximity to the university and other amenities. It will also promote a higher level of responsibility and maturity among tenants by obligating the household to manage it's own affairs, and not depend on an on-site manager to monitor behavior.

Make no provisions. tj

From: Trudy wolfe
To: Richardson, Robert
Subject: Harrison Apts.
Date: Saturday, December 10, 2011 5:55:29 PM

My husband and I live at 27th and Fillmore and since all the apts. and huge houses for students have been built I can say that the situation is a kind of hell. We cannot invite people over except when students are out of town on vacation because we have no parking. We have a rental apt. attached to our home we don't rent out right now but if we did we could not guarentee them parking.

The noise from students LOUD car radios (the bass) the parties and fights the clean up of glass and junk and hose away vomit every week-end has taken our peaceful retirement years and made them not so happy. There are sometimes up to 100 to 200 drunk students are in the street going by yelling and waking everyone up.

We have paid off our home, are retired and don't want to move because of that but my husband talks about it all the time trying to figure how to move. What a shame that because there wasn't enough parking and no onsight person to take control of theses apts. and parties and not enough parking that we have a lovely mess.

Now the edge of campus student parties has extended clear up to 27th and Grant where the police have been called out numerous times this past year. They all travel up and down 27th and other streets close by.

I do not see why a variance to the code should be given to parking. Jim Mumford is right ,,,they almost always bring cars with them. I don't see why variances should be given 15 times. It reminds me of people who always bail people out of trouble and it never helps. How about a law or rule is to be followed and for the reason it was made.

The Senior Center and buses and cars that take people places has been slighted by this lack of parking already and if the students park anywhere North of Harrison on 27th it will even be worse. Do not allow a variance on this at all. Provide a place for each student to park or don't allow it to be built. I now see older people going to their classes and such at the Senior Center driving around and around looking for a place to park and then finding one 3 blocks away and walking slowly with a cane or walker to get there. What is wrong with this picture?

I hope that we can figure this out in the right way before they are built and some more of our peace in our neighborhoods is not gone. It is not only students who live in the area, it's US the ones who have lived here for years, me for 64 years.

Traffic flow is going to really be horrible now too.

Thank you for reading and listening to us. Trudy and Dale Fuller
744 N.W. 27th St.
Corvallis,Or. 97330

EXHIBIT O - 28

DATE: December 11, 2011
TO: Corvallis Planning Commission
FROM: David Livingston
RE: Support of the Harrison Apartments,
Planned Development Application PLD11-00004

I recently attended a neighborhood meeting hosted by OSU regarding their Master Plan Update process and how it should deal with the anticipated growth in the student population. Discussion focused on the following suggestions:

1) House students close to campus;
2) Encourage a culture of respectful behavior; and
3) Avoid the deterioration of nearby historic neighborhoods.

There are many elements to like about the proposed Harrison Apartments project:

✔ It locates student housing within walking- and bicycle distance to campus. This proximity helps avoid a daily influx of students' cars into the neighborhood from outer parts of the community. To encourage cycling, the Harrison Apartments project provides ample bicycle parking spaces for the residents.

✔ This housing is adjacent to transit, and not too far from existing commercial activity, creating less reliance on autos.

✔ The project's business model incorporates "adult supervision," with its onsite manager, community assistants, controlled entries and leasing center. The number of occupants per bedroom will be controlled. Parking demand could be controlled. It is a setting in which behavior can be influenced.

✔ The design and layout works for the existing site and nearby neighborhood:

- ♦The first floor's direct entries to the sidewalk promote a residential (vs institutional) sense of interaction between the building and passers-by.
- ♦The offset ("kinked") facade diminishes the mass of the project, an issue which is helped also by the roof detailing, and the fact that the architects created two separate buildings on the site, instead of a single massive structure.
- ♦ The parking is in the back, out of sight. Balconies are out of sight.
- ♦ The addition of street trees will be good.

I am sad that another Corvallis historic landmark will be lost with this project, but I appreciate the variety of ideas listed in the application to show respect for the history of the existing building. Those ideas are varied, interesting and original. However, I would suggest a simple starting point regarding the site's history would be to place one of Corvallis' standard porcelain enamel historical signs near the sidewalk that tells everyone the story of the Corvallis Hospital in words and pictures, similar to the historical sign at the site of Corvallis High School.

Respectfully yours,

David Livingston
359 NE Rennie Place
Corvallis, Oregon 97330

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DEC 12 2011
Community Development
Planning Division

EXHIBIT O - 29

From:	Dominic Maze
To:	Richardson, Robert
Subject:	Proposed land-use hearing/ Harrison St. Apt.
Date:	Monday, December 12, 2011 3:50:52 PM

To whom it may concern,

I would like to express my concern over the proposed development at 2750 NW Harrison Blvd. and resulting impacts to the adjacent neighborhoods. I own property immediately north up 27th St.; currently it is a rental but I lived there for many years and am familiar with the impacts of a dense student population. I believe that many of the proposed elements of the development put the livability and aesthetics of the neighborhood further at risk. Many of the long-time residents and families in the area feel as if the their needs are continually disregarded and ignored in favor of the desires of developers and the University. One need only witness the intense development of three story apartment bldgs in the area. None of these developments have adequate parking and none seem to have any concern for visual conformity of the neighborhood: placed out front almost to the right of way and painted in garish colors better suited to the Caribbean. Furthermore, as a former construction worker building new homes, I can say that the construction of these previous developments has been rough-shod, out of plumb, and shabby with blatantly inferior materials. I have no reason to believe, after examining the plans for the Harrison Street Apartments, that this development will prove to be any different.

With students come nuisances such as noise, petty crime, and increased litter; the residents of the neighborhoods adjacent to the University have ultimately learned patience when confronted with these problems. Other nuisances, however, could be mitigated, with future developments. For the applicant to provide the bare minimum of parking and then seek to decrease this amount in multiple ways further still, shows an utter disregard for the aesthetics and livability of the neighborhood. The same disregard is reflected with providing the bare minimum of open, common space for the students. These elements show an unfamiliarity (or disregard) with the area and the stresses on adequate parking and nearby open spaces. I am left to suspect that once again, an out-of-town developer seeks to make good for themselves with the bare-minimum provided for students and the neighborhood.

I believe that my property's value will probably increase with the construction of Harrison Apartments (at least in the short term) and I realize that this development will in inevitably proceed. I support the Planning Division of the City to hold this developer to a higher standard than has previously been required in the area and set a new bar for development to accommodate the growing student body of OSU. Otherwise we may wonder in the future just what the heck we were thinking. We are trying to solve a problem, the need for student housing, without adequate foresight or assessment of the risks of building a slew of new structures in a relatively unprecedented building-style and in a relatively small area. Let's not forget what Corvallis has best going for it: an appearance of the ideal College Town, USA. Corvallis north of campus is setting themselves up to be a rotting student ghetto/eyesore in about 15 to 20 years, a la Isla Vista, California.

Sincerely,
Dominic Maze

2825 SE 41st Ave.
Portland 97202
(owner of..
422 NW 27th Street

EXHIBIT O - 30

Corvallis)

EXHIBIT O - 31

From: sue napier
To: Richardson, Robert
Subject: Support for Harrison Apartments
Date: Saturday, December 10, 2011 11:31:18 PM

The proposed Harrison Apartments will be a much needed addition to Corvallis. I live close to Fred Meyer and all of us have dealt with parties, noise, parking problems and trash from a few problem students. The majority of the students are respectful, hardworking, and good neighbors. These are problems that can exist in any city and any neighborhood, even if there isn't a university campus near by. We all moved here knowing that OSU existed, so we should accept having some inconvenience due to having students in our neighborhoods.

I also happen to be a landlady with 7 rentals in the area. I am so aware of the housing shortage. A few months ago I had a vacancy come open. I placed an ad on Craigslist. In just 24 hours I had 36 emails from folks desperate for housing. Some of their emails would break your heart. Recently I met a young lady living in Tangent and attending OSU. She said she arrived in town and couldn't find any placees to live in Corvallis so she has to drive from Tangent every day.

I believe that the close proximity to the campus will make the Harrison Apartments a great addition to student housing.

Sue Napier
Corvallis resident since 1972

EXHIBIT O - 32

From: Kirk Newburgh
To: Richardson, Robert
Date: Monday, December 12, 2011 8:20:13 AM

Corvallis City Council

Re: Harrison Apartments

After reviewing the Planning Commission package regarding this project I am in full support of this proposal. The design is creative and architecturally pleasing, unlike many of the other apartment complexes that have been developed in Corvallis.

This is an ideal location for a student oriented apartment complex. I know that some have complained about the number of parking spots in the development. I for one would much rather have students park once and then either walk or bike to classes versus driving every day.

EXHIBIT O - 33

From: Karin and Tim
To: Richardson, Robert
Subject: input concerning Harrison Apartments project
Date: Tuesday, December 13, 2011 4:43:29 PM

I think the project idea is a good use of the land. However, this is now a chance for the city to make a much stronger stand on the campus parking issue. Although the developers goals are admirable, college kids in this town drive cars. Minimum parking WILL NOT WORK. The streets in this are can not absorb ANY more cars. As a resident of the neighborhood in between OSU and LBCC/Benton Center, we have seen the parking issue get much worse over the last few years. The city at some point can not keep allowing developers to build large units with insufficient parking. If the developer has to build some kind of underground parking structure, or a few less units in order to provide a few more parking slots, he will still make a profit.

Approval **without maximum** parking is a bad idea.

Karin Krakauer
643 NW 12th st
Corvallis OR 97330
541 752-6813
tkmm@comcast.net

EXHIBIT O - 34

Re: Harrison Apartments

Dec. 13, 2011

In the early 1960's my husband and I cleared off a blue granite boulder covered with scotch broom and built a house on the corner of 36th street and Witham Hill Drive. Things went well until all of the hundreds of college apartments were built up on Witham Hill Drive. By the year 1995 heavy traffic and those vehicles and cyclists that didn't stop at the stop sign in our parking strip on Witham turned onto 36th street made it difficult to get out of our driveway. We chose to move 5 blocks around the corner to a quiet neighborhood on Merrie Drive.

From ~ the year 2005 to the present, homes that have a large number of bedrooms on Merrie were being turned into college housing. At this point I would say that 1/3 of the houses on our little 6 block long street are college kids. The students are quiet, have no couches on the lawn and keep yards in fair shape. The amount of vehicles, however, is the problem. Every house with 5 boys has to have 5 girlfriends show up and the same with houses of girls and their boyfriends. We live at the corner of Merrie Drive and Elizabeth. The 4th house up the street and next to John Fenner on Elizabeth was converted to an up and down duplex has had from 8 – 11 cars parked there. At the neighbor's insistence the landlord cleaned house and we are now down to 3 or 4 cars.

Parking and traffic will be a problem and we don't think your Harrison Apartment plan will work.

Richard and Susan Potter

Richard Potter

Susan Potter

845 N.W. Merrie Dr.

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DEC 13 2011

Community Development
Planning Division

EXHIBIT O - 35

From: krakauer stewart
To: Richardson, Robert
Subject: harrison st. student housing project
Date: Tuesday, December 13, 2011 5:31:39 PM

I would like to share my input from the perspective of a homeowner who has lived north of the OSU campus for over 35 years, and one who owns and manages two properties in that same neighborhood. I support the idea of using this 'campus close' property to augment student housing. I also support the idea of on-site management for the complex. Two major concerns, however, are the planned number of parking spaces, and the inclusion of 3 and 4 bedroom units in the mix. First, the use of the minimum number of parking spaces is sure to exacerbate a worsening problem that has already been voiced loudly and clearly by homeowners in neighborhoods near OSU. For this project, I urge the city to require the maximum number of spaces. We already know that allowing minimum requirements causes headaches for all residents. For future development in this part of town, it is critical that the city toughen it's codes for parking. At this point it seems clear that OSU is not interested in helping solve the parking problem it has created. As for the inclusion of 3 and 4 bedroom units in the design, it doesn't take a genius to know that larger units are better for hosting big parties, and those events are the worst contributors to the noise, underage drinking, and even some of the litter problems in our neighborhoods. Please make planning decisions that will result in a 'neighbor friendly' project.

Thanks, Tim Stewart

EXHIBIT O - 36

From: Todd & Susan Brown
To: Richardson, Robert
Subject: proposed harrison Apartment Development
Date: Wednesday, December 14, 2011 12:17:15 PM

Dear Mr. Richardson,

My husband and I have owned the same home in the College Hill West area, on 31st St., south of Jackson, for 37 yrs. We are retired now, but I was employed on the OSU Campus for 30 yrs. We feel a part of OSU and the community surrounding it, but the last couple years have brought dramatic changes to our neighborhood, many of them negative, with the sudden marked increase in student numbers.

We are concerned about the Harrison Apartment Development for a number of reasons, but particularly because of the inadequate parking provided(both in total numbers and increasing tandem spaces), and the awkward access to the parking lots. I also understand there may be a charge for parking in the lot, and I ask if that might just encourage residents to park in the surrounding neighborhoods instead? Shouldn't parking space be a key element in determining the number of occupants allowed in a building? Has anyone ever done a study to determine how many students living off campus actually bring their own car to Corvallis? Is the hope that students will use bikes in town and not bring a car to Corvallis a reality?

Other concerns include the increased density that will result as a request for variances in the outdoor space (both private and common)and the height of the development. Is it consistent with the City's Vision 2020 and Comprehensive Plan?

I thank you for your consideration.

Susan J. Brown
107 NW 31st St.
Corvallis, Oregon 97330
541-753-9444

EXHIBIT O - 37

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)

December 14, 2011

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DEC 14 2011

Community Development
Planning Division

To: City of Corvallis Planning Commission
From: Gary Angelo, CHNA President
143 NW 28th Street
Corvallis, OR 97330
Date: December 14, 2011
Re: Proposed Harrison Apartments Development

Dear Planning Commission Members:

Last week, our College Hill Neighborhood Association (CHNA) held a meeting to discuss the proposed Harrison Apartment Development that has been submitted for your approval. This letter is offered on behalf of the CHNA members and is the result of a unanimous vote of the attending members requesting that the Planning Commission ***not*** approve the proposed development as it is. This letter will explain the reasons for that unanimous vote.

The historic Good Samaritan Hospital site holds a lot of special meaning for many of the nearby residents living in the College Hill and other neighborhoods. Some residents had children born in the hospital; some had relatives pass away there. One of my best friends was born there. While the existing building may not be suitable for conversion to residences, what many for whom the site has special meaning would like to see is a development that honors that history. I have heard few, if any, positive comments about this proposal.

The expectation of the nearby residential neighbors is that the City will not only follow the Land Development Code, but also the Comprehensive Plan and Corvallis Vision 2020. The expectation is that this site, which is adjacent to a national historic district, as well as historic fraternity and sorority houses, presents 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. What this proposed development offers are buildings that are oversized and out of scale with the nearby homes and buildings. It is targeting student residents specifically, and, as one resident quipped, "It looks like a 1970's ski condo resort." CHNA sees this proposal as not serving the needs of the larger community of City residents, but intending to serve as an **off-campus student dormitory**. As such, CHNA cannot support this proposed development, and we respectfully request that this Commission **deny the application** as is.

Planned Development Application for RS-20 Property

The site for this application is zoned RS-20, as is a large section of the residential area surrounding the property east of Arnold Avenue and south of Harrison Blvd. However, the east side of Arnold Avenue is also within the College Hill West National Historic District, so the single-family homes on that side of the street will likely remain in their current status, rather than be re-developed into higher density properties. The homes in the Historic District were primarily built in the 1920's, 1930's, and 1940's 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). The proposed buildings do not meet this test.

The proposed development of a four-story, 91-unit, 270-bed dormitory, with a 118-yard long building fronting Harrison Blvd. is out of scale with the nearby neighborhoods. It represents 43.8 units/acre, which more that doubles the minimum required for RS-20 zoning. As a result of such a high density, fifteen variances from the Land Development Code and Comprehensive Plan are being requested. While there is no defined upper limit on the number of units per acre in the LDC, the very high density of this proposal is primarily what is driving the request for so many variances. There is no good reason for the Commission to grant any of these variances 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 goal of Comprehensive Plan and Corvallis Vision 2020 was not to maximize density at the expense of waiving our Land Development Code. The Code is there to properly manage the scale, compatibility, safety, and utility of planned developments, not to grant waivers in circumstances that do not warrant them or have plenty of alternatives that can meet the requirements.

Comments on Requested Variances

Attached is an extended version of Table 1 from the Application (pp. A.94-99), to which I have added two columns on the right-hand side, one with excerpts of the applicant's proposed mitigations for each of the variances, and one with CHNA's response comments regarding those mitigations (see Attachment #1). This attachment, including all of its LDC and Comprehensive Plan references are included as a formal part of this letter. There are too many variances and references to be included in the body of this letter, in the spirit of being concise. As a general comment, the applicant in some cases (e,g,, Parking) uses mitigation factors that are merely "property management" factors, 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 proposed variances.

1) **Parking Issues**:

The applicant is requesting variances from the parking space requirements, both in terms of the percentage of compact car spaces, the number of parking spaces that meet the size standards of Corvallis, and use of tandem parking stalls. The applicant wants to substitute ITE (Institute of Transportation Engineers) standards for Corvallis standards, which encourage the use of smaller cars by shrinking the size of parking spaces. This is the only way the applicant can propose to meet the number of spaces requirements. The City standard is 9' spaces and the ITE standard is 8'3" spaces for regular size, and the applicant would like to use the ITE compact size of 7'6" in width. This request is being made for a target student population in a rural land-grant-university community that prizes large pick-up trucks and SUVs.

As it is, if the waivers are granted and all spaces are properly used, there would still be 100+ vehicles without a parking space looking for places to park in already over-committed neighborhoods. Students driving larger vehicles will not use the parking offered, and will park in the neighborhoods. Additionally, if these waivers are granted, there is nothing to prevent the owner of the development from repainting the spaces to fewer, larger spaces once the residents' complaints start to arrive. This issue can only exacerbate an already almost intractable problem that the OSU/City Collaboration effort has yet to take on and resolve.

2) **Scale of the Proposed Development**

While there is a growing need for student housing to meet the demands of a growing OSU student population, this should not be addressed at the expense of well-established, unique, and historic neighborhoods. Corvallis also has a shortage of affordable, desirable, long-term, multi-family residences for residents of all ages, not just students (Comp. Plan Article 9.2). This development is sized for density and design to only meet the needs of students for the short-term. The existing residential neighborhoods should not bear the brunt of the need for affordable and appropriate student housing when there is sufficient open land on campus, which could and should be used for housing the additional student growth.

As mentioned above, it is the scale of the project that is driving the need to request variances from the Code and Comprehensive Plan, when other suitable and compatible development could also be built on the proposed site. One of the variances being requested is a waiver of solar protection requirements for the church and residences across Harrison Blvd. Granting this waiver will subject those properties to increased shading in the fall and winter months, in a climate where sunshine is at a premium. Have those property owners been notified of this impact and their approval obtained? The applicant uses as a mitigating factor the shape of the property, which could easily fit lower-height buildings and rearrangements of smaller buildings on the site, if the high density of the development was not the overriding goal.

The scale and density of the development is also driving the request to grant a variance on the amount of Open Common and Open Private space, such that a request for a 38% reduction is being put forth. The mitigation offered is comprised mainly from the proposed use by residents of Chimtimini Park and the OSU Dixon Recreation Center, neither of which qualifies as mitigating factors. For a public park to be used as a mitigation factor, it needs to be directly across the street, which it is not. In addition, even if the park were allowable, no evidence has been offered that the park is not already oversubscribed as a mitigation factor for all the other recent and existing developments surrounding the park. The Dixon Rec. Center on the OSU campus should not be considered a mitigating factor, due to not only its irrelevance to off-campus development, but also its distance from the proposed development. If waivers of this sort were granted, then the relevant LDC sections would become moot.

3) Compatibility with Historic Neighborhood

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, target residents, adjacency 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, insufficiently sized and number of parking spaces, etc.). It is also of an exterior 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. A high, pitched, raised-seam metal roof is not reminiscent of cedar-shake or composite-tiled and gabled roofs of traditional bungalow, Tudor-style, and neo-Colonial homes. Neither is the vertical siding, which is more reminiscent of 1970's box home construction. The common comment in the neighborhood after viewing the artist renderings is one word: "ugly".

There are other recent nearby developments that did strive for and achieve a considerable amount of success in meeting the compatibility objectives of the Comprehensive Plan and Vision 2020. The most notable of them is the Newman Center residence development on Monroe Avenue and NW 21st Street. The new construction was at a scale consistent with surrounding neighborhoods and with architectural designs that were very reminiscent of the period of one of the original buildings that was preserved and updated. Such developments demonstrate what is possible when the goal is to enhance the livability of Corvallis and its traditional neighborhoods, which is a primary goal of our Vision 2020.

Summary

CHNA does not feel that the applicant has adequately offered appropriate and sufficient mitigating factors to warrant the granting of the fifteen requested variances from the LDC Code and 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 100+ vehicles seeking parking in nearby neighborhoods. The proposed development is lacking in required open space in order to accommodate a higher density of the target population of students, which also is not consistent with the City goal of developing compatible, aesthetically-pleasing, multi-family, long-term residences for people of all ages. The proposed development is targeting a population that might be better served with on-campus housing, rather than promoting high-density structures that could exacerbate an increasingly traffic-congested and parking-short area of the City. We do not wish for this proposed development to become the first rolling snowball of an avalanche of incompatible properties that may begin to drive owner-occupied homes in the historic neighborhood to be converted to student rentals. We ***strongly urge*** the Planning Commission to **disapprove** this proposed project as it currently stands.

With regards,

Gary Angelo
CHNA President

Attachment #1

EXHIBIT O - 42

Attachment #1: Proposed Harrison Blvd Apartments Development - Code Variation Requests

	LDC Section Number	Standard Summary	Summary of Proposed Variation	Developer Mitigation	CHNA Rebuttal
1	3.8.30.01.e	10-ft setback	9-ft setback		
2	3.8.50.02.a	4,368 sq. ft. of Private Outdoor space required	1,627 sq. ft. of Private Outdoor Space	Proximity to Chimtimini Park (400' or one block); and proximity to Dixon Recreation Center. 25% reduction allowed, if across the street from park. Needed student housing. 1615sf indoor community room. Comp. Plan: Efficient land use; compact urban form; goal of housing 50% of students on or within 1/2 mile of campus; infill vs. annexations.	1) Where is the study that demonstrates that Chimtimini Park is not oversubscribed already with other nearby developments that might have used it as a mitigation for required open space? What about all the existing row house apartments? Are they also using the park as a mitigation? 2) The park is not directly across the street from the proposed development, as required. 3) Indoor space is not mitigation for outdoor space. 4) Dixon Rec Center is too far away, and how many other developments have and will use it as mitigation? 5) If these are valid mitigations, then we might as well remove the open space requirements, since all other developments could use the same mitigation resources. 6) Using Dixon Rec Center as a mitigation argues for having this student dormitory built on the OSU campus, not in the residential neighborhoods. 7) Since mitigation is not sufficient, this variance should not be granted.
3	3.8.50.02.e	Private Outdoor Space shall be screened for privacy.	Private Outdoor Space not screened for privacy.	None.	1) Since no mitigation was offered, this variance should not be granted. 2) Since this proposed development does not have any private outdoor screened space, it should not be considered "apartments" but instead what it truly is: a student dormitory.
4	3.8.50.03.a	24,500 sq. ft. of Common Outdoor Space required	16,162 sq. ft. of Common Outdoor Space	See # 2 above	See # 2 above. This variance should not be granted.
5	3.8.50.03.e	Five, 400 sq. ft. tot-lots required	0 tot lots	Target tenants are students, who don't need tot lots. Walkways, grassy areas, BBQ grills, picnic tables, community garden space. Proximity to Chimtimini Park. Comp Plan: Goal of housing 50% of students on or within 1/2 mile of campus.	1) Since this proposed development does not have any private outdoor screened space, it should not be considered "apartments" but instead what it truly is: a student dormitory. 2) Walkways, BBQ grills, picnic tables, and community garden space are good, but not substitutes for "tot lots". This is another indication this proposal is not for "multi-family, long-term residences" 3) Since mitigation is not sufficient, this variance should not be granted.
6	4.1.40 Corvallis Off-Street Parking and Access Standards	Tandem parking spaces not permitted	Up to 8 tandem spaces	Use ITE guidelines instead of City guidelines. Residents can "coordinate" vehicle movement. Tandem allows maximumization of parking potential. Comp Plan: Efficient use of land; compact urban form; all traffic generators shall provide adequate parking.	1) Corvallis intentionally uses City guidelines, not ITE guidelines. 2) Having residents "coordinate" vehicle movement is not a mitigation of tandem parking; it is a negative consequence. Tandem parking is better suited for valet parking lots. 3) Parking maximization should not come at the expense of reasonable and expected utility of parking, especially when adequate parking maximization would result from a reduced number of tenants. 4) Neither the LDC or the Comprehensive Plan sections are mitigated here and the variance should not be granted.
7	4.2.40.a	7.5-ft parking lot landscape buffers	5-ft landscape buffers. None proposed in two locations.	Maintains historical conditions, parking quantity, and layout. Comp Plan: Efficient use of land; compact urban form; City shall address compatibility conflicts through design, other transitional elements, landscaping, building separation, and buffering; all traffic generators shall provide adequate parking.	1) "Maintaining historical conditions" is not a mitigation for the LDC or Comprehensive Plan sections cited; it is a request to have existing faulty variances "grandfathered" in. 2) New development should be required to correct the past errors, regardless of how they came about. This is standard practice for new development expectations; otherwise, little progress could be made to bring previous faulty development up to current LDC and Comprehensive Plan standards in brownfield sites. 3) Since no actual mitigation is being offered, this variance should not be granted.
8	4.2.30, Table 4.2-2	6 parking lot trees	4 parking lot trees	See #7 above.	See #7 above. This variance should not be granted.
9	4.2.40.b	Landscape islands must be at least 8-ft wide	Landscape island 6.6-ft wide	None.	See #7 above. This variance should not be granted.
10	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.	Use ITE guidelines instead of City guidelines. ITE takes into account turnover when determining stall width. Expect a medium to low turnover rate in most instances. Propose 36 additional bicycle parking spaces above requirement. WeCar car-share offering. Maximize parking utilization. Comp Plan: Efficient use of land; compact urban form; City shall address compatibility conflicts through design, other transitional elements, landscaping, building separation, and buffering; all traffic generators shall provide adequate parking.	1) Corvallis intentionally uses City guidelines, not ITE guidelines. 2) Even ITE guidelines require that compact spaces do not exceed 40% of total spaces, so using ITE guidelines is not a mitigation. 3) Using 7'6" parking spaces is not reasonable when targeting a student resident population at a rural land-grant university. Large numbers of students drive pick-up trucks and SUVs, which will cause dings and potential accidents in such small spaces. Such an issue would discourage such vehicle drivers to park in the nearby neighborhoods, instead of these parking lots. 4) WeCar car sharing is a management tool, not a building design tool and should not be considered a mitigation factor, since any these owners or any future owner of the development property could dispense with the program at any time.

					5) Granting a variance to use very narrow parking spaces would likely cause a future reduction in the number of parking spaces, as these or future property owners could resize and repaint the spaces in response to residents' complaints The City has no program to continually monitor initial parking space widths into the indefinite future to prevent widening. 6) This variance should not be granted since it does not mitigate the needs of the cited LDC and Comprehensive Plan sections.
11	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.	Sections 4.6.60c&d waiver.	1) Waiving this section would cause the properties across Harrison Blvd. (church and houses) to experience full shadow during the fall and winter. Have these property owners given their assent to this waiver? 2) The appropriate mitigation is to reduce building height. 3) This variance should not be granted as it is not mitigated, and affected property owners have not given their approval, so the LDC and Comprehensive Plan have not been mitigated.
12	4.10.60.0.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	Screening walls to be 8' high, taller than typical trash/recycling bin walls. Residential building walls next to trash/recycling bins are solid with neither windows nor doors, so no odor/visual problems. Residents will have bins more accessible to building in a covered location. Allows coordination of routing for solid waste collection and emergency vehicle access. Comp Plan: Efficient use of land, compact urban form; City shall address compatibility conflicts through design, other transitional elements, landscaping, building separation, and buffering	1) Are there any windows or doors within 20 feet of the trash/recycling area? If so, this variance should not be granted.
13	4.4.20.03.c	Through-lots must have a 20-ft planting screen easement.	No planting screen easement.	Buildings facing adjoining streets rather than place planting screen facing one street. Increased density, more efficient use of land. Enhance pedestrian environment by providing building frontage with windows and other features rather than "blank wall" of vegetation. Comp Plan: Efficient use of land, compact urban form; City shall address compatibility conflicts through design, other transitional elements, landscaping, building separation, and buffering.	1) Mitigation offered does not necessarily "enhance pedestrian environment" since a single bogus strawman is offered as the only alternative: a "blank wall" of vegetation. Why a "blank wall" and not a varigated, complex and visually interesting form of planting screen? 2) This variance should not be granted, as it does not meet the Comprehensive Plan criteria for the section cited.
14	4.0.100.b	7 -ft wide utility easement provided	Not provided in some locations	Allows maximization of parking potential, while providing required sidewalk and planter strip on Harrison Blvd. Comp Plan: Efficient use of land, compact urban form; all traffic generators shall provide adequate parking; private utility facilities should be planned and sited consistent with Comprehensive Plan, development standards, prudent management of City-owned right-of-way, and laws governing franchise utilities.	1) Parking maximization is not an acceptable reason nor mitigation for not having adequate utility easements. 2) If parking space reductions are required to meet this code requirement, then the number of student residents should be reduced to meet the parking requirements. 3) The offered mitigation is insufficient and thus, this variance from LDC and Comprehensive Plan sections cited should not be granted.
15	4.0.130.b.1	Detention facilities do' not allow storm water infiltration.	Detention piping not designed for storm water infiltration.	None.	No mitigation is offered, so this variance should not be granted.

From: mooref@science.oregonstate.edu
To: Richardson, Robert
Subject: proposed Harrison Apartments
Date: Wednesday, December 14, 2011 3:17:04 PM

Bob,

I too wanted to express my strongest opposition to the proposed Harrison Apartments. My reasons are all of the ones expressed by the College Hill Neighborhood Association representatives.

Frank Moore
147 NW 31st Street
Corvallis, OR 97330

EXHIBIT O - 45

From:	Mark Giordono
To:	Richardson, Robert
Subject:	Input (negative) on proposed Harrison Street apartments
Date:	Wednesday, December 14, 2011 2:28:20 PM

Hi Bob,

Please include my comments in the record. Sorry I can't attend the planning commission meeting tonight, but did want to on the record as an impacted citizen against the proposed project as currently defined.

I do believe infill/high density housing is important to Corvallis as we transform over the next few years. However the proposed Harrison Street apartments don't meet the spirit of Corvallis 2020 Vision, don't fit with our community's values and request variances to codes that don't mesh with our community's needs.

In particular, the proposed parking plan is insufficient for the area of impact. Trying to squeeze hundreds of vehicles into compact only (and tandem!) spots is not a reasonable request. Logically, residents will not tolerate the tight parking on property which will then spill over into already overburdened local neighborhoods.

The proposed open space requests are also insufficient. It's disingenuous to argue that residents would use Chintimini park or Dixon rec center - especially if parking is limited (as proposed), residents won't even be able to comfortably travel that far. A couple monolithic buildings with token open space does not fit with our community's values.

And the request for variance to solar access is minor seeming, but very revealing about impact of the project. It'll literally block out the sun for parts of the year. Definitely not in character with what Corvallis values.

I strongly encourage the commission and the city to reject the proposal as is and work with the development team to create high density housing that fits more with Corvallis' desires.

Sincerely,
Mark Giordono
128 NW 28th
Corvallis, OR 97330

EXHIBIT O - 46

From:	Marilyn Henderson
To:	Richardson, Robert
Subject:	Proposed Harrison Apartments
Date:	Wednesday, December 14, 2011 3:00:37 PM

To the Corvallis Planning Commission:

I am unable to attend the public meeting this evening (December 13) concerning the proposed Harrison Apartments project and give testimony. I would like my opinion recorded as follows: I am opposed to the proposed Harrison Apartments, and completely agree with the testimony (to be) given by my neighborhood association president Gary Angelo and my neighbor Deb Kadas.

Sincerely,
Marilyn Henderson
154 NW 31st Street
Corvallis, OR 97330

EXHIBIT O - 47

From:	Michael Mix
To:	Richardson, Robert
Cc:	Marilyn Henderson
Subject:	Harrison Apartments Proposal
Date:	Wednesday, December 14, 2011 4:22:59 PM

December 14, 2011

Robert, my wife, Marilyn Henderson and I, reside in the College Hill district and live across the street from both Kathy Moore and Deb Kadas. I fully agree with Kathy's views on this subject, which were sent to you earlier today, and with Deb's opinions that she will communicate at the meeting tonight. Given the clarity and soundness of their arguments, which I believe express the sentiments of our entire district, it is difficult to understand any rationale that could lead to approval of the misguided Harrison Apartments proposal. Please include this statement in the record.

Respectfully, Michael Mix
154 NW 31st Street

EXHIBIT O - 48

From:	Moore, Kathleen Dean
To:	Richardson, Robert
Subject:	Harrison Street Apartments
Date:	Wednesday, December 14, 2011 2:46:26 PM

Hi Bob, I live in the College Hill neighborhood and I strongly oppose the plan to turn the old Samaritan Hospital into student housing. I believe that the university should not be allowed to externalize its costs onto the neighborhoods. Moreover, externalizing its costs on the neighborhoods that are particularly vulnerable (the historic homes, the stable neighborhoods, the beautiful oaks on Harrison, the relatively older demographic who have lived in their homes for decades) seems especially pernicious. If the University wants to profit from growth, then let the university pay the costs, not the neighbors. Warm regards, Kathy

Kathleen Dean Moore, Ph.D.
Distinguished Professor of Philosophy
Oregon State University
Corvallis, OR 97331
kmoore@oregonstate.edu
541-737-5652
www.kathleendeanmoore.com

EXHIBIT O - 49

From:	Rochefort, W E Skip
To:	Richardson, Robert
Subject:	Proposed Harrison Street Apartments
Date:	Wednesday, December 14, 2011 3:56:49 PM

Bob,
I will not be able to attend the meeting this evening but I wanted to send a note that I am very concerned, in particular, with the Harrison Street **traffic and parking** situation posed by this project. The developers are asking on a code variance for parking which indicates that there won't be adequate parking for the residents, thus further causing the occupants to use street parking in our neighborhoods.

Specifically, this is the variance that concerns me.

Parking (Code requires 159 parking spaces; no more than 40% compact)

a. **Proposed Option A: 179 spaces; 131 compact (7.5 ft. wide; smaller than code)**
b. **Proposed Option B: 164 spaces (all 8.25 feet wide—City's specification for compact parking)**
c. **Both options include 8 tandem parking spaces (two cars are parked in one spot, one behind the other).**

Thank you for your attention in this matter.

Sincerely,
Skip Rochefort, Resident and property owner
317 NW 32nd St.
Corvallis, 97330

email: skip.rochefort@oregonstate.edu

EXHIBIT O - 50

From:	Richard Sandler
To:	Richardson, Robert
Subject:	Planning Commission Meeting on Harrison Apartments
Date:	Wednesday, December 14, 2011 3:22:06 PM

Mr. Richardson - I am a resident of the College Hill neighborhood and I am writing to tell you that I am opposed to the current proposal for the Harrison Apartments, and I agree with the testimony to be given tonight by my neighborhood association president Gary Angelo and my neighbor Deb Kadas. I respectfully disagree with many of the recommendations in the planning document for this proposal.

Thank you,

Richard Sandler
236 NW 31st St.
Corvallis, OR 97330

EXHIBIT O - 51

RECEIVED
DEC 14 2011
Community Development
Planning Division

Testimony regarding the proposed Harrison Street Development
12/14/2011

Dear Members of the Corvallis Planning Commission:

I am in opposition to the Harrison Street Development as it is proposed. My objections regard several of the variances requested by the developer, specifically those having to do with Common Outdoor Space, Parking Lot Trees, and Vehicle Parking Spaces.

Common Outdoor Space
Corvallis Land Development Code (LDC 3.8.50.03.a) requires that a development of this scale include 24,500 square feet of Common Outdoor Space. The developers propose 16,162 square feet, a 34% reduction, because of the proximity of Chintimini Park and OSU facilities. While the existence of both the park and the OSU campus are to be appreciated, they can do nothing to mitigate the fortress-like appearance of the proposed development. Only landscaping and open space within the development can have any hope of softening its appearance.

The City's own Comprehensive Plan, approved by the Corvallis City Council in 1998, states:

5.2.3 The City shall develop standards which ensure adequate open space and landscaping on residential, commercial, and industrial developments, and shall maintain these standards in the Land Development Code.

Parking Lot Trees
LDC 4.2.30, Table 4.2-2 requires 6 parking lot trees for a development of this scale.. The developer requests a variance to allow four parking lot trees. The allowance of fewer trees conflicts directly with the City of Corvallis Comprehensive Plan as cited below:

5.3.a Trees are an important resource for the City as they provide a linkage to the community's origin and the natural environment.
5.3.b Trees in the urban environment provide air conditioning and air purification (temperature and pollution controls), glare control, sound control, and traffic control. Trees slow down and reduce the volume of storm water runoff, minimize soil erosion, and provide habitat for urban wildlife. Trees function architecturally to unify disparate urban elements and provide harmony in unorganized areas, provide ceilings to outdoor rooms, making spaces more intimate, and buffer impacts from large urban developments. They emphasize seasonal changes, provide dappled light and rustling sounds that evoke different moods, and they can become works of art providing pleasure in their texture, color, structure and/or other aesthetic qualities.

5.3.c Trees and other landscaping play a role in the global environment. The addition of trees may become increasingly important as worldwide environmental degradation continues.

Parking

Land Development Code Section 4.1.50.01 requires that a maximum of 40% of vehicle parking spaces be compact. In an attempt to appease neighborhood concerns, the developers propose fitting 179 parking spaces into the development by making 96% of the parking spaces compact. This would seem reasonable if most students drove compact cars. But the reality is that the vehicle of choice is the large SUV or pick-up truck, neither of which will be fit into compact spaces. These large vehicles will force other resident vehicles of all sizes to park on neighborhood streets. The developers reason that proximity to transit, bike parking spaces, and access to WeCars will encourage students to not bring their private vehicles to Corvallis in the first place. These amenities may indeed encourage some students to not bring private cars, but with 270 beds and 179 parking spaces, there is bound to be parking spill-over onto neighborhood streets. While students may not use their private vehicles on a daily basis while in Corvallis, they will need to get to Corvallis somehow. And since inter-city public transportation options are virtually nonexistent in Corvallis, most students will arrive in Corvallis in their private vehicles, and they will need to store them in Corvallis as well. The proposed development variances regarding parking contradict the City's own Comprehensive Plan which states:

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

Thank you for your attention to the concerns that are brought before you this evening. I urge you to deny those variance requests that conflict directly with the City of Corvallis Comprehensive Plan.

Submitted by:
Christine Stillger
249 NW 31st Street
Corvallis

RECEIVED

DEC 14 2011

Community Development
Planning Division

Memorandum

To:	File
From:	Bob Richardson, Associate Planner
Date:	December 15, 2011
Subject:	Written Testimony - Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this cover memorandum is written testimony that was received during the December 14, 2011, Planning Commission Hearing.

EXHIBIT O - 54

ANDREW & MARY STONE MOURSUND
2731 NW ARNOLD WAY, LOGAN - AULD HOUSE
CORVALLIS, OR 97330

14. De. 11.

City Staff Planner
Bob Richardson

Re: Harrison Apts development

Our only driveway (garage) & one parking space face (Short Ave.) the south of Harrison Apts, the proposed development. We have long wanted to purchase a share of the property (the development's) southernmost parking lot, if only to attach it to our backyard & keep Spring Term students from sleeping in their cars, etc, in that adjoining space.

Because that isn't possible we will continue to live on this block & raise our three teens here. We want to stay permanently (we are here 17-18 yrs already) & expect to keep this neighborhood, however densely populated, a place where not more than half the dwellings experience constant removals. That is hard on an old neighborhood.

You know that students let their friends move in with them. You know that 279 beds in 91 units will not house less than 279 people. That 159 spaces will not suffice for private parking or constant service vehicle parking.

We dread the back-up traffic on Arnold Way & Harrison. Bad enough on game days, garbage days, & bus schedules already.

And a little more effort could make Harrison Apts pay for itself on fewer than 91 units, fewer than 279 beds.

Please consider the number of variances requested a sign that this plan stretches this highly dense neighborhood tighter than liveability and the traffic will bear.

Sincerely, Mary J. Stone-Moursund

Mary J. Stone Moursund

EXHIBIT O - 55

Testimony for the Proposed Harrison Blvd. Apartments

Dec. 14, 2011

From:

Sandy Smith

2700 NW Arnold Way

Corvallis

I do not support the approval of this proposed project. I am opposed to the size, the design, but my biggest concern is the proposed plan for vehicles, parking, traffic and the impact these will have in the surrounding neighborhoods. I am submitting a written statement. Thank you.

- There is not enough planned parking spaces for 270 students.
- This proposed development is too big in size and planned occupancy.
    a. Neither of these features fit with The Corvallis 2020 Visions Statement: Maintaining Livibility

- The exterior design does not fit with our historic neighborhood's character. It looks like a modern corporate office building, fitting maybe with the Portland Waterfront District, but not within our Historic neighborhood.

    b. From article 3 in our Comprehensive Land Use Guidelines:*3.2.f:* Attention to design elements is critical to creating the type of City described in the Corvallis 2020 Vision Statement.

- On the parking variance:

Please refer to Attachment A.96 page 196 for the Variation request:

EXHIBIT O - 56

I don't believe the Compensating Benefits in relation to the variance request are a realistic scenario for students. I don't have confidence that student residents will easily manage a mechanical tandem parking device or tandem lot parking. I fully believe there will be overflow parking issues with the proposed number of parking spaces. I don't think the parking pressure will be relieved in the surrounding neighborhoods.

How will we be insured for the future of these things, one, five, 20 years down the road?

"guarantee of one student per bed"
"Controlled parking"

Thank you,

Sandy Smith

EXHIBIT O - 57

To: City Planning Commission
From: Kelly Amsberry, 235 NW 31st St.
Date: December 14, 2011
Re: Proposed Harrison Apartment Development

TESTIMONY IN OPPOSITION

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, I do not approve of the Harrison Apartments as proposed. The proposed complex has too many units, takes advantage of prospective tenants by providing them with housing that is substandard in its ability to meet outdoor space needs, does not conform to neighborhood standards of appearance and does not adequately address parking issues.

Land Development Code. Assuming that Land Development Codes were thoughtfully designed in order to provide suitable housing for prospective tenants and maintain the integrity of our community, why should the Harrison Apartments be immune from meeting these guidelines? If 4,368 sq. ft. of Private Outdoor Space (LDC 3.8.50.02.a) and 24,500 sq. ft. of Common Outdoor Space (LDC 3.8.50.03.a) are considered necessary by the code's developers, why should residents of the proposed apartment complex be expected to make do with much less? (Suggesting that our existing community parks can make up the difference is ludicrous – Chinitimini Park was not designed to provide for the outdoor space needs of unfortunate tenants living in excessively crowded apartments!) And if parking needs have been evaluated and codes specified, why should prospective tenants have smaller (LDC 4.1.50.01) parking spaces than the codes require? Finally, if LDC prohibits tall structures in order to prevent excess shading of adjacent buildings (LDC 4.6.30.a; a worthy goal in our dreary climate), why should the current development be allowed to do just what the code was designed to prevent? (Completion of the proposed Development to meet Gold LEED standards is admirable, but is poor mitigation for leaving adjacent residents sitting in the dark at 3:00pm!)

Corvallis Comprehensive Plan. The proposed development is not consistent with the goals of the Corvallis Comprehensive Plan which serves as the guide for infill or redevelopment in existing neighborhoods. Harrison Apartments , as proposed, are suitable strictly for undergraduate students, and do not promote the diversity required in article 9.2 (Neighborhood-oriented Development) of the Plan. The crowded, dormitory-like character of the Apartments is not compatible in appearance, or in utilization, with the current nature of the neighborhood, which is a mix of multi-family and single family homes. The industrial appearance of the buildings (as shown in the developer's proposal) is jarringly incongruous with the existing adjacent structures, and the excess height and bulk of the complex would radically change the feel of the neighborhood.

Because the Corvallis Comprehensive Plan and the Land Development Code were developed to ensure that newly constructed buildings are comfortable, attractive and fit in well with our community, the conditions specified in these documents should be met by the proposed Harrison Apartments. In light of recent collaborative efforts by OSU and the City to reduce the impacts of the University's growth on our neighborhoods, I hope the Commission will require the proposed Harrison Apartments to meet the standards set down in the current planning documents. Granting variances for the convenience of the developer and to increase profits for the owner is not in the best interest of prospective tenants, or of our community in general.

December 14, 2011

TO: Planning Commission
RE: Harrison Street Apartments

We do not support the proposed application of the Harrison Street Apartments. We are particularly concerned with those variances that directly affect the cornerstone of the Corvallis 2020 Vision Statement—**livability**.

- Overall project density
- Inadequate parking
- Additional traffic congestion
- Insufficient open space
- Reduced private outdoor space
- Height of the buildings
- Overloading existing sewer and street infrastructure

Approval of the proposed variances would fly in the face of the vision statement and the city's comprehensive plan. The student development, designed for a single demographic, does nothing to build diversity in our community and "maintain healthy neighborhoods."

We believe approval of these variances would make a bad project even worse.
We urge the Commission to vote no on the application.

Barbara Ketchum

Barbara Ketchum

Lynn Ketchum

234 NW 30th St.
Corvallis, OR 97330
Residents of the College Hill Neighborhood Association

EXHIBIT O - 59

TWO BLOCKS FROM "ALL THE ACTION"

December 14th, 2011

Commissioners:

First, thank you for your investment of time in our Community.

Next, I ask you to consider the motives and long term consequences of tonight's proposed development. I ask this as a close neighbor to the proposed Harrison Blvd. Apartments; someone who has invested significantly in improving their home, values the historical consequences of the College Hill Neighborhood, and enjoys the variety of life that comes with proximity to OSU.

I think that the basic proposal is probably well engineered and thought-out, but unfortunately consistently runs counter to the **Vision 2020 Statements** and purpose of the **LDC** because of their desire to maximize their own profit at the expense of Neighborhood livability (details following). If the HBA accepted the original requirements for parking and outdoor space requirements, I would accept them into our Community. But my main point is that for every square foot they are asking to reduce parking and outdoor space, they are increasing the number of occupants, increasing the traffic impact and decreasing the amount of Common Outdoor Space and Solar Protection for their neighbors. **They win, we lose – every single time a variance is granted!**

What guarantee do we have that they will not sell to someone else who will not be as responsible as they claim they want to be? I call this the "Home Depot" syndrome: lots of good service when they open, but later no one can be found when you need help. As a home owner, I can guarantee that I am responsible for the effects I may have on my neighbors – that is why my wife and I work so hard to maintain the historical character of our house. If the owners and investors of HBA will sign a document of personal responsibility for the next 50 years or so, then I will believe them: if not, then I know they will only make decisions based on what profits their corporation the most.

I am sorry, I do not believe human nature will change just because they were granted variances and suddenly can fit **more compact cars** into a smaller space (4.1.520.01) or train young students to use **tandem spaces** (Corvallis off-street Parking Standards). Just because OSU has a recreation facility and open areas on the opposite end of campus, I don't believe that the need for **Common Outdoor Space** can be reduced (3.8.50.03a plus 3.8.50.02e and 3.8.50.02a). And the only reason to waive the **Solar Protection** is to house the extra students that the reduced parking requirements would allow (reduced landscaping: 4.2.40a, 4.2.30 table 4.2-2 and 4.2.40b plus again the compact car explosion 4.1.50.01). Once it is built, the changes are permanent – the owners can change but the neighbors are still stuck with their profiteering decisions.

EXHIBIT O - 60

I would also remind you that RS20 and the 2020 plan specifically zoned this area for FAMILY: everything about the proposal specifically targets students and removes all standards for family living. If they want to target a fast-growing population with specific needs, why not renovate the existing building for senior citizens, retirees with families, or assisted living? They would all fit into our neighborhood much better, actually improve the quality of living for the other permanent residents and reduce the impact on traffic!

In conclusion, I must ask you to give our Neighborhood the opportunity to work out a reasonable solution to this proposed development. It is no accident or "poor planning" that caused this meeting to come mid-December, when everyone is very pressed for time. The fact that we all took the time to make our feelings known should encourage you to give us more time. I know you have your own deadlines to meet, so the only solution I can find is to **deny this proposal, let us work together and come up with more realistic alternative that still provides a good return on investment, but does not permanently damage our historic College Hill Neighborhood.**

Thank You,

Jack Wolcott

2700 nw Arnold Way (2 blocks away, at one of the entrance / exit points for parking!)

Corvallis, Or. 97330

EXHIBIT O - 61

December 14, 2011

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 oppose the proposed plan for *Harrison Apartments (PDL011-00004)* and recommend that that **Planning Commission deny the following variances** for the plan.

Variance #1 LDC Section # 3.8.30.01.e
Standard 10ft setback **Variation** 9 ft setback

Variance #2 LDC Section # 3.8.50.02.a
Standard – 4,368 sq.' Private Outdoor space **Variation** – 1,627 sq.' Private Outdoor Space

Variance #4 LDC Section # 3.8.50.03a
Standard – 24,500 sq. Ft. of Common Outdoor Space required
Variation – 16,162 Sq. Ft. of Common Outdoor Space

Variance #7 LDC Section # 4.2.40.a
Standard – 7.5-ft. parking lot landscape buffers
Variation – 5-ft. parking lot buffers. No buffers proposed in two locations

Variance #8 LDC Section # 4.2.30, Table 4.2-2
Standard – 6 parking lot trees **Variation** – 4 parking lot trees

Variance #9 LDC Section #4.2.40.b
Standard – Landscape islands at lease 8-ft. wide **Variation** – Landscape islands 6.5 ft. wide

Variance #13 LDC Section # 4.4.20.03.c
Standard Through lots must have a 20-ft planting screen easement
Variation – No planting screen easement

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

Objection to Variance Trade-off Mitigations
I recommend the Planning Commission reject the proposed level of density as the variance trade off mitigation. All of these variances create a burden on the City that outweigh the benefits of increased density near the University for the following reasons:

1. **Stormwater to Wastewater Plant -** The stormwater runoff from the proposed site drains directly by municipal pipes to the City Wastewater Treatment Center.
2. **City Out of Regulatory Compliance and on Probation -** The City Wastewater Treatment Center is currently out of state and federal compliance with the total maximum daily load for heat and is on a 5-year probation period to comply.
3. **Allowed amount of heat is fixed and not dependent upon density -** The amount of heat allowed from the Treatment Plant into the river is fixed and is not dependent upon population or density.

4. **Amount of heat increases with amount of stormwater -** The greater the amount of stormwater that flows into the Treatment Center, the greater the amount of heat will be generated in the wastewater drainage to the Willamette River, increasing the burden penalties on the City.
5. **Approving Variances listed above increases stormwater flow to wastewater treatment center and increased code non-compliance by the City** – Landscaping and setback codes were not designed simply to make sites pretty and to improve the standard of living for the inhabitants. One fundamental reason for increased soil areas, increased plant materials – especially trees, and detention facilities that allow stormwater infiltration is to decrease the amount of stormwater runoff that flows to the treatment center and places the City at a financial burden and a regulatory risk.
6. **The variances allow much less landscaping and stormwater infiltration area into soils than was planned by code** – Variances 1,2,4 7,8,9 and 13 critically restricts the amount of stormwater from infiltrating into soils, being captured by plant materials for transpiration, or settling on tree and shrub biomass for evaporation. Variances will allow this stormwater, possibly hundreds of thousands of gallons per year, to drain to the Treatment Plant. Our LDC protects our entire community from this burden. These variances will place that burden squarely on the entire community.
7. **Soils will allow some infiltration and the burden for seeking an infiltration permit is not an excuse for a variance** – Contrary to the results of the engineering soils test, neighbors in the College Hill area have installed infiltration facilities and the infiltration facilities have worked just fine. Also, those skilled at installing infiltration facilities know that you can design them to function in poor draining soils. Third, a detention facility does not have to drain all of the water, just some of the water. Without infiltration built into the stormwater facility, all of the stormwater will flow to the wastewater treatment facility for costly and out-of-compliance treatment.

Landscape Plan Removes Citizen Planted Streetscape Trees – PROTECT THESE TREES. Four native Big Leaf Maples were funded and planted in the planting strips adjacent to Short and 27th Streets by College Hill neighbors, the local Sierra Club, and the Corvallis Odd Fellows. City staff designated one of the trees on the west side of 27th Street to be protected. A second Big Leaf Maple located on the east side of 27th Street should also have been designated as protected. Two trees on the south side of South Street should also be designated as protected. These trees are all in excellent health and create far greater canopy shade protection for the street, increased stormwater uptake value for the City and will eventually become specimen street trees. These trees will be far superior to any tree in the current proposed plan and a be a benefit to the entire community. I request the Planning Commission direct staff to protect all four, citizen-planted Big Leaf Maples located adjacent to Short and 27th Streets.

Previous testimony on Tree selection in Landscape Plan - I continue to stand behind my comments in my email included in your packet about the trees selected in the landscape plan.

Leave Record Open for One week - I also request that the record be left open for further testimony for one week.

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13 November 2011

Subject: Proposed Harrison Apartment Development—Please Vote NO—save for mixed housing.

Dear Planning Commissioners:

I think most of us recognize that the old hospital property needs to be redeveloped. The proposed Harrison Apartment Development, however, cannot be built without granting significant variances which will allow it to be too big for an area where two major thoroughfares are converging and traffic is already heavily impeded by parked cars, pedestrians and bicycles during the school year.

The historic districts of Corvallis, including the University's older sections, the Monroe corridor, and our historic neighborhoods represent the heart and soul of this town. They represent the very essence of livability that we strive to preserve for our community. The fact that a few people have mandated a significant increase in the student population does not mean that we should abandon our Vision 2020 goals to solve a problem that has been thrust upon our community.

The proposed variances, if allowed, will permit the development of a project that will add 300+ people and their cars to those two acres and the short, narrow streets that serve them. I cannot see how this won't affect the livability and long-term viability of the surrounding neighborhoods, *especially* given the awkward street access to the parking lots and the potential overflow parking needs. (See map and route to parking lots attached).

I ask you to reconsider this development site and to save it for its original intentions—a mixed housing development. I think our community would be more sanely served by creating a development for graduate students and young faculty members who would also like to live near campus. We should leave the high-density undergraduate housing for areas where there is more room for parking and more outdoor space than this site can facilitate.

I ask you to please not allow the requested variances.

Sincerely,

Cindy Paden

Cindy Paden
120 NW 28th Street
Former OSU employee
Husband employed by OSU

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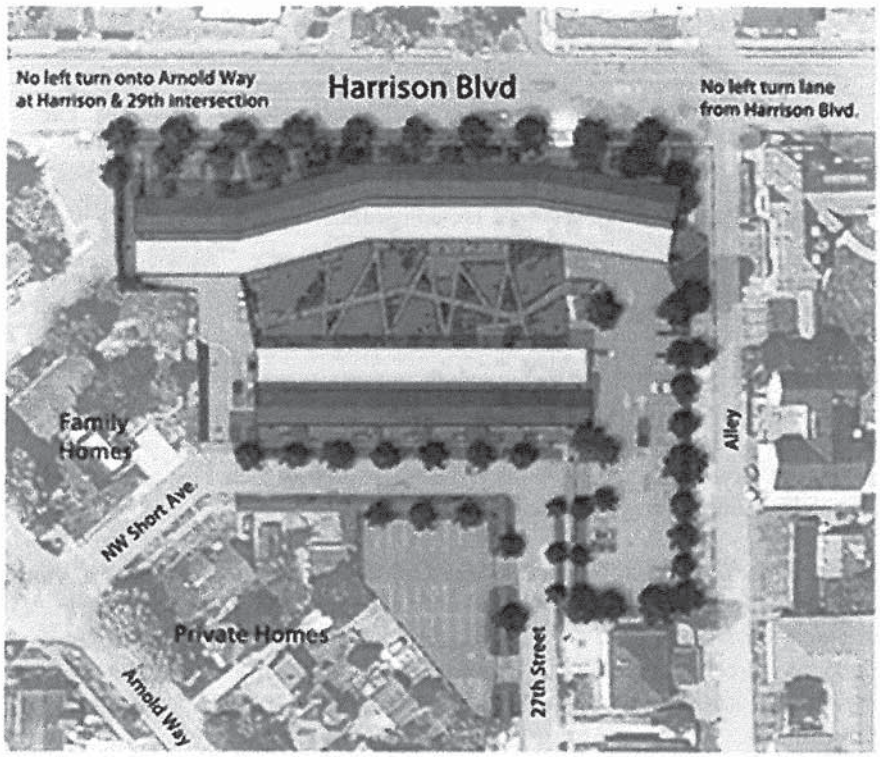
EXHIBIT O - 64


No left turn onto Arnold Way
at Harrison & 29th intersection
Harrison Blvd
No left turn lane
from Harrison Blvd.
Family
Homes
NW Short Ave
Private Homes
Arnold Way
27th Street
Alley

NW Fillmore Ave
NW Taylor Ave
NW Polk Ave
NW Tyler Ave
NW Harrison Blvd
NW Short St
NW Arnold Way
NW Jackson Ave
NW Johnson Ave
NW Orchard Ave
SW Campus Way
NW Van Buren Ave
NW Coolidge Way
NW Kings Blvd
NW 27th St
NW 26th St
NW 25th St
NW 23rd St
NW 22nd St
NW 31st St
NW 30th St
NW 33rd St
NW 32nd St
NW 34th St
Sigma Alpha
Epsilon Fraternity
Acacia
Fraternity
Chintimini
City Park
St Mary's
Catholic Church
Delta Gamma
Sorority
Chi Phi
Fraternity
Pi Kappa Phi
Fraternity
Delta Upsilon
Fraternity
Sigma Kappa
Sorority
Fred Meyer
Albani Bros
Coffee
Domino's
Pizza
Burt Hall
Wilkinson
Hall
Cordley Hall
Bates Hall
Kelley
Engineering
Center
Weniger Hall
Gleeson Hall
Bexell Hall
Batchelder
Hall
Kidder Hall
People's
Park
Wilhycombe
Hall
Greenhouses
East
Wingard
Hall
Seed Labs
Crop
Science Bldg
University
Motor Pool
Agricultural and
Life Sciences
Gilmore Hall
Miam Hall
Nash Hall
McMenamins
on Monroe
The Gem
©2011 Google
Map data ©2011 Google

EXHIBIT O - 65

I appreciate your willingness as Planning Commissioners to take on the significant responsibility of considering the impacts projects will have on Corvallis and the surrounding community. Please allow me to begin by thanking you for devoting your time to decisions that will have significant near and long term impacts on you and your neighbors. Thank you.

In the near term, you play an important role in helping to create living wage jobs and profits for investors. In the long term, you will create significant impacts on livability in Corvallis. Some of these impacts may not be so positive. Or the positive impacts – such as providing affordable housing -- may only occur if there are mechanisms by which promises made will be promises kept. And some of the impacts will be elusive because they are incremental now, but when added to other decisions to be made in the future could have significantly cumulative impacts on the quality of life and community resources.

With these impacts in mind, I am neither a supporter nor an opponent of the project. However, I am hopeful that the Planning Commission will be able to answer a number of questions regarding this proposal, and that is why I am here tonight. I am hopeful that before you either approve or deny this project you are able to take the appropriate time and gather the necessary information to adequately answer a number of questions that are raised about this project.

Here are the questions that I have that I hope you will be able to answer before making a decision about this project.

Parking

What assurances do you have that the developer and subsequent residents and owners over the project's lifespan will both live up to the promises of minimizing the use of cars and parking? Specifically:

- Can any of the parking arrangements currently included in the proposal be changed by those who own the project in the future?
- If so, under what process?
- Will current and future owners be able to reconfigure parking spaces in such a manner that eliminates spaces because they turn out to be too small thereby creating more parking pressure on the neighborhood?

What provisions will be in place now, and in the future, to ensure that those who live in the project will not park in surrounding neighborhoods?

- What teeth do the developer – and all future owners of the project – and the City have to prevent renters from parking their cars wherever they choose?

Since in working with the University the City has indicated that it will re-examine the current parking regime in the neighborhoods adjacent to the campus, how will the City consider the cars and parking pressure it creates as a result of approving this project?

- Will they be considered the same as cars that currently belong in the existing parking district?
- Will they be considered the same as cars that currently belong in adjacent neighborhoods but may be in existing neighborhoods?
- Can the City provide any assurances that any cars associated with this project will not be considered for inclusion in existing or future parking districts?
- What impact does the decision to significantly increase the number of individuals with cars in the College Hill Neighborhood have on future College Hill parking restrictions?
- Are the parking restrictions agreed to by the developer only good for as long as the developer owns this project, and for as long as the current parking restrictions remain in place?
- If on-site parking were provided to all those who rented bedrooms in this project, what is the actual number of beds this project could support, assuming standard parking arrangements – no tandem parking? Shouldn't this be the starting point for considering a project?

Open Space

Given the variances sought by the developer regarding open space, what requirements are appropriate to address the impact this development will have on the City's parks?

- Specifically, will the project sponsors be required to finance additional parks investments as the University did to the tune of approximately $600,000 when it recently constructed the "INTO" residence hall on the OSU campus? If not, why not?

Traffic

Of its own, this project may not justify the restructuring of Harrison, or the placement of a traffic signal at 30th and Harrison. But, what will be the project's cumulative impact on traffic?

- Will this project be a contributing factor in the future when combined with other projects, and if so, how will the City ensure that the project developers bear an appropriate share in the cost for those facilities?

Submitted by:

Jock Mills
249 NW 31st Street
Corvallis

TESTIMONY
IN OPPOSITION

To: City of Corvallis
Planning Commission

From: Deb Kadas
3105 NW Jackson Avenue
Corvallis

Date: 12.14.11

Re: Proposed Harrison Apartments

EXHIBIT O - 68

To: City of Corvallis Planning Commission
From: Deb Kadas, 3105 NW Jackson Avenue
Date: December 14, 2011
Re: Proposed Harrison Apartments

TESTIMONY IN OPPOSITION

The old Good Samaritan Hospital building and site is ideal for rehabilitation, or redevelopment, and can easily be adapted to meet the growing needs of the Corvallis community. As per the Comprehensive Plan, the lots are zoned RS-20, and are intended to provide multifamily housing to meet the needs of all Corvallis citizens.

While I am not opposed to development, I am opposed to the Harrison Apartments application This proposal is for two massive dormitories, not multi-family apartments. This type of development belongs on campus, not in a city neighborhood. This proposal violates our City's Land Development Code and the Comprehensive Plan, is out of step with the Corvallis Vision 2020 goals, and ignores the OSU/City Collaboration efforts to ease the already-existing, extreme traffic, parking and livability problems near campus.

This Application Violates Land Development Codes

LDC 2.5.40.04 requires Planned Developments to demonstrate compatibility with surrounding uses. This site is in the heart of Corvallis' older, established neighborhoods. It is surrounded by a church and single-story school to the north, older traditional fraternities and sororities to the east, and single-family homes to the south and west, including the designated College Hill West Historic District. A few blocks further south is the designated historic OSU Historic District. I respectfully disagree with the staff report that this development is compatible with surrounding neighborhoods, especially in the following areas:

- **Compensating Benefits** – Because the proposed development is more than double what is required by RS-20 zoning, the applicant requests 15 variances from our Land Development Code, and that's 15 too many in this easy-to-develop location. If the buildings were smaller, and housed less people, the application could still meet all the RS-20 zoning and land use codes and NOT need the variances. The parking and open space variances will especially negatively impact surrounding neighborhoods and the "compensating benefits" will do nothing to mitigate already-existing known problems.
- **Basic site design –** Shoehorning two buildings longer than football fields on this site is totally incompatible with surrounding, historic neighborhoods. Do not be deceived by close-up illustrations. The height, mass and scale of these two buildings are incompatible with the 1, 1-1/2 and 2 story homes in the surrounding neighborhoods. Even most of the fraternities and sororities are 2-story, with 3rd stories (if they have them)

EXHIBIT O - 69

located in dormers in roofs. The proposed buildings would dwarf every nearby building. Furthermore, the buildings' east-west orientation compromises solar exposure on Harrison.

Existing patterns of development in older, traditional neighborhoods are important and are also being ignored. The old hospital and multiple accessory buildings articulate in and out from the street, breaking up the space and providing visual relief. The proposed massive buildings destroy the existing patterns of development, and ignore the repetition of smaller existing building facades alternating with open/green spaces.

- **Visual elements** – Vertical siding, standing seam metal roofs and metal-framed sliding windows are not compatible with the horizontal siding, asphalt shingle roofs, and divided-lite windows that are predominate in the surrounding neighborhoods. The applicant's token use of brick on some areas of the first floor, likening it to the historic Fairbanks House, is inadequate and insulting. The architectural style proposed is Monolithic Modern, and is not compatible with the surrounding older neighborhood.
- **Noise Attenuation** – No matter how you orient the new buildings, compared to the nursing home, changing the site's use to a dormitory for 279 students will increase noise dramatically.
- **Landscaping for Buffering & Screening** – The proposed parking lot landscaping buffers do not meet current codes. A 6-ft. wood fence is not a substitute for a landscape buffer.
- **Off-site Parking Impacts –** Just because the proposal meets the discounted minimum spaces required by code, every resident of the surrounding neighborhoods can tell you that parking problems already exist, and the 100+ spaces not required for this development will have a dramatic negative impact on off-site parking.
- **Preservation/Protection of Significant Natural Features –** There are at least 4-12 significant trees on this site, which are proposed to be removed. LDC requires all significant trees be preserved. New tree seedlings do not compensate for significant trees in older, established neighborhoods.

This Application Violates the Corvallis Comprehensive Plan

The Corvallis Comprehensive Plan, Article 9, serves as a guide when infill or redevelopment occurs in existing neighborhoods. The following policies from the CCP are relevant to the current application, and demonstrate the application's incompatibility with the existing neighborhoods.

Goals of Article 9.2 / Neighborhood-Oriented Development

Promote greater variety of housing types within desirable neighborhood contexts:

- To create lifetime housing options and choices within neighborhoods;
- To increase the desirability of long-term tenure in all types of housing; and
- To increase acceptance / desirability / compatibility of diverse housing within neighborhoods.

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

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

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

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

9.3.7 To the maximum extent possible in residential areas, glare from outdoor lighting shall be shielded and noise shall be limited.

9.4.3 The City shall investigate mechanisms to assure the vitality and preservation of Corvallis' residential areas.

9.4.4 The City shall encourage the repair and maintenance of existing dwelling units and shall pursue opportunities to focus financial assistance programs in specific areas of the City on a census tract or neighborhood basis.

9.4.6 The City shall maintain minimum standards for multi-family units that encourage the development of units designed for long-term family living. Factors which need to be considered include privacy, child and adult recreation areas, variety of building design, play space / open space, and landscaping.

9.4.9 Residential development should consider and accommodate to the maximum extent possible, the future needs of senior citizens.

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

9.7.1 The City shall encourage the rehabilitation of old fraternity, sorority, and other group buildings near OSU for continued residential uses.

9.7.2 The City shall encourage OSU to establish policies and procedures to encourage resident students to live on campus.

This Application Violates Corvallis Vision 2020 Goals

"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 to improve transportation choices, provide housing for a diverse population within safe attractive neighborhoods, and maintain resource lands, natural areas, and recreational open spaces."*

This Application Directly Conflicts with the OSU/City Collaboration Effort

City and OSU leaders agree that focused and collaborative efforts are needed to address the impacts of OSU growth on community livability, especially in those neighborhoods near campus.

Severe parking problems in the neighborhoods surrounding OSU are a fact. Most OSU students bring their cars to Corvallis so that they can commute home, and despite the developer's good intentions, with only 164 spaces for 279 students, this development will likely add a minimum of 100+ cars to the surrounding neighborhood. In addition, some students will elect to not use the development's fee-based parking, and instead elect to park their car long-term in the surrounding neighborhoods. 100 cars, parallel parked in the street, will add at least ½ mile of parked cars to the surrounding neighborhoods.

Summary

Corvallis is the typical college town that out-of-town developers look to exploit. Developers think they can take advantage of weaknesses in our processes and ignore the planned growth that our citizens envision. **There is absolutely no reason why this development can't meet our Land Development Code and Comprehensive Plan, other than the developer's desire to maximize profit**. **And profit is NOT a criterion for approval of development.**

Planning Commissioners are appointed by our City Council to represent the interest of all of Corvallis citizens and enforce our development codes. Based on the numerous violations of the Land Development Code and the Comprehensive Plan, the Planning Commission should vote "no" on this particular proposal. Insist that the developers either A) build this sort of development on OSU property, or B) go back to the drawing board and come up with a different plan that meets our city's codes, is compatible with surrounding neighborhoods, and benefits our entire community. In addition, the Planning Commission should deny the re-plat, as it is the re-plat that supports this misplaced, monolithic development in the first place.

Thank you very much for your time and consideration.

Deb Kadas

Corvallis Planning Division
Staff Report to the Planning Commission,
December 2, 2011
Public Hearing: December 14, 2011
Planner: Bob Richardson: (541) 766-6575

Harrison Apartments

(PLD011-00004 and SUB11-00001)

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

REQUEST: The applicant seeks 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 this application, the applicant requests to vary from 15 development standards. A summary of requested variations is provided on page 4 of this report. 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 / ACRES: 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.

EXHIBIT P - 1

COMPREHENSIVE PLAN: High Density Residential

ZONE: High Density Residential with a Planned Development Overlay; PD(RS-20). The site is also within the North Campus Area overlay.

PUBLIC COMMENT: 179 public notices were mailed, and the site was posted on November 23, 2011, informing the public of the options for commenting on the project and participating in the public hearing. As of December 1, 2011, 1 piece of written testimony was received **(Attachment E)**.

ATTACHMENTS

A. Application Materials

B. Site Related Maps and Plans

C. Staff Identified Review Criteria

D. Administrative Decision Regarding Parking Reductions

E. Written Testimony Received by December 1, 2011

SITE AND VICINITY

The address for the subject site is 2750 NW Harrison Blvd. It is roughly an L-shaped property between the south side of NW Harrison Blvd and the north side of NW Short Avenue. NW 27th Street runs north to south, and abuts a portion of the west side of the site, and a public alley running north to south abuts the east side of the site. The site is approximately 2 blocks north of the OSU campus and 1 block south of Chintimini Park.

The site and all lots abutting and adjacent to it are designated for High Density Residential development on the Comprehensive Plan Map, and are intended to provide for family and group residences at a high density. The Comprehensive Plan designation is implemented on the site and surrounding sites by the RS-20 Zone **(Attachments A.101, 102)**. The subject site is part of a previously approved Conceptual and Detailed Development Plan (Planned Development) associated with the Heart of the Valley building, which is currently on the site, but vacant **(Attachment B.4)**. The applicant seeks a Major Modification to the Planned Development through the current application. The site is also within the North Campus Area Plan (NCAP) overlay, established in 1992. The NCAP re-zoned certain areas within the plan area's boundaries and introduced the Medium Density Zone (RS-9(U)) and the Medium-High Density Zone (RS-12(U). However, the underlying zoning of

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the subject site remained PD(RS-20). There are no development standards or review criteria of the NCAP that apply to the proposed development.

The site is adjacent to the College-Hill West National Register Historic District **(Attachment B.2)**. New development and alterations to structures within the Historic District typically require approval of a Historic Preservation Permit. Historic Preservation Permits are not required for development on the site, because it is not within the Historic District, and is not an individually Designated Historic Resource.

The site is generally flat. It contains four significant trees that are next to the existing building. All trees on the site are proposed to be removed. Other than the noted trees, the site does not contain any regulated Natural Hazards or Natural Features.

PREVIOUS LAND USE REVIEWS AND APPROVALS

1969

A Planned Development (PD-69-7) to expand the Good Samaritan Hospital and hospital site was approved. Over a twenty year period, the hospital was anticipated to increase in size from 85,000 sq. ft. to 290,000 sq. ft., and a portion of the building was planned to be 13-stories tall. Parking was intended to be provided on adjacent lots that would be purchased over time. The area east of the alley was intended to be used by sororities and fraternities **(Attachment B.4)**

1975

The Planning Commission approved a Planned Development Modification (PD-69-7M) to the 1969 approval that changed the approved use from a hospital to a nursing home. The maximum number of residents the facility could served was limited to 200.

1988

The Planning Commission approved a Major Modification to the approved Planned Development to allow approval of a commercial day care facility within the Heart of the Valley building. This application was approved via Order 88-56.

1994

The Planning Commission approved a Major Modification to the Planned Development to allow the construction of an 8-unit apartment at the southeast corner of the intersection of NW Arnold Way and NW Harrison Blvd.. The apartment building was not affiliated with the Heart of the Valley development, but was within the same Planned Development overlay. Work was never begun on the approved apartment building, and this Major Modification approval expired.

1992

In 1992, the City Council approved the North Campus Area Plan (NCAP) (CAP92-1, D92-1, LDT92-1). The NCAP included a Comprehensive Plan Map amendment, a Zoning Map amendment, and a LDC Text Amendment. The NCAP re-zoned certain areas within the

plan area's boundaries and introduced the Medium Density Zone (RS-9(U)) and the Medium-High Density Zone (RS-12(U)) **(Attachment E)**. The subject site is within the NCAP area, however, the zoning of the subject site remained PD(RS-20).

APPLICANT'S PROPOSAL AND SUMMARY OF STAFF ANALYSIS

The application requests approval of a Major Modification to the approved Conceptual and Detailed Development Plan to construct an approximately 105,000 sq. ft. multi-dwelling unit. This apartment complex would be four stories tall (52-ft), and would contain 91 units. The units contain between 1 and 4 bedrooms. The apartment complex would be composed of two wings, connected by a rooftop plaza that also covers surface level parking. In addition to the parking under the green roof, parking would be provided behind the building, on the east side of the site along the existing alley. There is also a parking lot at the corner of NW 27th Street and NW Short Avenue (27th Street parking lot) that will provide additional required off-street parking **(Attachment A.109, 110)**.

Vehicle access to the site would occur primarily from NW 27th Street. Emergency service vehicles would access the site from the abutting alley, and from a proposed fire lane on Short Avenue. Pedestrian access would occur from multiple locations along NW Harrison Blvd, NW Short Avenue, or from the parking area on the building site. Access into the site from the alley is proposed to be restricted through the use of a tire shredder placed across driveway. The shredder would allow vehicles to exit onto the alley, but not enter the site from the alley.

Through a concurrent Major Replat application, the applicant proposes to consolidate multiple legal lots into a single parcel, as shown in **Attachments B.3 and A.126.** The Major Replat application is evaluated in detail in the second part of this report.

Planned Developments provide an avenue to request variations from development standards while remaining consistent with other purposes of Planned Developments while and meeting the compatibility criteria in LDC Section 2.5.40.04. The proposal deviates from 15 LDC and Corvallis Off-Street Parking and Access Standards as summarized in Table 1, below.

Table 1: Summary of Proposed LDC Variations

	LDC Section Number	Standard Summary	Summary of Proposed Variation
1	3.8.30.01.e	10-ft setback	9-ft setback
2	3.8.50.02.a	4,368 sq. ft. of Private Outdoor space required	1,627 sq. ft. of Private Outdoor Space
3	3.8.50.02.e	Private Outdoor Space shall be screened for privacy.	Private Outdoor Space not screened for privacy.

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	LDC Section Number	Standard Summary	Summary of Proposed Variation
4	3.8.50.03.a	24,500 sq. ft. of Common Outdoor Space required	16,162 sq. ft. of Common Outdoor Space
5	3.8.50.03.e	Five, 400 sq. ft. tot-lots required	0 tot lots
6	Corvallis Off-Street Parking and Access Standards	Tandem parking spaces not permitted	Up to 8 tandem spaces
7	4.2.40.a	7.5-ft parking lot landscape buffers	5-ft landscape buffers. None proposed in two locations.
8	4.2.30, Table 4.2-2	6 parking lot trees	4 parking lot trees
9	4.2.40.b	Landscape islands must be at least 8-ft wide	Landscape island 6.5-ft wide
10	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.
11	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.
12	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
13	4.4.20.03.c	Through-lots must have a 20-ft planting screen easement.	No planting screen easement.
14	4.0.100.b	7-ft wide utility easement provided	Not provided in some locations
15	4.0.130.b.1	Detention facilities do not allow storm water infiltration.	Detention piping not designed for storm water infiltration.

The proposal's compliance with applicable LDC standards, and consistency with the purposes and compatibility criteria of Planned Developments will be evaluated in more detail throughout this report. Broadly speaking, many of the requested variations represent trade-offs in space utilization based on the proposed level of density. For example, Private and Common Outdoor space requirements, as well as the amount of vehicle parking are

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all based on the number of proposed dwelling units or bedroom units. With a finite amount of space, requirements for parking and open space begin competing against one another as density increases. The applicant proposes to reduce the amount of Private and Common Outdoor Space, in favor of increased amounts of parking. Similarly, to meet the minimum amount of LDC required parking, based on the permitted reductions in Section 4.1.20.q, the applicant proposes to vary from parking lot landscape buffer standards and to incorporate more compact sized parking spaces than the standard LDC amount.

CRITERIA, REPORT FORMAT & ACTIONS REQUIRED

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

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

Part I

PLANNED DEVELOPMENT MAJOR MODIFICATION

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

A. LDC Chapter 3.8: High Density Residential Zone (RS-20)
B. LDC Chapter 4.1: Parking, Loading, and Access Requirements
C. LDC Chapter 4.2: Landscaping, Buffering, Screening, and Lighting
D. LDC Chapter 4.6: Solar Access Standards
E. LDC Chapter 4.10 - Pedestrian Oriented Design Standards
F. LDC Chapter 4.0: Improvements Required with Development
G. LDC Chapter 2.5: Planned Development

Part G of this report - LDC Chapter 2.5 Planned Development addresses criteria in LDC Chapter 2.5 to determine if the proposal and requested Code variations are compatible with surrounding uses. Evaluation using compatibility criteria occurs last because the compatibility analysis will be informed by analysis of the proposal's compliance with applicable development standards. However, where requested variations from development standards are requested, analysis of the requested variation will occur based on consideration of Section 2.5.40.04.a, which states,

> **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;**

Based on the conclusions reached regarding compliance with Code standards and consistency with applicable compatibility review criteria, the Planning Commission is asked to either approve, approve with conditions, or deny, the request.

A. RS-20 ZONE

PURPOSE AND PERMITTED USES

The High Density (RS-20) Zone implements the High Density Residential Comprehensive Plan designation, which requires 20 or more dwelling units per acre. The proposed 91-unit apartment complex would be built on a 2.08 acre site, including the parking area on the

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west side of NW 27th Street (27th Street parking lot), resulting in a density of 44-units per acre. The minimum required density of 20-units per acre is achieved. A variety of residential, civic, and commercial uses are permitted in the RS-20 zone. The proposed residential apartment building is classified as a multi-dwelling residential building type, and is permitted outright in the RS-20 zone. The applicant proposes to use the adjacent 27th Street parking lot to provide some of the required vehicle parking associated with the apartments. Required off-street parking is an accessory use permitted outright in the RS-20 zone.

3.8.30 - RS-20 DEVELOPMENT STANDARDS

Land Development Code Chapter 3.8 - High Density (RS-20) Residential contains standards that apply to development in the RS-20 zone **(Attachment B)**. The minimum required density is 20 units/acre, and there is no maximum density. If the Major Replat request to consolidate lots is approved, the resultant lot where the building would be constructed will be approximately 400-ft along. This complies with the 25-ft minimum required lot width. The proposed building is approximately 52-ft tall, complying with the 65-ft maximum height restriction of the RS-20 zone.

e.	**Setbacks**	
	1. Front, Side Yard, and Rear Yard **Unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained.** **Interior attached townhouses exempt from interior side yard setbacks.**	**10 ft. minimum, except that portions may be reduced to 5 ft. provided that:** **1. The 5 ft. setback is applied to 50 percent or less of the building face related to a yard space;** **2. An average 10 ft. setback shall be provided along the building face; and** **3. Where buildings exceed a length of 60 ft or exceed 3 stories, the above yard requirements shall be increased at a rate of 1 ft. for each 15 ft. of building length over 60 ft. and 2 ft. for each story over 3 stories.**
	2. Maximum Front Yard Setback	**25 ft.; interior buildings within a development are exempt from this requirement.**
	3. Side and Rear Yard Setback Adjacent to Low Density Residential zones	**Equal to most restrictive setback in the Low Density Residential zone.**
	4. Corner Lot **See also "k," and "l," below.**	**10 ft. minimum on side abutting the street. Vision Clearance Areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.**

Both LDC Chapter 3.8-High Density (RS-20) Residential and LDC Chapter 4.10 - Pedestrian Oriented Design Standards (PODS) regulate building setback distances. As shown in LDC Section 3.8.30.01.e, above, the RS-20 zone requires a minimum 10-ft

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setback in the Front, Side, and Rear yards, and allows up to a 5-ft setback based on the provisions in Section 3.8.30.01.e.1. The maximum building setback is 25-ft. Section 4.10.60.01.a.2 in PODS allows up to 50% of a building front to be placed beyond the maximum setback distance, if a open courtyard space is provided in front of the building.

The setback distance along NW Harrison Blvd ranges from 28-ft at the west end of the building, to just over 5.5-ft near the center of the building **(Attachments A.15, 109)**. The portion of the building with 5.5-ft setbacks is 120-ft long, or 33% of the building length. This conforms to the setback standard in 3.8.30.01.e.1, which limits setback distances less than 10-ft to be applied to no more than 50% of the building face. Based on setback measurements taken from each end of the NW Harrison Blvd elevation, and the "kinks" in this facade (28-ft, 28-ft, 5.5-ft, 5.5-ft, and 21-ft) the average setback distance from the north property line is approximately 17.5-ft. This distance complies with the standard in Section 3.8.30.01.e.2.

Section 3.8.30.01.e.3 requires building setbacks to be increased for larger buildings. This standard states,

Where buildings exceed a length of 60-ft or exceed 3 stories, the above yard requirements shall be increased at a rate of 1-ft for each 15-ft of building length over 60-ft and 2-ft for each story over 3 stories.

The north side of the building is approximately 356 long. This 356-ft long building exceeds 60-ft by 296-ft. Dividing 296-ft by 15-ft equals 19.7-ft, meaning that the setback requirements in Section 3.8.30.01.e, must be increased by 20-ft based on the building's length. Additionally, because the proposed building is five stories tall, the yard requirements must be increased an additional four feet (2-ft for each story above three stories). In total, the required setback distance along Harrison Blvd must be increased by 24-ft above the 5-ft minimum setback at some point along the proposed building. The application graphics indicate that the west portion of the building will be setback 28-ft 10-inches, which satisfies Section 3.8.30.01.e.3. The setback standards in Section 3.8.30.01.e.1 require the building to exceed the 25-ft maximum front yard setback distance by 4-ft. As this is a requirement of the LDC, it is not necessary to request to vary from this standard.

In summary, the RS-20 setback standards are met on the north side of the building because less than 50% of the building has a 5-ft setback, the average setback is greater than 10-ft, and the west portion of the building is setback nearly 29-ft.

The applicant requests to vary from the 10-ft minimum setback standard on the south side by one foot. Setback distances are measured from the nearest vertical wall facing a property line. On the proposed building, the nearest vertical wall is on the upper stories, and the ground floor story is recessed. The application states that there will not be negative impacts from a 9-ft setback because the first story will be recessed approximately 14-ft

from the south property line. This requested variation is discussed further in Section G of this staff report.

Twelve significant trees are growing on the site, and all are proposed to be removed. Since the site is not within a Protective Significant Vegetation Area identified in the Corvallis Natural Features Inventory, the Significant Trees are subject to the provisions in LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Section 4.2.20.d addresses the protection of Significant Trees.

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

Section 4.2.20.d calls for trees to be preserved to the *greatest extent practicable*, but does not require Significant Trees to be preserved. It would be difficult if not impossible to preserve the trees on the site through the process of demolishing the existing building and developing the site as proposed. Though not required in order to comply with Section 4.2.20.d, or 3.8.30.01.o, the proposed landscape plan includes more trees than are growing on the site today, and this will compensate for the loss of the existing trees.

Outdoor components such as heat pumps and air conditioning units are not proposed. The site is not within a flood hazard area, and it does not contain any other protected Natural Hazards or Natural Features. The Minimum Assured Development Area provisions do not apply because there are no Natural Hazards or Natural Features on the site. Off-street parking is addressed in Section B of the report. Given the above, the criteria in Section 3.8.30.01.l - n, p, and q do not apply. Landscaping requirements are addressed in Sections B, C, and D of this report. Required Green Area, Private Outdoor Space, and Common Outdoor Space are addressed later in this section of the staff report.

3.8.30.02 - STRUCTURE HEIGHT AND BUILDING MASS

Consistent with the criteria in Section 3.8.30.02 **(Attachment C)**, the building is less than 65-ft and less than 5-stories tall. The site is only adjacent to properties zoned RS-20, therefore the height transition areas in Section 3.9.30.02.b do not apply.

3.8.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

The proposed structure includes north and south residential wings connected by a roof structure **(Attachments A.109, 110)**. The roof provides required outdoor space and also covers a parking area below it. For ease of identification, this report, and the application, refer to the north and south wings as separate buildings. However, the entire structure (north and south wings, and green roof/parking cover) are part of a single building. For this

reason, the provisions in Section 3.8.40 regarding multiple buildings on a lot or site do not apply.

3.8.50 GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

The RS-20 zone allows up to 75% of the lot area to be covered with buildings, parking, and vehicle circulation areas. Per LDC 3.8.30.01.I, a minimum of 25% of the lot area is required to be maintained as permanent Green Area. Green Area includes vegetated landscaping, and site elements such as sidewalks, plazas, and unenclosed patios.

3.8.50.01 - Green Area

a. A minimum of 25 percent of the gross lot area and a minimum of 15 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 75 percent maximum lot/site coverage standard of Section 3.8.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.

b. Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.

c. The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and to provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.

Green Area is defined in LDC Chapter 1.6 - Definitions as:

Green Area - Includes a site's landscaping, private preservation areas, and/or pedestrian amenities such as sidewalks, plazas, multi-use paths, unenclosed patios, and decks. Does not include areas covered by buildings, covered structures enclosed on one or more sides, parking areas, or vehicle circulation areas.

The application narrative includes the following table detailing the locations and amounts of proposed Green Area **(Attachment A.44)**.

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Table 2: Applicant's Summary of Green Area

Green Area Locations	Green Area (Sq. Ft.)	% of Total Site	Landscaped Area (Sq. Ft.)	% of Total Site Landscaped
Roof top courtyard	14,368	15.8%	9,092	10%
Harrison Blvd courtyards	6,615	7.3%	3,490	3.8%
Short Ave courtyards	4,004	4.4%	784	0.9%
Parking lot landscaping and walkways	5,132	5.7%	4,4446	4.9%
Side Yards	3,312	3.7%	1,854	2.0%
Totals	*33,431*	*36.8%*	*19,666*	*21.7%*

As shown in the above table, and the landscape plan on **Attachment A.114**, 33, 431 sq. ft. of the site (including the 27th Street parking area) is Green Area. This includes 14,368 sq. ft. on the rooftop plaza. The above table shows that 37% of the site is Green Area, 22% of the total site is landscaped with vegetation, and 63% of the total site is covered with buildings or vehicle parking areas (not including the area under the rooftop plaza). Given the above, the proposal satisfies applicable lot coverage and Green Area standards which limits lot coverage to 75% of the site.

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.

Section 3.8.50.02.a requires private open space to be provided at a ratio of 48 sq. ft. per dwelling unit. The proposed building contains 91 units, requiring a total of 4,368 sq. ft. to achieve the minimum amount of required private open space. The applicant requests to

vary from this standard and proposes 1,627 sq. ft. of private open space (35% of required minimum) in the form of 23 porches / stoops that are either located on the ground floor facing SW Harrison Blvd and SW Short Avenue, or open onto the rooftop plaza **(Attachments A.63, 72, 95, and 123,)**. The porch areas range in size from 57-ft to 104-ft., and would be directly accessible by door from the interior of the dwelling unit served by the space. The private spaces would be distinguishable as private space through the use of raised steps and patio areas directly in front of private entrances. However, the private outdoor spaces would not be screened, but would rather flow into the adjacent public streetscape or rooftop plaza **(Attachments A.114)**. To count the porches/stoops as private outdoor space, flexibility with the requirement in Section 3.8.50.02.d is needed.

The applicant addresses the requested reduction in Private Outdoor Space in the application narrative **(Attachment A.95)**. Staff analysis of this request is provided below, in conjunction with analysis of the applicant's request to reduce the amount of required Common Outdoor Space.

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 shown in Table 3, below, a minimum of 24,500 sq. ft. of Common Outdoor Space would be required to meet the standard in Section 3.8.50.03.a. The applicant requests to vary from the Common Outdoor Space standards above and proposes to provide 16,162 sq. ft. of Common Outdoor Space, which is 8,338 sq. ft. less than the minimum requirement **(Attachment A.95)**.

Table 3: Common Outdoor Space Calculations

Apartment Type	Quantity	Sq. Ft. of Outdoor Space / Unit	Required Common Outdoor Space
4- Bedroom	26	300	7800
3-Bedroom	37	300	11100
2-Bedroom	27	200	5400
1-Bedroom	1	200	200
Total			**24500**

The applicant addresses the proposed reductions in Outdoor Space in **Attachment A.95**. In summary, the applicant states that a reduction in Outdoor Space is appropriate on the subject site because it is near Chitimini Park and the OSU Campus, and the reduced outdoor space allows for higher density on a site where high density is appropriate. Chintimini Park is a 7.4 acre public park with grassy areas, playing fields, and volleyball courts. It is assumed that most apartment residents will also be OSU students, who would have access to the outdoor recreation opportunities provided on campus, and indoor facilities such as those in Dixon Recreation Center. To compensate for the proposed reductions, the applicant proposes to provide more outdoor amenities than required by Code. Proposed amenities include barbecue grilles, picnic tables, a bocce ball court, and outdoor seating areas. The applicant also notes that a 1,615 sq. ft. indoor community room is proposed, which will provide benefits to residents, especially during inclement weather.

Staff discussed with the applicant a variety of options for providing Private and Common Outdoor Space, including the use of balconies. The applicant chose to propose the package of Outdoor Space and amenities described above, and offered the compensating benefits noted above. Staff concur with the applicant's analysis and support the proposed reductions to Private and Common Outdoor Space. While the quantity of Outdoor Space is less than the LDC minimum, the quality is better, in terms of amenities provided, than required by the LDC. The higher quality Common Outdoor Space will be augmented by the indoor community room and nearby outdoor space areas on the OSU Campus and Chintimini Park. Allowing reduced Common and Private Outdoor Space based on the site's location is consistent with the characteristics of a comprehensive neighborhood as described in Corvallis Comprehensive Plan (CCP) CCP 9.2.5.c. The policy states that 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. Reducing Common and Private Outdoor Space on the site allows for a higher density in a location well suited for the density level proposed. The structure and form of the neighborhood are upheld by Chintimini park and by the proposed Green Area and landscaping on the perimeter of the site, especially the proposed courtyard areas along NW Harrison Blvd and NW Short Avenue. A reduction in Outdoor Space will, therefore, not negatively impact surrounding uses, and higher quality Outdoor Space will compensate apartment tenants for the smaller area provided on site.

The proposed private outdoor spaces are in the form of porches/stoops on the ground floor along public streets and the rooftop plaza. These areas will be identifiable as private spaces because they are raised above ground level and lead directly to private entrances. The design of these spaces does not include privacy screens, but rather is characterized by its unimpeded connection to public areas. This type of design which does not include privacy screens as required by Section 3.8.50.02.d, is supported by CCPs 9.2.5.h and "I". Policy 9.2.5.h encourages buildings to be constructed with entrances close to streets and oriented toward public areas. Policy 9.2.5.i encourages buildings to be designed with openings and windows that overlook public areas. The proposed design is consistent with these policies. By facilitating more interaction between the building and the street, the pedestrian environment is improved and security is enhanced. These benefits compensate for the omission of privacy screens around the Private Outdoor Space areas.

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

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.

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 compliance with Section 3.8.50.03.b, the application states that all common outdoor space areas will be at least 400 sq. ft., with minimum dimensions of 20-ft by 20-ft. The application states that the smallest common outdoor space component is 1,794 sq. ft. **(Attachment A.45)**. In compliance with Section 3.8.50.03.c, the common outdoor spaces contain gathering spaces including picnic and barbecue areas, a bocce ball court, and space for more active activities such as "playing catch" with frisbees or balls. The application states that no common outdoor areas are within buffer, or perimeter yard

setback areas **(Attachment A.185)**. Thus, the design conforms with the standard in Section 3.8.50.03.d.

Section 3.8.50.03.e requires one children's play area, or "tot-lot" for every 20 units. For the subject proposal, five, 400 sq. ft. child play areas or "tot-lots" would be required, or the play areas could be combined as long as 2,000 sq. ft. of Common Outdoor Space were dedicated to play areas. Each tot-lot would be required to be surrounded with a 2.5 to 3-ft. enclosure.

The applicant has designed, and intends to market the apartments to "young college students", because of the site's close proximity to OSU **(Attachments A.95, 96)**. It is assumed, that few, if any, of the tenants that would chose to live in the apartments would have children, making tot-lots an unnecessary feature. Based on this assumption, the applicant requests to vary from the standard that requires tot-lots. Instead, the applicant proposes to develop the rooftop plaza with multiple amenities, including open grassy areas, barbeque grilles, picnic tables, benches and a bocce-ball court. These areas and amenities are more than required by Section 3.8.50.03.c, and could be used by a wide variety of ages. The applicant also correctly notes that Chintimini Park, which contains extensive play equipment for children of multiple ages, is one block from the subject site.

Staff support the request to not provide tot-lots. This support is based on the assumption that very few children will reside in the apartment complex, the provision of additional on site amenities, the indoor recreation room, and the close proximity of the site to Chintimini Park.

3.8.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;

b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;

c. Enhancing park sites adjacent to the convergence of sidewalks and/or multi-use paths;

d. Enhancing recreational opportunities near neighborhood commercial activity centers; and

e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.

Of the above criteria used to determine where to place Green Area, only “e” is applicable. Most of the Green Area is composed of street level courtyards and the rooftop plaza. These areas provide sufficient space, and amenities to enhance passive relaxation and recreation opportunities for apartment residents and visitors. As such, Section 3.8.50.06 is satisfied.

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

The applicant has submitted two parking plans. Option A would provide 179 parking spaces and Option B would provide 164 spaces **(Attachments A.196, 197)**. In both options, the layout is the same, the difference in the number of spaces is a result of the size of proposed parking stalls. The proposed parking numbers also include 1 space that would be dedicated to a car used for a car share program. Each option is evaluated below against applicable provisions in LDC Chapter 4.1, and the Corvallis Off-street Parking and Access Standards. As reflected in **Condition of Approval 2,** if the Planning Commission finds that either of the plans satisfies applicable review criteria, the Planning Commission is asked to approve one of the plans, or, if possible, condition one of the plans to satisfy the applicable review criteria.

4.1.20 - General Provisions

Section 4.1.20 contains provisions that apply generally to off-street parking. Review criteria most pertinent to the subject application are provided below, a complete list of General Provisions is found in **Attachment C**.

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

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

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

k. **Unassigned Parking in Residential Zones -**

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

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

l. **Bedroom Size Determination - Multi-dwelling units having a bedroom in excess of 160 sq. ft. shall provide added vehicle and bicycle parking of 0.5 parking spaces per oversized bedroom.**

As required by Section 4.1.20. a and "c", the proposed development would provide off-street parking. Vehicle parking would be located in three areas: covered parking under the rooftop plaza, surface parking along the alley on the east side of the subject site, and surface parking on the west side of 27th Street (27th Street parking lot). The location of parking areas is consistent with Section 4.1.20.j, which states that parking shall not separate buildings from streets. Per LDC Section 4.1.20.j, parking in the RS-20 zone may be provided on abutting property, and street right-of-way is excepted when determining contiguity. As such, required parking may be provided on the 27th Street parking lot. Bicycle parking is proposed near entrances to the building and under the rooftop plaza **(Attachments A.109, 110)**.

As required by Section 4.1.20.k.1, 62 of the proposed 179 parking spaces in Option A will be unassigned. This equals 35% of vehicle parking spaces. The application does not state how many spaces will be unassigned in Option B. **Condition of Approval 2** requires at least 15% of vehicle parking spaces to be unassigned in both options, and allows the number of unassigned spaces in Option 1 to be reduced to 15%. **Condition of Approval 2** also requires all tandem and mechanized parking spaces to be assigned.

All bicycle parking areas are proposed to be shared spaces. None of the dwelling units have bedrooms greater than 160 sq. ft., therefore, additional parking is not required for oversized bedrooms **(Attachments A.56)**. In compliance with Section 4.1.20.k.2, 167 of the total 204 bicycle parking spaces proposed, or 82%, are shared spaces, available for use by all occupants of the development.

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 -

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.

The required bicycle parking may be located within a structure, in accordance with the provisions of Section 4.1.70.

Parking requirements for multi-dwelling units are based on the number of bedrooms per unit. Table 4 shows the apartment type by bedroom count, required vehicle parking based on the above provisions, and proposed parking reductions. As shown in Table 4, the standard minimum amount of vehicle parking for the proposed apartment is 199 spaces. In parking Option A, the applicant requests to reduce that amount by 10%, to 179 vehicle parking spaces. In Option B, the amount would be reduced by 17% to 164 spaces **(Attachments A.196, 197)**.

Table 4: Vehicle Parking Calculations

Apartment Type	Quantity	Parking Spaces/Unit	Total Parking Spaces
4- Bedroom	26	2.5	65
3-Bedroom	37	2.5	92.5
2-Bedroom	27	1.5	40.5
1-Bedroom	1	1	1
Base Total	**91**		**199**
10% Reduction for Transit			*-20*
10% Reduction for Bicycle Parking			*-20*
Total with Reductions			**159**

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The applicant proposes to reduce the minimum parking requirement by either 10% or 17%, which is 20 and 35 parking spaces, respectively, based on the following provisions in Section 4.1.20.q, by providing extra compact spaces, and by narrowing portions of required parking lot landscape buffers. Section 4.1.20.q is discussed below. Other variations are discussed later in this section of the staff report.

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 above Code provisions state that a 10% reduction in vehicle parking may be permitted because the subject site is within 300-ft of a transit stop, which is at the corner of NW Short Avenue and NW Arnold Way **(Attachment A.181)**. This stop is served by routes 1 and 7. Using this reduction, the minimum amount of parking can be reduced by 20 vehicles to 179 spaces (see Table 4). Per 4.1.20.q.1.a, an additional 10%, or 20-vehicle parking space reduction may be permitted based on the number of bicycle parking spaces. One hundred and sixty eight (168) bicycle parking spaces are required, and 204 spaces are proposed. Section 4.1.20.q.2.a allows vehicle parking to be reduced by 1 space for every eight required bicycle parking spaces, up to 10% of the total required vehicle parking. Based on the required 168 bicycle parking spaces, 20 vehicle spaces could be removed in addition to those removed because of the proximity to a transit stop, for a total reduction of 40 spaces, or 20% of the base minimum. Both proposed parking options satisfy the above criteria for a parking reduction of up to 20%, though the maximum proposed reduction is 17%.

Reducing the parking to the degree permitted in Section 4.1.20.q is also consistent with the direction given in CCPs 11.4.5 and 11.4.7:

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.

11.4.7 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 subject site is within 2-3 blocks from the OSU campus and the commercial area along NW Monroe Avenue. The site is also just over ½ a mile from the commercial area near the intersection of NW Kings Blvd and NW Buchanan Ave, where a Fred Meyers store is located. The location of the subject site, the provision of extra bicycle parking, and the site's proximity to transit service are anticipated to support modes of transportation other than automobiles.

As an additional benefit, or reason in support of reducing the minimum parking requirement as allowed by Section 4.1.20.q, the applicant is offering to host and partially subsidize a car share program. The applicant proposes to use the WeCar company, which is a subsidiary of Enterprise Rent-A-Car. The application explains in detail how the car share program would work in **Attachments A.155, 156**. In summary, one car-share vehicle will be available on site for program participants to use. The applicant proposes to cover the cost of the membership fee to encourage tenants to participate in the program. Program participants can reserve the car for personal use. If the car is not available, participants may reserve one of the two WeCar cars on the OSU campus. In the event that none of the shared cars are available, the participant would have access to a rental car from the local branch of Enterprise Rent-A-Car. It is expected that the availability of this program will provide an alternative to car ownership that will reduce the number of cars associated with the proposed development.

Staff note that in 2008, an Administrative Decision was issued regarding LDC Section 4.1.20.q. Section 4.1.20.q states that vehicle parking reductions *may* be allowed. The use of the word "may" rather than a more mandatory phrase or word created uncertainty about whether or not the parking reductions must always be granted. This uncertainty compelled the Administrative Decision that established four criteria to help staff determine when to allow the parking reductions contemplated in Section 4.1.20.q **(Attachment D)**.

Administrative Decisions document how or why City Staff apply certain provisions of the LDC that are ambiguous. By documenting Staff interpretations, Staff can apply the Code more consistently over time, explain the rationale behind Staff decisions, and efficiently address ambiguities or conflicts within the Code until they can be resolved through a Text Amendment Process. Administrative Decisions are not incorporated into the LDC, are not LDC Development Standards or Review Criteria, and are not binding on decision making bodies.

In light of the above, the referenced Administrative Decision criteria are:

1. If a parcel fronts on a street where parking is allowed on both sides of the street and Duplex, Attached, or Multi-dwelling development averaging three or fewer bedrooms per unit is proposed, the parking reductions described in LDC Section 4.1.20.q will be allowed if the relevant thresholds in that section are met.

2. If a parcel fronts on a street where parking is allowed on one side of the street and Duplex, Attached, or Multi-dwelling development averaging three or fewer bedrooms per unit is proposed, one of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed if the associated relevant threshold in that section is met.

3. If a parcel fronts on a street where no parking is allowed none of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed.

4. Where Duplex, Attached, or Multi-dwelling development averaging more than three bedrooms per unit is proposed, none of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed **(See Attachment C for full Administrative Decision)**.

The proposed development satisfies criterion 1, which would allow two of the 10% parking reductions in 4.1.20.q. The proposal is to construct a multi-dwelling development averaging 2.9 bedrooms per unit (270 bedrooms / 91 units), and it fronts three streets where parking is allowed on one side of each street. Since the site fronts on three streets where parking is allowed on one side, it is at least equivalent to fronting a single street where parking is allowed on both sides. Based on the Administrative Decision criteria, the proposal may take advantage of two of the parking reductions in Section 4.1.20.q, for a maximum reduction of 20%. As explained previously, the application satisfies two of the parking reduction criteria through proximity to a transit stop and provision of bicycle parking spaces. Therefore, the proposed amount of parking in Option A (179 spaces, 10% reduction) and Option B (164, 17% reduction) is consistent with the 2008 Administrative Decision regarding parking reductions, and satisfies the requirements in Sections 4.1.20.q and 4.1.30.a.2.

To achieve the number of proposed spaces within the space dedicated to parking, the applicant proposes to vary from a number of standards. The applicant proposes to use a different set of parking stall dimensional standards than those approved in the Corvallis Off-Street Parking and Access Standards, and proposes to use tandem parking spaces. The applicant's proposed parking dimensions are taken from the Institute of Transportation Engineers (ITE) 1994 and 2010 Guidelines for Parking Facilities, which are guidelines used throughout the US to design functional parking areas and establish parking standards. The applicant also proposes to vary from LDC standards limiting the amount of compact spaces to 40% of the total, and from parking lot landscape buffer standards. These variations are discussed below. Assuming approval of the noted variations, either Option A or Option B would provide the required amount of vehicle parking required per Section 4.1.30.a, based on the vehicle parking reductions allowed by Section 4.1.20.q. Options A and B were presented at staff's suggestion to provide clear alternatives for the Planning Commission's consideration. Option A provides more on-site parking (179 spaces), but uses a higher number of very small parking spaces (126 spaces that would be 7.5-ft wide).

Option B provides fewer parking spaces, but provides a higher proportion of larger spaces (no 7.5.ft wide spaces and 64, 8.25-ft wide spaces).

MODIFICATION TO PARKING REQUIREMENTS

Section 4.1.50 - MODIFICATION TO PARKING REQUIREMENTS
Vehicle parking requirements may be modified as follows:

> **4.1.50.01 - Compact Car Spaces**
>
> **Up to 40 percent of the required parking spaces may be reduced in size to accommodate compact cars. Compact car spaces should be located near the entrance to any lot or parking aisle.**

The LDC does not provide standards for parking stall dimensions, or define what is meant by a compact space. Because the LDC has not set standards for parking stall size, the standards provided in the City of Corvallis Off-Street Parking and Access Standards document are the default, or approved standards, that are used to evaluate parking lot design. The Corvallis Off-Street Parking and Access Standards document states, "These requirements cover the majority of design standards 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 pre-approved parking stall dimensions for 90-degree, head-in parking in the Corvallis Off-Street Parking and Access Standards (Corvallis standards) are as follows:

Full-size	**Compact**
9-ft wide	8.5-ft wide
18.5-ft long	16-ft long

The applicant proposes two parking plans, each with different parking stall standards based on the International Transportation Engineers (ITE) guidelines **(Attachments A.157-159, and 195, 196)**. The ITE guidelines break parking stalls into two broad categories: Small and Large. The parking stalls are further divided into four sub-categories based on the expected amount of vehicle-turnover. Higher turnover spaces are larger, and lower turnover spaces, smaller. Highest turnover spaces are defined as Class A, and lowest turnover spaces are defined as Class D **(Attachment A. 157 -159)**. As a point of comparison to City standards, the largest large-car, high turnover, head-in parking space in the 1994 ITE guidelines is 9-ft wide and 17.5-ft long. The smallest large-car space is 8.25-ft wide and 17.5-ft long, which is narrower than the City standard compact space. The 1994 ITE guidelines also contemplate small-car stalls as narrow as 7.5-ft, for low turnover spaces, which would be appropriate to serve uses such as industrial businesses, commuter car parks, and university parking. Under Option A, the applicant proposes 131

small-car spaces that would be 7.5-ft wide based on the 1994 ITE guidelines for low turnover spaces.

The applicant provides detailed tables of the types of parking stalls proposed under each option in **Attachments A.195, 196)**. Under Option A, which is based on the 1994 ITE standards, 179 parking spaces are proposed. Of those spaces, 70% meet the small car, low turnover standard, and 30% meet the large car, low turnover standard. In terms of complying with LDC Section 4.1.50.01, all but 13 spaces would be compact. The 13 non-compact spaces would include six ADA spaces. Under Option A, the applicant requests to vary from Section 4.1.50.01 to provide 93% of spaces as Corvallis-standard compact size, or less.

Under Option B, which is based on the 2010 ITE guidelines, 164 parking spaces are proposed. Of those spaces, 59% of spaces meet the large-car, low turnover standard, and 41% of spaces meet the small car, low turnover standard. Relative to City of Corvallis standards75% of the parking spaces would meet compact size standards, 4% would meet the full size standard, and 21% would be 3-inches narrower than the City standard compact space width of 8.5-ft. Under Option B, the applicant requests to vary from Section 4.1.50.01 to provide 96% of spaces as Corvallis-standard compact size, or less.

Staff believe that both parking options will function. The advantage of Option A is that more parking spaces will be provided. The disadvantage of Option A is that 131 of the proposed spaces are only 7.5-ft wide, which could inconvenience tenants using those spaces and/or lead to parking problems such as one vehicle partially parking in an abutting space. The advantage of Option B is that, overall, the spaces are wider, the disadvantage is that fewer spaces are provided.

The application states that by providing more compact spaces, more parking can be provided on site. Most compact spaces will be in the covered parking area where they will not be visible, and the amount of pervious surface needed for parking will be reduced. Staff agree with this assessment. Using more compact spaces results in a more efficient use of land by allowing greater density in an area where density is desirable (RS-20 zone, two blocks from OSU campus and the commercial area along NW Monroe). Using small parking spaces helps the project meet LDC standards for the required amount of parking. As discussed previously in this report, perimeter landscape screening and buffering is provided around parking areas, minimizing negative impacts to surrounding uses. Given the above, the proposal is consistent with the following Comprehensive Plan policies.

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

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

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

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

11.4.3 All traffic generators shall provide adequate parking.

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

4.1.40 - Standards for Off-Street Parking and Access

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this Section and the City's Off-street Parking and Access Standards, established by the City Engineer and as amended over time. A permit from the Development Services Division shall be required to construct parking, loading, and access facilities, except for Single Detached, Duplex, Single Attached, and Attached Building Types; and Manufactured Dwellings.

Much of the proposed parking would be located in areas that have historically provided parking to the Heart of the Valley development **(Attachment B.5)**. These areas, which include the 27th Street parking lot, and the uncovered, east parking lot do not meet all current City standards. Generally, the subject proposal would move the existing parking lots towards compliance with City standards, however, not all standards are proposed to be met. Requested variations to parking standards are discussed below as they relate to the criteria in Section 4.1.40.

Corvallis Off-Street Parking and Access Standards

The introductory paragraph in Section 4.1.40 requires parking facilities to be designed, paved, curbed, drained, striped and constructed to the standards set forth in Chapter 4.1 of the LDC and the City's Off-street Parking and Access Standards. The following section addresses compliance with pertinent requirements of the City's Off-Street Parking and Access Standards that are not otherwise addressed in Chapter 4.1 - Parking, Loading, and Access Requirements. **Condition of Approval 2** requires the development to meet all applicable Corvallis Off-Street Parking and Access Standards, unless other standards or variations to existing standards are approved through the current Planned Development Major Modification request.

Tandem Parking

Tandem parking is the parking of two vehicles, one in front of or behind the other, which requires one of the vehicles to be moved in order for the other vehicle to enter or exit. The Corvallis Off-Street Parking and Access Standards do not permit tandem parking spaces for multi-dwelling units with more than three units. Under parking Option A, the applicant is requesting to vary from this standard in order to provide eight tandem parking spaces,

serving 16 vehicles. Six of the proposed tandem spaces would be located near the west side of the site, and would either be covered or partially covered by the rooftop plaza. The other two tandem spaces are proposed in the form of mechanized lifts, that would be located in the east parking lot **(Attachments A)**. Under parking Option B, seven tandem spaces are proposed, including two mechanical lifts, serving 14 vehicles **(Attachments A.195, 196)**.

All tandem parking spaces are proposed to be assigned so that persons sharing a dwelling unit would be able to coordinate the use of the shared tandem space **(Condition of Approval 2)**. The application states that persons assigned to a tandem space will be required, as part of the lease agreement, to give a copy of his/her car key to their "parking buddy" who will share the same space. Additional information about mechanized-lift parking spaces is provided by the applicant in **Attachments A.147-156)**.

The application states that allowing a certain amount of tandem parking provides benefits in the form of additional on-site parking spaces with the need for less impervious surface. The applicant also states that tandem parking maximizes on-site parking, green space and will reduce parking pressures in surrounding neighborhoods. Staff support the use of tandem parking as proposed, because tandem spaces represent an efficient use of space and maximize the amount parking that can be provided on the site. These benefits outweigh the potential inconvenience for tenants assigned to the tandem spaces.

Paving

All proposed parking surfaces are proposed to be paved, consistent with the Corvallis Off-street Parking and Access Standards.

4.1.40 - (LDC) STANDARDS FOR OFF-STREET PARKING AND ACCESS

a. Access to Arterial, Collector, and Neighborhood Collector Streets

The subject site abuts Harrison Blvd, which is a Collector Street. An alley abutting the east side of the site connects with Harrison Blvd. Access to the site is not proposed from Harrison Blvd, except from the alley to three parking spaces along the alley, and for emergency service vehicles. Access to Harrison Blvd would occur via the alley. This alley currently provides access to Harrison Blvd and as proposed and conditioned, the project is consistent with the requirements in Section 4.1.40.a. More information regarding Site Access is in the Section F of this report, under Site Accesses. Findings in that section are incorporated as findings under the above criterion.

b. Access to Unimproved Streets

Existing streets have vehicle, bicycle, and pedestrian facilities, although some of the street components do not meet current standards. Vehicle access to the site is provided from a driveway at the intersection of NW Short Avenue and NW 27th Street. Neither of these streets, nor Harrison Blvd satisfy all current street standards. Certain components of the streets will be updated with development as discussed in more detail in the Site Accesses part of Section F of this report, regarding compliance with Chapter 4.0 - Improvements

Required with Development. Findings in that section are incorporated as findings under the above criterion.

c. Vision Clearance

Materials submitted by the applicant indicate that the proposed development will comply with vision clearance requirements. Development will be evaluated during the Building Permit process to ensure compliance with vision clearance standards.

d. Backing or Maneuvering of Vehicles

Backing or Maneuvering of Vehicles - For developments requiring four or more parking spaces, vehicular backing or maneuvering movements shall not occur across public sidewalks or within any public street other than an alley, except as approved by the City Engineer. An exception to this provision may be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, for a total of six spaces, provided that these spaces are within driveway areas designed to serve individual units within the Duplexes and Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Evaluations of other requests for exceptions shall consider constraints due to lot patterns and effects on the safety and capacity of the adjacent public street and on bicycle and pedestrian facilities. See also Section 4.10.60.01 a.3 and Section 4.10.60.02.

As shown in the application site plans **(Attachments A.109, 110)**, vehicles will not back across public sidewalks or public streets. Vehicles using the three spaces along the alley, will back into the ally, but this is permitted per the above provisions.

e. Screening

e. Screening - All parking areas containing four or more spaces and all parking areas in conjunction with an off-street loading facility shall require screening in accordance with the zoning requirements and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Where not otherwise specified by zoning requirements, screening along a public right-of-way shall include a minimum five-ft.-wide plant buffer adjacent to the right-of-way.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. Tree Plantings -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	**-**	**Minimum one tree per eight cars**

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Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Minimum one tree per 12 cars

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

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

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

b. In addition to any pedestrian refuge areas, each landscaped island within and around parking lot areas shall -

   1. Include one or more shade canopy trees;

   2. Be a minimum length of eight ft. at its smallest dimension;

   3. Include at least 80 sq. ft. of ground area per tree to allow for root aeration; and

   4. Include raised concrete curbs around the perimeter.

c. Connecting walkways through parking lots shall have one or more canopy shade tree per 40 linear ft. Driveways to or through parking lots shall have one or more canopy shade tree per 40 linear ft. on each side. These trees shall be planted in landscape areas within five ft. of the walkways and driveways, respectively.

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

Screening is required where unsightly views or visual conflicts must be obscured or blocked and/or where privacy and security are desired. Fences and walls used for screening may be constructed of

wood, concrete, stone, brick, wrought iron, or other commonly used fencing/wall materials. Acoustically designed fences and walls shall also be used where noise pollution requires mitigation.

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

A chainlink fence with slats shall qualify for screening only if a landscape buffer is provided in compliance with Section 4.2.40, above.

Landscape Buffers - Materials

Section 4.1.40.e requires all parking areas containing four or more spaces to be screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Applicable standards from Chapter 4.2 are provided above. Chapter 4.2 requires landscaping in the form of perimeter buffer plantings and parking lot trees.

The existing 27th Street parking lot is not improved to City standards. The applicant proposes to use the parking lot essentially as configured today, with some improvements to bring it into closer compliance with City standards. One such improvement is to install a perimeter landscape buffer on the north and east sides of the lot. Per the introductory paragraph of Section 4.2.40, buffer plantings must include a mix of trees, shrubs, and groundcover. As shown in the landscape plans **(Attachments A.98, 114)**, such a mix is proposed for parking lot buffer areas along the north and east boundaries of the 27th Street parking lot and the east/uncovered parking lot.

Landscape Buffers - Dimensions

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. Currently, the 27th Street parking lot does not contain parking lot buffers. The applicant proposes to install 5-ft landscape buffers along the north and east side of the parking lot, and has requested a variation to this standard to avoid a requirement to install landscape buffers on the south and west sides of the parking lot **(Attachments A. 98, 114)**.

Head-in parking stalls adjacent to NW Short Ave are proposed to be 15-ft long, without the use of wheel-stops. The applicant requests to vary from the requirement to provide a 7.5-ft wide landscape buffer in this location, to allow bumpers to overhang the proposed 5-ft wide landscape buffer area.

The applicant explains the rationale and identifies compensating benefits related to these requested deviations from Code standards in **Attachment A.98**. Staff support variations in landscape buffer location and width in the 27th Street parking lot for three reasons. One is that the parking lot has already been developed, and has been associated with, or part of, the subject site for several years in its current configuration. The applicant proposes to continue using the parking lot in its current configuration, and installation of the buffer will

move the parking lot closer to compliance with City standards even if the standards aren't satisfied in full. Second, requiring full-width buffers would result in the loss of parking spaces. Providing as many on-site parking spaces as possible in this area is more beneficial than providing fewer spaces and a larger landscape buffer. As proposed, 22 (Option B) or 23 (Option A), striped, parking spaces can be provided in the 27th Street parking lot, compared to the 21 current spaces **(Attachments A. 114, 195, 196)**. 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.

Like the 27th Street parking lot, the east parking lot is currently developed without perimeter landscape buffers. The applicant proposes a buffer along the south, west, and east sides of the parking lot that range from 5-ft to just over 9-ft wide. In addition, the buffer is proposed to be planted with a 6-ft tall hedge, and a 6-ft tall wood fence is proposed along the east side of the parking lot. Several parking spaces along the west side of the alley are proposed to be less than the standard, 18.5-ft stall length, and constructed without wheel-stops. The landscape buffer around five of these spaces is less than 7.5-ft, requiring approval of a variation from the standard landscape buffer width in Section 4.2.40.a **(Attachments A. 114, 195, 196)**.

Staff support such a variation because the proposal moves the site towards closer compliance with current parking lot standards, and the use of shorter stalls creates space for additional parking spaces compared to what could be provided if all parking lot standards were met. The proposed fence and hedge will screen the site, providing additional benefits in terms of visual compatibility with surrounding uses, compared to what a standard perimeter buffer would achieve. The fence and hedge compensate for the narrower buffer width, while allowing a greater number of on-site parking spaces to be provided.

Parking Lot Trees

In addition to trees that are required in parking lot perimeter buffer areas, Table 4.2-2 of Section 4.2.30 requires one medium canopy tree to be planted for every eight parking spaces, or one large canopy tree per every twelve spaces. The 27th Street parking lot would have either 22 or 23 spaces, requiring three parking lot trees. As shown in **Attachment A.114**, three trees are proposed along the north side of the 27th Street parking lot. These trees are part of the required perimeter landscape buffer and do not count as parking lot trees. The application states that the striped triangular area shown in the application drawings is to be reserved for vehicle movement, and should not be

landscaped. Consequently, flexibility with the parking lot tree standard is required to approve the application.

Staff support flexibility with this standard because the parking lot is already developed, and the project will simply continue its use. Requiring three parking lot trees would result in the removal of at least three parking spaces. As proposed, three trees would be planted in the landscape buffers and four trees in the street planter strips. These seven trees will provide an adequate canopy for buffering and shading around the 27th Street parking lot. Considering the seven trees around the parking lot, the benefits of maximizing on-site parking spaces outweigh the benefits of providing three more trees in this location.

Depending on the parking option considered, the east parking lot would contain either 37 or 45 parking spaces, requiring either five or six medium canopy parking lot trees, in addition to the perimeter landscape buffer trees. These trees should be placed in landscape islands meeting the requirements in Section 4.2.40.b. The applicant proposes four trees, in four landscape islands. The landscape island abutting the north side of the Short Avenue entrance does not comply with Section 4.2.40.b because it is 6.5-ft wide, and not 8-ft wide. The applicant requests to vary from the standards in Section 4.2.40.b to provide fewer parking lot trees, and a landscaped island that is not at least 8-ft wide. As a compensating benefit to these proposed variations, the applicant proposes to plant more trees than required in the landscape buffer areas, and proposes to use special planting techniques for trees planted in buffers or island less than 10-ft wide.

As proposed the east parking lot would be bordered with 18 trees, not including the proposed/required alley tree. Four of the trees are in landscape islands, and the remaining 14 are in the perimeter **(Attachment A. 114)**. The proposed number and locations of trees satisfies the requirements in Section 4.2.30.a.6, which requires trees in parking areas to be dispersed throughout the lot to provide a canopy for shade and visual relief. Staff support the request to allow flexibility with the provisions in Table 4.2-2 regarding the number of parking lot trees, and Section 4.2.40.b regarding the dimensions of landscape islands. The proposed 18 trees provide equal or better benefits than providing fewer buffer trees and five or six trees in landscaped islands. **Condition of Approval 3**, requires special planting techniques, approved by the City's Urban Forester to be used for all trees in landscape islands to promote tree health. As conditioned, staff support the proposal to provide a 6.5-ft landscape island on the north side of the Short Avenue entrance. **Condition of Approval 3**, also requires all landscaped areas to be separated from parking areas by a raised curb, in order to ensure compliance with Section 4.2.40.b.4.

f. Lighting

f. Lighting - Lighting shall be consistent with the provisions outlined in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

EXHIBIT P - 31

Parking lot lighting will be evaluated against applicable review criteria in Section C of this report. Findings from that section of this report are incorporated here as findings under the above criterion.

g. Setbacks

g. Setbacks - Where vehicles will be backing out from a driveway to the public right-of-way, all off-street parking shall have a minimum 19 ft. setback from the sidewalk or future sidewalk to a garage or carport. Where no sidewalk location has been established, a 19-ft. setback from the right-of-way edge to the parking structure shall be used.

Vehicles will not be backing out from a driveway onto public rights-of-way. This criterion is satisfied.

h. Sidewalks

h. Sidewalks - Sidewalks shall be required in accordance with the provisions of Section 4.0.30 of Chapter 4.0 - Improvements Required with Development

Sidewalks will be evaluated against applicable review criteria in Section F of this report, Chapter 4.0 - Improvements Required with Development. Findings from that section are incorporated here as findings under the above criterion.

i. Driveways

i. Driveways -

1. Driveways shall be surfaced as required by standards established by the City Engineer. No point along the driveway length shall traverse a slope in excess of 15 percent. The location and design of the driveway within the lot frontage shall provide for unobstructed sight per the Vision Clearance requirements in Section 4.1.40.c. Requests for exceptions to these requirements will be evaluated by the City Engineer, who will consider the physical limitations of the lot and the safety impacts to vehicular, bicycle, and pedestrian traffic.

Driveway construction will be evaluated when the applicant submits for Building Permits. The Building Permit process will ensure that the driveway is constructed to standards established by the City Engineer. The site is generally flat, and no driveways are proposed to traverse a slope in excess of 15%. Driveways are designed to comply with Vision Clearance requirements in Section 4.1.40.c, and compliance with these standards will be assured through the Building Permit review process. Given the above, the proposal satisfies the above criteria.

j. Access Between Sites

j. Access between Sites via Parking Lots and/or Drives - Where vehicular circulation between sites is appropriate to reduce off-site traffic impacts and/or to provide convenience for

customers and/or delivery vehicles, vehicular connections between commercial developments shall be provided via parking lots and/or drives.

The site includes two parking lots, separated by 27th Street **(Attachment A.109, 110)**. The presence of 27th Street precludes the possibility of direct connections between parking areas, however, the location of a driveway to the east parking area from 27th Street will facilitate vehicle circulation.

BICYCLE ACCESS AND PARKING

Section 4.1.30.a.2.b contains bicycle parking requirements **(Attachment C)**. Table 5, below shows that a minimum of 168 bicycle parking spaces must be provided. The applicant proposes 204 spaces. Thirty seven (37) spaces are proposed to be provided in individual apartments, and 167 spaces are proposed to be located outdoors. 128 parking spaces, or 63% of the total are proposed to be covered.

Table 5: Bicycle Parking Calculations

Apartment Type	Quantity	Parking Spaces/Unit	Parking Total
4- Bedroom	26	2	52
3-Bedroom	37	2	74
2-Bedroom	27	1.5	40.5
1-Bedroom	1	1	1
Totals	**91**		**167.5**

Section 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING

All bicycle parking facilities required in conjunction with development shall conform to the standards in this Section. Bicycle parking shall be located on-site with safe, convenient access to the public right-of-way, and shall conform to the Bicycle Rack Specifications adopted by the City Engineer, as amended from time to time.

The applicant proposes 204 bicycle parking spaces, and the application addresses the Section 4.1.70 review criteria in the application narrative **(Attachments A.59-61)**.

Location

a. Location

1. Safe, convenient pedestrian access shall connect the bicycle parking area to the main entrance of the site's Primary Use.

2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas via curbing or other barriers to prevent damage to parked bicycles.

3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

4. **Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the facility.**

5. **Bicycle parking facilities shall be placed in a location convenient to the main entrance of the site's Primary Use.**

6. **For security and convenience, bicycle parking facilities shall be located in areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.**

The proposed design places bicycle parking racks along sidewalks and near building entrances. The application states that curbs are provided between bicycle parking and vehicle parking areas, and that curb cuts and directional signs will be provided to facilitate access to bicycle parking areas. Bicycle parking areas would all be visible from sidewalks and/or vehicle parking areas. Based on the above, the proposal complies with the requirements in Section 4.1.7.a.

Dimensions

b. Dimensions

1. **Bicycle parking spaces shall each be a minimum of six ft. by two ft.**

2. **Overhead clearance in covered areas shall be at least seven ft.**

3. **A minimum five ft.-wide aisle shall be provided beside or between each row of bicycle parking.**

The application states that all proposed bicycle racks comply with the above standards. Compliance with these standards will be ensured through review of Building Permit applications **(Condition of Approval 4)** .

Enclosures and Racks

c. Enclosures and Racks

1. **Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored, or stationary objects (racks) to which bicycles may be locked.**

2. **Lockers and racks shall be securely anchored to the pavement or a structure.**

3. **Bicycle racks and covered bicycle parking shall be designed consistent with the standards of the City Engineer.**

The application states that bicycle racks will conform to City standards, and will be securely anchored to pavement or building structures. As such, the proposal complies with the above requirements. Compliance with these standards will be ensured through review of Building Permit applications.

Covering

d. Covering

1. At minimum, 50 percent of the required bicycle parking shall be covered unless the facility is in a public park, the Riverfront (RF) Zone, or the Central Business (CB) Zone.

2. If vehicle parking is covered, a proportionate amount of bicycle parking shall also be covered. However, the minimum amount specified in "1," above shall be provided.

3. Covering for bicycle parking facilities shall be permanent and shall provide protection from precipitation.

4. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning. Bicycle parking facilities may also be located within buildings, provided the other requirements of this Section are met.

Bicycle spaces will be covered by the roof overhang on the exterior of the building, by the rooftop plaza, which also covers vehicle parking spaces, and by storing bikes in dwelling units **(Attachment A.56)**. Thus, the proposal satisfies the requirements for covered bicycle parking in Section 4.1.70.d.

Regardless of the vehicle parking options proposed, 204 bicycle parking spaces are proposed. The application states that 128, or 63%, of the total 204 bicycle parking spaces will be covered. 57% of the 179 vehicle parking spaces would be covered **(Attachment A.61)**. Based on the number of covered bicycle parking spaces, the project complies with the standards in d.1 and d.2, above. Bicycle racks will be covered by the roof that spans the parking area between the north and south buildings, and by roof overhangs, which are located along the outer perimeter of the building. As such the covering is permanent, and the proposal complies with the standards in d.3 and d.4, above.

Lighting

e. Lighting

1. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and visible from adjacent sidewalks and/or vehicle parking areas during all hours of use. Lighting shall be consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

The application states that lighting for bicycle parking areas will be provided either as part of the lighting for vehicle parking, or by building mounted fixtures where needed to achieve necessary illumination levels. As proposed, the application complies with the above lighting criteria.

BICYCLE PARKING CONCLUSION

As described above, and in the application materials, the proposal complies with applicable bicycle parking standards. These standards will also be reviewed during the Building Permit process to ensure that applicable bicycle parking standards are achieved. As the applicant has not requested to vary from any bicycle parking standards, full compliance with the standards will be required.

SUMMARY CONCLUSION ON COMPLIANCE WITH LDC CHAPTER 4.1 STANDARDS

The preceding analysis evaluated the proposal for compliance with standards in LDC Chapter 4.1 - Parking, Loading, and Access Requirements, as well as for consistency with relevant Comprehensive Plan policies. The applicant requests to vary from multiple standards related to parking, including parking lot landscaping standards, as shown in the excerpt from Table 1, below.

Table 1 (excerpt): Summary of Proposed Variations

	LDC Section Number	Standard Summary	Summary of Proposed Variation
6	Corvallis Off-Street Parking and Access Standards	Tandem parking spaces not permitted	Up to 8 tandem spaces
7	4.2.40.a	7.5-ft parking lot landscape buffers	5-ft landscape buffers. None proposed in two locations.
8	4.2.30, Table 4.2-2	6 parking lot trees	4 parking lot trees
9	4.2.40.b	Landscape islands must be at least 8-ft wide	Landscape island 6.5-ft wide
10	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.

Most of the parking-related variation requests are made in order to achieve the minimum amount of LDC required parking for the proposed density, based on the reductions allowed per LDC Section 4.1.20.q. The applicant has also proposed two parking configuration options based on ITE standards (Options A and B). The applicant requests the Planning Commission approve at least one of the proposed options. Should the Planning Commission approve one of the options **Condition of Approval 2** will be revised to indicate the approved option.

Broadly, staff support the requested parking related variations based on consideration of the following Comprehensive Plan Policies.

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

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

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

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

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.

11.4.7 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.

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.

12.2.7 The City shall encourage the development of high density uses that are significantly less dependent on automobile transportation.

The subject site is an ideal location for high density development, not just because of its underlying high density residential zoning designation, but because of its close proximity to the OSU campus and commercial centers. The Comprehensive Plan encourages high density, multi-story development in CCPs 12.2.5 and 12.2.7. High density development represents an efficient use of land, promotes a compact urban form, and supports transit services and non-car transportation as encouraged by CCPs 3.2.1, 11.4.5, and 11.4.7. In the subject location, it is expected that automobiles will be used less frequently because the apartment tenants (anticipated to be mostly OSU students) will be able to walk, bike, or skateboard to campus more easily than driving. However, apartment tenants are expected to also have cars. CCP 11.4.3 directs all traffic generators to provide adequate parking. The project provides the LDC minimum required amount of parking based on the reductions permitted by Section 4.1.20.q. To provide the minimum amount of parking, most

of the parking spaces are proposed to be compact sized, some tandem/mechanized lift spaces are proposed, aspects of parking lot landscaping are proposed to be reduced, and less than standard amounts of Private and Common Outdoor space are provided to make more space available to park cars.

As conditioned, the applicant has demonstrated compliance with all applicable LDC Chapter 4.1 standards except for those where flexibility is requested. Where flexibility has been requested, compensating benefits have been provided to off-set potential negative impacts of the variations from Code standards. As such, the proposal is also consistent with the requirements in LDC Chapter 2.5 - Planned Development.

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

Land Development Code Section 4.2.20 requires detailed planting and irrigation plans, financial guarantees of landscape installation, and financial guarantees that landscaping will provide a minimum of 90% ground coverage within three years **(Attachment C)**.The applicant proposes to comply with these requirements **(Attachment A.66)**. **Condition of Approval 3**, ensures that all requirements of LDC Section 4.2.20 will be achieved. As conditioned, the proposal complies with the requirements in Section 4.2.20.a.

REQUIRED TREE PLANTINGS AND MAINTENANCE

Tree Plantings

Land Development Code Section 4.2.30 contains provisions for street and parking lot tree plantings for developments with parking lots containing four or more spaces and fronting public streets **(Attachment C)**. It also identifies areas where trees may not be planted. Requirements related to parking lot trees and landscaping are discussed above, in Part I-B of the report, which addresses the provisions in LDC Chapter 4.1 - Parking, Loading, and Access Requirements. Findings regarding parking lot trees and parking lot landscaping are incorporated here, by reference.

Street Trees

Table 6, below, shows the number of required and proposed trees, based on the street frontage of adjacent streets.

Table 6: Street Tree Requirements

Street	Frontage Length	Required # of Trees	Proposed # of Trees
Harrison Blvd	400	13	13
Short Ave	210	7	7
27th Street, east side	70 (excluding driveway)	2	3

Street	Frontage Length	Required # of Trees	Proposed # of Trees
27th Street, west side	107 (excluding driveway)	4	2

As shown in the above table, the minimum number of trees would be provided on all abutting streets, except for SW 27th Street. **Condition of Approval 3** requires at least four medium canopy trees to be provided on the west side of NW 27th Street to comply with the requirements in LDC Table 4.2-1. The south side of NW Short Avenue contains two trees in tree wells, within the street planter strip. The rest of this planter is paved. **Condition of Approval 3** also requires the pavement in this planter strip to be replaced with turf.

Areas Where Trees May Not be Planted

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

> **2. Unless approved otherwise by the City Engineer, trees may not be planted:**
>
> **a) Within 10 ft. of fire hydrants and utility poles;**
>
> **b) Within 20 ft. of street light standards;**
>
> **c) Within five ft. from an existing curb face, except where required for street trees;**
>
> **d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line; or**
>
> **e) Where the Director determines the trees may be a hazard to the public interest or general welfare.**

Condition of Approval 3 requires trees to be separated from hard surfaces and utilities per LDC standards. Where this is not possible **Condition of Approval 3** requires planting specifications in the detailed landscape plan, for approval by the City Forester, describing planting techniques and tree species to be used in locations where trees do not comply with the above distance standards.

SCREENING AND BUFFERING

Chapter 4.1 - Parking Loading and Access Requirements requires compliance with the landscape buffering and screening standards in LDC Chapter 4.2 - Landscaping, Buffering, Lighting, and Screening. Applicable parts of Section 4.2.40 and 4.2.50 regarding landscape buffering and screening are addressed in Section B of this report, except with respect to Section 4.2.50.02. Section 4.2.50.02 regarding screening service facilities is addressed in

Section E of this report, Chapter 4.10 - Pedestrian Oriented Design Standards. Findings from Sections B and D of this report regarding the Chapter 4.2 standards are incorporated as findings here, regarding landscaping for buffering and screening.

SCREENING

Through-lots

As discussed in Part II of this report, the applicant is proposing a Major Replat to consolidate lots 4-9 and 9-14 of the Arnold Heights Addition Subdivision into a single lot **(Attachments A.83-93 and 126)**. The resultant lot would be 82,973 sq. ft. and would include the vacated portion of NW 27th Street. The resultant lot would also be a through-lot as defined in LDC Chapter 1.6 - Definitions, because it would be between two parallel streets: NW Harrison Blvd and NW Short Avenue.

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

Land Development Code Chapter 4.4 - Land Division Standards, Section 4.4.20.03.c addresses Through-lots.

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

Based on the above standard, a 20-feet wide planting screen easement would be required along either NW Harrison Blvd or NW Short Avenue. 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.

Screening Service Facilities and Outdoor Storage Areas

See Section D of this report, which addresses the above criteria in LDC Section 4.2.50.02.

SITE AND STREET LIGHTING

Land Development Code Section 4.2.80 contains provisions regarding site and street lighting pursuant to City Council Policy 91-9.04 **(Attachment C)**. **Attachment A.124**, shows the location of proposed pole lights, which are distributed throughout the site. The application states that all new exterior lighting for the project will be shielded to prevent light glare onto adjacent properties. The application also states that proposed fixtures will be "full cut-off" according to standards issued by the Illuminating Engineering Society of North America **(Attachment A.235)**. As proposed, the project complies with applicable standards in Section 4.2.80. Compliance with lighting standards will be ensured through review of Building Permit applications **(Condition of Approval 5)**.

CONCLUSION ON CHAPTER 4.2 - LANDSCAPING

The preceding evaluated the subject application for compliance with standards in LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. As proposed, flexibility from some LDC standards would be required, particularly with respect to parking lot landscape buffers and the number of parking lot trees. Except for the noted deviations, and as conditioned, the proposal conforms with all other applicable LDC Chapter 4.2 standards.

D. LDC CHAPTER 4.6 - SOLAR ACCESS

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.

Section 4.6.30 - PERFORMANCE STANDARDS

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

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

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

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

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

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

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

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

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

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

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.

LDC Chapter 1.6 - Definitions
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 solar access performance standards in Section 4.6.30 apply to the proposed project because the subject site is greater than one acre. As described below, the proposal complies with the standard in Section 4.6.30.c.1, but the applicant requests to waive other applicable standards.

Section 4.6.30.c.1.b requires at least 80% of buildings to contain 15 lineal-ft of solar access for ground floor units. Twelve ground floor units are proposed, four on the south side of the building and eight on the north side. Twelve ground floor units results in a need for 180 linear-ft of the building to use solar energy. The south face of the building is roughly 220-ft. long, and except as shaded by the required street and parking lot trees, which are deciduous and would have few leaves on November 21, the ground floor of the south elevation would be able to use solar energy.

Section 4.6.30.a requires the continuation of existing solar access at the ground level of residential buildings adjacent to the development. Solar access is defined above. As shown in **Attachment A.179**, and noted in the application narrative **(Attachment A.62)**, the ground floors of two residential structures on the north side of Harrison Blvd would be shaded at 3:00 PM on November 21.

The applicant requests to vary from the standard in Section 4.6.30.a as described in the application narrative **(Attachment A.63)**. The applicant states that the proposal qualifies for a waiver of this Solar Access standard based on the provisions in Sections 4.6.60.c and 4.6.60.d. In summary, the application notes that the site is L-shaped and the area where it is practicable to place a building is relatively narrow and oriented east-west. The maximum setback standards of the RS-20 zone generally require the building to be no

further than 25-ft from the north property line, which increases the potential for shading adjacent buildings north of the site.

Staff concur with the applicant's assessment. Sections 4.6.60.c and "d" allow the Solar Access standards to be waived based on constraints related to the shape of the site, and the location of buildings consistent with setback standards. The site is zoned RS-20, and it would be very difficult to achieve minimum density levels without constructing a multi-story building. The proposed building has an east/west orientation allowing a long side of the building to face south as required to satisfy the Solar Access standards in Section 4.6.30.b. This orientation follows the orientation of the site. The building is also oriented toward streets as required by the Chapter 4.10, Pedestrian Oriented Design standards. And, as noted by the applicant, the building is placed near NW Harrison Blvd to comply with the RS-20 setback standards.

Section 4.6.60.e also states,

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 application narrative states, "The proposed buildings are also to be constructed per the standards established for "Gold" certification under the LEED for New Construction (LEED-NC) program. The LEED-NC program certifies that a building achieves high performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality" **(Attachment A.34)**. Constructing the building to LEED Gold standards represents a substantial increase in energy efficiency over Building Code requirements, consistent with the above requirement in Section 4.6.60. To ensure this level of energy efficiency is achieved, **Condition of Approval 26** requires the building to achieve Gold certification under the LEED-NC program, as proposed. Documentation of LEED-NC Gold certification shall be submitted to the Development Services Division prior to issuance of Final Occupancy permits.

Given the above, the proposal satisfies the criteria in Sections 4.6.60 for a waiver of Solar Access Standards.

E. LDC CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS

Land Development Code Section 4.10.60 contains Pedestrian Oriented Design Standards (PODS) for apartment development. Section 4.10.60.01.a addresses the orientation of buildings.

SECTION 4.10.60.01.A.1

a. Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with

the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

1. Primary building entrances shall face the streets or be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long (distance measured along the centerline of the path from a public street right-of-way or private street tract), as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway. This provision shall apply to development of attached single-family dwelling units (three or more) and to development of three or more units on a single lot in any configuration of building types as allowed by the associated zone.

Section 4.10.60.01.a requires the apartment building to be oriented toward streets. The criteria in Section 4.10.60.01.a.1 are satisfied because the proposed building faces NW Harrison Blvd and NW Short Avenue, and has multiple main building entrances directly accessed from each of these streets. Primary entrances provide access both to individual units and common lobbies, and do not require pedestrians to pass through a garage to enter the building **(Attachments A.109, 110)**.

SECTION 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.

As shown in **Attachments A.109 110 114** , the site and building designs include courtyards between portions of the building and NW Harrison and NW Short Avenue. Section 4.10.60.01.a.2 permits up to 50% of the building to exceed the maximum setback distance if open courtyard areas are provided. The maximum setback distance in the RS-20 zone is 25-ft. The building exceeds this setback distance for roughly 68-ft near the northwest corner of the site, where it is setback almost 29-ft. The total building length is approximately 356-ft along NW Harrison Blvd. Given the above, approximately 19% of the building length exceeds the 25-ft maximum setback. According to the application narrative, 44.5% of the area between the building and Harrison Blvd will be developed with open courtyard space consisting of pavement, landscaping, bench seating and porches **(Attachment A.72)**. As proposed, the application satisfies the criteria for permitting the building to exceed the 25-ft maximum setback distance.

SECTION 4.10.60.01.A.3

3. Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.

Consistent with the standards in Section 4.10.60.01.a.3, off-street parking and vehicular circulation would not be placed between buildings and streets. The parking areas are located between the north and south segments of the building, under the second story green area, and along the alley abutting the east property line.

SECTION 4.10.60.01.A.4

The criteria in this section do not apply because the site is not a flag lot.

SECTION 4.10.60.01.B - PERCENTAGE OF FRONTAGE

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Street Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage.

The criteria in this section requires at least 50% of buildings to be within the maximum setback distance on sites with 100-ft or more of street frontage, except as allowed in Section 4.10.60.01.a.2. Along NW Harrison Blvd, 286-ft of the total 356-ft building length, or 80% is within the maximum 25-ft setback distance. The entire building along NW Short Ave is within the maximum setback distance. Thus, the proposal complies with the provisions in Section 4.10.60.01.a.2.

SECTION 4.10.60.01.C - WINDOWS AND DOORS

c. Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

Section 4.10.60.01.c requires any facade facing streets, sidewalks, and multi-use paths to contain a minimum area of 15% windows and/or doors. The proposal satisfies this standard. As shown on the elevation drawings in **Attachment A.122** nearly 22% of the

facade area facing NW Short Avenue and nearly 24% of the facade area facing Harrison Blvd is composed of windows and doors.

SECTION 4.10.60.01.D - GRADING (CUTS AND FILLS)

Section 4.10.60.01.d requires structures and on-site improvement to be designed to fit the natural contours of the site and be consistent with the provisions in LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.12 - Riparian Corridor and Wetland Provisions.

The site is relatively flat, as shown in **Attachment A.111**. Consequently, the proposed development will fit with the natural contours of the site. Compliance with the provisions in LDC Chapter 4.2 is discussed previously in this report. The applicant requests to vary from certain standards of Chapter 4.2 through the Planned Development process. As proposed and conditioned, compliance with the provisions of Chapter 4.2 are achieved. The site does not contain any regulated natural hazards or natural features, including riparian corridors. Consequently the provisions in LDC Chapters 4.5, 4.11 and 4.12 do not apply.

SECTION 4.10.60.02 - PARKING LOCATION

Section 4.10.60.02 requires parking lots to be placed to the rear of buildings. The applicant proposes to place parking in the center of the building, between the residential wings (north and south buildings) and under the second story rooftop plaza. Other surface parking is to the east and south of the building, along the abutting alley **(Attachments A.109, 110)**. Given the above, the proposal satisfies the criteria in Section 4.10.60.02.a

SECTION 4.10.60.04.B - DESIGN VARIETY MENU

Section 4.10.60.04.b provides standards and a menu of options that can be used to satisfy requirements for pedestrian features and design variety. This section requires roof forms to have at least a 4:12 pitch with at least a six-inch overhang. The application states that both the north and south buildings will have roofs with a 9:12 roof pitch and 6-inch overhang.

Section 4.10.60.04.b also requires four of eight building design features to be included. The proposed design includes the following four design features from the Design Variety Menu:

Trim - A minimum of 2.25-in trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

The application states that all street facing windows and doors will be provided with 2.25-in. trim.

Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc.

Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

The applicant proposes building facades with two different patterns of wood siding, and metal panel accents.

Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

In compliance with the above standard, the facades facing NW Short Avenue and NW Harrison Blvd contain window and door areas of approximately 22% each.

Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.

The proposed roofs have pitches of 9:12 with a 6-inch overhang.

Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

The applicant proposes 14 ground-floor, street facing, porches that would be at least 60-sq. ft. in size.

As described above, and in the application materials, the proposal provides the requisite number of design variety features and complies with Section 4.10.60.04.b

4.10.60.05 - Service Areas and Roof Mounted Equipment

Section 4.10.60.05.a requires service areas for apartments to be located to provide truck access, to be screened in accordance with provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. The applicant proposes to place the trash/recycling service area in the covered parking area, near the northeast corner of the north building. This area would be screened on all sides. Access would be achieved from the east side, via the alley. Section 4.2.50.02 requires trash/recycling bins and outdoor storage areas to be “appropriately screened”, and the proposed design accomplishes this.

Section 4.10.60.0.a.5 also requires that service areas be located a minimum of 20-ft from both on-site and off-site residential buildings. The proposed service area location does not meet this requirement, as it abuts the proposed residential building as shown in Attachment A.109 and 110. The applicant requests to vary from this standard. The application states that locating the service area where proposed will increase convenience for residents, and will allow the service area to be more accessible and to be covered to provide weather

protection. The application also notes that the service area is not near any windows or doors, and will be screened, thereby preventing negative impacts related to odor and unsightliness **(Attachment A.99)**. Staff support the requested variation from the standard that requires service areas to be located 20-ft from residential buildings, and as explained above, the proposal complies with the other provisions in Section 4.10.60.05.a.

Section 4.10.60.05.b requires roof-mounted equipment to be screened. The application states that roof-mounted equipment is not proposed, therefore, this standard is satisfied.

4.10.60.06 - PEDESTRIAN CIRCULATION

The provisions in Section 4.10.60.06 apply to all residential developments with eight or more units.

4.10.60.06.B - STANDARDS

1. **Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.**

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

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

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

Section 4.10.60.06.b requires continuous internal sidewalks to be provided throughout the site. If a project does not exceed a density of 30-units per acre, sidewalks are required to be separated by 5-ft from buildings.

As shown in **Attachment A.110**, continuous internal sidewalks are provided. The site is served by public sidewalks that blend with on-site courtyard areas and walkways along NW Short Avenue and NW Harrison Blvd. There is also a 12-ft wide walkway that runs through the site, connecting Harrison Blvd to Short Avenue. The subject development has a density of 44 units/acre, and therefore, is not required to separate sidewalks from buildings.

4.10.60.06.C - CONNECTIVITY

c. **Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.**

The proposed design satisfies the requirements in Section 4.10.60.06.c. The proposed building has multiple entrances on NW Harrison Blvd and Short Avenue. Bicycle parking is adjacent to each entrance. The entrances and bicycle parking areas are connected to the public sidewalk via walkways and hard surface courtyards. An internal sidewalk is proposed to run between NW Harrison Blvd and Short Avenue. **Condition of Approval 6** requires the applicant to place a public access easement over this sidewalk concurrent with recording the Final Plat. This sidewalk would provide access to a stairway leading to the building's upper floors and roof top plaza, to bicycle parking under the roof top plaza, and to vehicle parking areas.

4.10.60.06. D SIDEWALK AND MULTI-USE PATH SURFACE TREATMENT

d. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

The above standard is satisfied. The proposed sidewalk connecting Harrison Blvd and Short Avenue would be constructed of concrete and would be 12-ft wide. The public sidewalks along these streets would also be 5-ft wide, but as the public sidewalks connect to private walkways and courtyards, the actual pedestrian areas would be wider. The private walkways would be constructed of concrete and the courtyards would be a mix of hard surface areas and landscaping **(Attachment A.114)**.

4.10.60.06. E- CROSSINGS

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

The internal sidewalk connecting Harrison Blvd and Short Avenue crosses the vehicle entrance and exit to the covered parking area. The portions of the sidewalk that intersect the vehicle drive are proposed to be a 12-ft wide, raised crosswalk **(Attachment A.110)**. This design complies with the requirements in Section 4.10.60.06.e.

4.10.60.06. F - SAFETY ADJACENT TO VEHICULAR AREAS

f. Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

Where the internal sidewalk merges with the public sidewalk south of the proposed building, it is adjacent to a parking area. The sidewalk is separated from the parking area by a 6-ft wide vegetated area. A 6-inch wide curb is proposed along the perimeter of the adjacent parking area. This design complies with the above requirements.

4.10.60.06.G - LIGHTING

g. Lighting - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

As discussed in detail under Section C of this report, the application satisfies the lighting requirements in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, therefore, it complies with Section 4.10.60.06.g.

F. LDC CHAPTER 4.0 - IMPROVEMENTS REQUIRED WITH DEVELOPMENT

The following evaluates the proposal's compliance with applicable standards in LDC Chapter 4.0 - Improvements required with development. Evaluation occurs under three broad areas: Circulation, Public Facilities, and Major Replat. Review criteria applicable to each area are listed first, followed by Staff evaluation of the proposal for compliance with the criteria.

Section 4.0.20 - TIMING OF IMPROVEMENTS

a. All improvements required by the standards in this Chapter shall be installed concurrently with development, as follows:

1. Where a Land Division is proposed, each proposed lot shall have required public and franchise utility improvements installed or secured prior to approval of the Final Plat, in accordance with the provisions of Section 2.4.40.08 of Chapter 2.4 - Subdivisions and Major Replats.

2. Where a Land Division is not proposed, the site shall have required public and franchise utility improvements installed or secured prior to occupancy of structures, in accordance with the provisions of Section 2.4.40.12 of Chapter 2.4 - Subdivisions and Major Replats.

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

a. Sidewalks shall be required along both sides of all streets, as follows:

1. Sidewalks on Local, Local Connector, and Cul-de-sac Streets - Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de-sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to

sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.

2. Sidewalks on Arterial, Collector, and Neighborhood Collector Streets - Sidewalks along Arterial, Collector, and Neighborhood Collector Streets shall be separated from curbs by a planted area. The planted area shall be a minimum of 12 ft. wide and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of five ft. wide. An exception to these provisions is that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.

3. Sidewalk Installation Timing - The timing of the installation of sidewalks shall be as follows:

   a) Sidewalks and planted areas along Arterial, Collector, and Neighborhood Collector Streets shall be installed with street improvements.

   b) Except as noted in "c," below, construction of sidewalks along Local, Local Connector, and Cul-de-sac Streets may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat.

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.

2. Pedestrian rights-of-way connecting Cul-de-sacs or passing through unusually long or oddly shaped blocks shall be a minimum of 15 ft. wide. When these connections are less than 220 ft. long, measuring both the on-site and the off-site portions of the path, or when they directly serve 10 or fewer on-site dwellings, the paved improvement shall be no less than five ft. wide. Connections that are either longer than 220 ft. or serve more than 10 on-site dwellings shall have wider paving widths as specified in Section 4.0.40.c. Maintenance of the paved improvement shall be the responsibility of adjacent property owners. Additionally, a minimum of five ft. of landscaping shall be provided on either side of these pedestrian facilities, in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Maintenance of the landscaping shall also be the responsibility of adjacent property owners.

3. Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian ways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:

a) To maximize direct pedestrian travel, the on-site pedestrian circulation system shall connect the sidewalk on each abutting street to the main entrance of the primary structure on the site.

b) Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities that abut the site but are not adjacent to the streets abutting the site. When sidewalks or multi-use paths are provided, such as occurs through Cul-de-sacs or to provide pedestrian connections through areas where vehicles cannot travel, these facilities shall be bordered on both sides by a minimum of five ft. of landscaping. Additionally, solid fencing shall be limited to a maximum height of four ft. along these areas to increase visibility and public safety. Portions of fences above four ft. in height are allowed, provided they are designed and constructed of materials that are open a minimum of 50 percent.

c) Walkways shall be as direct as possible and avoid unnecessary meandering.

e) With the exception of walkway/driveway crossings, walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer. This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on-site unless an unusual parking lot hazard exists.

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

e. To ensure improved access between a development site and an existing developed facility such as a commercial center, school, park, or trail system, the Planning Commission or Director may require off-site pedestrian facility improvements concurrently with development.

f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps, sidewalk prisms, horse rings, and iron curbs that will be impacted by the development. If such a feature exists, it shall either be left in its current state as part of the existing sidewalk or street, or incorporated into the new sidewalk or street for the development site, as close as possible to its original location and orientation. Iron curbs shall be retained unless required to be removed or modified to comply with mandatory ADA standards. In such instances, the iron curb shall only be removed or modified to the minimum extent necessary to comply with the ADA standards.

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

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

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

2. If the traffic evaluation identifies Level of Service (LOS) conditions less than the minimum standard established in the Corvallis Transportation Plan, improvements and funding strategies mitigating the problem shall be considered concurrently with a development proposal.

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

1. Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrently with development. Where a development site abuts an existing private street not improved to City standards, and the private street is allowed per the criteria in "d", above, the abutting street shall meet all the criteria in "d", above and be improved to City standards along the full frontage of the property concurrently with development.

j. Alley standards shall be as follows -

1. <u>Standards for Alleys Serving both Residential and Nonresidential Use Types</u>

a) Alleys serving Residential Use Types shall be privately owned, with the exception of existing publicly owned alleys. Alleys serving nonresidential Use Types may be private, but are strongly encouraged to be public;

g) Although emergency access to structures is provided via streets the majority of the time, in cases where an alley provides required emergency access to a structure(s), the alley shall be a minimum of 20 ft. wide and have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate emergency vehicles;

2. <u>Additional Standards for Alleys Serving Residential Use Types</u> -

a) One-way alleys shall have a minimum width of 12 ft., and two-way alleys a minimum width of 16 ft. One-way alleys shall be clearly designed as one-way alleys and shall be signed accordingly;

k. 8. Right-of-way and improvement widths shall be as specified in the Transportation Plan and Table 4.0-1 - Street Functional Classification System.

l. Where standards do not exist to address unusual situations, the Planning Commission or Director may require special design standards recommended by the City Engineer as Conditions of development Approval.

Table 4.0-1- Street Functional Classification System[1]						
	Arterial Highway	**Arterial**	**Collector**	**Neighborhood Collector**	**Local Connector**	**Local**
Auto amenities (lane widths)[2]	2-5 Lanes (11 - 14 ft.)	2-5 Lanes (12 ft.)	2-3 Lanes (11 ft.)	2 Lanes (10 ft.)	2 Lanes (10 ft.)	Shared Surface
Bike amenities[3]	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	Shared Surface	Shared Surface
Pedestrian amenities	2 Sidewalks (6 ft.) Ped. Islands	2 Sidewalks (5 ft.) Ped. Islands	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)
Transit	Typical	Typical	Typical	Typical	Permissible/ not typical	Permissible/not typical
Managed speed[4]	20 mph - 55 mph	25 mph - 45 mph	25 mph - 35 mph	25 mph	25 mph	15-20 mph
Curb-to-curb width[5] (two way)						
No on-street parking	34 ft - 84 ft.*	34 ft.-72 ft.	34 ft.-45 ft.	32 ft.	20 ft.*	20 ft.*
Parking one side	42 ft. - 84 ft.	NA	NA	40 ft.	28 ft.	25 ft.*
Parking both sides	50 ft. - 84 ft.	NA	NA	48 ft.	28-34 ft.	28 ft.
Traffic calming[6]		No	Permissible/ not typical	Typical	Permissible	Permissible
Preferred adjacent land use	High Intensity	High Intensity	Med. to High Intensity	Medium Intensity	Med. to Low Intensity	Low Intensity
Access control	Yes	Yes	Some	No	No	No
Turn lanes		Continuous and/or medians with ped. islands	Typical at intersections with Arterials or Collectors	Not typical	Not typical	Not typical

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Planting strips[7&8]	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 6 ft. Except across areas of Natural Features	Two - 6 ft.[7] Except across areas of Natural Features[7&8]
Through-traffic connectivity		Primary function	Typical function	Typical function	Permissible function	Permissible function

1. These standards do not preclude the flexibility currently allowed through the Planned Development process in Chapter 2.5 - Planned Development.

2. Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. On Arterial and Collector roadways, an absolute minimum for safety concerns is 10 ft. Such minimums are expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width.

3. An absolute minimum width for safety concerns is five ft., which is expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width. Parallel multi-use paths in lieu of bike lanes are not appropriate along the Arterial-Collector system due to the multiple conflicts created for bicycles at driveway and sidewalk intersections. In rare instances, separated (but not adjacent) facilities may provide a proper function.

4. Arterial Highway speeds in the Central Business or other Commercial zones in urban areas may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.

5. Street design for each development shall provide for emergency and fire vehicle access. Street widths of less than 28 ft. shall be applied as a development condition through the Subdivision process in Chapter 2.4 - Subdivisions and Major Replats and/or the Planned Development process in Chapter 2.5 - Planned Development. The condition may require the developer to choose between improving the street to the 28-ft. standard or constructing the narrower streets with parking bays placed intermittently along the street length. The condition may require fire-suppressive sprinkler systems for any dwelling unit more than 150 ft. from a secondary access point. * To be applied in RS-9 and lesser zones.

6. Traffic calming includes such measures as bulbed intersections, speed humps, raised planted medians, mid-block curb extensions, traffic circles, signage, and varied paving materials and is addressed in the Transportation Plan.

7. Through the Planned Development Review Process, the planting strip along Local Streets and around the bulbs of Cul-de-sacs may be reduced or eliminated.

8. Where streets must cross protected Natural Features, street widths shall be minimized by providing no on-street parking and no planting strips between the curb and the sidewalk on either side of the street.

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. Residential Standards -

a) Complete Blocks - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) Maximum Block Perimeter - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) Variations Allowed Outright - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

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

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

e. Where street, trail, utility, or other rights-of-way and/or easements in or adjacent to development sites are nonexistent or of insufficient width, dedications may be required. The need for and widths of those dedications shall be determined by the City Engineer.

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

g. Environmental assessments shall be provided by the developer (grantor) for all lands to be dedicated to the public or City. An environmental assessment shall include information necessary for the City to evaluate potential liability for environmental hazards, contamination, or required waste cleanups related to the dedicated land. An environmental assessment shall be completed prior to the acceptance of dedicated lands, in accordance with the following:

1. The initial environmental assessment shall detail the history of ownership and general use of the land by past owners. Upon review of this information, as well as any site investigation by the City, the Director will determine if the risks of potential contamination warrant further investigation. If further site investigation is warranted, a Level I Environmental Assessment shall be provided by the grantor, as described in "2," below.

Section 4.1.40 - STANDARDS FOR OFF-STREET PARKING AND ACCESS

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this Section and the City's Off-street Parking and Access Standards, established by the City Engineer and as amended over time. A permit from the Development Services Division shall be required to construct parking, loading, and access facilities, except for Single Detached, Duplex, Single Attached, and Attached Building Types; and Manufactured Dwellings.

a. Access to Arterial, Collector, and Neighborhood Collector Streets

1. Off-street facilities shall be designed and constructed with turnaround areas to prevent back-up movement onto Arterial Streets.

2. Location and design of all accesses to and/or from Arterial, Collector, and Neighborhood Collector Streets, as designated in the Corvallis Transportation Plan, are subject to review and approval by the City Engineer. Accesses shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions to this requirements may be granted by the City Engineer. Evaluations of exceptions shall consider the posted speed for the street on which access is proposed, constraints due to lot patterns, and effects on the safety and capacity of the adjacent public street, bicycle, and pedestrian facilities.

3. When developed property will be expanded or altered in a manner that significantly affects on-site parking or circulation, both existing and proposed accesses shall be reviewed under the standards in "2," above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

CIRCULATION

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

VEHICULAR CIRCULATION

The applicant's site fronts NW Harrison Blvd., NW Short Avenue, NW 27th Street and an alley. Described below are the existing conditions for these streets.

NW HARRISON BOULEVARD

According to the City's Transportation Plan, NW Harrison Boulevard is classified as an arterial street. The existing street right-of-way (ROW) appears to be approximately 58 feet with a pavement width of approximately 42 feet. The existing street configuration includes: parking on the south side, 6-foot bike lanes and two 11-foot travel lanes. Sidewalks are separated from the street along the property frontage by substandard planting strips (3 feet). Along a portion of the old hospital site there is widened curbside sidewalks with no planter strip. There is an existing marked crosswalk at NW 27th Street across NW Harrison Blvd.

NW SHORT AVENUE

Northwest Short Avenue is a local street with a pavement width of 24 feet, curbs, drainage facilities, and a 50-foot ROW. On-street parking is allowed on the north side only. Sidewalks are generally set back except along the site frontage where they are curbside. On the south side, there are 8-foot wide planting strips which have been filled in with asphalt except where there are some tree wells for the existing street trees.

NW 27TH STREET

Northwest 27th Street between NW Harrison and NW Short Ave. was vacated in February of 1964 (ordinance 64-14 & 64-70). South of NW Short Ave., NW 27th Street is a local street with a pavement width of 24 feet, curbside drainage facilities, and a 50-foot ROW. On-street parking is allowed on the east side only. There are existing 5-foot setback sidewalks with 8 foot planter strips. Some areas of the planter strips along the site frontage have been filled in with asphalt.

ALLEY

There is an existing 16-foot wide alley on the east side of the site. It is paved with concrete and has catch basins. Private perpendicular parking is located along a majority of the alley way.

EXISTING SITE ACCESSES

Existing site access is provided from NW Harrison Blvd., NW Short Ave., and the alley on the east side. Northwest Harrison Blvd has two access points to existing parking lots: one across from 27th Street and a shared access at the west end of the site. On NW Short Avenue, there are two accesses, and along the alley there are multiple access points. The 27th Street parking lot has two access points to NW 27th Street.

TRAFFIC IMPACT STUDY (TIS)

The applicant provided a Traffic Impact Analysis/trip generation study. According to the information submitted, the estimated trip generation for 91 Apartment units is less than the original hospital. In comparison to a nursing home (Heart of the Valley) the apartment site is estimated to generate 2 more trips during the PM peak hour.

Table 7 - Weekday PM Peak Hour Trip Generation of Proposed Development

Land Use	Development Size	Weekday PM Peak Hour Trip Generation		
		Total	In	Out
Apartments (ITE 220)	91 Units	56	36	20
Hospital (ITE 620)	72,700 sf	83	35	48
Nursing Home (ITE 620)	72,700 sf	54	28	26

Since the proposed development is not estimated to generate significantly more trips based on ITE standards than the existing development (nursing home), it is not creating additional impacts to the transportation system. Impacts from the existing development should be accounted for in the City Transportation Plan and Capital Improvement Plan. No mitigation of existing intersections is required with the development of the site as proposed, although the applicant will provide improvements along the site frontage as proposed by the application and conditioned. The applicant will pay applicable System Development Charges with development of the site which are used to provide extra capacity improvements proportional to development impacts throughout the City.

PROPOSED IMPROVEMENTS VEHICULAR CIRCULATION

Below is a summary of the proposed street improvements associated with the development application. These improvement are shown in the application attachments “J-1",”K”, “K-1", and “L”

NW HARRISON BOULEVARD

As shown in the attachments “J-1" and K-1" of the application, proposed improvements to NW Harrison Blvd. consist of dedicating 9 feet of ROW, setting back the sidewalks and installing 12-foot wide planter strips **(Conditions of Approval 9 and 17)**. The application narrative on pages 25 and 29 are inconsistent with the drawings, but the width of the ROW dedication and planter strip are clarified in item 19 of the letter dated November 16, 2011 from DEVCO Engineering Inc.

Based on LDC Table 4.0-1, the standard ROW required for an arterial street is 82-feet. This provides for two 5-foot sidewalks, two 12-foot planter strips, two 6-foot bike lanes, two 12-foot travel lanes and a 12-foot continuous center lane (41 feet of ROW from Centerline). Parking is not typical on arterial streets except where existing in older areas of the City. Since there is extensive existing development that would limit widening Harrison to the above standard, and no improvement in this area of Harrison is identified in the Transportation Master Plan, a lesser width ROW may be acceptable which would provide for a 12-foot planter strip and 5-foot sidewalk (38 feet from centerline).

The transportation plan does not note any major improvements in the immediate proximity of the site. Harrison Blvd. improvements west of 29th street are identified in the transportation plan and Harrison Corridor documents. Those suggested improvements are outside the area of this development.

NW SHORT AVENUE

Proposed improvements to NW Short Ave. consist of setting back the existing curbside sidewalks and installing an 8-foot wide planter strip on the north side along the property frontage, consistent with LDC section 4.0.30.a. New pedestrian ramps and driveway approaches will be installed as well. To provide a functional planting strip, applicable asphalt areas need to be removed along the parking lot site frontage **(Conditions of Approval 10 and 13)**. No additional ROW is proposed since the existing ROW of 50 feet meets current LDC criteria in LDC Table 4.0-1 for local streets.

NW 27TH STREET

Except for construction of a new access point at the intersection of NW Short Ave., no improvements to NW 27th Street are proposed. To provide a functional planting strip, applicable asphalt areas need to be removed along the site frontage **(Condition of Approval 13).** No additional ROW is proposed since the existing ROW of 50 feet meets current LDC criteria in LDC Table 4.0-1 for local streets.

ALLEY

According to attachment "J-1", alley improvements consist of widening the alley to 20 feet along the site frontage where needed for emergency vehicle access consistent with LDC section 4.0.60.j.1.g. Where additional width is needed for fire department ladder truck access, an additional 6 feet of width is provided adjacent to the alley. The extra width for the emergency vehicle should be located within an emergency vehicle access easement and maintained by the property owner. In conjunction with the alley widening, the existing alley approach on NW Harrison Boulevard will need to be reconstructed **(Condition of Approval 11)**.

BLOCK PERIMETER STANDARDS (LDC SECTION 4.0.60.)

Block perimeter standards are discussed on page 68 of 70 in the application. Since vacation ordinance 64-15 removed the NW 27th Street connection, it does not seem reasonable to require the street be put back. With this site development, the applicant is reestablishing a pedestrian connection between NW Harrison Blvd. and NW Short Ave. via a private sidewalk with a pedestrian access easement along the vacated NW 27th Street alignment **(Condition of Approval 6)**.

SITE ACCESSES

Consistent with City policies and LDC section 4.1.40.a for an arterial street, the applicant is removing one existing site access to NW Harrison Blvd. Primary access to the site will be provided by a driveway off NW 27th Street. A second access on NW Short Ave at the west end of the building is proposed to be "in" only, and a third access point to the alley is proposed to be "out" only. An emergency vehicle access is provided via the existing alley

from NW Harrison Blvd. Site accesses will need to be constructed to City commercial driveway approach standards **(Development Related Concern A)**. There is an existing approach shared with the adjacent lot at the west end of the site on NW Harrison Blvd. Access to the adjacent property will need to be maintained and a reciprocal access easement provided on the plat consistent with the access shown on Attachment "J-1" unless the adjacent property owner provides written consent to abandon the driveway, and other Code compliant access is provided. Existing accesses that will not be used will need to be abandoned. **(Condition 14 and 15)**.

The initial traffic information submitted with the application did not propose to use the alley for site access other than emergency access. Staff evaluation of the site design proceeded on this assumption until recently. Since no access off Harrison was reviewed with the initial proposals, there was not an analysis done for left turns into the site. If access into the site had been initially proposed by the applicant, Staff would have requested a traffic analysis to evaluate turn movements, gaps and cues on NW Harrison Blvd, including turn lanes, as warranted. In the final design, the applicant proposed to limit alley access to out-only, with the assumption that most of the traffic will turn right onto Harrison Blvd from the alley **(Condition of Approval 12)**. Given that this proposal will not negatively impact the flow of traffic on Harrison Blvd, no further analysis is necessary.

CONCLUSIONS ON VEHICULAR CIRCULATION

Given the discussion above, and **Conditions 9-17**, the anticipated development-related trips are expected to be accommodated by the proposed and existing street network.

BICYCLE AND PEDESTRIAN CIRCULATION

The existing street network has bicycle and pedestrian facilities that provide connectivity with the surrounding land uses. The bicycle facilities consist of on-street bike lanes on NW Harrison Blvd and shared local street pavement surfaces. Pedestrian facilities are provided by the existing sidewalks along the streets as discussed above.

Improvements to the existing bicycle and pedestrian facilities shown in the applicants Attachment include:

- Setting back the existing sidewalk on the north side of NW Short Ave. and providing an 8-foot planting strip.
- Setting back the sidewalk on NW Harrison Blvd. and providing a 12-foot planter strip.
- Private sidewalks throughout the site as shown on Attachment "L-2"
- Installation of new ADA ramps.

In addition to the improvements shown in the application, the existing planter strips need to be reestablished by removing the asphalt and base and replacing it with topsoil and landscaping **(Condition of Approval 13)**.

The requirements of setback sidewalks and planter strips which trigger the ROW dedication/easements are City standards and components of safe public sidewalks that are taken into consideration when determining serviceability. The applicant benefits from additional ROW and setback sidewalks in the form of:

- An enhanced aesthetic experience for pedestrians as the separation from motor vehicle traffic decreases road noise, prevents water from the roadway being splashed on pedestrians and provides an enhanced sense of security.

- An enhanced environment for wheelchair users as the sidewalk can be kept at a constant slope with the steeper slopes for driveway approaches built into the planting strip.
- An area for street trees, sign posts, utility and signal poles, mailboxes, fire hydrants, etc.
- Mature street trees may reduce vehicle speed.
- When wide enough, a place for a motor vehicle to wait out of the stream of traffic while yielding to a pedestrian crossing a driveway.
- A break in hard surfacing with added pervious area.
- Facilitating construction of commercial approaches by allowing adequate ROW to install the minimum radius on the approach of 8 feet or larger to accommodate smooth vehicular and truck turning movements.
- A transit facility, if needed, can be installed in wider planter strips which benefits the adjacent property's tenants, employees and customers.

With high density residential development located on established bus routes, the site is expected to derive particular benefit from enhanced pedestrian and bicycle access facilities. This demand and above benefits support nexus and rough proportionality findings for incremental ROW increases associated with providing park strips and setback sidewalks. Development potential of the site as proposed is maintained. The proposed ROW increase is incremental because provision of standard street ROW and improvements are the minimum necessary to provide safe, functional multi-modal transportation and utility access to a high density residential site located in close proximity to OSU expecting to generate many pedestrian and bicycle trips.

Given the above-cited benefits, staff find the burden of right-of-way dedication/easements has nexus and is roughly proportional to the benefits received by the development.

CONCLUSIONS ON BICYCLE AND PEDESTRIAN CIRCULATION

Given **Conditions 6, 9,10, and 16** above and the applicant's proposal, no additional improvements to the bicycle and pedestrian system are required to meet applicable Comprehensive Plan policies and Land Development Code criteria.

TRANSIT

The Corvallis Transit System currently provides multiple services to this area Via routes 1,7& C3. There are no transit shelters in the immediate vicinity of the site.

No additional improvements to the transit system are required to meet applicable Comprehensive Plan policies and Land Development Code criteria.

CONCLUSION ON CIRCULATION

Given the preceding discussion, the applicant's proposal and **Conditions 9-17** above, the requirements of the Land Development Code will be met.

CITY / PUBLIC UTILITIES

Section 4.0.20 - TIMING OF IMPROVEMENTS

a. All improvements required by the standards in this Chapter shall be installed concurrently with development, as follows:

1. Where a Land Division is proposed, each proposed lot shall have required public and franchise utility improvements installed or secured prior to approval of the Final Plat, in accordance with the provisions of Section 2.4.40.08 of Chapter 2.4 - Subdivisions and Major Replats.

2. Where a Land Division is not proposed, the site shall have required public and franchise utility improvements installed or secured prior to occupancy of structures, in accordance with the provisions of Section 2.4.40.12 of Chapter 2.4 - Subdivisions and Major Replats.

Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

a. All development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights.

b. Where necessary to serve property as specified in "a" above, required public utility installations shall be constructed concurrently with development.

c. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrently with development.

d. To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).

e. All required public utility installations shall conform to the City's adopted facilities master plans.

f. Private on-site sanitary sewer and storm drainage facilities may be allowed, provided all the following conditions exist:

1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;

2. The development site remains in one ownership and Land Division does not occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and

3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

Section 4.0.80 - PUBLIC IMPROVEMENT PROCEDURES

It is in the best interests of the community to ensure that public improvements installed in conjunction with development are constructed in accordance with all applicable City policies, standards, procedures, and ordinances. Therefore, before installing public water, sanitary sewer, storm drainage, streetlights, street, transit, bicycle, or pedestrian improvements, developers shall contact the City Engineer for information regarding adopted procedures governing plan submittal, plan review and approval, permit requirements, inspection and testing requirements, progress of the work, and provision of easements, dedications, and as-built drawings for installation of public improvements.

Whenever any work is done contrary to the provisions of this Code, the Director may order the work stopped via a written notice served on the persons performing the work or otherwise in charge of the work. The work shall stop until the Director authorizes that it proceed or authorizes corrective action to remedy existing substandard work.

Section 4.0.90 - FRANCHISE UTILITY INSTALLATIONS

These standards are intended to supplement, not replace or supersede, requirements contained within individual franchise agreements that the City has with providers of electrical power, telecommunication, cable television, and natural gas services, hereafter referred to as Franchise Utilities.

a. Where a Land Division is proposed, the developer shall provide Franchise Utilities to the development site. Each lot in a Subdivision shall have an individual service available or secured prior to approval of the Final Plat, in accordance with Section 2.4.40 of Chapter 2.4 - Subdivisions and Major Replats.

d. Where a Land Division is not proposed, the site shall be provided with Franchise Utilities prior to occupancy of structures as required by this Section and in accordance with the provisions of Section 2.4.40.12 of Chapter 2.4 - Subdivisions and Major Replats.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

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

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

e. Where street, trail, utility, or other rights-of-way and/or easements in or adjacent to development sites are nonexistent or of insufficient width, dedications may be required. The need for and widths of those dedications shall be determined by the City Engineer.

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

Section 4.0.110 - MAIL DELIVERY FACILITIES

d. Installation of mail delivery facilities is the obligation of the developer. These facilities shall be installed concurrently with the public improvements. Where development of a site does not require public improvements, mail delivery facilities shall be installed concurrently with private site improvements.

Section 4.0.130 - STORM WATER MANAGEMENT MEASURES

a. To reduce the risk of causing downstream properties to become flooded and to help maintain or restore the Properly Functioning Conditions of receiving waters, new development, expansions to existing development, or redevelopment shall be required to provide storm water detention and retention in accordance with "b," of this Section.

b. When Detention and/or Retention are Required - See also Section 4.2.50.04 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

1. New development projects that create impervious surfaces in excess of 25,000 sq. ft. are required to implement storm water detention and/or retention measures as specified in the Corvallis Design Criteria Manual. Impervious surfaces include such elements as roads, driveways, parking lots, walks, patios, and roofs, etc. Detention facilities shall be designed to maximize storm water infiltration. Detention or retention facilities shall be located outside the 10-year Floodplain or the riparian easement area, whichever is greater. The riparian easement area is identified in Section 4.13.70 of Chapter 4.13 - Riparian Corridor and Wetland Provisions, and this standard shall apply regardless of whether or not an easement has been granted.

2. <u>Expansion and Redevelopment</u> -

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

b) Detention facilities shall be designed to maximize storm water infiltration. Detention or retention facilities shall be located outside the 10-year Floodplain or the riparian easement area, whichever is greater. The riparian easement

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area is identified in Section 4.13.70 and this standard shall apply regardless of whether or not an easement has been granted.

c) Pre-developed runoff conditions for redeveloped impervious area shall assume a runoff pattern based on good condition grass and the corresponding native hydrologic soil group for the site. Detention shall not be required beyond the point at which gravity flow to the existing abutting storm drainage system cannot be feasibly maintained, as determined during development plan review.

3. Exemptions to Storm Water Detention Requirements -

a) Properties east of the Marys River and south of Highway 20/34 are exempt from detention requirements because of their proximity to the Marys River and the need for quick dispersion of storm water.

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.

4. Storm water facilities south of Goodnight Avenue shall be constructed in accordance with the requirements of the South Corvallis Drainage Master Plan.

c. Use of water quality features shall be consistent with the Corvallis Design Criteria Manual. Water quality features within the regulated Riparian Corridor shall be located outside of the applicable riparian easement area. The riparian easement shall be re-vegetated consistent with Sections 4.13.50.d.1 and 4.13.50.d.2 of Chapter 4.13 - Riparian Corridor and Wetland Provisions.

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

In accordance with LDC 4.0.70, all development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights. Since this is a redevelopment of an existing lot, these services should be present. The applicant will be required to upgrade/reconstruct facilities necessary to serve their development. Existing City utilities that will not be used need to be removed per LDC 2.4.40.11

WATER

The site is located in the first level service area (elevations of 290' or less). Six inch water lines are located in NW Short Ave. and NW 27th Street. A water line in Harrison was abandoned years ago. Existing fire and domestic services for the site are located on the south side of NW Harrison Blvd. These services are fed from the 6-inch line in NW 27th Street on the north side of NW Harrison Blvd. Both the fire service assembly, and domestic meter are out dated, and need to be replaced. Fire hydrants are located across the street from the site on both NW Harrison Blvd. and NW Short Ave.

According to the application utility plan, Attachment “L”, and narrative on page 38, new water and fire services will be installed on NW Harrison Blvd and NW Short Ave. New services and service upgrades will require applicable permits from Development Review

Engineering and/or Development Services Final line sizing and locations will be determined with review of the Public Improvements by Private Contract (PIPC) construction plans for the site. **(Conditions of Approval 17 and 18).**

The Corvallis Water Distribution System Facility Plan does not show the need for any major distribution system improvements adjacent to the development site.

Easements will need to be provided for any waterlines outside the public ROW. Per LDC section 4.0.100, the minimum easement width for a single City utility is 15 feet wide and multiple City utilities require a minimum easement width of 20 feet. Final locations of the easements are typically based on the construction plans submitted for PIPC permits. These plans are required to be authorized prior to building permit or final plat approval per LDC requirements. Applicable easements will need to be shown on the final plat. **(Condition of Approval 16)**

Given **Conditions 16-18,** above, and the applicant's proposal, no additional improvements to the City water system are required to meet applicable Comprehensive Plan policies and Land Development Code criteria.

SANITARY SEWER

According to the Wastewater Utility Master Plan, the site is located within the Fillmore Sanitary Sewer Basin.

There is an existing 8-inch public combined sewer main located in NW 27th Street that terminates at a manhole on the south side of NW Harrison Blvd. There is also a 10-inch combined sewer main in the alley east of the site. It is not clear where the existing service is for the site. Based on old maps, there is a stub out of a manhole on the south side of NW Harrison at 27th Street which may serve lots to the east. A section of public sewer connected to the existing manhole in the alley appears to have been abandoned when the hospital was built, but may be the private sewer service for the site. As part of the vacation for NW 27th Street through the site, the City retained an utility easement. This easement will need to be released per LDC section 2.8.20 **(Condition of Approval 20)**.

As shown on the application utility plan, Attachment "L", sewer service is proposed from the existing 10-inch combined sewer line located within the alley. Any existing laterals not used will need to be abandoned with the building permit. Installation of public sewers are permitted by Public Works, Development Review Engineering (PIPC) and installation of private sanitary sewer lateral extensions are permitted through Development Services. If there is substantial work on a public main, such as a manhole, a PIPC permit will be required **(Condition of Approval 19)**.

No improvements along the site frontage were identified in the Wastewater Utility Master Plan.

Given **Conditions 19-20** above and the applicant's proposal, no additional improvements to the City sewer system are required to meet applicable Comprehensive Plan policies and Land Development Code criteria.

STORM DRAINAGE

The proposed development site is located within the Fillmore combined sewer drainage basin. There is an existing storm drain located in NW Short Avenue which runs through the site over to the combined sewer east of the site in the alley. Catch basins are also located along NW Harrison Blvd. The storm drainage in the area flows to the combined sewer.

As shown on the Utility Plan, Attachment "L", the applicant proposes reconstructing the existing storm drain system in NW Short Ave and NW 27th Street to eliminate the existing line that runs through the site to the combined sewer in the alley. This is consistent with City Policy 1003, the storm and sanitary sewers draining the site should have separate connections to the existing combined public sanitary/storm sewer system. This line will provide street drainage and a connection for private site drainage.

In addition to storm drainage piping for the site, the applicant has addressed storm drainage water quality and detention for the site as shown on Attachment "L" , discussed on page 48 of the narrative, and noted in the October 28, 2011 letter from DEVCO Engineering. By using pervious pavement for the pollution generating surfaces, the LDC requirement for water quality facilities is not triggered. (The LDC refers to a Design Criteria Manual which currently is appendix F of the SWMP. According to documents referenced in Appendix F of the SWMP, Water Quality is required for pollution generating impervious surfaces when the area exceeds 5,000 square feet). To keep the pervious pavement functioning, a maintenance plan needs to be submitted with the construction plans **(Condition of Approval 21).**

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.

In accordance with the LDC section 4.0.130.b, the requirement for detention is typically triggered when the proposed impervious area is more than 25,000 ft^2. The storm water detention facilities will be required to be designed consistent with design standards outlined in Appendix F of the Storm Water Master Plan, and standards outlined in the King County, Washington, Surface Water Design Manual except were variances are approved as part of the planned development. Design shall capture storm water 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. The facility design will need to safely pass a 100 year, 24-hour storm **(Condition of Approval 22)**.

A private maintenance agreement with enforcement provisions to ensure maintenance of private storm drainage and detention facilities shall be established in accordance with LDC sections 4.0.70.f and 4.0.60.d prior to permitting these improvements. The private site improvements including storm drainage and private pervious pavements will be permitted with the building permit through Community Development, Development Services **(Condition of Approval 21)**.

Given **Conditions 21-22** above and the applicant's proposal, no additional improvements to the City's storm drainage system are required to meet applicable Comprehensive Plan policies and Land Development Code criteria.

STREET LIGHTS

Per LDC sections 4.0.60.q and 4.0.70.a, the applicant is required to install street lights with development, if needed. There are existing street lights on NW Harrison Blvd, NW Short Ave. and NW 27th Street. No additional street lights are required.

FRANCHISE UTILITIES

The applicant proposes to grant utility easements as shown on attachment "R" and described on page 28 of the application. According to LDC Section 4.0.100.b, a 7-foot UE is required adjacent to all street ROWs. A variance is requested on page 3 of 6 in table 1. This variance does not provide a UE along the entire site frontage, but still provides locations along the site frontage to locate pedestals and other above ground facilities outside the ROW. With the applicant's proposal, it was difficult to provide additional ROW and the UE in some areas of the site. Staff's preference was to provide additional ROW and 12-foot planting strips over obtaining the entire UE. Currently the franchise utilities are located predominately within the ROW as overhead utilities. Based on the proposed UE areas, each parcel should be able to be served with franchise utilities. This UE is typically granted concurrent with the plat. With development of the site, applicable franchise utilities will need to be installed to serve each site **(Conditions 23 and 24).**

CONCLUSION ON PUBLIC FACILITIES AND SERVICES

Given **Conditions 16-24,** above, and the applicant's proposal**,** the requirements of the Land Development Code will be met.

MAJOR REPLAT

See sections on Transportation/Circulation and Public/City Utilities above for improvement required with development. Since the applicant is replatting multiple lots into one, utility and transportation facilities are addressed in the development proposal and timing of the improvements in the conditions.

CONCLUSION ON LDC CHAPTER 4.0 - IMPROVEMENTS REQUIRED WITH DEVELOPMENT

The above analysis finds that, as conditioned, the proposal complies with applicable LDC Chapter 4.0 standards.

G. LDC CHAPTER 2.5 - PLANNED DEVELOPMENT

Per LDC Section 2.5.40.04 requests for Planned Developments are required to demonstrate compatibility with surrounding uses based on the following areas, as applicable:

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

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

COMPENSATING BENEFITS

The applicant requests to vary from 15 LDC standards. Reasons for the requested variations and proposed compensating benefits are discussed in detail in the related portions of Part I of this staff report. Findings within the previous analysis of proposed variations and compensating benefits are included here, by reference, as findings under the Compensating Benefits compatibility review criteria. The following table summarizes the requested variations and compensating benefits proposed by the applicant or identified by staff.

Table 7: 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.**

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	Report pg #	LDC Section Number	Standard Summary	Summary of Proposed Variation
		• 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.		
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.		

	Report pg #	LDC Section Number	Standard Summary	Summary of Proposed Variation
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 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.		

BASIC SITE DESIGN

The subject site is located at 2750 NW Harrison Blvd, which is the site of the Heart of the Valley Center. The Heart of the Valley Center building is proposed to be demolished, and replaced with a 104,947 sq. ft., 91 unit apartment building. The proposed apartment building has two wings, referred to by the applicant as the north and south buildings. These wings, or buildings, are connected by a roof that serves two purposes. It provides covered parking below, and provides a large open space area to be used by the building's tenants. The site is bordered on the north by NW Harrison Blvd, on the south by NW Short Avenue and 27th Street, and to the east by a north/south running alley. Vehicle access to the site occurs from NW 27th Street and Short Avenue. Vehicles may also exit the site via the alley. If necessary, emergency vehicles can also access the site from NW Harrison Blvd, using the alley to the east.

Vehicle parking occurs in the 27th Street parking lot, and on the lot where the building is proposed. All vehicle parking is surface parking, though much of the parking will be covered by the roof connecting the north and south wings of the apartment. Pedestrian access to the site occurs primarily from NW Short Avenue and NW Harrison Blvd, and there is a pedestrian connection between these two streets, through the site. The proposed building contains entrances to apartments, and to lobby areas that are directly accessed from the aforementioned streets.

Open space is primarily provided on the roof top plaza, however, areas along NW Harrison Blvd and NW Short Avenue also provided courtyards constructed with a mix of hardscaping and vegetation. The south and east sides of the east parking lot are proposed to be screened with a combination of a 6-ft tall wood fence and 6-ft tall hedge to screen the parking area from neighboring properties.

The subject site, and adjacent properties are zoned RS-20. Nearby uses include sororities and fraternities, single-family residential homes, and a church. The proposed site design is evaluated for compliance with development standards and applicable review criteria in prior sections of this report. As proposed and conditioned, basic design aspects such as location of buildings, accessways, and vehicle and pedestrian circulation would create no negative impacts on surrounding uses. Aspects such as visual elements, parking, and landscaping will be discussed separately below.

VISUAL ELEMENTS

The applicant addresses the visual aspect of the proposed building in **Attachments A.5-17, and A.38**. The proposed building uses primarily vertical siding, with horizontal siding and brick cladding along portions of the first floor. Standing seam metal roofing is proposed. Staff note that most surrounding buildings are clad in horizontal siding and have asphalt shingle roofing. While a building primarily clad with horizontal siding and asphalt shingle roofing may more closely reflect the materials and design of surrounding buildings, the Planned Development criteria seek compatibility not sameness. The proposed siding and roofing is considered compatible with surrounding uses.

The building is 356-ft long and runs nearly the entire length of the site along NW Harrison Blvd and NW Short Avenue. This relatively long building has been designed to angle away from NW Harrison Blvd to provide visual interest and space for larger Green Areas than if the entire building was constructed at the 10-ft minimum setback distance. The building roof-line will also include recesses where the building “kinks”, or transitions between segments along NW Harrison Blvd. Similar recesses are also included on the Short Avenue side of the building **(Attachments A.5, 16, 17)**. The applicant requests to reduce the minimum building setback distance from 10-ft to 9-ft on the south side of the building. The 9-ft distance is measured from the nearest vertical wall, which is the south wall of the upper stories of the building. The ground floor is recessed approximately 14-ft from the south property line. Given the larger ground floor recess, the 1-ft variation to the setback standard is not expected to cause any negative visual impacts to surrounding uses or to degrade the pedestrian environment.

Parking is provided in existing parking areas, which include the NW 27th Ave parking lot and the parking area between SW 27th Street and the alley on the south side of the site. The proposed parking lot landscaping buffers do not meet some current Code standards. However, the current parking lots have little to no landscape buffers, and the proposed landscaping will increase buffers and minimize visual impacts compared to the existing conditions. To compensate for the proposed narrower parking lot landscape buffers, the applicant proposes to install a 6-ft tall wood fence along the east parking area, and a 6-ft

tall hedge along the south boundary of the east parking lot **(Attachment A.169)**. As proposed, visual impacts related to the surface parking areas will be sufficiently minimized by the proposed landscaping. Additional parking is located under the rooftop plaza, between the north and south building wings where it will not be visible to surrounding uses.

CCP 9.2.1 encourages City land use decisions to protect and maintain neighborhood characteristics. CCP 9.2.1 encourages City land use actions to promote neighborhood characteristics appropriate to the site and area, and CCP 9.2.5 lists several characteristics that are desirable in neighborhoods.

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

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

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

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

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

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

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

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

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

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement

of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

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

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

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

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

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

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

All of the lots east of NW Arnold Way and south of NW Tyler Avenue, including the subject site are zoned RS-20 **(Attachment A.101)**. Buildings to the east and southeast of the site are mostly sororities, fraternities, and apartments. A church and its parking lot are directly north of the site **(Attachment A.103, and Attachment B.1)**. The site is required to be built to RS-20 zone standards, which result in a certain type of character deemed appropriate to this site and area by the Comprehensive Plan. High density development required by the RS-20 zone and proposed by the applicant is, generally, in-keeping with the characteristics of the area to the east and southeast of the subject site. Thus, the proposal is consistent with CCP 9.2.2.

The proposal is less consistent with the characteristics of the area to the west of the site, along NW Arnold Way and beyond. Many of these lots are developed with single-family homes and don't achieve the minimum density requirements of the RS-20 zone. Most notable are the single-detached homes along NW Arnold Way that are within the College-Hill West National Register Historic District **(Attachment B.2)**. The presence of single-detached housing structures adjacent to the site, creates some friction is created between Policy 9.2.1, which aspires to protect existing residential neighborhood characteristics, such as those found in the area along NW Arnold Way, and Policy 9.2.2, which requires new development to promote characteristics appropriate to the site and area.
Two points help ease this friction. First is that the subject site is zoned RS-20, and is required to achieve a density level of at least 42 units on the 2.08 acre site. For this reason alone, the apartment building would be larger, and its appearance and character different

from the character of buildings along NW Arnold Way. Second, the lots along NW Arnold Way are within the College-Hill West National Register District. This District includes clear boundaries that help distinguish where one neighborhood ends and another begins. Most new development within the Historic District is required to be reviewed to ensure that it is compatible with the historic characteristics of the neighborhood. The subject site is outside of the Historic District and is not subject to review for historic compatibility. To the extent possible, development on the subject site should protect and maintain the characteristics of the area to its west; however, because the site is not within the Historic District, the primary responsibility of new development is to satisfy the development standards of the RS-20 zone.

As described above, and in the application, the proposed building contains elements that are reflective of the nearby single-family type buildings, such as gabled roofs, porch areas on streets, and window trim. The building's massing and strong street presence, and associated surface parking areas are what would be expected of a high density apartment building. Consequently, the proposal is consistent with both CCP 9.2.1 and 9.2.2. Some of these elements, such as the pitched roof, are mandated by PODS requirements.

The proposed development is also consistent with the types of characteristics encouraged by CCP 9.2.5. The proposed high density development will support effective transit and place a large number of residences within walking or biking distance of common destinations, such as the OSU campus, the commercial area along NW Monroe Avenue, and the commercial area near Fred Meyers (NW Kings Blvd and NW Buchanan Ave). The proposed building is near two public streets, and main entrances are oriented toward each. The building includes ground level porches/stoops, and all floors contain windows that overlook streets. This will encourage the attention and presence of people on streets during all hours of the day and night. Proposed parking areas are behind or under the building, and would not negatively impact the pedestrian environment. The proposed building and landscaping has been designed to create a sense of enclosure for pedestrians on abutting streets. However, to soften this presence, the building angles away from the street in multiple locations providing more space for courtyards adjacent to the public sidewalk.

The application narrative proposes to design a commemorative plaza or custom artwork that would celebrate the history of the Heart of the Valley Hospital **(Attachment A.21)**. The plaza/artwork is proposed to be located near the sidewalk along NW Harrison Blvd, though few other details regarding the plaza/art have been provided. **Condition of Approval 7** ensures that the plaza/artwork is installed, and requires it to be placed on the subject site, and not within the public ROW. This Condition also states that as long as work associated with the plaza/artwork does not cross the thresholds requiring a Major Planned Development Modification, and does not conflict with other aspects of the proposal and Conditions of Approval, no further land use action is required to install it.

NOISE ATTENUATION, AND ODORS AND EMISSIONS

Compared to existing conditions, noise from the site will likely increase. Noise is expected to be generated by tenants and vehicles arriving and leaving from the site, and from

garbage trucks on pick-up day. Noise is anticipated to be at similar levels to other apartment buildings within Corvallis.

The apartment building is not expected to generate offensive odors or emissions. Trash and recycling receptacles are proposed to be located in the covered parking area, near the northeast corner of the site **(Attachment A.164)**. This area is required to be screened on all sides, minimizing odors that may be associated with the waste receptacles. To locate the waste facilities where proposed, requires a variation from the LDC Standard that requires such facilities to be placed at least 20-ft from residential buildings. As discussed previously in this report, locating the waste receptacles where proposed provides convenience for tenants, and additional distance from surrounding uses. This provides a benefit that would not be achieved if the proposal complied with the LDC standard for the location of outdoor storage areas.

LIGHTING AND SIGNAGE

Thirteen pole lights are proposed to be installed on the site. Two would be placed in the 27th Street parking lot, seven would serve the east parking lot, and four lights would be placed along the north side of the proposed building. The lights are proposed to be "full-cut-off" according to the standards issued by the Illuminating Engineering Society of North America, and are expected to prevent light trespass on adjacent properties or excessive glare into the night sky **(Attachments A.65 and 179)**. Proposed lighting will also be evaluated through the Building Permit process to ensure that applicable standards in LDC Section 4.2.80 will be met **(Condition of Approval 5)**.

One sign is proposed on the site. This sign is proposed to be a monument sign that is 6.25 sq. ft. in size and 5-ft tall **(Attachment A.66)**. It would be located facing NW Harrison Blvd and placed near the sidewalk on the site that connects NW Harrison Blvd with NW Short Avenue. **Condition of Approval 8**, requires the applicant to obtain a sign permit prior to installation of the sign. Prior to issuing a sign permit, the Development Services Division will review the proposed sign to ensure compliance with applicable standards in LDC Chapter 4.7 - Sign Regulations **(Condition of Approval 8)**.

LANDSCAPING FOR BUFFERING AND SCREENING

Landscaping is provided throughout the site, with the greatest landscape area on the rooftop plaza. Landscaping for buffering and screening is provided along the perimeter of the site in the form of courtyard areas that contain trees and other vegetation, and parking lot buffer areas. Street trees are also proposed in each of the abutting street planter strips. The perimeter trees, including the street trees will soften views of the building from the street and adjacent properties. The trees will also provide an intermediary, or transitional element, between the 4-story building and street, which is expected to improve the pedestrian experience **(Attachment A.114)**.

As explained previously, the proposed parking lot landscaping buffers do not meet some current Code standards. However, the current parking lots have little to no landscape buffers, and the proposed landscaping will increase buffers and minimize visual impacts compared to the existing conditions. To compensate for the proposed narrower parking lot

landscape buffers, the applicant proposes to install a 6-ft tall wood fence along the east parking area, and a 6-ft tall hedge along the south boundary of the east parking lot **(Attachment A.169)**. As proposed, visual impacts related to the surface parking areas will be sufficiently minimized by the proposed landscaping.

TRANSPORTATION FACILITIES AND TRAFFIC

Transportation Facilities and Traffic related aspects of the proposal are discussed above in *Section F - LDC Chapter 4.0 - Improvements Required With Development*. Findings from that section are incorporated here by reference. Analysis in this section finds that the proposal, as conditioned, complies with applicable LDC standards. With specific regard to transportation and traffic, the applicant submitted a trip generation study based on the Institute of Transportation Engineers (ITE) Trip Generation Manual. Based on this study, it is estimated that the site will generate approximately 56 weekday afternoon peak hour trips. This is less than the number of trips that would be generated by a 72,700 sq. ft. hospital, and similar to the number of trips generated by the same size nursing home. These are the previous uses on the site, and would generate 83 and 54, weekday afternoon peak hour trips, respectively. The number of anticipated trips generated by the apartment project is similar to past uses and can be accommodated by the existing street network. The site abuts two local streets and an arterial street, which will facilitate traffic dispersion. The project is designed as student-oriented housing and is 2-3 blocks from the OSU campus, the expected major destination for most residents. It is also served by two transit routes, and bicycle lanes along NW Harrison Blvd. The site's proximity to campus and other nearby commercial areas, and easy access to bike lanes and transit, support transportation modes other than private vehicles.

The transportation network can accommodate the trips generated by the development. Given this, and the site's location on collector and local streets, near campus, and served by bike lanes and transit, negative impacts related to transportation facilities and traffic are not expected.

OFF-SITE PARKING IMPACTS

Generally speaking, off-site parking impacts can be quantified by the proportion of required vehicle parking that is not provided on site. Off-street parking is discussed in detail in Section B of this report. The base minimum amount of required vehicle parking for the proposed development is 199 spaces. LDC Section 4.1.20.q allows the amount of required on-site vehicle parking to be reduced by up to 20% based on provision of a certain amount of bicycle parking and proximity to transit stops. The proposal satisfies both LDC criteria for reducing on-site parking, consequently vehicle parking could be reduced by 20% to 159 spaces. The proposal also satisfies the non-binding criteria in a related Administrative Decision used by staff to help guide decisions about when to permit parking reductions contemplated in Section 4.1.20.q. This Administrative Decision was written because Section 4.1.20.q states that the reduction "may" be granted, indicating that it must not always be granted. The applicant has put forward two parking options that would provide 179 or 164 parking spaces, representing a 10% or 17% reduction from the base minimum.

Today, the Heart of the Valley building is not used and vehicles parked on the site are almost certainly not associated with the Heart of the Valley building. Compared to existing conditions, off-site parking impacts may be increased, in part because the vehicles relying on this site as a free parking lot will no longer be able to use it, and may park on nearby streets. However, because the proposal complies with applicable standards regarding the amount of required on-site parking, off-site impacts are expected to be minimal.

UTILITY INFRASTRUCTURE

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

EFFECTS ON AIR AND WATER QUALITY

The proposal is not expected to negatively affect air or water quality.Corvallis is currently in compliance with State and Federal air and water quality regulations. Water quality issues related to stormwater and sewer are discussed above in the Utility Infrastructure section of this report. In summary, that section finds that, as conditioned, the site would collect and treat stormwater to the satisfaction of LDC standards.

DESIGN EQUAL TO PODS

The Pedestrian Oriented Design Standards in LDC Chapter 4.10 relate to a range of site and design elements. Compliance with PODS is addressed in detail in Section E - LDC Chapter 4.10 - PODS, of this report. Findings from that section are incorporated here. The proposal complies with applicable PODS, and is therefore compatible with the above referenced Planned Development compatibility criterion.

PRESERVATION AND/OR PROTECTION OF SIGNIFICANT NATURAL FEATURES

As discussed in Section A-RS-20 Development Standards of this report, there are 12 Significant Trees on the site. All Significant Trees are proposed to be removed. These trees are proposed to be replaced with 24 trees planted throughout the site. The proposed trees and additional landscaping compensate for the loss of existing trees. Other than the Significant Trees, there are no Natural Features or Hazards, including steep hillsides, and no Riparian Corridors or protected wetlands on the site. Therefore, provisions in LDC Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions do not apply. Because the site is flat and does not contain regulated natural features or hazards, compatibility impacts with respect to these elements will not occur.

SUMMARY OF CONCLUSIONS AND RECOMMENDATION

Staff analysis of the Planned Development application finds that, as conditioned, it complies with applicable LDC standards and is consistent with applicable Comprehensive Plan policies. The application requests to vary from a number of standards, many of which are related to the ability of the site to meet LDC minimum amounts of vehicle parking for the level of density proposed. To help evaluate the merits of the proposed variations, Staff looked to applicable Comprehensive Plan policies. These policies support the requested

deviation from LDC standards because the policies encourage high density, multi-story development, a compact urban form, efficient use of land, and reliance on modes of transportation other than private automobiles. The benefits of higher density on the subject site, which is near the OSU campus and commercial areas, are achieved without reducing the amount of parking beyond what is contemplated in the LDC, or the amount of required Green Area. Rather, what is reduced to achieve the proposed parking, and thus density, is outdoor space serving the apartment tenants, parking lot landscaping, and the distance of the outdoor storage area from the subject building. The applicant also proposes a majority of vehicle parking spaces as compact, and requests approval to use tandem parking spaces.

To compensate for the reductions needed to achieve the minimum amount of required parking, the applicant proposes a number of compensating benefits. One benefit is that all existing parking areas will move toward compliance with LDC standards compared to existing conditions, while providing more spaces than are currently available. The applicant proposes a vegetative screen along the south and east sides of the east parking lot, and more than required trees in the perimeter landscape areas. This provides a greater visual buffer than what the LDC would require. The garbage and recycling area is located within the building, at a location that can be accessed from the alley. This provides increased convenience for residents, and allows service vehicles to pick up trash and recycling from the alley, rather than using local streets. With respect to outdoor space, the applicant proposes additional outdoor amenities on the rooftop plaza to increase the quality of the space, to compensate for the reduced quantity of outdoor space.

Based on the direction provided by the cited Comprehensive Plan policies, staff believe that, on balance, the proposed project provides benefits that outweigh potential negative impacts of requested variations and that adequate compensating benefits have been provided to mitigate for potential negative impacts of the requested variations. Staff recommended action and a recommended motion with respect to the Major Modification to the Conceptual and Detailed Development Plan are provided at the end of this report.

PART II

MAJOR REPLAT

The applicant proposes to consolidate lots 4-9 and 9-14 of the Arnold Heights Addition Subdivision into a single lot **(Attachments A.83-93 and 126)**. The resultant lot would be 82,973 sq. ft. and would include the vacated portion of NW 27th Street. Lots 7-9 of the block bordered by NW Short Avenue on the north and NW 27th Street on the east are part of the development site, but are not proposed be consolidated (the 27th Street parking lot), and are not part of the Major Replat application (MLP). The review criteria for residential subdivisions, such as the one proposed, are provided in Section 2.4.30.04.b of LDC Chapter 2.4 - Subdivisions and Major Replats.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards.

Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

2. Preservation and/or protection of Significant Natural Features, consistent with Chapter 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;

3. Land uses shall be those that are outright permitted by the existing underlying zoning designation.

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

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Based on the above LDC Chapter 2.4 - Subdivision and Major Replat approval criteria, analysis of the Major Replat proposal is organized as follows

A. Article III

B. Article IV

C. Compliance with Other Codes and Standards

D. Chapter 4.4 - Land Division Standards

A. ARTICLE III

The proposed Major Replat is consistent with the criteria in the first paragraph of Section 2.4.30.04.b, and Section 2.4.30.04.b.3. The first paragraph requires consistency with the Development Standards in Article III. The only applicable LDC Article III chapter is Chapter 3.8 - High Density (RS-20) Zone. The lots proposed to be consolidated are zoned RS-20-High Density Residential, with a Planned Development Overlay. The RS-20 zone does not have a minimum required lot area, and the minimum average lot width is 25-ft. The proposed Major Replat would consolidate multiple smaller lots into a single large lot. The resultant lot width would exceed 25-ft. Increasing the size of the lot will not prevent future development on the site from satisfying other RS-20 development standards. Consistent with Section 2.4.30.04.b.3, the replat will not prevent outright permitted uses in the RS-20 zone from being developed on the site.

B. ARTICLE IV

Other than LDC Chapter 4.4 - Land Division Standards, the LDC Article IV chapters regulate new development and Natural Hazards and Natural Features. Other than 12 Significant Trees, the site does not contain any regulated Natural Hazards or Natural Features. Consolidating multiple lots into one lot as proposed has no impact on the existing Significant Trees. Similarly, consolidating lots would not prevent new development from complying with applicable development standards. Because Natural Hazards and Natural Features are not present on the site, none would be affected by the proposal. Consequently, the Major Replat proposal satisfies the criterion in Section 2.4.30.04.b.2.

Consistent with Section 2.4.30.04.1, the Major Replat will not impact the ability of development on the site from complying with LDC Chapter 4.10 - Pedestrian Oriented Design Standards.

Excavation and grading is associated with physical construction, and is not required to satisfy Major Replat approval criteria. Moreover, the site does not contain, nor is it adjacent to Locally Significant Wetlands or Riparian Corridors. Therefore, any grading and excavation on the site would not change hydrology in terms of water quantity and quality that supports wetlands or riparian corridors. As such, the proposed Major Replat satisfies the criterion in Section 2.4.30.04.b.4

Analysis of compliance with Chapter 4.4 - Land Division Standards occurs later in this section of the report. Given the above, the proposal satisfies the noted criteria in Section 2.4.30.04.b with respect to compliance with LDC Article IV.

C. COMPLIANCE WITH OTHER CODES AND STANDARDS

The proposed Major Replat is consistent with other applicable codes and ordinances as required in the first paragraph of Section 2.4.30.04.b. New development on the site will be evaluated for compliance with applicable portions of City facility master plans and the Fire Code. Building Permits are required prior to construction on the site. Through the Building Permit process, compliance with the Oregon Structural Specialty Code, the International Fire Code, City Standard Construction specifications, Erosion Prevention and Sediment Control will be assured. Off-street Parking Standards are associated with physical development, and the ability to comply with these standards is not impacted by the proposed Major Replat.

D. LDC CHAPTER 4.4 - LAND DIVISION STANDARDS

As required by Section 2.4.30.04.b Major Replat requests must also be evaluated for compliance with standards in LDC Chapter 4.4 - Land Division Standards.

BLOCKS

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

a. General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

b. Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. Residential Standards -

a) Complete Blocks - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) Maximum Block Perimeter - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

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c) **<u>Variations Allowed Outright</u> - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.**

Practically speaking, the subject site is on a block bordered by NW Arnold Way and NW 27th Street on the west, NW Short Avenue on the South, NW 26th Street on the east, and NW Harrison Blvd on the north. The east side of the development site abuts a north/south running alley that transects the block **(Attachments A. 127)**. At one time NW 27th Street continued through the subject site, however, in 1964 the City Council vacated the 27th Street right-of-way **(Attachments A.161, 162)**.

The proposed Major Replat would not alter the size or shape of the existing block that contains the subject site. New blocks are not proposed. Consistent with Section 4.0.60.n.1.a, the site is bound by a network of existing streets and sidewalks that provide access to the site. When required to meet block perimeter standards in LDC Section 4.0.60.n, streets can be required to be constructed on development sites to facilitate creation of a street network. In this case, a potential connection would be to continue NW 27th Street through the site. However, this connection is not required because it was intentionally eliminated by previous City Council action.

The block, as described above, has a perimeter greater than 1,200-ft, and the Harrison Blvd block face exceeds 300-ft. Consistent with Section 4.0.60.n.1.b, a pedestrian connection is proposed through the site that would connect NW Harrison Blvd to NW Short Avenue and NW 27th Street. To ensure this connection is retained a public access easement is required to be placed over the sidewalk **(Condition of Approval 6)**.

<u>LOT REQUIREMENTS</u>

4.4.20.03 - Lot Requirements

a. **Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.**

b. **Access - Each lot shall abut a street (not an alley) for a distance of at least 25 ft. unless it complies with the exceptions listed in "1," "2," or "3," below:**

The applicant is proposing to consolidate multiple lots into a single lot. The proposed lot would not contain part of an existing or proposed street. The RS-20 zone does not have a minimum lot size, and the lot would be buildable to RS-20 zone standards. The depth would not exceed 2.5 times the average width. The consolidated lot would abut three streets, each for a distance greater than 25-ft. Consequently, the proposal is consistent with LDC Sections 4.4.20.03.a and "b".

By consolidating lots into a single parcel bordered on the north by NW Harrison Blvd, and the south by SW Short Avenue, a through lot is created. Land Development Code Section 4.4.20.03.c addresses Through-lots.

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

The applicant has requested to vary from the requirement to provide a 20-ft wide planting screen easement. This requested variation is addressed in Part I, Section C of this report which evaluates the proposal for compliance with applicable standards in LDC Chapter 4.2-Landscaping, Buffering, Screening, and Lighting. In summary, staff support the requested variation and find that the benefits of not providing the planting screen easement outweigh potential benefits of providing the easement.

The criteria in LDC Section 4.4.20.03.d - h are addressed below.

Section 4.4.20.03.d - h

d. Lot Side Lines - Side lines of lots, as much as practicable, shall be at right angles to the street the lots face.

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

f. Building Lines - Building setback lines may be established in a final plat or included in covenants recorded as a part of a final plat.

g. Large Lots - In dividing land into large lots that have potential for future further Subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

h. Minimum Assured Development Area - For property with Natural Resources or Natural Hazards subject to Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, 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, lots created through a Subdivision, Partition, or Property Line Adjustment process shall be consistent with the provisions of Chapter 4.11 - Minimum Assured Development Area (MADA).

The proposed Major Replat application satisfies the above criteria in LDC Section 4.4.20.03.d-h. The side lines of the consolidated lot would be at right angles to the street. The site does not contain any Protected Significant Vegetation Areas, and through the Building Permit process compliance with City excavation and fill provisions will be required. The Planned Development aspect of the proposal establishes setback lines for the site, and except for the one foot setback reduction (from 10-ft to 9-ft) on the south side of the

building, building setback lines are consistent with the underlying RS-20 zone. It would be possible to divide the consolidated lot into smaller lots. However, as the proposed development uses the entire lot to satisfy development standards associated with the proposed use and building, the proposed lot would not be able to be divided without a subsequent Planned Development Major Modification approval. Through that review process, development would be evaluated for compliance with development standards, including density requirements specified in the Comprehensive Plan. The site does not contain regulated Natural Hazards or Natural Resources, therefore, the Minimum Assured Development Area provisions noted in Section 4.4.20.03.h do not apply.

MAJOR REPLAT CONCLUSION

The above analysis evaluated the Major Replat application for consistency with criteria and standards in LDC Chapter 2.4 - Subdivisions and Major Replats, and LDC Chapter 4.4 - Land Division Standards. Analysis in Part II of this report finds that, as conditioned, applicable Major Replat criteria have been satisfied. Based on this conclusion, and the conclusion that the proposed Conceptual and Detailed Development Plan satisfies applicable standards and criteria, Staff recommend approval of the Major Replat application.

Overall Conclusions and Recommendations

This staff report evaluated the applicant's proposal for a Planned Development Major Modification to construct an approximately105,000 sq. ft., 91-unit apartment complex on a 2.08 acre site. As part of this application, the applicant requests to vary from 15 LDC standards. A summary of requested variations and compensating benefits is provided on pages 72-74 of this report. 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. Analysis in this report finds that the proposal, as conditioned, satisfies applicable review criteria. Based on this conclusion, staff recommend the following actions:

PLANNED DEVELOPMENT MAJOR MODIFICATION

RECOMMENDED ACTION

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

Option 1: Approve the application as proposed; or

Option 2: Approve the application with conditions; or

Option 3: Deny the application.

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

RECOMMENDED MOTION FOR PLD10-00004

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, staff report to the Planning Commission. This motion is based on findings in support of the application presented in the December 2, 2011, staff report to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request.*

MAJOR REPLAT

RECOMMENDED ACTION

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

Option 1: Approve the application as proposed; or

Option 2: Approve the application with conditions; or

Option 3: Deny the application.

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

RECOMMENDED MOTION FOR SUB11-00001

MOTION: *I move to approve the Harrison Street Apartments Major Replat application (SUB11-00001) as conditioned in the December 2, 2011, staff report to the Planning Commission. This motion is based on findings in support of the application presented in the December 2, 2011, staff report to the Planning Commission, and findings in support of the application made by the Planning Commission during deliberations on the request.*

STAFF RECOMMENDED CONDITIONS OF APPROVAL

The following conditions of approval have page references on the left side which indicate where in the staff report discussion and analysis is made relative to that specific condition.

Page No.	Condition No.	Condition
All	**1**	**Consistency with Plans** – All development shall comply with applicable City standards unless a variation has been granted through this approval. Development shall comply with the narrative and plans identified in **Attachment A** of the December 2, 2011, Staff Report, except as modified by the conditions below, or unless a requested modification otherwise meets the criteria for a Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
17,18,25,26,36	**2**	**Parking** a. The applicant shall configure the parking areas as shown in Parking Option A, Plan SK-01 **(Attachment A.197)** or, in Parking Option B, Plan SK-02 **(Attachment A.198)**. (These plans are included in the correspondence from the applicant, dated 11-16-11.) b. At least 15% of vehicle parking shall be unassigned. The amount of unassigned parking may be modified without further review as long as at least 15% of vehicle parking is unassigned. All tandem and mechanized-lift parking stalls shall be assigned. c. Prior to approval of building permits, the applicant is required to submit full construction plans demonstrating compliance with the City's Off-street Parking and Access Standards, except as modified through this approval, and reflected in the conditions of approval.
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:

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Page No.	Condition No.	Condition
		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.

EXHIBIT P - 91

Page No.	Condition No.	Condition
		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.
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

Page No.	Condition No.	Condition
		LDC 4.1.70.e.
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 Street shall be install concurrent with the sidewalk improvements consistent with Attachment "J-1".
61	**11**	**Alley Improvements** - Alley improvement 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

Page No.	Condition No.	Condition
		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 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

Page No.	Condition No.	Condition
		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". 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 Stormwater 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.

Page No.	Condition No.	Condition
70,71	**23**	**Franchise Utility Easements** - According to LDC Section 4.0.100.b, a 7-foot Utility Easement (UE) is required adjacent to all street ROWs. The applicant may vary from this standard as shown in Attachment R. The applicant shall confirm via letters from the franchise utility companies that this easement is acceptable.
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.

EXHIBIT P - 96

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.

harrison apartments

Detailed Development Plan and Major Replat

october 28, 2011

submitted to:

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

prepared by:

DEVCO engineering inc.

ZGF

submitted by:

project^

Samaritan Health Services

245 NE Conifer Boulevard
P.O. Box 1211
Corvallis, OR 97339

1223 SW Washington Street
Suite 200
Portland, OR 97205

413 SW 13th Avenue
Suite 300
Portland, OR 97205

3600 NW Samaritan Drive
Corvallis, OR 97330

EXHIBIT P - 98

Attachment A.1

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- the vision
- long-term approach
- the alternative
- community participation
- community concerns
- architecture
- massing
- parking
- history

PROJECT NARRATIVE

APPENDIX

EXHIBIT P - 99

Attachment A.2

INTRODUCTION

the vision

Harrison Apartments is a new off-campus student apartment building that meets the growing needs of Oregon State University by providing quality housing that addresses the most important concerns of the Corvallis community, seamlessly integrates into the historic neighborhood fabric, and respects city standards. The goal of the project is to create new housing that positively impacts the community and serves as a model for future development. The team's guidelines for the project are:

DESIGN	Design a contextually compatible building with materials and a scale that blends in with and complements the historic neighborhood
COMMUNITY	Build community through place-making, open spaces, walkways, communal landscapes, and on-site management
CONNECT	Encourage connections to the campus by bike, bus, and car-sharing options
GREEN	Develop a sustainable project with a target of LEED Gold Certification
MEMORY	Incorporate elements of the existing building through thoughtful deconstruction, re-use, and/or retaining memories of the site

long-term approach

Project^, a real estate developer based in Portland, Oregon has partnered with Samaritan Health Services to develop this project. A values-driven real estate developer, project^ provides resources, practices, and stewardship for its partners while maximizing environmental, social, and economic benefits inherent in meaningful places. Project^ has a long-term approach to its projects by designing quality buildings and through a national student property management company, provides onsite management and resident life services for their properties.
www.projectpdx.com

EXHIBIT P - 100

Attachment A.3

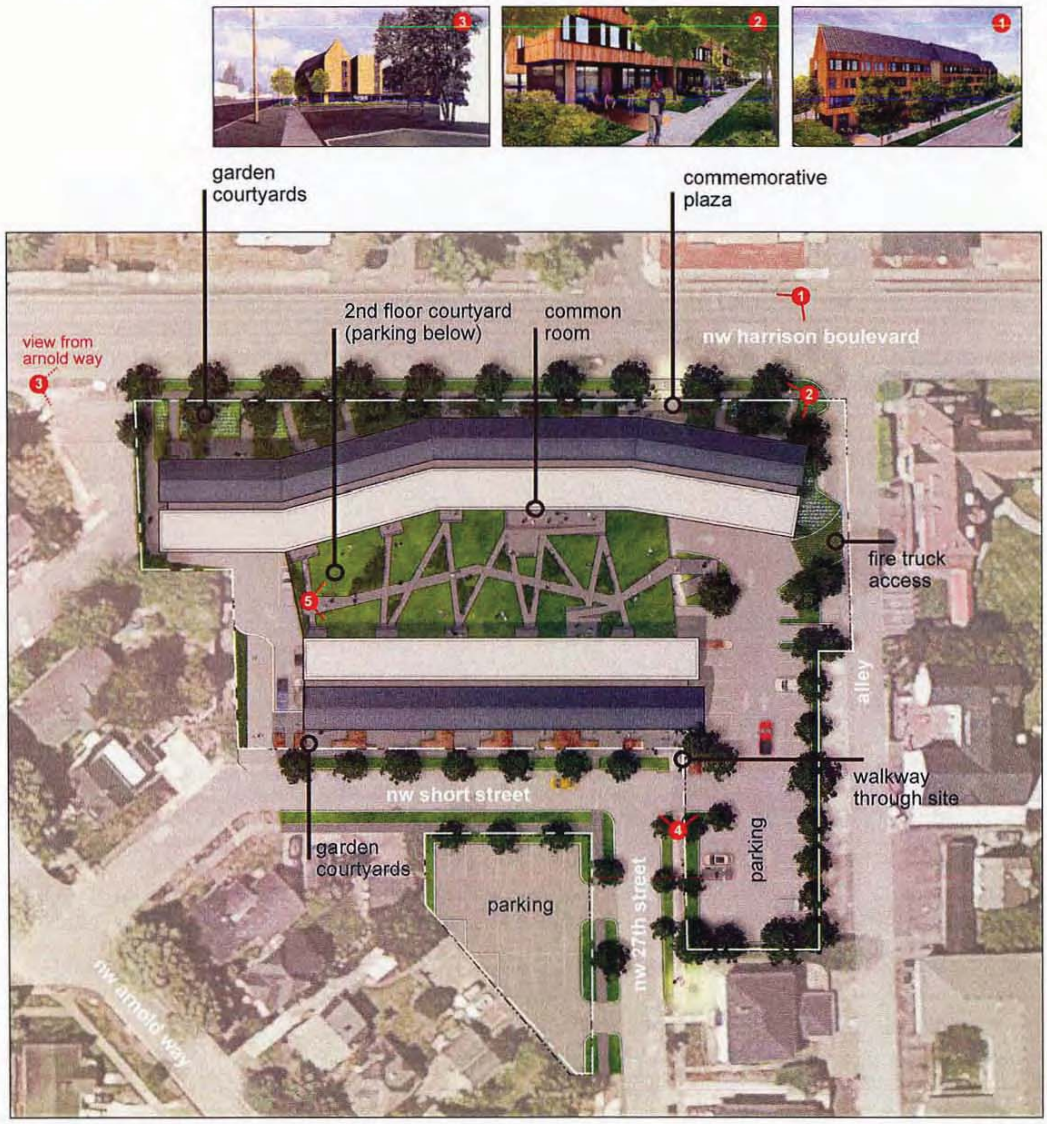

Figure 1: Illustrative site plan

0 25 50 100

EXHIBIT P - 101

Attachment A.4

Figure 2: Bird's eye view of the building from Harrison Boulevard (35 feet up)

Figure 3: Design ideas

EXHIBIT P - 102

Attachment A.5

Figure 4: View from the sidewalk along Harrison Boulevard (walking west)

Figure 5: View from the sidewalk along Harrison Boulevard (walking east from Arnold Way)

EXHIBIT P - 103

Attachment A.6

Figure 6: View from 27th Street (walking north)

Figure 7: View of the 2nd floor landscaped courtyard

EXHIBIT P - 104

Attachment A.7

the alternative

In the past few years, infill townhouse, single-family, and smaller residential buildings (many with absentee landlords) have been the prevailing method for meeting the housing demand in Corvallis. Many of these homes contain 5-7 students with multiple students per bedroom while providing minimal parking since the garages of these homes have been converted to game rooms. Without onsite property management, excessive partying, abundant littering, loud music, and increased parking/density go unsupervised and unregulated.

Differing from these types of development, the majority of apartments in our project will be accessible through an internal corridor and parking/communal spaces tucked and hidden from the main streets, which minimizes the noise and disturbance to the neighborhood. Additionally, the building will have onsite management including: live-in onsite manager, community assistants, and a leasing center. An extensive security system with videophone access for guests, security cameras, and key card access, will assist in policing and enforcing building rules and regulations.

91 apartments - 270 beds - 179 parking stalls
0.66 parking stalls / person

- ✔ sense of a community and placemaking
- ✔ interior corridors with controlled access
- ✔ controlled parking
- ✔ gauranteed one student per bedroom
- ✔ onsite management
- ✔ extensive security system

Figure 8: Proposed development

52 apartments - 258 beds - 103 parking stalls
0.39 parking stalls / person

- ✕ sense of a community and placemaking
- ✕ interior corridors with controlled access
- ✕ controlled parking
- ✕ gauranteed one student per bedroom
- ✕ onsite management
- ✕ extensive security system

Figure 9: Typical infill townhouse development

EXHIBIT P - 105

Attachment A.8

community participation

Your visit and tour is an opportunity to *"gain new insight about our home and community"*. – College Hill resident

The project team felt it necessary to solicit community opinion early in the development process to gain insight on how the plan should be crafted. The feedback we received was very informative and we considered the community's opinions when making design decisions.

The project team met with the Chintimini, College Hill, and Job's Addition neighborhood associations on **June 20, 2011** to solicit feedback on an initial draft plan for Harrison Apartments. Those in attendance expressed concerns about parking, traffic, and noise.

Given this feedback, the project team revised its plans and presented new plans to the neighbors on **September 26, 2011** 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.

On **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.

On **October 20, 2011**, the team was invited to met with a few of the neighborhood leaders 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. The project team has since incorporated these solutions into this revised planning application and created a list of Frequently Asked Questions (FAQ) to distribute to surrounding residents.

Figure 10: Photos from College Hill Neigbhorhood Tour

EXHIBIT P - 106

Attachment A.9

architecture | massing
parking | history

community concerns

The following are the community's main concerns and have been addressed in the latest plans:

architecture Design and materials that integrates with the adjacent historic neighborhood

massing Building height/setback that is compatible with the neighborhood and provides a visually pleasing entry along Harrison Boulevard

parking Parking stalls, traffic, and access that are adequate for the proposed development

history Preserve the memory of the Heart of the Valley site

NOTE: When you see a ⓘ in this document it indicates new additions to the plan based on community input.

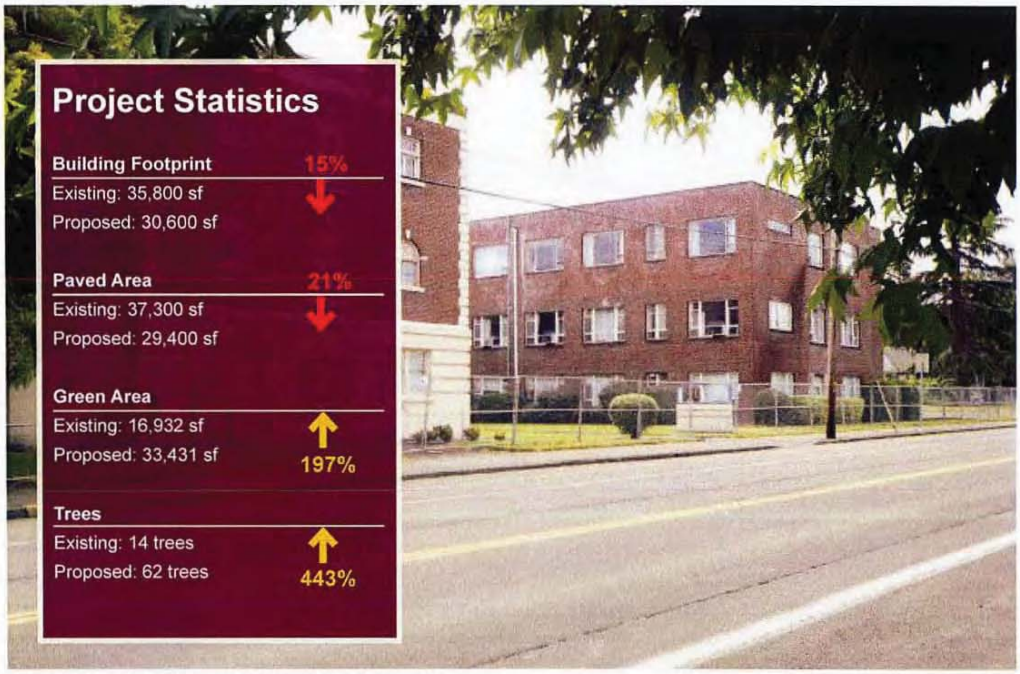

Figure 11: Existing Site versus Proposed Development

EXHIBIT P - 107

Attachment A.10

architecture

architecture

Building Profile

The architecture of the building could be described as a modern adaptation of Tudor revival style architecture. A typical profile of larger historic buildings have a 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 elements of a historic building profile by:

- Base: Recessing the base of the building to create front porches and utilizing horizontal wood siding and brick in this area, which is typical to the historic neighborhood
- Body: Using vertical wood siding in the body of the building to minimize the perceived mass
- Crown: Designing a subdued dark-colored gabled roof, which echoes the color palette of larger adjacent historic building

ⓘ Meetings with the community identified the fact that the team had not adequately described these design aspects in our drawings; as a result we include the following diagram.

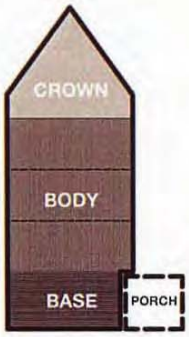

Figure 12: Proposed Profile

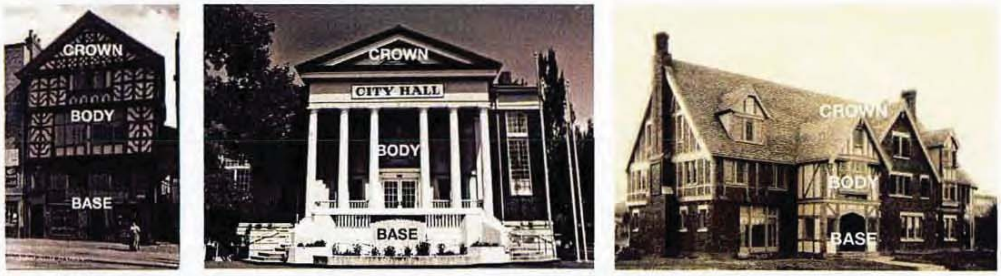

Figure 13: Historic Profile

EXHIBIT P - 108

Attachment A.11

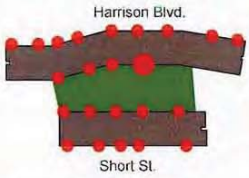

Figure 14: Porch locations

Groundfloor

In keeping with the historic neighborhood, the apartments on the groundfloor of the building along Harrison Boulevard and Short Street access the outdoors through a front door, covered porch, and garden courtyard, which is typical of historic single-family homes. These porches and courtyards along the public streets provide "eyes-on-the-street" which increase security and visibility while giving the building façade variety, texture, and landscaping.

ⓘ Given community input, we have incorporated canopies over each apartment front door along Harrison Boulevard. This canopy will project out from the recessed part of the building to further break-up the line of the building and add to the residential feel.

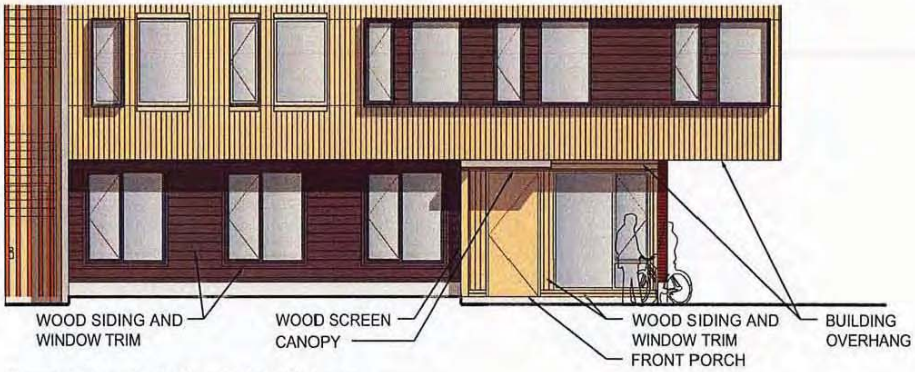

Figure 15: Front Porch along Harrison Boulevard

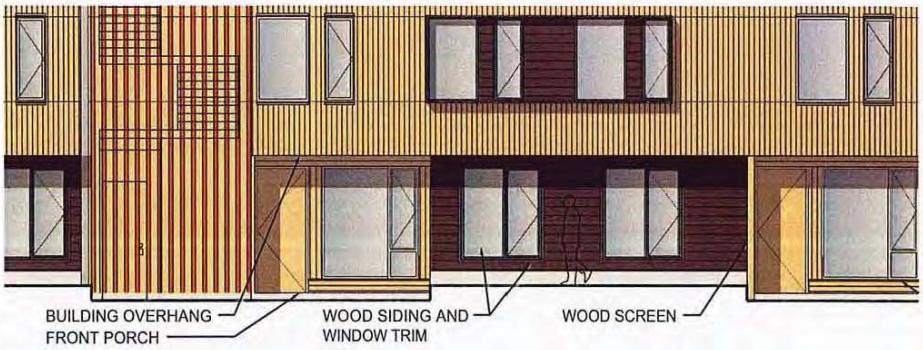

Figure 16: Front Porch along Short Street

EXHIBIT P - 109

Attachment A.12

Materials Selection and Placement

In keeping with 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.

ⓘ Incorporating community input, the design team changed the direction of the groundfloor wood siding from vertical to horizontal and incorporated brick into the groundfloor façade instead of boardform concrete.

Window Details

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 metal trim. The design for the windows is in keeping with the diversity of historical architectural styles in the surrounding neighborhood.

ⓘ Meetings with the community identified the fact that the team had not adequately described these design aspects in our drawings; as a result we include the diagram below.

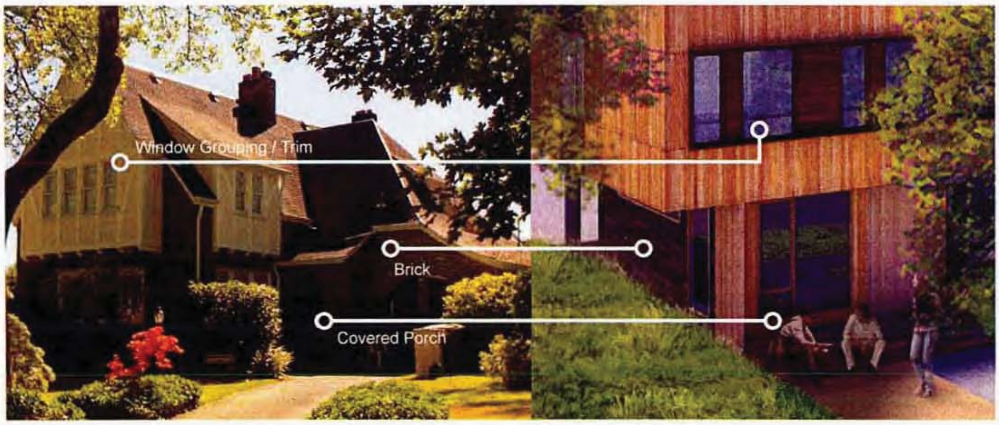

Figure 17: Windows and materials

EXHIBIT P - 110

Attachment A.13

massing

massing

Building Depth

The massing of the building along Harrison Boulevard and Short Street has a depth of 52 feet, which is similiar to the typical depth of a single-family house. This depth was broken down into two parts, reducing the perceived mass of the building to integrate it into the scale of neighborhood.

ⓘ Meetings with the community identified the fact that the team had not adequately described these design aspects in our drawings; as a result we include the diagram below.

Figure 18: Building Depth

EXHIBIT P - 111

Attachment A.14

Façade along Harrison

To minimize the length of the building facade along Harrison Boulevard, the floorplate of the building was kinked into parts. This makes the distance between Harrison Boulevard and the building vary from 28'10" to 50'3" (on the groundfloor) and 22' 9" to 45'10" (from the second floor) providing room for a double row of trees and landscaped garden courtyards along the sidewalk. Note that the existing building is, at its minimum, 23'6" from Harrison Boulevard, which is similar to the proposed building.

Figure 19: Existing Building Setback

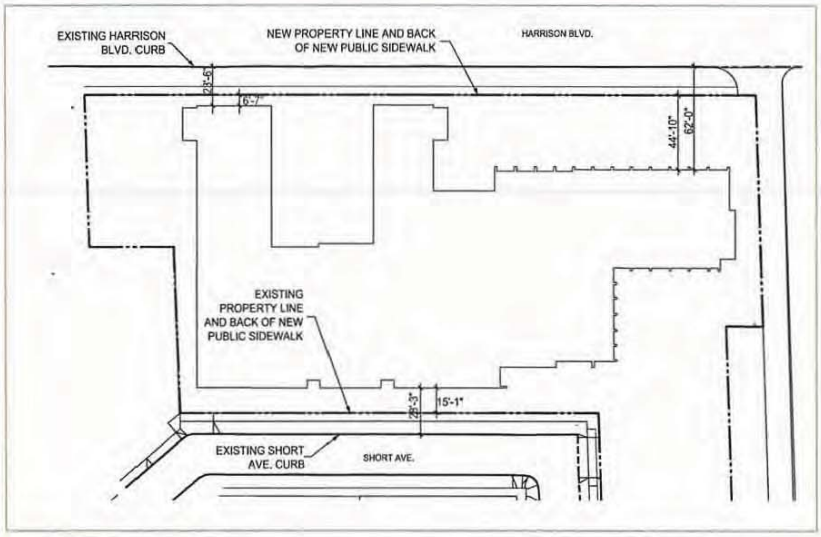

Figure 20: Proposed Building Setback

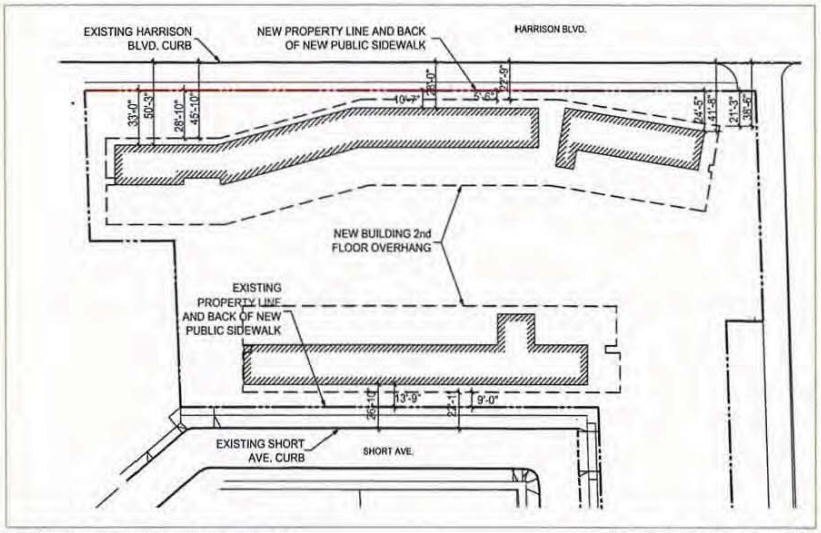

EXHIBIT P - 112

Attachment A.15

Given community input, we changed the design of the roofline to also change as the building kinks by recessing the roofline above the stairwells. The stairwells will be open and cladded with wood slat screen to break up the length of the building. We also intend to light these stairways through interior lights and/or skylights to make them naturally glow and a give the appearance of lightness and separation between the three parts of the building.

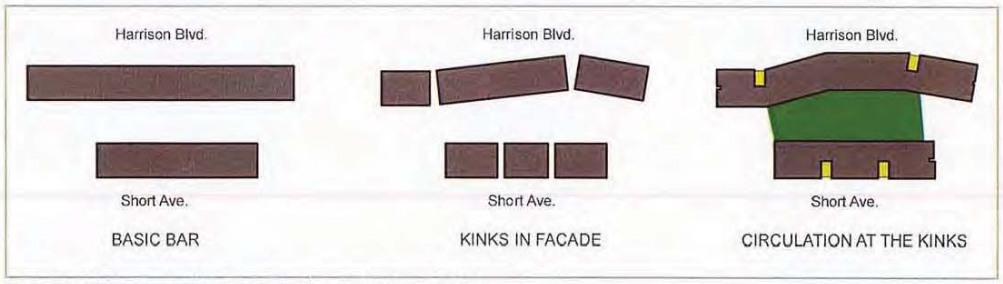

Figure 21: Kinked Facade to Provide Lightness and Seperation

Figure 22: Roofline Before

Figure 23: Roofline After

EXHIBIT P - 113

Attachment A.16

parking

parking

Parking Count

Those in attendance at the community meetings expressed concerns about the number of on-site parking stalls, and the parking reduction of 20% below code. This ratio is allowed in the code under certain conditions, with a 10% reduction for proximity to transit and 10% reduction for bicycle parking over the minimum.

ⓘ Given community input from the June 20th meeting, the project team increased the number of stalls from 137 parking stalls to 161 stalls. Again after the October 10th meeting, the team maximized the site's capacity to increase the number of parking stalls to the most recent proposal of 179 spaces, of which 57% are covered and hidden from public view. This modification brings the parking reduction down from 20% to 10%, which is allowed outright by the Land Development Code.

Additionally, the building, program and management, by design, help to discourage students from bringing a car to school and encourage them to use alternative forms of transportation by:

- Providing a WeCar car onsite for easy and accessible car sharing; membership and application fees are waived for residents; parental WeCar authorization form is included in the lease
- Encouraging students, through the leasing process, not to bring cars to school
- Encouraging students to talk to their roommates before school starts, so they can choose to share a car rather than bringing multiple cars
- Requiring students to identify in their lease whether they are bringing a car, so it can be monitored
- Providing a resident-life program that encourages walking, bike riding, and transit as a sustainable lifestyle.

@ Skybox Apartments
(a project^ development)

Figure 24: Covered parking

Figure 25: Tandem Parking

Figure 26: Surface Parking

EXHIBIT P - 114

Attachment A.17

Car-sharing

As a part of the plans, the project team is including an onsite WeCar. WeCar, a subsidiary of Enterprise Rent-a-Car, is a membership-based car-sharing program for people who are looking for an alternative method of transportation that lowers the cost and reduces the hassles of traditional transportation. Vehicles can be rented for short periods of time by an automated system. OSU currently has two WeCar's on campus stationed on Jefferson Way near Weatherford Hall and plans to purchase a third car this year. The Harrison Apartments will have a WeCar located onsite that will be available exclusively to the residents of this complex. Car-sharing has many benefits to reducing car ownership, usage, and the need for car parking including: 1) creating model shifts in its member's transportation habits, 2) members are less included to purchase a vehicle, 3) takes cars/vehicles off the road, 4) members not purchasing a vehicle because of membership, and 5) students less likely to bring a car to campus as a result.

ⓘ The community has shown interest in learning more about the details of this program. The WeCar representative is working to setup an informational meeting with the neighborhood to not only share but also gain insights on how the program could be more visible, utilized, and/or expanded over time to be a neighborhood amenity.

@ Courtside Apartments
(a project^ development)

Figure 27: WeCar - placed in a highly visible location

EXHIBIT P - 115

Attachment A.18

Bike Parking

As a part of the current proposed plans, the project provides 167 outdoor spaces with 91 of them covered and 37 indoor spaces for a total of 204 bike parking spaces (63% covered). This is above the bike parking spaces required and is in line with the sustainability ethic of the project.

@ Courtside Apartments & Skybox Apartments (a project^ development)

ⓘ Given community input, the project team increased the number of bike parking stalls from the initial proposal of 161 stalls to current proposal of 204 stalls.

Figure 28: Covered outdoor and indoor bike parking

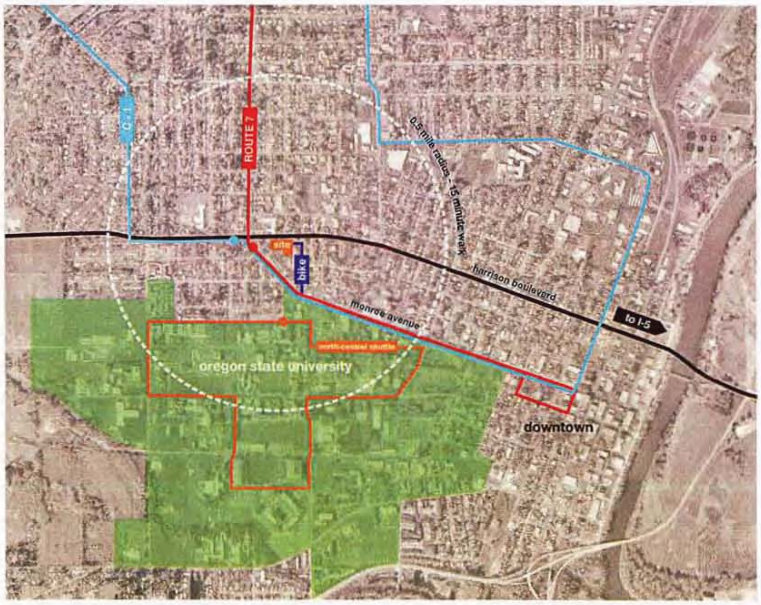

Figure 29: Alternative transportation diagram - bus, bike, 15-minute walking radius, and osu shuttle

EXHIBIT P - 116

Attachment A.19

Traffic and Car Access

There is some concern by community members, that having only one access point into and out of the site will create a bottle-neck of traffic to-from the site onto 27th Street and out to Arnold Way.

ⓘ In response to community input, the project team worked with city staff to include a new vehicle entry at the western edge of the site off Short Avenue, and a new vehicle exit from the site via the alley on the eastern edge of the property. These two modifications improve the potential for increased trip distribution to and from the site via the Arnold Way collector street and the Harrison Boulevard arterial in lieu of all site trips using Short Street, 27th Street, and Van Buren Boulevard to access and exit the site. The intent is to reduce the potential for traffic conflicts on the local streets adjacent to the site.

Figure 30: Original Circulation and Access

Figure 31: Revised Circulation and Access

EXHIBIT P - 117

Attachment A.20

history

history

Celebrate the Past

To remember the history of the site, the project team is working with the Samaritan Foundation to design a commemorative plaza or custom artwork that would celebrate those who were born or worked at the hospital formerly located at the site. This plaza/artwork would be located near the sidewalk along Harrison Boulevard and be open to the general public. Other ideas will be considered during the design development and construction documentation phases of the project, and one or more will be included in the development.

ⓘ Ideas given by the community include but are not limited to:

- Incorporating bricks from the existing building into the walkways and courtyards
- Integrating found artifacts from the existing building into the new building or in the open spaces
- Showing the timeline of the site in the landscape design
- Making bricks from the existing building available as keepsakes
- Recreating a daffodil planting that exists on the site

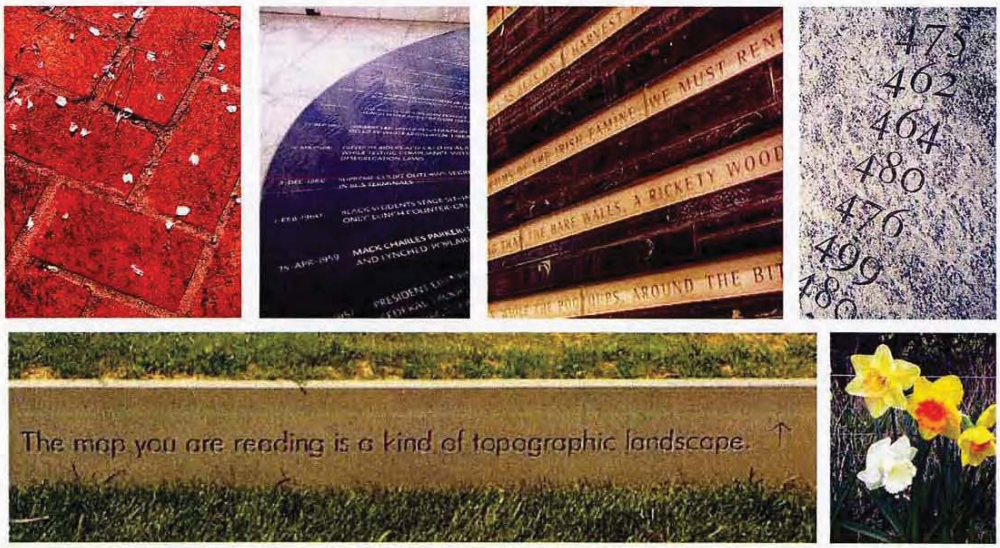

Figure 32: Prelminary ideas for celebrating the past

EXHIBIT P - 118

Attachment A.21

Living Memories

The project will develop the branding and interior design of the building to acknowledge the fact that this site has a built history since the 1920's allowing new residents the ability to participate and add to this communal history.

ⓘ Ideas given by the community include but are not limited to:

- Inclusion of historic photographs in the proposed building
- Incorporation of artwork from community members
- Encourage residents to participate in College Hill historic tours and incorporate these tours into the context map of the property

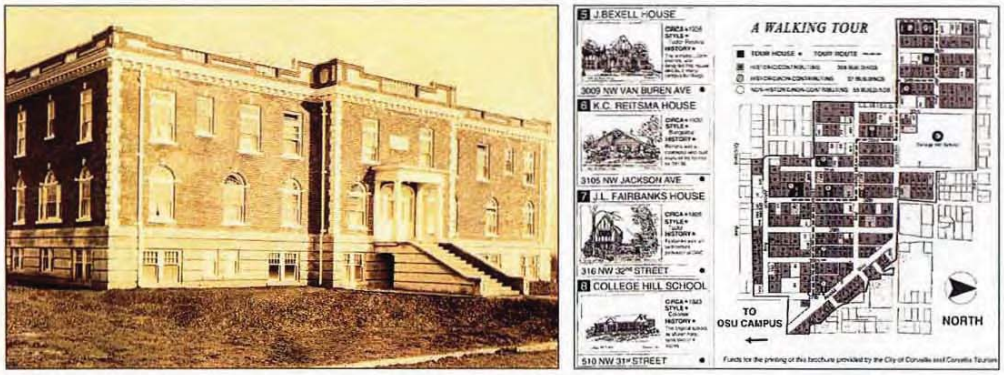

Figure 33: Historic resources

Figure 34: Preliminary graphic ideas for branding

EXHIBIT P - 119

Attachment A.22

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Attachment "C" – Existing Comprehensive Plan Designations
Attachment "D" – Surrounding Uses
Attachment "E" – Natural Features – Significant Vegetation
Attachment "F" – Natural Features – Protected Riparian Area
Attachment "G" – Natural Features – 100 Year Flood Protection Area
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Attachment "S" – Existing Conditions Plan
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  - Photographs of Neighboring Properties
  - Mechanical Parking Lifts Product Information
  - Car-sharing Program and Mechanical/Tandem Parking – Supplemental Information
  - ITE Guidelines for Surface Parking Design
  - City of Corvallis Ordinance No. 64-15

NARRATIVE

- **INTRODUCTION**

The first Development Plan for this 1.9 acre site was approved for the original Good Samaritan Hospital (PD-69-7), and allowed for the expansion of the existing 85,000 square foot Hospital building over a period of 20 years. This Development Plan was modified three more times – PD-69-7M in 1975 allowed for the conversion of the entire hospital to a congregate care facility (the Heart of the Valley Center), PDM-88-9 in 1989 allowed for the conversion of 1100 sf of the ground floor to be converted to a child care center, and PDM-94-11 in 1994 which was never executed and has expired. The existing site consists of eleven parcels.

This Application is for a Major Planned Development Modification Application for the Good Samaritan Hospital (PD-69-7/PD-69-7M/PD-88-9), requesting approval to construct a new 104,947 square foot 91-unit multi-family dwelling at the location of the demolished Heart of the Valley Center. (See attached Attachment "J".) A Major Replat combining the existing eleven parcels into one lot is also requested. (See attached Attachment "R".)

The net result of this application will be an increase in available dwelling units near Oregon State University campus, in an area that is currently zoned for high-density development. The redevelopment of an existing urban site is a preferable method for the development of new housing stock, as opposed to annexing new land into the City.

- **REQUESTED ACTION**

This application requests the following:

- Approval to modify the approved detailed development plan for the Good Samaritan Hospital (PD-69-7/PD-69-7M/PD-88-9)) to construct an approximate 105,318 square foot 91-unit multi-family dwelling complex, with a 26,706 square foot below-grade parking structure.

- Approval of a Major Replat which combines eleven parcels into one.

PART I DETAILED DEVELOPMENT PLAN

• MAJOR PLANNED DEVELOPMENT MODIFICATION REVIEW PROCEDURES

An application for approval of a Major Planned Development Modification must contain the information and follow the procedures described in LDC 2.5.60.01 and 2.5.60.02. Compliance with those procedures, and the information required to be submitted by those procedures, is discussed as follows:

1. Thresholds that Separate a Minor Modification from a Major Modification

   Section 2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification

   a. The factors identified here describe the thresholds that separate a Minor Planned Development Modification from a Major Planned Development Modification:

      1. Change in use type, with the exception that for a valid (still active) Planned Development that existed or was approved before December 31, 2000, a modification request shall be considered as follows:

         (a) A request to add uses permitted by the underlying zone to up to 25 percent of the total acreage within the Planned Development Site shall be considered a Minor Planned Development Modification; and

         (b) A request to add uses permitted by the underlying zone to greater than 25 percent of the total acreage within the Planned Development Site shall be considered a Major Planned Development Modification;

Response: The use type is proposed to be changed from Residential Care Facility to Multi-family Residential for 100% of the development site. This threshold is met.

      2. Change in dwelling unit density of 5 percent, except as noted in "3" below:

Response: The dwelling unit density is proposed to be changed from no residential dwellings to 91/1.88 or 48.4 units/acre. This threshold is met. (Note: the revised site area reflects the deduction of area which is to be dedicated to NW Harrison Blvd right-of-way, which is indicated on the plans and discussed in detail later in this narrative.)

      3. Decrease in dwelling unit density by more than three units for development sites 1 acre or smaller in size, or decrease in dwelling unit density by more than five units or by more than 5 percent, whichever is less, for development sites larger than 1 acre;

Response: Not applicable.

      4. Change in the ratio of the different types of dwelling units;

Response: Not applicable.

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Attachment A.25

5. Change in the type or location of commercial or industrial structures that would result in a less pedestrian-friendly environment (e.g. a pedestrian walk is eliminated, a parking lot is placed to separate, or further separate, a building from pedestrian facilities, etc.);

Response: Not applicable.

6. Change in the type and location of accessways and parking areas where offsite traffic would be affected or which results in a less pedestrian friendly environment.

Response: Accessway and parking area type and locations are proposed to be changed. Offsite traffic will be affected. This threshold is met.

7. Increase in the number of parking spaces where such increase adversely affects significant natural features or pedestrian amenities or is inconsistent with a condition of approval or an applicable development standard (e.g. required open space);

Response: 82 additional parking spaces are proposed; they do not adversely affect any significant natural feature or pedestrian amenity; nor are they inconsistent with any conditions of approval or development standard.

8. Increase in the floor area proposed for nonresidential use by more than 10 percent;

Response: Not applicable.

9. Decrease in the common or usable open space by more than 10 percent;

Response: As the previous development configuration contained no common or usable open space, the proposal will serve to increase the amount; therefore this threshold is not met.

10. Increase in the total ground area proposed to be covered by structures more than 10 percent;

Response: As the previous development contained 35,452 square feet of structure footprint, and the application proposes 54,933 square feet of structure footprint, for an increase of 55.0%, this threshold is met.

11. Change in specific setback requirements by more than 25 percent or by 15 percent for setback requirements previously reduced;

Response: No change in setback requirements is proposed for the Planned Development Site.

12. Decrease in project amenities for pedestrian or bicycles, recreational facilities, screening, and/or landscaping provisions by more than 10 percent;

Response: Pedestrian and bicycle amenities, recreational facilities, screening, and landscaping provisions are all proposed to be increased by this proposal. This threshold is not met.

13. Modification of architectural building elevations where any of the following occurs:

(a) Percentage of window coverage per elevation is decreased by more than 20 percent (may affect the number and/or shape of windows); or windows are installed on a previously blank wall on the perimeter of the site;

(b) Building materials for the main walls of the facades are changed;

(c) Any architectural feature is reduced by more than 20 percent. Architectural features include such items as the number of windows with trim, the number of dormers, the number of columns, the number of shutters, the square footage of porches, the number of window boxes, the linear footage of porch or deck railings, and/or the linear footage and/or height of parapets, reveals, and/or cornices, etc.;

(d) Roof pitch is reduced by 20 percent or more;

(e) Building offsets or recessed are reduced by more than 20 percent; or

(f) Garages or carports are eliminated.

Response: The proposal involves constructing a completely new building. This threshold is met.

e. A modification to specific requirements established at the time of Planned Development approval, including Conditions of Approval, this Code's requirements, and all aspects of the Planned Development proposal, may be considered as a Minor Planned Development Modification only if it falls within the definition of a Minor Planned Development Modification described in Section 2.5.60.02.c.

Response: No modifications to any requirement established at the time of the Planned Development approval are proposed.

2. Submission Requirements

LDC 2.5.40.01 – Application Requirements

Applications shall be made on forms provided by the Director and shall be accompanied by:

a. Location and description of the subject property(ies), including all of the following, as relevant: address; tax assessor map and tax lot number; parcel number; written description of the boundaries of the proposal; and one set of assessor's maps of the subject site and surrounding area, with the subject site outlined in red;

b. Signed consent by the subject property's owner(s) and/or the owner's legal representative(s). If a legal representative is used as a signatory, written proof of ability to be a signatory shall be furnished to the City. The owner's name(s) and address(es), and the applicant's name, address, and signature shall also be provided;

c. Fifteen copies of the narrative, on 8.5 by 11 in. sheets, and 15 copies of graphics at an 8.5 by 11 in. size. The Director may request additional copies of the narrative and/or graphics for routing purposes, if needed. Related names/numbers must be legible on the graphics. The Director may also require some or all graphics at an 11 by 17 in. size if, for legibility purposes, such a size would be helpful;

d. Six sets of full-scaled black line or blueprint drawings of the graphic(s), with sheet size not to exceed 24 by 36 in. Where necessary, an overall plan with additional detail sheets may be submitted;

e. An electronic version of these documents (both text and graphics, as applicable) if an applicant has produced part or all of an application in an electronic format. The applicant shall coordinate with the City regarding compatible electronic formats, to the greatest extent practicable.

Response: The application form (signed by the owners of the property) and appropriate copies of the graphics are being submitted with this Narrative.

f. Graphic Requirements Graphics shall include the following information where applicable:

1. Public Notice Map - Typically a street map at one in. = 800 ft. as per the City's public notice format;

Response: Attachment "A," Public Notice Map / Vicinity Map.

2. Zoning Map - Typically one in. = 400 ft., but up to one in. = 800 ft., depending on the size of the site, with a key that identifies each zone on the site and within 1,000 ft. of the site as per City format;

Response: Attachment "B," Existing Zoning Designations.

3. Comprehensive Plan Map - Typically one in. = 800 ft. with a key that identifies each and use designation on the site and within 1,000 ft. of the site as per City format;

Response: Attachment "C," Existing Comprehensive Plan Designations

4. Existing Land Use Map - Typically a topographic map that extends at least 1,000 ft. beyond the site. The map shall include building footprints and distinguish between single-family, multi-family, Commercial, and Industrial Uses, as well as other significant features such as roads, parks, schools, and Significant Natural Features identified by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions;

Response: Attachment "D," Surrounding Uses.

5. Significant Natural Features Map(s) - Maps shall identify Significant Natural Features of the site, including but not limited to:

a) All information and preservation plans required by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions, as applicable;

Response: Attachments "E" through "I". There are no inventoried significant vegetation, riparian corridors, wetlands, floodplains, steep slopes, or landslide hazards on the applicant's property.

b) All Jurisdictional Wetlands not already shown as part of "a," above. While not all Jurisdictional Wetlands are locally regulated by Chapter 4.13 - Riparian Corridor and Wetland Provisions, they need to be shown so that the City can route the application to the appropriate state and federal agencies for comment; and

Response: There are no Jurisdictional Wetlands on the applicant's property.

c) Archaeological sites recorded by the State Historic Preservation Office (SHPO).

Response: There are no recorded archeological sites on the applicant's property.

6. Site Plan(s) and Other Graphics -

a) Site plan(s) and other graphics shall be drawn to scale and shall contain a sheet title, date, north arrow, and legend placed in the same location on each sheet and contain the information listed in this Section and "b," below.

Graphics shall include features within a minimum 150-ft. radius of the site, such as existing streets and parcel boundaries; existing structures; driveways; utilities; Significant Natural Features regulated by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; Minimum Assured Development Area information from Chapter 4.11 - Minimum Assured Development Area (MADA), if applicable; and any other information that, in the Director's opinion, would assist in providing a context for the proposed development. The Director may require that an applicant's graphics include information on lands in excess of 150 ft. from a development site (e.g., such as in cases where an adjacent property is large and a view of the whole parcel would be helpful, or when existing infrastructure is far away from the site).

b) The site plan and related graphics shall also include:

1) Boundary of the proposed development site and any interior boundaries related to proposed development phases or Land Divisions;

Response: Attachment "R", Tentative Plat.

2) Number of lots and their dimensions, including frontage, depth, and area in sq. ft., as applicable;

Response: Attachment "R", Tentative Plat.

3) General location and floor area of existing and proposed structures and other improvements, including maximum building heights, Building Types, and gross density per acre for residential developments; and location of fire hydrants, overhead lines in the abutting right-of-way, easements, fences, walls, parking calculations, and walkways; and any proposed Use restrictions. Where required by the applicable zone, lot coverage and Green Area calculations shall be provided. An indication of approximate building envelopes may be required to evaluate building relationships;

Response: Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

4) General location and dimensions of areas to be conveyed, dedicated, or reserved as common open spaces, common Green Area, public parks, recreational areas, school sites, and similar public and semi-public uses;

Response: Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

5) Existing and proposed circulation system plan and dimensions including streets, driveways, bikeways, sidewalks, multi-use paths, off-street parking areas, service areas (including refuse), loading areas, direction of traffic flow, and major points of access to public rights-of-way. Illustrative cross-sections of streets shall be provided. Notations of proposed ownership (public or private) should be included where appropriate;

Response: Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

6) Existing and proposed general pedestrian circulation system, including its interrelationship and connectivity with the existing and proposed vehicular, bicycle, and pedestrian circulation systems, and indicating proposed treatments for points of conflict;

Response: Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

7) Utilities plan indicating existing and proposed utility systems and their function, including sanitary sewer, storm sewer, and drainage and water systems;

Response: Attachments "L" Utility Plan.

8) Identification of Significant Natural Features that were included on the Significant Natural Features map(s) required in Section 2.4.30.01.f.5, above, to indicate the relationship of the proposal to the site's Significant Natural Features;

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Attachment A.30

Response: Attachments "E" through "I", Natural Features Maps

9) Existing and proposed topographic contours at two-ft. intervals. Where the grade of any part of the development site exceeds 10 percent and where the development site abuts existing developed lots, a conceptual grading plan shall be required. The grading plan shall contain adequate information to evaluate impacts to the site and adjacent areas, consistent with Chapter 4.5 - Natural Hazard and Hillside Development Provisions. If a grading plan is required, it shall indicate how these objectives are met, how runoff or surface water from the development will be managed, and how the development's surface waters will be disposed;

Response: Attachment "K", Grading Plan.

10) Conceptual landscape plan drawn to scale and showing the location of existing trees and vegetation proposed to be removed from or to be retained on the site, the location and conceptual design for landscaped areas (types of plant materials as basic as trees, shrubs, and groundcover/lawn areas), and other conceptual landscape features including walls and fences;

Response: Attachment "M", Landscape Plan.

11) For residential development, existing structures and trees located on land adjacent to the development that, between 10 a.m. and 3 p.m. on November 21, will reduce Solar Access to the subject Property;

Response: Attachment "Q", Solar Access Plan.

12) For residential development, indication of which buildings will have Solar Access protection, and appropriate documentation to verify how Solar Access will be protected;

Response: Attachment "Q", Solar Access Plan.

g. Narrative Requirements

A written statement shall include the following information:

1. Statement of planning objectives to be achieved by the Detailed Development Plan. This statement shall include a description of the proposed development, the rationale behind the assumptions and choices made, and a discussion of how the application meets the review criteria in 2.5.40.04 below, including the development standards required by this Code;

Response: The Harrison Apartments application embodies all of the best smart growth new urbanism planning principles, combining increased density with a pedestrian- and bicycle-friendly environment. 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 site chosen for the housing complex is an existing urban site that is available for re-development, situated near OSU campus, shopping, and restaurants, and convenient to Downtown. It is adjacent to or near several different Corvallis Transit System bus lines. Re-developing existing land within the City Limits provided needed housing while maintaining undeveloped land as such in the urban fringe. As a building designed to LEED "Gold" certification standards, it will incorporate leading environmental building and energy conservation methods, to better preserve our natural environment.

Given that the location of the site is within ¼ mile from OSU, it is anticipated that the target demographic for the housing development will be students. According to OSU, the student population has been increasing steadily in years past, and is anticipated to continue to do so. In fact, the increase in student enrollment is attributed largely to the growth of graduate programs; the undergraduate enrollment levels have remained steady. This suggests that student demand for housing – especially within walking distance of campus – will only continue to increase. Providing 91 additional rental units at this site location will reduce the pressure on adjacent lower-density single-family residential neighborhoods to convert from Owner-occupied to rentals.

The development as proposed satisfies the following Comprehensive Plan policies and Corvallis 2020 Vision Statement elements:

> "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. 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."
>
> 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.
>
> 9.7.3 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 <u>or within a ½ mile of campus.</u> (Emphasis added)
>
> "...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

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Attachment A.32

neighborhoods; designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods."

12.2.3 The City shall require all future ... planned developments ...be designed to reduce demands for artificial heating, cooling and lighting by considering topography...and site and structure orientation which maximizes southern exposure. The City shall develop incentive programs for those developments that demonstrate sound energy conservation design and/or construction,, such as density incentives or similar programs. (Emphasis added)

12.2.5 The City shall encourage land use patterns and development that promote clustering and multiple stories, take advantage of energy efficient design, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City. (Emphasis added)

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. (Emphasis added)

A discussion of all applicable LDC standards is included below under Approval Criterion #2, "Basic Site Design".

In addition, in 2009 the United States Green Building Council established a LEED standard for urban planning and neighborhood development, in the form of its "LEED-ND" certification program. This program was developed based on the combined principles of smart growth, New Urbanism, and green infrastructure and building.

In addition to meeting all LEED-ND pre-requisite criteria, this project also meets the minimum requirements to qualify for the following program credits:
Smart Location and Linkages – Preferred Locations (previously developed infill site), Reduced Automobile Dependence, Bicycle Network and Storage, Housing and Jobs Proximity, Steep Slope Protection, Habitat/Wetland/Water Body Conservation

Neighborhood Pattern and Design – Walkable Streets, Compact Development, Reduced Parking Footprint, Access to Civic and Public Space, Access to Recreation Facilities, Community Outreach and Involvement, Tree-lined and Shaded Streets, Neighborhood Schools

Green Infrastructure and Buildings - Certified Green Buildings, Minimized Site Disturbance, Solar Orientation

The proposed buildings are also to be constructed per the standards established for "Gold" certification under the LEED for New Construction (LEED-NC) program. The LEED-NC program certifies that a building achieves high performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.

These diverse and independent metrics -- the Corvallis 2020 Vision Statement, the City of Corvallis Comprehensive Plan, and the USGBC LEED-ND and LEED-NC standards – all indicate that this project is superior in its progressive and sustainable approach to residential development, and exemplifies the philosophies and visions behind the current standards of land use planning in the City of Corvallis.

It is also important to note that this project is a single-site, single-owner residential project with on-site management. Therefore, the issues that can plague condominium-style student rental housing as a result of absentee ownership will minimized at this development.

Lastly, while there are no specific criteria in the North Campus Area Plan (NCAP) that address this project, the project complies with the intent of NCAP in the following manner:

Disinvestment: The project would provide much-needed high-density residential housing for the OSU student population without demolishing any existing single-family dwellings in the process. Additionally, the increase in available rental apartments in such close proximity to campus will serve to relieve rental pressure on adjoining neighborhoods, potentially spurring re-investment in the existing single-family dwellings in those areas.

Compatibility: Visual compatibility within the immediate neighborhood is addressed in greater detail later in this narrative, under Approval Criterion #3, Visual Elements.

Citizen Involvement: Meetings were held with representatives of the applicable Neighborhood Associations on 20 June 2011 and 26 September 2011; a third meeting was held with the neighborhood at large on 10 October 2011. Comments pertaining to parking were submitted at those meetings, and the application was revised accordingly to provide additional parking spaces over those that were originally proposed.

It is worth noting that the NCAP was developed in 1992, a time period in which OSU enrollment was not only not increasing, but actually decreasing. Now that 20 years have passed and OSU enrollment is once again increasing, the need for high-density multi-family residential developments near campus in locations supported by the underlying zoning is all the more imperative.

2. Quantitative data for the following where appropriate:

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a) Total number and type of dwelling units;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the development would entail the construction of 91 dwelling units, in the form of two multi-family dwelling unit apartment buildings.

b) Square footages of all structures;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the development would entail the construction of 132,024 sf of building structure.

c) Parcel sizes;

Response: As indicated on Attachment "R", Tentative Plat, the development site is comprised of Lots 9-17 of Block 2 in the Arnold Heights Addition (9 lots at 5000 sf each), the vacated street right-of-way for NW 27th Street (10,000 sf) and Lots 4-9 plus a portion of Lot 3 of Block 3 in the Arnold Heights Addition (28,000 sf). Please see Part II Major Replat portion of this narrative for discussion of application to consolidate into single lot, which is included with this application to modify the existing detailed development plan. The development site also includes portions of Lots 7, 8 and 9 of Block 1 in the Arnold Heights Addition (9,009 sf).

d) Proposed lot coverage of buildings and structures, where known;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the development would contain a building footprint measuring 68,623 sf for total lot coverage of 84%

e) Gross densities per acre;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the gross density of the development site is proposed to be 43.8 units/acre.

a) Total square footage of Green Area; and

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the total Green Area proposed for the site is 33,431 sf.

b) Total number of parking spaces (compact, standard, handicapped, bicycle) and breakdown of how parking is consistent with this Code's requirements; and

Response: As indicated on Attachment "J," Site and Circulation Plan, the total number of vehicular parking spaces proposed is 179 (133 Small Car per IT, 46 Large Car per ITE, 6 handicapped, 205 bicycle). Parking is discussed in greater detail under LDC Section 4.1 below.

c) Total square footage of nonresidential construction;

Response: Not applicable.

3. General statement outlining timing, responsibilities, and financial assurances for all public and non-public improvements such as irrigation, private roads and drives, landscape, and maintenance.

Response: All public and private improvements will be constructed in a single phase, at the applicant's expense.

4. Statement describing phases of project, if proposed. Phases shall be:

a) Substantially and functionally self-contained and self-sustaining with regard to access, parking, utilities, Green Areas, and similar physical features; and capable of substantial occupancy, operation, and maintenance upon completion of construction and development;

Response: The project will be constructed in a single phase.

b) Arranged to avoid conflicts between higher and lower density development;

Response: Not applicable.

c) Properly related to other services of the community as a whole and to those facilities and services yet to be provided; and

Response: Not applicable.

d) Provided with such temporary or permanent transitional features, buffers, or protective areas as may be required to prevent damage or detriment to any completed phases and to adjoining properties not in the Planned Development;

Response: Not applicable.

5. Traffic impact study, if required by the City Engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. See Section 4.0.60.a; and

Response: The required Traffic Impact Study is included in the Appendix to this Narrative.

6. For residential development, a statement or map describing existing and proposed buildings with protected Solar Access consistent with Chapter 4.6 - Solar Access.

Response: As indicated on Attachment "Q", Solar Access Plan, there are no existing or proposed buildings on or adjacent to the site with protected Solar Access.

7. Information required by Chapter 4.5 – Natural Hazard and Hillside Development Provisions, Chapter 4.11 – Minimum Assured Development Area (MADA), Chapter

4.12 – Significant Vegetation Protection Provisions, and Chapter 4.13 – Riparian Corridor and Wetland Provisions, as applicable.

Response: As indicated on Attachments "E" through "I", Natural Features Maps, the development site contains no Significant Natural Features.

3. Review Criteria

LDC 2.5.60.03 – Procedures for a Major Planned Development Modification

d. In reviewing the proposed Modification, the Planning Commission shall follow the procedures herein required for Detailed Development Plan submittal and review. The Commission shall consider the review criteria in Section 2.5.40.04 to determine whether to authorize a Major Planned Development Modification.

LDC 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. Approval Criterion

1. Compensating benefits for the variations being requested;

Response: See Table 1 for discussion of requested variances and compensating benefits to be provided. Included in Table 1 is a discussion of how each variance sought is supported by Comprehensive Plan policies.

2. Approval Criterion

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

Response: The only use on the site is Multi-family residential. The development consists of two residential buildings; the northernmost building fronts NW Harrison Boulevard and the southernmost fronts NW Short Avenue where it travels in an east-west direction. The majority of the parking is placed either between the two buildings in an at-grade structure that is covered with a landscaped courtyard, or east of NW Short Avenue where it travels in a north-south direction. A covered pedestrian walkway is constructed from NW Harrison Boulevard to NW Short Avenue, beneath the north building and to the east of the south building, to facilitate additional pedestrian movement through the site. Bicycle parking is distributed throughout the site, at various locations convenient to the buildings' entrances and reachable by the internal sidewalk system.

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, Religious Assembly, and/or Vacant. 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.

In addition, following is a discussion of the proposal's compliance with the applicable RS-20 development standards.

Section 3.8.30 – RS-20 Development Standards		
Table 3.8-1		
	Standard	Proposed
a. Minimum Density	20 units per acre. Applies to the creation of Land Divisions.	Complies. Proposed density is 43.8 units/acre.
b. Maximum Density	No Maximum	Complies.
c. Minimum Lot Area	None	Complies.
d. Minimum Lot Width	Minimum Average Lot Width = 25'	Complies – Average lot width as oriented to NW Harrison Blvd. and NW Short Avenue is 400'; Average lot width as oriented to NW 27 Street and alley is 317'-2".
e. Setbacks		
1. Front, Side Yard, and Rear Yard Unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained. Interior attached townhouses exempt from interior side yard setbacks.	10 feet minimum, except that portions may be reduced to 5 ft. provided that: 1. The 5 ft. setback is applied to 50 percent or less of the building face related to a yard space; 2. An average 10 ft. setback shall be provided along the building face; and 3. Where buildings exceed a length of 60 ft or exceed 3 stores, the above yard requirements shall be increased at a rate of 1 ft. for each 15 ft. of building length over 60 ft. and 2 ft. for each	The north building is in compliance with this standard. The minimum front yard setback is 16'-1"; the minimum side yard setback is 16'-2". The south building is in compliance with this standard. The minimum front yard setback is 13'-9"; the minimum side yard setback is 37'-8". There is no minimum backyard setback for either building.

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Attachment A.38

Section 3.8.30 – RS-20 Development Standards		
Table 3.8-1		
	Standard	Proposed
	story over 3 stories.	
2. Maximum Front Yard Setback	25 ft; interior buildings within development are exempt from this requirement.	Complies. The north building is setback a maximum of 25' from the property line, excepting courtyard areas which constitute 44.5% of the building frontage. The south building is setback a maximum of 13'-9" from the property line.
3. Side and Rear Yard Setback Adjacent to Low Density Residential zones.	Equal to most restrictive setback in the Low Density Residential zone.	N/A
4. Corner Lot	10-foot minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 – Parking, Loading, and Access Requirements.	N/A
See also "k" & "l" below.		
f. Minimum Garage/Carport Setbacks		
1. Detached and attached units		
a) Garage/carport entrance facing/parallel to the street	19 foot minimum	N/A
b) Garage/carport entrance sideways/perpendicular to street	10 foot minimum	N/A
2. Multi-dwelling units See also "k" and "l" below	Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 – Improvements Required with Development. Garages/carports are also subject to the provisions in Chapter 4.10 – Pedestrian Oriented Design Standards Off-street parking and garage/carports shall be located interior to the site in accordance with Chapter 4.10 – Pedestrian Oriented Design Standards.	N/A
g. Minimum Setbacks from Properties Zoned Agricultural-	When residential development is proposed next to land zoned AG-	N/A

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Attachment A.39

Section 3.8.30 – RS-20 Development Standards		
Table 3.8-1		
	Standard	Proposed
Open Space (AG-OS) See also "k" and "l" below.	OS, a minimum 50 foot-wide continuous plant or plant/berm buffer is required. Additionally, the minimum setback adjacent to land zoned AG-OS is 100 feet. It is the applicant's responsibility to provide the buffer. The minimum setback for lands adjacently to Actively Farmed OS-AG Land is 100 ft. Any intervening right-of-way may be included in the 100-ft. setback measurement. Structures that existed on December 31, 2006, and that would fall within the 100-ft setback from Actively farmed OS-AG Land shall not be considered as non-conforming structures and no additional buffering is required to maintain the existing development.	
h. 1. Maximum Structure Height 2. Maximum Structure Height adjacent to RS-3.5, Rs-5, RS-6, RS-9, and RS-9(U) Zones	65 ft. above grade or 5 stories, whichever is less. See Section 3.8.30.02 below.	Complies. Maximum structure height is approximately 51'-8".
i. Maximum Lot Coverage	75 percent of lot area maximum; interior attached townhouses exempt from this provision. Green Areas is calculated per lot.	Percentage of lot area covered by structures or impervious paving = 84.0%. (Note: interior landscaped courtyard is included in both Lot Coverage & Green Area calculations.) A variance is being requested from this standard; see Table 1 for more information.
j. Off-street Parking	See Chapter 4.1 – Parking, Loading, and Access Requirements.	
k. Outdoor Components Associated with Heat Pumps and Similar Equipment for Residential Structures	Shall not be placed within any required setback area. When located outside a setback area, but within five to ten feet of a property line, such equipment shall be screen on all sides with a solid	N/A – No outdoor equipment is proposed.

Section 3.8.30 – RS-20 Development Standards		
Table 3.8-1		
	Standard	Proposed
	fence or wall at least one foot higher than the equipment. When located outside a setback area, but greater than 10 feet from a property line, such equipment requires no screening.	
l. Outdoor Components Associated with Heat Pumps or Similar Equipment for Non-Residential Structures	Shall be in accordance with chapter 4.2- Landscaping, Buffering, Screening and Lighting.	N/A
m. Minimum Assured Development Area (MADA)	See Chapter 4.11 - Minimum Assured Development Area (MADA)	N/A
n. Natural Hazards and Hillsides	See Chapter 4.5 – Natural Hazard and Hillside Development Provisions	N/A
o. Significant Vegetation	See Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting and Chapter 4.12 – Significant Vegetation Protection Provisions	N/A
p. Riparian Corridors and Locally Protected Wetlands	See Chapter 4.13 - Riparian Corridors and Locally Protected Wetlands	N/A
q. Landscaping	See Section 3.8.50, below and Chapter 4.2 – Landscaping, Buffering, Screening, and Lightening	The approval of this proposal is expected to be conditioned to require compliance with this standard at the time of development.
r. Required Green Area and Private Outdoor Space	See Section 3.850, below	

LDC 3.8.30.02 Structure Height and Building Mass

a. Primary structures in the RS-20 Zone shall not exceed a height of 65 ft. or five stories, whichever is less.

Response: Complies. Proposed building height is 51'-7".

b. Where a property in the RS-20 Zone abuts a property in the RS-9 or RS-9(U) Zone, the height of structures in the RS-20 Zone is limited to a maximum of 35 ft. within a distance of 20 ft. from the Medium Density Residential property. Where a street separates the land zoned RS-20 from the land zoned RS-9 or RS-9(U), this height restriction shall be in accordance with "d," below. See Figure 3.8-1 - Required Height Transition Area When a Development is Zoned RS-20 and is Next to Land Zoned RS-9 or RS-9(U).

Response: Not Applicable.

c. Where a property in the RS-20 Zone abuts a property within the RS-3.5, RS5, or RS-6 Zone, the height of structures in the RS-20 Zone is limited to a maximum of 35 ft. and two stories in height within the first 50 ft.; and a maximum of 45 ft. in height within a distance of 50 - 100 ft. from the Low Density Residential property. Where a street separates the land zoned RS20 from the land zoned RS-3.5, RS-5, or RS-6, this height restriction shall be in accordance with "d," below. See Figure 3.8-2 - Required Height Transition Area When a Development is Zoned RS-20 and is Next to Land Zoned RS3.5, RS-5, or RS-6.

Response: Not Applicable.

d. Where the RS-20 Zone is separated from the Low or Medium Density Residential zone by an existing or planned street, the measurements outlined in "b," and "c," above, shall be taken from the RS-20 side of the street, and the street shall not be counted to satisfy the distance needed for the step-down in height. In cases where the RS-20 zoning boundary immediately abuts the Low or Medium Density Residential zoning boundary, and an existing or planned street is located within the RS-20 Zone and also abutting the Low or Medium Density Residential zoning boundary, the street shall not be counted to satisfy the distance needed for the step-down in height. See Figure 3.8-1 - Required Height Transition Area When a Development is Zoned RS-20 and is Next to Land Zoned RS-9 or RS-9(U) and Figure 3.8-2 - Required Height Transition Area When a Development is Zoned RS-20 and is Next to Land Zoned RS-3.5, RS-5, or RS-6.

Response: Not Applicable.

e. Where a property in the RS-20 Zone abuts a property in the RS-3.5, RS-5, or RS-6 Zone, buildings on the perimeter of the RS-20 site and closest to the Low Density Residential Zone shall be limited to 150 ft. in length.

Response: Not Applicable.

LDC 3.8.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-20 Zone:

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

Response: Complies. Windowed walls of north and south buildings are separated by a 51'-4" minimum width interior courtyard. See "e" and "f" below for more information.

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

Response: Not applicable. No blank walls are proposed.

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

Response: Not applicable. No blank walls are proposed.

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

Response: Not applicable. No building projections are proposed.

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

Response: Complies. See responses to "a," through "c," above.

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

Response: Complies. The north building wall and south building wall that face each other are 226' long and 223' long respectively; the building height is 51'-7". The required separation based on this standard is therefore 35'. Windowed walls of north and south buildings are separated by a 51'-4" minimum width interior courtyard.

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

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

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

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

Response: Complies. There are no driveways or parking lots facing windowed walls or doorways.

LDC 3.8.50 Green Area, Outdoor Space, Landscaping, and Screening

3.8.50.01 – Green Area

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a. A minimum of 25 percent of the gross lot area and a minimum of 15 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 75 percent maximum lot/site coverage standard of Section 3.8.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.

Response: Complies. The project proposes 33,431 sf of Green Area, or 40.9%. Of the 33,431 sf of Green Area, 19,666 sf (or 24.0% of the total site) is proposed to be landscaped. In comparison, the Green Area on the existing previously developed site is 16,932 sf, or 18.7%.

The proposed Green Area consists of the following elements:

Green Area Locations	Green Area (Sq. Ft.)	% of Total Site	Landscaped Area (Sq. Ft.)	% of Total Site
Roof top courtyard	14,368	17.6%	9,092	11.1%
Harrison Blvd courtyards	6,615	8.1%	3,490	4.3%
Short Ave courtyards	4,004	4.9%	784	0.9%
Parking lot landscaping & walkways	5,132	6.3%	4,446	5.4%
Side Yards	3,312	4.0%	1,854	2.3%
Totals	33,431	40.9%	19,666	24.0%

b. Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Area.

Response: The landscaping for the project will be permanently maintained and irrigated as required by the Owner. The permanent Green Area also includes internal sidewalks, pedestrian seating areas, and similar amenities.

c. The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.

Response: The applicant is proposing to locate the majority of the Green Area in front of the two buildings, in the form of wide pedestrian accessways, landscaped spaces, and courtyards with pedestrian amenities. These spaces will combine with the building setbacks to form an appealing visual streetscape and encourage gathering and socializing.

LDC 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.

Response: A variance is being requested to this Standard; See Table 1.

LDC 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.

Response: A variance is being requested to this Standard; See Table 1.

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

Response: Complies. The size of the smallest Common Outdoor Space component is 1,794 sf, with dimensions of 20'-0"x81'-6"x 23'-0"x76'-5".

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.

Response: Complies. The site design includes walkways and grassy areas bordered with benches and low seating walls to support picnicking, visiting, reading, and other quiet outdoor activities. The common outdoor area also includes barbecue grilles and picnic tables, and a bocce ball court, as well as the potential for a small community garden.

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.

Response: Complies. The Common Outdoor Space is not 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,

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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.

Response: A variance is being requested to this Standard; See Table 1.

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

Response: Not applicable; applicant is requesting a variance to tot lot requirement.

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

Response: Not applicable. Housing complex not designed for older persons.

LDC 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.

Response: Not applicable. Development is not proposing to provide combined common and outdoor space.

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

Response: Not applicable. Development is not proposing to provide combined common and outdoor space.

LDC 3.8.50.05 - Outdoor Space Credits

When an RS-20 development site is connected by public sidewalks to an improved public park located immediately adjacent to or directly across the street from the site, a developer may request an Outdoor Space Credit, not to exceed 25 percent of the total outdoor space requirement, including Private and Common Outdoor Space. Additionally, for sites located within the Downtown Residential Neighborhood as defined in Chapter 1.6 - Definitions, a developer may request an Outdoor Space Credit that reduces or eliminates the Common Outdoor Space requirements and/or reduces required Private Outdoor Space by a maximum of 25 percent.

Response: Not applicable. Development site is not located adjacent or across the street from an improved public park.

LDC 3.8.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;

Response: Not applicable. No natural resource area located on site.

b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;

Response: Not applicable. No downstream impacts on ecosystem of vicinity anticipated from re-development of site.

c. Enhancing park sites adjacent to the convergence of sidewalks and/or multiuse paths;

Response: Not applicable. Development site does not include nor is adjacent to a park site.

d. Enhancing recreational opportunities near neighborhood commercial activity centers; and

Response: Not applicable. Development site is not near a neighborhood commercial activity center.

e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.

Response: Complies. The site design includes walkways and grassy areas bordered with benches and low seating walls to support picnicking, visiting, reading, and other quiet outdoor activities. The common outdoor area also includes space for barbecuing and the potential for a small community garden on the second level.

LDC 4.0.30 –a Sidewalks shall be required along both sides of all streets, as follows:

1. Sidewalks on Local, Local Connector, and Cul-de-sac Streets – Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 – Significant Vegetation Protection Provisions and Chapter 4.13 – Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 4.15 – Natural Hazard and Hillside Development Provisions.

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Response: Complies. Both NW Short Ave and NW 27th Street will be improved to meet this standard.

2. Sidewalks on Arterial, Collector, and Neighborhood Collector Streets – Sidewalks along Arterial, Collector, and Neighborhood Collector Streets shall be separated from curbs by a planted area. The planted area shall be a minimum of 12 ft. wide and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of five ft. wide. An exception to these provisions is that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 – Significant Vegetation Protection Provisions and Chapter 4.13 – Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 4.15 – Natural Hazard and Hillside Development Provisions.

Response: A variance is being requested to this standard. Please see Table 1.1 for more information.

LDC 4.0.30 –b3 Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian ways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:

a) To maximize direct pedestrian travel, the on-site pedestrian circulation system shall connect the sidewalk on each abutting street to the main entrance of the primary structure on the site.

Response: Complies. Sidewalks on NW Harrison Boulevard and NW Short Avenue connect to primary entrances of both north and south buildings via internal walkways.

b) Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities that abut the site but are not adjacent to the streets abutting the site. When sidewalks or multi-use paths are provided, such as occurs through Cul-de-sacs or to provide pedestrian connections though areas where vehicles cannot travel, these facilities shall be bordered on both sides by a minimum of five ft. of landscaping. Additionally, solid fencing shall be limited to a maximum height of four ft. along these areas to increase visibility and public safety. Portions of fences above four ft. in height are allowed, provided they are designed and constructed of materials that are open a minimum of 50 percent.

Response: Not applicable. No existing or planned pedestrian facilities abut the site other than the sidewalks on NW Short Avenue and NW Harrison Boulevard.

c) Walkways shall be as direct as possible and avoid unnecessary meandering.

Response: Complies.

d) Walkway/driveway crossings shall be minimized, and internal parking lot circulation design shall maintain ease of access for pedestrians from abutting streets, pedestrian facilities, and transit stops.

Response: Complies. No walkway/driveway crossings are proposed; internal parking lots are directly accessed by walkways that connect to abutting street.

e) With the exception of walkway/driveway crossings, walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer. This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on-site unless an unusual parking lot hazard exists.

Response: Complies. Walkways are to be separated from vehicle parking and/or maneuvering areas by grade and, in some cases, landscaping.

LDC 4.0.60-j Alley standards shall be as follows -

1. Standards for Alleys Serving both Residential and Nonresidential Use Types

a) Alleys serving Residential Use Types shall be privately owned, with the exception of existing publicly owned alleys. Alleys serving nonresidential Use Types may be private, but are strongly encouraged to be public;

Response: Complies. The alley to the east of the development site is an existing public alley.

b) Alleys shall be concrete and designed consistent with City Engineering Standards;

Response: Complies. Existing alley is concrete and designed to City Engineering Standards.

c) Alleys shall be clearly marked to prohibit parking, unless designed to accommodate it;

Response: Complies. The alley is designed to accommodate 3 parking spaces, as indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

d) An alley serving six or more dwelling units shall be contained within a separate, privately owned tract of land, and required setbacks shall be measured from the tract property lines of the alley;

Response: Not applicable. Alley is existing and public.

e) Alleys shall be unobstructed at least to their minimum required width. Service areas provided adjacent to alleys shall not encroach into the alleys;

Response: Complies. The service area that is proposed adjacent to the alley is contained entirely within the development site and does not encroach into the alley.

f) Site layouts of alleys may include, but are not limited to, straight alleys, T-shaped alleys, L-shaped alleys, etc.;

Response: Complies. The existing alley is straight.

g) Although emergency access to structures is provided via streets the majority of the time, in cases where an alley provides required emergency access to a structure(s), the alley shall be a minimum of 20 ft. wide and have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate emergency vehicles;

Response: The application proposes to use the existing public alley as an accessway for emergency vehicles. As the existing alley is 16' wide, the applicant proposes to widen the alley to 20' for the length necessary to access the site. In addition, 26' of width has been provided at the location where the Fire Department aerial apparatus truck would be staged in the event of a fire. See Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level for more information.

h) Developments that intend to have garbage pick-up services and/or loading facilities from alleys shall have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate service vehicles and large trucks;

Response: Complies. The alley is straight and continuous between NW Harrison Blvd and NW Van Buren Ave, and therefore can accommodate service vehicles and large trucks.

i) Public access easements shall be provided for all private alleys;

Response: Not applicable. Alley is existing and public.

j) Private alleys shall be maintained by adjacent property owners, a property owners' association, or through a privately administered arrangement instituted by the developer. Maintenance responsibilities for private alleys shall be identified in deed restrictions filed with the Final Plat or prior to the issuance of final occupancy permits in cases where there is no plat to be filed; and

Response: Not applicable. Alley is existing and public

k) Utilities within alleys shall be placed underground.

Response: Not applicable. No utilities are proposed to be placed in alley.

2. Additional Standards for Alleys Serving Residential Use Types –

a) One-way alleys shall have a minimum width of 12 ft., and two-way alleys a minimum width of 16 ft. One-way alleys shall be clearly designed as one-way alleys and shall be signed accordingly;

Response: Complies. Existing alley is two-way and 16' wide, to be widened to 20' where emergency vehicles are to use it for access. The existing alley approach on Harrison is to be widened and reconstructed to City standards.

b) Alley segments shall not exceed 350 ft.;

Response: Not applicable. Length of existing alley is dictated by existing street pattern

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

Response: Complies. One tree is to be provided adjacent to the alley.

d) Structures other than garages may be located along the outside boundaries of alleys with no setback required, provided they do not interfere with either the circulation of vehicles into garages or visual clearance;

Response: Not applicable. No structures are proposed along the outside boundary of the alley.

e) Garages accessed by one-way alleys shall be angled from the alley zero degrees to 45 degrees to assist with vehicle access and assist drivers in determining that the alley is one-way. Garages installed consistent with this requirement may be located along the outside boundaries of one-way alleys with no setback required. See Figure 4.0-1 - Garages Oriented to Alley at 45 Degrees, Thereby Allowing Either a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage and Figure 4.0-2 - Garages Oriented to Alley at Zero Degrees, Thereby Allowing a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage; and

Response: Not applicable. Alley is two-way.

f) Garages adjacent to two-way alleys shall be located no closer than 14 ft. from the centerline of the alley unless they are angled from the alley zero degrees to 45 degrees, in which case they may be located along the outside boundaries of the alleys with no setback required. See Figure 4.0-1 - Garages Oriented to Alley at 45 Degrees, Thereby Allowing Either a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage and Figure 4.0-2 Garages Oriented to Alley at Zero Degrees, Thereby Allowing a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage

Response: Complies.

LDC 4.0.60 –k8 Right-of-way and improvement widths shall be as specified in the Transportation Plan and Table 4.0-1 – Street Functional Classification System.

Response: Complies. NW Harrison Boulevard is classified as an arterial street and therefore requires a 12' wide planting strip and a 5' wide sidewalk. As the application proposes to provide a 6' wide planting strip and it is an existing street, an additional 3-2" of right-of-way will be granted as required to provide these improvements. Therefore, a variance is being requested to this standard. See Table 1.

NW Short Avenue is a local street and therefore requires a 6' wide planting strip and a 5' wide sidewalk. The existing right-of-way is sufficient for the provision of these improvements.

LDC 4.0.100 –b Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

Response: Seven-foot wide franchise utility easements will be provided for franchise utilities, adjacent to NW Short Avenue and NW 27th Street public rights-of-way. However, the franchise utility easement proposed adjacent to the NW Harrison Blvd. public right-of-way varies in width, up to seven feet; therefore a variance is being requested. See Table 1 and Attachment "R", Tentative Plat.

LDC 4.0.130 –b When Detention and/or Retention are Required – See also Section 4.2.50.04 of Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting

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 are, minus any reduction in overall impervious area, associated with substantial improvement or replacement of structures.

Response: Complies. Stormwater detention is discussed in greater detail under Approval Criterion #11, Utility Infrastructure.

LDC 4.1.20 (Parking) General Provisions

j. Location of Required Parking –

1. Vehicles

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Attachment A.52

a) Vehicle parking shall be located consistent with Chapter 4.10 – Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 – Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 – Pedestrian Oriented Design Standards.

Response: Complies. Vehicle parking is not placed between buildings and streets.

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

Response: Complies. As development site is developed to RS-20 standards and NW Short Avenue is a Local Street, it is permissible to locate a portion of the required off-street parking on the adjacent site as indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

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

Response: Complies. All required bicycle parking is to be located on the development site.

k. Unassigned Parking in Residential Zones –

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

Response: Complies. 62 of the required 179 vehicle parking spaces, or 35%, will be unassigned.

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

Response: Complies. 167 of the total 204 bicycle spaces proposed, or 82%, are to be shared spaces.

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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.

Response: Complies. A Corvallis Transit System (CTS) stop is located at the corner of NW Short Avenue and NW Arnold Way, which is located less than 300' from the southeast entrance of the building; this stop is served by CTS Routes 1 and 7.

It should be noted that, the City of Corvallis issued an Administrative Decision on 25 April 2008 that states:

1. If a parcel fronts on a street where parking is allowed on both sides of the street and Duplex, Attached, or Multi-dwelling development averaging three or fewer bedrooms per unit is proposed, the parking reductions described in LDC Section 4.1.20.q will be allowed if the relevant thresholds in that section are met.

2. If a parcel fronts on a street where parking is allowed on one side of the street and Duplex, Attached, or Multi-dwelling development averaging three or fewer bedrooms per unit is proposed, one of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed if the relevant threshold in that section is met.

Bedroom Average Calculation

Bedroom Qty	Number of Units	Total Bedrooms
1BR	1	1
2BR	27	54
3BR	37	111
4BR	26	104
TOTAL	91	270

The proposed development averages 270 bedrooms/91 units, or 2.9 bedrooms/unit. The project fronts on NW Harrison Blvd., NW 27th Street, and NW Short Avenue, all of which allow parking on one side only. Therefore, per this Administrative Decision, the project would be eligible for a 10% reduction in parking. The project requires 199 spaces, 10% of which is 20. The project proposes 179 parking spaces, which meets the 10% reduction threshold.

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

LDC 4.1.30 Off-Street Parking Requirements

a. Residential Uses Per Building Type:

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.

Response: Complies. The application proposes (26) 4-bedroom dwelling units, (37) 3-bedroom dwelling units, (27) 2-bedroom units, and (1) 1-bedroom dwelling unit, for a total vehicle parking requirement of 199. With the proposed 10% reduction from LDC 4.1.20-q above, the final vehicle parking requirement is 179 spaces. The following table provides details for the calculated number of parking spaces.

Vehicle Parking Calculations			
Apartment Type[1]	Qty.	Spaces/Unit	Total
4-Bedroom	26	2.5	65
3-Bedroom	37	2.5	92.5
2-Bedroom	27	1.5	40.5
1-Bedroom	1	1	1
Subtotal	91		199
-10% Reduction for Transit			-20
TOTAL VEHICLE PARKING SPACES			179

Note: All bedrooms are <160 sf in size.

The project proposes to provide 179 parking spaces; this standard is met.

b) Bicycles –

1) Studio or Efficiency Unit - One space per unit.

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Attachment A.55

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.

Response: Complies. The application proposes (26) 4-bedroom dwelling units, (37) 3-bedroom dwelling units, (27) 2-bedroom units, and (1) 1-bedroom dwelling unit, for a total bicycle parking requirement of 168. The following table provides details for the calculated number of parking spaces.

Bicycle Parking Calculations			
Apartment Type[1]	Qty.	Spaces/Unit	Total
4-Bedroom	26	2	52
3-Bedroom	37	2	74
2-Bedroom	27	1.5	41
1-Bedroom	1	1	1
TOTAL BICYCLE PARKING SPACES			168

Note: All bedrooms are <160 sf in size.

The project proposes to provide 204 bicycle parking spaces; this standard is met. Of the total proposed bicycle parking spaces, 37 are proposed to be provided within the apartments themselves, at a rate of one per dwelling unit; 167 are to be located outside at various locations throughout the development site.

LDC 4.1.40 STANDARDS FOR OFF-STREET PARKING AND ACCESS

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this Section and the City's Off-street Parking and Access Standards, established by the City Engineer and as amended over time. A permit from the Development Services Division shall be required to construct parking, loading, and access facilities, except for Single Detached, Duplex, Single Attached, and Attached Building Types; and Manufactured Dwellings

Response: Vehicular access to the site will be via a commercial driveway approach from NW 27th Street onto the surface parking lot and via a one-way ingress only driveway approach from NW Short Ave to the below-grade parking structure. Vehicular access from the site will be from the surface parking lot either via the commercial driveway approach onto NW 27th Street or via a one-way egress only driveway approach onto the existing alley.

Vehicles will enter into the below-grade parking structure either from the one-way ingress driveway off of NW Short Ave or via a ramp down from the surface parking lot. Vehicles will leave the below grade parking structure via one of two ramps that lead up to the surface parking lot. Traffic will circulate in either direction through the above-ground parking area and through the southern aisle of the below grade parking structure. The below-grade parking structure will have one-way traffic only through the northern aisle.

Fire Department and Emergency Vehicle access will occur via NW Harrison Blvd, NW Short Avenue, via the existing Alley from the north through the surface parking area, and via a Fire Access Lane located at the southwest corner of the site. Fire Department Aerial Apparatus Equipment access for the north building will be via the existing Alley east of the site and via the abovementioned Fire Access Lane, which will allow the ladder truck to access the south face of the north building; the ladder truck would then back out from the staging area onto NW Harrison Blvd to leave the site. Fire Department Aerial Apparatus Equipment access for the south building will be via the abovementioned Fire Access Lane, which will allow the ladder truck to access the north face of the south building.

Solid waste collection trucks will access the site from the NW 27th St entrance to the surface parking lot. The trucks will cross the parking lot to the receptacle location, collect the solid waste, and then back up and turn around using the access drive to the below-grade parking structure. The trucks will then exit the surface parking lot on to NW 27th St.

Bicycle and pedestrian access to the site will be via the existing public street network. Curb cuts will be provided to allow bicycles to access parking areas from NW Harrison Boulevard and NW Short Avenue. Pedestrians will circulate through the site via a covered walkway that will directly connect NW Harrison Blvd. with the intersection of NW Short Avenue and NW 27th Street.

With respect to parking stall dimensions, a variance is being requested from this Standard; the applicant proposes to use the ITE Guidelines for Surface Parking Design in lieu of the City of Corvallis Standards. See Table 1 and the Appendix for more information.

Parking requirements are proposed to be met via several different parking arrangements: surface – single space, below-grade – single space, surface – mechanized, and below-grade – tandem. The surface – single space and below-grade single space arrangements reflect the standard arrangement of parking spaces within a parking lot. Below-grade – tandem parking is discussed in detail under the variance request and compensating benefits included in Table "1".

Surface – mechanized is a relatively new approach to parking arrangements, and it has been heralded as an effective approach to meeting current demands for parking while maximizing efficiency in land use, and reducing the investment of resources in a built environment that values cars over alternative transportation methods. From the Metropolitan Planning Council's article "Mechanical Parking – A Safe Way to Double Park:"

> Mechanical parking systems ... are not only relatively cost efficient ..., but they are valuable to the built environment since they can reduce garage bulk by 25 percent or more. This means that by reducing lackluster parking garage stories, more green space could be created — a benefit all city dwellers could appreciate.[1]

[1] http://www.metroplanning.org/news-events/article/3277

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Attachment A.57

The inclusion of mechanized parking, which functions the same as tandem parking but uses less space, is thus a cost-effective strategy to maximize not only parking facilities but also green space. Furthermore, should parking demand decrease at some point in the future, mechanized lifts can be removed if not needed, which is not the case with constructed parking spaces.

With respect to the off-street parking dimensional layout, a variance is being requested to this Standard; See Table 1.

The 27th Street parking lot is proposed to be paved and striped to match the existing historical use parking configuration. Landscape buffers are to be provided as is practicable due to space constraints and the desire to maintain the historic quantity of parking spaces. Existing curbing is to remain. However, as these improvements do not constitute full compliance with all applicable standards, a variance is being requested; see Table 1. This variance is discussed in more detail later in this narrative, under landscaping requirements.

c. Vision Clearance -

1. Except within the Central Business (CB) Zone, Vision Clearance Areas shall be provided at the intersections of all streets and at the intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety: The extent of Vision Clearance Areas shall be determined from standards adopted by the City Engineer that consider functional classification of the streets involved, type of traffic control present at the intersection, and designated speed for the streets.

Response: Complies. All Vision Clearance Areas will be maintained per City Standards.

d. Backing or Maneuvering of Vehicles - For developments requiring four or more parking spaces, vehicular backing or maneuvering movements shall not occur across public sidewalks or within any public street other than an alley, except as approved by the City Engineer. An exception to this provision may be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, for a total of six spaces, provided that these spaces are within driveway areas designed to serve individual units within the Duplexes and Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Evaluations of other requests for exceptions shall consider constraints due to lot patterns and effects on the safety and capacity of the adjacent public street and on bicycle and pedestrian facilities.

Response: Not applicable. No backing of vehicles across public sidewalks or into public streets is proposed.

e. Screening - All parking areas containing four or more spaces and all parking areas in conjunction with an off-street loading facility shall require screening in accordance with the zoning requirements and Chapter4.2 - Landscaping, Buffering, Screening, Natural Resource Protection, and Lighting. Where not otherwise specified by zoning requirements, screening along a public right-of-way shall include a minimum five-ft.-wide plant buffer adjacent to the right-of-way.

Response: Complies. See Landscaping Plans for more information.

f. Lighting shall be consistent with the provisions outlined in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting

Response: Complies. Site lighting is discussed in greater detail later in this narrative, under the relevant review criterion.

g. Setbacks - Where vehicles will be backing out from a driveway to the public right-of-way, all off-street parking shall have a minimum 19 ft. setback from the sidewalk or future sidewalk to a garage or carport. Where no sidewalk location has been established, a 19-ft. setback from the right-of-way edge to the parking structure shall be used.

   Nothing in this Section shall imply or permit a lesser setback than that required by any other section of this Code.

Response: Not applicable.

h. Sidewalks - Sidewalks shall be required in accordance with the provisions of Section 4.0.40 of Chapter 4.0 - Improvements Required with Development.

Response: Complies. See discussion above.

LDC 4.1.50 - MODIFICATION TO PARKING REQUIREMENTS

Vehicle parking requirements may be modified as follows:

4.1.50.01 - Compact Car Spaces

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

Response: Not applicable; no compact spaces as defined by the City of Corvallis Off-street Parking and Access Standards are proposed.

LDC 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING

All bicycle parking facilities required in conjunction with development shall conform to the standards in this Section. Bicycle parking shall be located on-site with safe, convenient access to the public right-of-way, and shall conform to the Bicycle Rack Specifications adopted by the City Engineer, as amended from time to time.

a. Location

   1. Safe, convenient pedestrian access shall connect the bicycle parking area to the main entrance of the site's Primary Use.

Response: Complies. The bicycle parking areas are connected to the lobby entrances of each building via sidewalks and/or covered walkways.

2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas via curbing or other barriers to prevent damage to parked bicycles.

Response: Complies. Curbs are provided between the bicycle parking area and the vehicle parking area.

3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

Response: The project is intended to comply with the above standard.

4. Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the facility.

Response: The project is intended to comply with the above standard.

5. Bicycle parking facilities shall be placed in a location convenient to the main entrance of the site's Primary Use.

Response: Complies. All bicycle parking facilities are placed in locations convenient to entrances of the site's Primary Use, Multi-family Residential. See Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

6. For security and convenience, bicycle parking facilities shall be located in areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.

Response: Complies. Bicycle parking facilities are visible from adjacent sidewalks and/or vehicle parking areas.

b. Dimensions

1. Bicycle parking spaces shall each be a minimum of six ft. by two ft.

2. Overhead clearance in covered areas shall be at least seven ft.

3. A minimum five ft.-wide aisle shall be provided beside or between each row of bicycle parking.

Response: Complies. See Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level for more information.

c. Enclosures and Racks

1. Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored, or stationary objects (racks) to which bicycles may be locked.

2. Lockers and racks shall be securely anchored to the pavement or a structure.

3. Bicycle racks and covered bicycle parking shall be designed consistent with the standards of the City Engineer.

Response: The project's bicycle parking will consist of City Standard racks securely anchored to the pavement and/or structure outdoors, and of single bike hangers within the dwelling units.

d. Covering

1. At minimum, 50 percent of the required bicycle parking shall be covered unless the facility is in a public park or the Central Business (CB) Zone.

2. If vehicle parking is covered, a proportionate amount of bicycle parking shall also be covered. However, the minimum amount specified in "1," above shall be provided.

3. Covering for bicycle parking facilities shall be permanent and shall provide protection from precipitation.

4. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning. Bicycle parking facilities may also be located within buildings, provided the other requirements of this Section are met.

Response: Complies. 128 of the total 204 provided (or 63%) of the required bicycle parking spaces are proposed to be covered, which, as 102 out of 179 (or 57%) of the required vehicular parking spaces are to be covered, meets section 2 above.

e. Lighting

1. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and visible from adjacent sidewalks and/or vehicle parking areas during all hours of use. Lighting shall be consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Response: Complies. Lighting for the bicycle parking area will either be provided as part of the lighting for vehicle parking areas and/or by building-mounted fixtures where needed to achieve necessary illumination levels.

LDC 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.

Response: A variance is being requested from this standard. See Table 1 for more information.

LDC 4.6.30 SOLAR ACCESS PERFORMANCE STANDARDS

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

Response: The south façade ground floors of two residential structures - 2653-2659 NW Harrison Blvd and 2705-2709 NW Harrison Blvd - are shaded at 3pm on 21 November. A waiver is being requested from this standard; see Section 4.6.60-c below for a more detailed discussion.

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

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

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

Response: Not applicable.

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

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

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

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

Response: A variance is being requested from this standard. See Table 1 for more information.

LDC 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 4.5 - Natural Hazard and Hillside Development Provisions or reflect physical land development constraints related to the shape of the site;

Response: Applies. 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 east-west. 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 Blvd. 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. The applicant therefore requests the Planning Commission to waive the requirement to comply with Section 4.6.30-a above.

3. Approval Criterion

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

Response: The development is made up of two buildings, one each facing NW Harrison Boulevard and NW Short Avenue, with an interior courtyard in between. The majority of the parking is located beneath the interior courtyard, with the remainder at the southeast end of the site. The site is accessed by vehicle traffic from NW Short Avenue and from the existing public alley that is located to the east of the site.

The view of the site will be primarily from NW Harrison Boulevard and secondarily from NW Short Avenue. The positive visual experience of the site is maximized by locating the larger of the two buildings to orient towards NW Harrison Boulevard and placing all of both building façades within the maximum allowed setback (excepting courtyard areas as allowed by Chapter 4.10 – Pedestrian Oriented Design Standards). A small portion of parking lot is to be located directly adjacent to NW Short Avenue at its north-south orientation; however this parking lot will be buffered and/or screened by landscaping as required by Chapter 4.2 – Landscaping, Buffering, Screening and Lighting, so the visual impact of the parking lot will be greatly mitigated.

Each building is 4-stories tall, with facades constructed of concrete, natural and stained cedar wood siding (1"x4" and 1"x8"), and metal panels, with standing seam metal roofs. The north building 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 appearance. The facades of both buildings are provided with architectural features in the form of covered front porches facing out on to the streets and steep roof pitches, as well as articulated trim around the windows and doors.

The north building is also provided with several courtyard areas located at the front of the building, with pedestrian amenities and landscaping which will further enhance the visual aesthetic of the site as viewed from NW Harrison Boulevard. The steep (9:12) gabled roof on both buildings further accentuates the residential

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nature of the development and is similar to many buildings found on adjoining properties.

The buildings are of an appropriate scale for the underlying zoning designation (RS-20), and the neighboring properties. The properties contain a range of building sizes and uses, though most common are 2-3 story multi-family dwelling units and/or fraternities and sororities. The two colors of 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 neutral-colored standing seam metal roofing on the building is also complimentary to the gray and brown colors of the asphalt shingle roofing materials of neighboring buildings. Please see Appendix "B", Photographs of Neighboring Properties for more information concerning the visual characteristics of the neighborhood.

4. Approval Criterion

4. Noise attenuation;

Response: No 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. Approval Criterion

5. Odors and emissions;

Response: 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. Approval Criterion

6. Lighting;

LDC 4.2.80 – SITE AND STREET LIGHTING

d. Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property. Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.

Response: 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 above. See Attachment "P", Landscaping and Lighting Plan.

7. Approval Criterion

7. Signage;

Response: A single 6.25 sf 5' tall monument sign is proposed between the north building and NW Harrison Blvd, adjacent to the pedestrian walkway through the site, with additional vehicular circulation signage located at the commercial driveway entrance to the surface parking area. All new signage will be in compliance with LDC Chapter 4.7.

8. Approval Criterion

8. Landscaping for buffering and screening;

LDC 4.2.20 - GENERAL PROVISIONS

a. Required Landscaping -

1. Landscaping and Irrigation Plans - Where a landscape plan is required by this Code, by a particular proposal, and/or by Conditions of Approval, detailed planting plans, irrigation plans and other related plans shall be submitted for review and approval with Building Permit applications and/or prior to the recordation of a Final Plat, as applicable. Building Permits, including Foundation Permits; shall not be issued until the Director has determined that the plans comply with the purposes clause and specific standards in this Chapter,"any specific proposal(s), and/or Conditions of Approval that apply to the particular project. On a cases by case basis, and where no Significant Natural Features would be impacted, the Director may grant an exception and allow the issuance of permits. Required landscaping shall be reviewed and approved by the Director, and in no case shall landscaping be less than that required by this Chapter. Landscaping shall consist of ground cover, shrubbery, and trees.

2. Installation - All required landscaping and related improvements, such as irrigation, etc., shall be completed prior to the issuance of a Certificate of Occupancy. Additionally, all required landscaping and related improvements within the public right-of-way, and/or required by Conditions of Approval in conjunction with recording of the Final Plat, shall be completed or financially guaranteed prior to the recording of a Final Plat. If an applicant chooses to financially secure landscaping and related improvements in order to record a Final Plat, such financial security shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount at least equivalent to 120 percent of the cost of the installation of the landscaping and related improvements.

3. Coverage within Three Years - All required landscaping shall provide a minimum 90 percent ground coverage within three years. A financial guarantee shall be provided for new residential development, with the exception of areas within single-family or Duplex lots. A financial guarantee shall also be provided for new nonresidential

development, and nonresidential redevelopment that involves a 3,000 sq. ft. or 20 percent expansion, whichever is less, except that 20 percent expansions less than 500 sq. ft. are exempt. The financial guarantee shall cover maintenance for a three-year period from the date that the landscaping was installed by the applicant and accepted by the City. This guarantee shall be established prior to the issuance of a Final Certificate of Occupancy and prior to recording of a Final Plat. Additionally, this guarantee shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount that is at least equivalent to 50 percent of the cost of installation of required landscaping and related improvements, plus 20 percent of the 50 percent figure.

To release this guarantee at the end of the three-year period, the developer shall provide a report to the Director. This report shall be prepared by a licensed arborist or licensed landscape contractor and shall verify that 90 percent ground coverage has been achieved, either by successful plantings or by the installation of replacement plantings. The Director shall approve the report prior to release of the guarantee.

Response: The application is intended to be in compliance with this requirement. It is anticipated that the proposal will be conditioned accordingly.

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 –

3. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

Response: The single existing Significant Tree located on site is not proposed to be preserved, as it is located too close to the existing building to be able to survive once the existing building is demolished. Note: the existing building has an active demolition permit already issued.

e. Planters and boundary areas used for required plantings shall have a minimum diameter of five ft., or 2.5 ft: radius, inside dimensions. Where the curb or the edge of these areas is used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7.5 ft.

Response: Complies; see Landscaping Plans for more information.

f. Irrigation Systems - With the exception of individual lots for single-family and Duplex development, irrigation systems shall be required, provided, and maintained for all required landscape areas in all zones, unless waived by the Director. These irrigation systems are for the purpose of ensuring survival of plant materials in required landscape areas. The Director may waive the requirement for irrigation systems in areas containing established trees and shrubs that are more than five years old, and are retained as significant vegetation in common, open space tracts and areas. Irrigation systems

needed to establish trees and shrubs in Natural Resource and Natural Hazard areas are required. Where required, a detailed irrigation system plan shall be submitted with Building Permit applications. The plan shall indicate source of water, pipe location and size, and specifications of backflow device. The irrigation system shall utilize 100 percent sprinkler head-to-head coverage or sufficient coverage to ensure 90 percent coverage of plant materials in three years.

Response: The application is intended to be in compliance with this requirement. It is anticipated that the proposal will be conditioned accordingly.

g. In no case shall shrubs, conifer trees, or other screening be permitted within Vision Clearance Areas of street, alley, or driveway intersections, or where the City Engineer otherwise deems such plantings would endanger pedestrians and vehicles.

Response: Complies; see Landscaping Plans for more information.

LDC 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. Tree Plantings -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

1. Street Trees –

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

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

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

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

Response: Complies; see Landscaping Plans for more information.

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

Response: Complies; see Landscaping Plans for more information.

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

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

Table 4.2-2 – Parking Lot Trees

Medium- canopy trees: Trees that normally reach 30-50 ft. in height within 30 years	-	Minimum one tree per eight cars
Large-canopy trees: Trees that normally reach 30-50 ft. in height within 30 years, But exceed 50 ft. in height at Maturity	-	Minimum one tree per 12 cars

Response: The east surface parking lot is proposed to be in compliance with this standard. As the parking lot contains 45 spaces (including the three in the alley), the requirement is 45/8 or 6 trees. The project proposes 18 trees around the perimeter of the parking lot, which results in 12 trees to meet the buffer planting standard. However, a variance is being requested from this requirement for the 27th Street parking lot; see Table "1."

b. Areas Where Trees May Not be Planted –

1. Trees may not be planted within five ft of permanent hard surface paving or walkways, unless special planting techniques and specifications are used and particular species of trees are planted, as outlined in Section 4.2.40.c or approved by the Director. These limitations apply most frequently in areas such as landscape parkways, pedestrian walkways, and plaza areas, where there may be tree grates.

2. Unless approved otherwise by the City Engineer, trees may not be planted:

   a) Within 10 ft. of fire hydrants and utility poles;

   b) Within 20 ft. of street light standards;

   c) Within five ft. from an existing curb face, except where required for street trees;

   d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line; or

   e) Where the Director determines the trees may be a hazard to the public interest or general welfare.

Response: Complies; see Landscaping Plans for more information.

c. Tree Maintenance Near Sidewalks and Paved Surfaces - Trees shall be pruned to provide a minimum clearance of eight ft. above sidewalks and 12 ft. above street and roadway surfaces; and shall be pruned in accordance with the American National Standards Institute (ANSI) A300 standards for Tree Care Operations.

Response: The application is intended to be in compliance with this requirement. It is anticipated that the proposal will be conditioned accordingly.

d. Trees Planted near Weather Protection - Where street trees are required in combination with weather protection features such as awnings, the trees shall be allowed to grow and their canopies shall be trimmed above the weather protection features. Such trimming shall be in accordance with the American National Standards Institute (ANSI) A300 standards for Tree Care Operations.

Response: Not applicable. The project does not require street trees in combination with weather protection features.

LDC 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.

Response: The east surface parking lot is proposed to be in compliance with this standard. As the parking lot contains 45 spaces (including the three in the alley), the requirement is 45/8 or 6 trees. The project proposes 18 trees around the perimeter of the parking lot, which results in 12 trees to meet the buffer planting standard. However, a variance is being requested from this requirement for the 27th Street parking lot; see Table "1." All other proposed landscaping and screening is to be in compliance with LDC 4.2.30, 4.2.40, and 4.2.50.

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

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

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

A chain link fence with slats shall qualify for screening only if a landscape buffer is provided in compliance with Section 4.2.40, above.

Response: Complies; the trash and recycling facilities are to be screened on the north side by a screening wall and buffer plantings, on the west by a screening wall, and on the south and east by gates that will allow access by the residents and the refuse collection agency, respectively.

9. Approval Criterion

9. Transportation facilities;

Response: As the TIA 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 Blvd. 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. Approval Criterion

10. Traffic and off-site parking impacts;

Response: There are no adverse effects on traffic anticipated, as the TIA 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.

No off-site parking impacts are not anticipated as the project is designed to promote pedestrian, bicycle, and transit transportation over vehicular, as discussed elsewhere in this Narrative and in Table 1. Furthermore, through the removal of a driveway access from NW Harrison Blvd, 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. Approval Criterion

11. Utility infrastructure;

Response: Storm Water

Storm water will be detained on-site in below grade facilities. Stormwater will be released at historical rates to the combination systems in Harrison Boulevard and Short Street. The applicant proposes a new separated public storm drain in Short Street 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. State permitting for underground injection control will not be required.

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 Street. 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. Approval Criterion

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

Response: 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.

Stormwater quantity and quality measures will be made consistent with the City's adopted Master Plan and Design Standards.

13. Approval Criterion

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

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

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

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

a. Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 – Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

Response: Complies. The site consists of two multi-family apartment buildings; the north building is oriented to NW Harrison Boulevard and the south building is oriented to NW Short Avenue

1. Primary building entrances shall face the streets or be directly accessed by a sidewalk or multi-use path less than 200 ft, long, as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway.

Response: Complies. All primary building entrances face the street.

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.

Response: Complies. Open courtyard space is provided along approximately 158' of the 355'-10" of street-facing façade, or 44.5%, on the north building. The open courtyard spaces are to be constructed of a mix of pavement and landscaping, and provided with bench seating and porches to encourage socializing and light recreation and games such as footbag or similar. See Attachment "J", Site and

Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level for more information.

3. Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.

Response: There is no off-street parking proposed between buildings and streets.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Frontage.

Response: Complies. The site contains 766' of street frontage on NW Harrison Boulevard, NW Short Avenue, and NW 27th Street. Of this, 419', or 54.7%, is occupied by buildings placed within the maximum setback.

c. Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

Response: Complies. The NW Harrison Blvd. facing façade of the north building contains an area of 23.7% windows and/or doors; The NW Short Ave. facing façade of the south building contains an area of 21.7% windows and/or doors;.

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

Response: Complies. All grading cuts and fills will be performed in compliance with City standards.

4.10.60.02 - Parking Location

a. Standards

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

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

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

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

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

Response: Complies. The majority of the parking is placed to the rear of both north and south buildings, at the center of the site in a below-grade parking structure. Additional parking is located beside the buildings, under exception (c) above. The site is to be developed with common outdoor space area for the residents to be placed on top of the below-grade parking structure, at the rear of the buildings. Placing parking on top of the below grade structure, effectively creating a structured parking garage, would preclude the development of the landscaped courtyard between the buildings as common outdoor space.

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

Response: Not applicable.

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

Response: Not applicable. No garage facades are proposed to be oriented towards the street.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

Response: Complies. The roof forms for both buildings will have a 9:12 pitch with a six-in. overhang. In addition, both buildings incorporate the following design features, as discussed below: Trim, Building Materials, Increased Windows, Increased Roof Pitch, and Architectural Features.

1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

Response: Complies. All street-facing windows and doors will be provided with 2.25" trim.

2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces, Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:

a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft, or more in height, or at least two-ft. eaves;

b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or

c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.

Response: This menu option is not used.

3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

Response: Complies. The building facades are proposed to be constructed of two different patterns of cedar siding, with metal panel accents.

4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.

Response: This menu option is not used.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

Response: Complies. Street facing building facades contain an area of 28% windows and/or doors.

6. Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.

Response: Complies. Both buildings will be constructed with a 9:12 roof pitch and a 6" overhang.

7. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

Response: Complies. Street facing facades contain covered porches that are 60 sf in area.

8. Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam-ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

Response: This menu option is not used.

4.10.60.05 - Service Areas and Roof-Mounted Equipment

a. Service Areas - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 20 ft. from both on-site and off-site residential

buildings. Transformers shall also be screened with landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.

Response: A variance is being requested for this standard. Please see Table 1.

b. Roof-Mounted Equipment - Roof-mounted equipment, such as heating, ventilation, air conditioning equipment, etc., shall be screened by providing screening features at least equal in height to the equipment and constructed of materials used in the building's exterior construction. Screening features include features such as a parapet, wall, or other sight-blocking feature. The roof-mounted equipment shall be painted to match the roof.

Response: Complies. No roof-mounted equipment is proposed.

4.10.60.06 – Pedestrian Circulation

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

b. Standards

1. Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.

Response: Complies. All internal sidewalks are continuous; no discontinuous sidewalks are proposed. See Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

2. Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:

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

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

Response: Not applicable. Project consists of multi-family densities exceeding 30 units/acre.

c. Connectivity- The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

Response: Complies. Internal sidewalk system connects abutting streets and sidewalks, primary building entrances, vehicle parking areas, bicycle parking areas,

common outdoor space. See Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

d. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

Response: The project is intended to be in compliance with the above standard.

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

Response: The project is intended to be in compliance with the above standard.

f. Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

Response: Complies. See Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

g. Lighting - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Response: Complies. Lighting is discussed in detail under Approval Criterion 6 above.

14. Approval Criterion

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

Response: There is no inventoried Significant Vegetation, Riparian Corridors, Wetlands, Floodplains, Steep Slopes or Landslide Hazards on the site.

4. Detailed Development Plan Review Procedures

LDC 2.5.50.01 - Application Requirements

An application filed for a Detailed Development Plan shall follow the requirements specified for a Conceptual Development Plan in Section 2.5.40 and shall also include the following:

a. Graphic Requirements

In addition to the graphic requirements specified for a Conceptual Development Plan in Section 2.5.40.01, a Detailed Development Plan shall include:

1. Location and floor area of existing and proposed structures and other improvements, including maximum heights, Building Types, and gross density per acre for residential developments; and location of fire hydrants, overhead lines in the abutting right of way, easements, fences, walls, parking calculations, and walkways. Where required by the applicable zone, Lot Coverage and Green Area calculations shall be provided. Parking calculations shall also be provided;

Response: Attachment "J," Detailed Development Plan.

2. Typical elevations and floor plans of buildings and structures (which may be submitted on additional sheets) sufficient to indicate the architectural intent and character of the proposed development, indicate the entrance and exit points, and permit computations of parking, design, and yard requirements. The elevations shall specify building materials to be used, specifications as to type, color, and texture of proposed exterior surfaces, and information demonstrating compliance with Chapter 4.10 - Pedestrian Oriented Design Standards;

Response: Attachments "O" - "O-3," Building Elevations and "N" – "N-3", Floor Plans.

3. For residential development, the Housing Types within the development that satisfy the Housing Type variation provisions within the underlying zone. When a Subdivision is processed concurrently with a Detailed Development Plan, the developer shall note, on individual lots on the Subdivision Plat, the Housing Types within the development that satisfy the Housing Type variation provisions within the underlying zone. Single-family Detached housing need not be identified;

Response: Not applicable.

4. Conceptual landscape plan drawn to scale and showing the location of existing trees and vegetation proposed to be removed from or to be retained on the site, the location and conceptual design for landscaped areas (types of plant materials as basic as trees, shrubs, and groundcover/lawn areas), other conceptual landscape features including walls and fences, and irrigation systems required to maintain plant materials;

Response: Attachment "M," Landscape Plan.

5. Detailed utilities plan indicating existing and proposed utility systems and their function, including sanitary sewer, storm sewer, and drainage and water systems;

Response: Attachment "L", Utility Plan.

6. Existing and proposed circulation system plan and dimensions including streets, driveways, bikeways, sidewalks, multi-use paths, off-street parking areas, service areas (including refuse), loading areas, direction of traffic flow, and major points of access to public rights-of-way. Illustrative cross-sections of streets shall be provided. Notations of proposed ownership (public or private) should be included where appropriate;

Response: Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level.

7. Location and dimensions of all areas to be conveyed, dedicated, or reserved as common open spaces, Green Area, public parks, recreational areas, school sites, and similar public and semi-public uses;

Response: Attachment "J," Site and Circulation Plan.

8. Exterior lighting plan indicating the location, size, height, typical design, material, color, method, and direction of illumination;

Response: Attachment "P", Exterior Lighting Plan.

9. For residential development, location of existing and proposed structures and trees on the site that could reduce solar access to any buildable area within the development. The application shall indicate the type and location of trees to be preserved or planted, and the shadow patterns of the trees at their mature height between 9 a.m. and 3 p.m. on November 21; and

Response: Attachment "Q", Solar Access Plan.

10. For residential development, the location of solar collectors on land adjacent to the development for which Solar Access permits have been granted.

Response: Not applicable. There are no solar collectors on land adjacent to the development site for which Solar Access permits have been granted.

b. Narrative Requirements

In addition to the narrative requirements specified for a Conceptual Development Plan in Section 2.5.40.01 above, the Detailed Development Plan shall include:

1. Proposals for setbacks or building envelopes, lot areas where Land Division is anticipated, and number of parking spaces to be provided (per gross floor area or per number of units);

Response: The information specified above is included previously in this narrative..

2. Detailed statement outlining timing, responsibilities, and assurances for all public and non-public improvements such as irrigation, private roads and drives, landscape, and maintenance;

Response: All public and private improvements will be constructed in a single phase at the applicant's expense.

3. Proposed methods of energy conservation; and

Response: All new building construction will meet or exceed the applicable energy conservation requirements in the Building Code and LEED for New Construction Certification Standards. As such, the buildings will be constructed so that the minimum level of energy efficiency will comply with both the mandatory provisions of ASHRAE/IESNA Standard 90.1-2004 and either the prescriptive or the performance requirements of the same standard. In addition, the Owner will hire a fundamental commissioning agent to verify that the building's energy related systems are installed, calibrated, and perform according to project requirements, basis of design, and construction documents.

4. Statement addressing compatibility of proposed development to adjacent land uses relating to such items as architectural character, building type, and height of proposed structures.

Response: The proposed development is for a multi-family residential apartment building, which is an outright approved use in the underlying RS-20 zone. All adjacent properties are also zoned RS-20, though many in the area are developed with non-conforming single-family residential dwellings at this time.

The architectural character of the building emphasizes the residential nature of the structure by such features as covered porches facing the street frontage, steep roof pitches, and cedar siding of mixed widths covering the majority of the exterior building walls. In addition, courtyards are placed in front of the north building facing Harrison Boulevard, with pedestrian amenities and landscaping to accentuate and enhance the residential nature of the development with respect to the surrounding neighborhood.

As noted in Part I above, the neighboring properties contain a range of building sizes and uses, though most common are 2-3 story multi-family dwelling units and/or fraternities and sororities. The two colors of 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 neutral-colored standing seam metal roofing on the building is also complimentary to the gray and brown colors of the asphalt shingle roofing materials of neighboring buildings. Please see Appendix "B", Photographs of Neighboring Properties for more information concerning the visual characteristics of the neighborhood.

While the buildings are larger and taller than existing surrounding buildings, the total square footage of the buildings is only 27%, or approximately one-fourth,

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larger than the structure that previously occupied the site for several decades. Furthermore, as again all adjacent properties are currently zoned RS-20, it is to be assumed that the properties with non-conforming structures will eventually be re-developed, as this site is proposed to be, with building types and structures that will be similar in size and scale to this proposal.

c. Tentative Plat

If a Planned Development is to be subdivided, a Tentative Subdivision Plat may also be submitted in accordance with Chapter 2.4 - Subdivisions and Major Replats to permit simultaneous review.

Response: Not applicable.

15. Approval Criterion

LDC 2.5.50.04 - Review Criteria for Determining Compliance with Conceptual Development Plan

Request for approval of a Detailed Development Plan shall be reviewed to determine whether it is in compliance with the Conceptual Development Plan. The Detailed Development Plan shall be deemed to be in conformance with the Conceptual Development Plan and may be approved provided it is consistent with the review criteria in Section 2.5.40.04 above, provides a clear and objective set of development standards for residential Detailed Development Plans (considering the Detailed Development Plan proposal, required adherence to this Code, and Conditions of Approval), and does not involve any of the factors that constitute a major change in the Planned Development. See Section 2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification.

Response: The review criteria per Section 2.5.40.04 are annotated above.

PART II MAJOR REPLAT

• MAJOR REPLAT REVIEW PROCEDURES

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

1. Submission Requirements

LDC 2.4.30.01 - Application Requirements

When the Director deems any requirement below unnecessary for proper evaluation of a proposed application, it may be waived.

Prior to formal submittal of an application, the applicant is encouraged to participate in an informal pre-application conference with Community Development Department staff to discuss the proposal, the applicant's requirements, and the applicant's materials developed in response to this Code's applicable requirements.

Applications shall be made on forms provided by the Director and shall be accompanied by:

a. Location and description of the subject property(ies), including all of the following, as relevant: address; tax assessor map and tax lot number; parcel number; written description of the boundaries of the proposal; and one set of assessor's maps of the subject site and surrounding area, with the subject site outlined in red;

b. Signed consent by the subject property's owner(s) and/or the owner's legal representative(s). If a legal representative is used as a signatory, written proof of ability to be a signatory shall be furnished to the City. The owner's name(s) and address(es), and the applicant's name, address, and signature shall also be provided;

c. Fifteen copies of the narrative, on 8.5 by 11 in. sheets, and 15 copies of graphics at an 8.5 by 11 in. size. The Director may request additional copies of the narrative and/or graphics for routing purposes, if needed. Related names/numbers must be legible on the graphics. The Director may also require some or all graphics at an 11 by 17 in. size if, for legibility purposes, such a size would be helpful;

d. Six sets of full-scaled black line or blueprint drawings of the graphic(s), with sheet size not to exceed 24 by 36 in. Where necessary, an overall plan with additional detail sheets may be submitted;

e. An electronic version of these documents (both text and graphics, as applicable) if an applicant has produced part or all of an application in an electronic format. The applicant shall coordinate with the City regarding compatible electronic formats, to the greatest extent practicable.

f. Graphic Requirements

Graphics shall include the following information where applicable:

1. Public Notice Map - Typically a street map at one in. = 800 ft. as per the City's public notice format;

2. Zoning Map - Typically one in. = 400 ft., but up to one in. = 800 ft., depending on the size of the site, with a key that identifies each zone on the site and within 1,000 ft. of the site as per City format;

3. Comprehensive Plan Map - Typically one in. = 800 ft. with a key that identifies each and use designation on the site and within 1,000 ft. of the site as per City format;

4. Existing Land Use Map - Typically a topographic map that extends at least 1,000 ft. beyond the site. The map shall include building footprints and distinguish between single-family, multi-family, Commercial, and Industrial Uses, as well as other significant features such as roads, parks, schools, and Significant Natural Features identified by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions;

5. Significant Natural Features Map(s) - Maps shall identify Significant Natural Features of the site, including but not limited to:

   a) All information and preservation plans required by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions, as applicable;

   b) All Jurisdictional Wetlands not already shown as part of "a," above. While not all Jurisdictional Wetlands are locally regulated by Chapter 4.13 - Riparian Corridor and Wetland Provisions, they need to be shown so that the City can route the application to the appropriate state and federal agencies for comment; and

   c) Archaeological sites recorded by the State Historic Preservation Office (SHPO).

Response: All materials listed in Sections "a" through "f-5" above are included as part of the Planned Development Major Modification Application submitted herewith.

6. Tentative Subdivision Plat and Other Graphics -

   a) Tentative Subdivision Plat and other graphics for both Nonresidential and Residential Subdivisions shall be drawn to scale and shall contain a sheet title, date, north arrow, and legend placed in the same location on each sheet and contain the information listed in this Section and "b," below.

      2. Residential Subdivision Graphics shall include features within a minimum of 300 feet from all exterior boundaries of the site, showing existing streets and parcel boundaries; existing structures in excess of 100 sq. ft.; driveways; utilities; Significant Natural Features regulated by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside

Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; Minimum Assured Development Area information from Chapter 4.11 - Minimum Assured Development Area (MADA), if applicable. Additionally, if existing infrastructure is more than 300 ft. from an exterior boundary of the Residential Subdivision site, the Residential Subdivision graphics shall extend beyond the required 300 ft. to include said features and all lands between the Residential Subdivision site and the existing infrastructure.

Response: Complies. See Attachment "R", Tentative Plat.

b) The site plan and related graphics shall also include:

1) Boundary of the proposed development site and any interior boundaries related to proposed development phases or Land Divisions;

2) Number of lots and their dimensions, including frontage, depth, and area in sq. ft., as applicable;

3) Location of existing and proposed structures and other improvements, including maximum building heights, Building Types, and gross density per acre for residential developments; and location of fire hydrants, overhead lines in the abutting right-of-way, easements, fences, walls, parking calculations, and walkways; and any proposed Use restrictions. Where required by the applicable zone, lot coverage and Green Area calculations shall be provided. An indication of approximate building envelopes may be required to evaluate building relationships;

4) Location and dimensions of areas to be conveyed, dedicated, or reserved as common open spaces, common Green Area, public parks, recreational areas, school sites, and similar public and semi-public uses;

5) Existing and proposed circulation system plan and dimensions including streets, driveways, bikeways, sidewalks, multi-use paths, off-street parking areas, service areas (including refuse), loading areas, direction of traffic flow, and major points of access to public rights-of-way. Illustrative cross-sections of streets shall be provided. Notations of proposed ownership (public or private) should be included where appropriate;

6) Existing and proposed general pedestrian circulation system, including its interrelationship and connectivity with the existing and proposed vehicular, bicycle, and pedestrian circulation systems, and indicating proposed treatments for points of conflict;

7) Detailed utilities plan indicating existing and proposed utility systems and their function, including sanitary sewer, storm sewer, and drainage and water systems;

8) Identification of Significant Natural Features that were included on the Significant Natural Features map(s) required in Section 2.4.30.01.f.5, above,

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to indicate the relationship of the proposal to the site's Significant Natural Features;

9) Existing and proposed topographic contours at two-ft. intervals. Where the grade of any part of the development site exceeds 10 percent and where the development site abuts existing developed lots, a conceptual grading plan shall be required as follows:

   a. Conceptual Grading Plans for Residential Subdivisions – Conceptual grading plans for Residential Subdivision applications shall identify all proposed cuts and fills and the associated grade changes in ft. to demonstrate adherence to the provisions in Chapter 4.5 - Natural Hazard and Hillside Development Provisions. The conceptual grading plan shall indicate how runoff and surface water from individual lots will be managed, and how the Subdivision's surface waters will be managed. Additionally, the conceptual grading plan for Residential Subdivisions shall meet the requirements in 2.4.30.01f-6b)-10) and 2.4.30.01f-6b)-11), below;

Response: All materials listed in Sections "b-(1)" through "b-(9)" above are included as part of the Planned Development Major Modification Application submitted herewith.

10) For residential development, excavation and grading shall maintain hydrology that supports existing wetland and riparian areas and the application shall demonstrate adherence;

Response: Not applicable. Site does not contain hydrology that supports existing wetlands or riparian areas.

11) For residential development, the graphics, including the conceptual grading plan, must demonstrate that each lot can be served by streets and infrastructure in a manner that is consistent with the clear and objective approval standards contained in the following: the City's development standards outlined in the underlying zoning designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Erosion Prevention and Sediment Control Ordinance,; and the adopted City Off-street Parking Standards;

Response: All standards that are listed in "(11)" above are documented in the Major Modification to a Detailed Development Plan application included herewith as either being satisfied or, where variances are requested, having adequate compensating benefits provided.

12) Approximate location of proposed easements and or dedications for drainage, sewage, or other public utilities;

Response: Attachment "R", Tentative Plat.

13) For residential development, a copy of the Tentative Subdivision Plat showing intended Housing Types per lot, when required to satisfy Housing Type variation provisions within the relevant zone. Single-family detached housing need not be identified. A deed declaration will be required to enforce the variations in Housing Types and ensure that this Code's densities and Comprehensive Plan Densities are maintained. Single-family detached housing need not be enforced through the deed declaration.

Response: Not applicable.

14) For residential development, existing structures and trees located on land adjacent to the development that, between 10 a.m. and 3 p.m. on November 21, will reduce Solar Access to the subject Property;

15) For residential development, existing structures and trees on the site that could reduce Solar Access to any buildable area within the development. The application shall indicate the type and location of trees to be preserved, and the shadow patterns of trees at their mature height for the reference period from 9 a.m. to 3 p.m. on November 21;

16) For residential development, the location of solar collectors on land adjacent to the development for which Solar Access permits have been granted;

17) For residential development, a copy of the Tentative Subdivision Plat showing which lots are intended to have Solar Access protection, and showing an area on each lot available for construction of a Solar Access-protected dwelling;

18) For residential development, a proposed solar envelope for each lot as necessary for Solar Access protection consistent with Chapter 4.6 – Solar Access; and

Response: All materials listed in "(14)" through "(18)" above are included in the Major Modification to a Detailed Development Plan Application included herewith. No lots are intended to have Solar Access protection; a variance is being requested for this standard. See Table 1.1. As noted in the Detailed Development Plan narrative, there are no structures on adjacent properties with solar collectors or solar access protection.

19) Name and address of owner(s) of record, applicant, and registered land surveyor who prepared the plat.

Response: Attachment "R", Tentative Plat.

g. Narrative Requirements

A written statement shall include the following information:

1. Statement of planning objectives to be achieved by the Tentative Subdivision Plat. This statement shall include a description of the proposed development, the rationale behind the assumptions and choices made, and a discussion of how the application meets the review criteria in 2.4.30.04 below, including the development standards required by this Code;

2. Quantitative data for the following where appropriate:

   a) Total number and type of dwelling units;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the development would entail the construction of 91 dwelling units, in the form of two multi-family dwelling unit apartment buildings.

   b) Parcel and lot sizes;

Response: As indicated on Attachment "R", Tentative Plat, the development site is comprised of Lots 9-17 of Block 2 in the Arnold Heights Addition (9 lots at 5000 sf each), the vacated street right-of-way for NW 27th Street (10,000 sf) and Lots 4-9 plus a portion of Lot 3 of Block 3 in the Arnold Heights Addition (28,000 sf). The proposed consolidated lot size would be 82,973 sf. The development site also includes portions of Lots 7, 8 and 9 of Block 1 in the Arnold Heights Addition (9,009 sf).

   c) Proposed lot coverage of buildings and structures, where known;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the development would contain 68,623 sf for total lot coverage of 84.0%.

   d) Gross densities per acre;

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the gross density of the development site is proposed to be 43.8 units/acre.

   e) Total square footage of Green Area; and

Response: As indicated on Attachment "J", Site and Circulation Plan & Attachment "J-1", Site and Circulation Plan - Surface Level, the total Green Area proposed for the site is 33,431 sf.

   f) Total square footage of nonresidential construction;

Response: Not applicable.

3. Detailed statement outlining timing, responsibilities, maintenance, and financial assurances for all public and non-public improvements to be constructed or installed including:

a) Provisions for domestic water supply including source, quality, and approximate quantity.

b) Provisions for sewage disposal, storm drainage, and flood control.

c) Provisions for improvements and maintenance of common areas and private roads and drives, if proposed; and

d) Proposed landscaping and irrigation.

Response: All materials listed in "g-1" through "g-3" above are included in the Major Modification to a Detailed Development Plan Application included herewith. Combining the existing eleven parcels into one will reflect how the development site has functioned for over fifty years and is proposed to continue to function – as a single site.

4. Statement describing phases of project, if proposed. Phases shall be:

b) Designed to Address Compatibility

2) For Residential Subdivisions – Uses permitted outright within a zone are considered to be compatible and not to conflict. Between zones, compatibility is addressed at the time the zone is established. A Residential Use permitted outright within an existing zone is considered to be compatible with Uses permitted outright within existing neighboring zones.

Response: The use proposed is permitted outright in the underlying zone.

g) For Residential Subdivisions – Each proposed phase must meet all required clear and objective standards for access, parking, transportation facilities, utilities, Green Areas, and drainage without reliance on any uncompleted phase. Each proposed phase, and the Subdivision as a whole, must be designed so that in addition to each proposed phase meeting all required infrastructure standards for that phase, at the completion of each phase all completed phases together will cumulatively meet all infrastructure standards that would be required for a project consisting of the completed phases. The Subdivision and each phase must also be designed so that by completion of all proposed phases all the phases together will meet all infrastructure requirements for the project.

Response: The replat will be performed in a single phase.

5. Traffic impact study -

a) Residential Subdivisions – a Traffic Impact Analysis (TIA) is required. A TIA shall be prepared by a licensed professional engineer, in accordance with the most current ITE standards, and shall address both current conditions and those within a 20-year horizon. The TIA shall quantify the trip generation effects of the proposal. The TIA shall estimate trip distribution patterns. Any proposal

generating 30 or more trips per hour shall include Level of Service (LOS) analysis for the affected intersections. If any affected intersection LOS is or will fall below LOS D during any hour, mitigation shall be proposed. The mitigation shall demonstrate that at least LOS D will be maintained for 20 years.

6. Information required by Chapter 4.5 – Natural Hazard and Hillside Development Provisions, Chapter 4.11 – Minimum Assured Development Area (MADA), Chapter 4.12 – Significant Vegetation Protection Provisions, and Chapter 4.13 – Riparian Corridor and Wetland Provisions, as Applicable.

Response: All materials listed in "5" and "6" above are included in the Major Modification to a Detailed Development Plan Application included herewith.

2. Review Criteria

16. Approval Criterion

LDC 2.4.30.04-b Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with clear and objective approval standards contained in the following: the City's development standards outlined in the applicable Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

Response: The LDC standards that are listed above are documented in the Major Modification to a Detailed Development Plan application included herewith as either being satisfied or, where variances are requested, having adequate compensating benefits provided. The application is intended to be in compliance with all other referenced standards.

Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

LDC 4.0.60.n Block Perimeter Standards – The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. Residential Standards –

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

When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

Response: Complies. The proposed Major Replat results in a complete block bound by a connecting network of public streets with sidewalks.

b) Maximum Block Perimeter – The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

Response: The application does not comply with the first portion of the above standard, as the existing block perimeter is approximately 2,340', which exceeds the maximum allowed. However, per the attached vacation ordinance 1964-15, the City of Corvallis chose to vacate the NW 27th Street right-of-way that existed through what is now the development site. The language of the ordinance states that <the NW 27th Street right-of-way that was vacated> "shall not from and after the passage of this ordinance be a public thoroughfare, highway, street, or alley for any purpose whatsoever." Therefore, the application is not proposing a through street connection from NW 27th Street to NW Harrison Blvd.

The application complies with the second portion of the above standard, as a through-block pedestrian connection is being provided from NW Harrison Blvd to the intersection of NW Short Ave and NW 27th Street, the block face of each of which exceeds 300' in length.

c) Variations Allowed Outright – Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

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

Response: Not applicable. Development site contains no Significant Natural Features.

3. Land uses shall be those that are outright permitted by the existing underlying zoning designation.

Response: Complies. The uses proposed (Multi-family residential) is permitted outright in the existing underlying zoning designation.

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

Response: Not applicable. Development site contains no existing Locally Significant Wetlands or Riparian Corridors.

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development and Zone Change applications.

Response: Complies. The proposed Major Replat either conforms to all of the above criteria, or otherwise provides adequate and appropriate compensating benefits.

17. Approval Criterion

1. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards.

Response: The applicable development standards are documented in the Major Modification to a Detailed Development Plan application included herewith as either being satisfied or, where variances are requested, having adequate compensating benefits provided.

18. Approval Criterion

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

Response: Complies. There are no Significant Natural Features or Natural Hazards on the site. Grading cuts and fills do not exceed the maximum allowable by City standards.

19. Approval Criterion

3. Land uses shall be those that are outright permitted by the existing underlying zoning designation.

Response: Complies. The use proposed is permitted outright in the underlying zoning designation.

20. Approval Criterion

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

Response: Not applicable. The site contains no hydrological function that supports existing wetlands or riparian corridors.

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TABLE "1" SUMMARY OF REQUESTED VARIANCES & COMPENSATING BENEFITS		
LDC SECTION	STANDARD	DESCRIPTION OF VARIANCE/ COMPENSATING BENEFITS
Table 3.8-1-i	75% Maximum Lot Coverage	Variance: 84% Lot Coverage proposed. Compensating Benefit: Landscaped courtyard provided on roof of below-grade parking structure which, will included as lot coverage, will function effectively as Green Area. Providing below-grade parking allows the development site to maximize parking opportunities on the site, while still providing a landscaped outdoor space for use by residents. If this 14,368sf courtyard were to be deducted from the calculations, the resultant lot coverage would be 59.1%, which is well below the minimum. This variance is 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. 11.4.3 All traffic generators shall provide adequate parking.

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3.8.50.02 3.8.50.03. a	4,368 sf Private and 24,500 sf Common Outdoor Space	Variance: 1,557 sf of Private and 16,162 sf Common Outdoor Space is proposed. Compensating Benefit: The development is provided with an interior courtyard featuring amenities to provide residents with multiple passive recreation opportunities. The development is also approximately 400' (one city block) away from Chintimini Park, an existing 7.4 acre public park that features open grassy areas and playing fields, which will provide ample active recreation opportunities. The park includes 4 sand volleyball courts, 2 softball fields that can be reserved, and play equipment. Given the proximity of Chintimini Park, and the fact that residents of the development are likely to be young college students, it is reasonable to conclude that the residents will be more likely to avail themselves of the more extensive resources of the Park for active recreation than they would additional common open space at the development site. LDC Section 3.8.50.05 allows for the reduction of 25% of the required Common and Private Outdoor Space if a development is across the street from a City park. In addition, as presumably the majority of the residents will be OSU students, ample opportunity for active recreation will be readily available in close proximity to the residents, including but not limited to Dixon Recreation Center. The net result of the development includes an increase in residential density at a desirable redevelopment site near OSU, which would provide needed student housing while not compromising the residents' opportunities for passive and active recreation. The compensating benefits proposed by the development include an increase in the number of amenities available to residents as part of the Common Outdoor Space, including barbecue grilles and picnic tables and a bocce ball court. An additional amenity is proposed in the form of a 1,615 sf indoor community room, which can be used by residents at night and during inclement weather for socializing and games. This variance is 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 9.7.3 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 ½ mile of campus. 12.2.5 The City shall encourage land use patterns and development that promote clustering and multiple stories, take advantage of energy efficient design, and have ready access to transit and other 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.

3.8.50.03.e	One 20x20' tot lot per 20 units	Variance: As this housing development is targeted towards young college students without families, no tot lots are proposed. Compensating Benefit: Additional passive recreation amenities more appropriate for the target demographic (college students) are proposed for the interior courtyard. These include but are not limited to: walkways and grassy areas bordered by benches and low seating walls, barbecue grilles and picnic tables, space for small community garden. Amenities proposed are also suitable for children, as they can enjoy barbecue areas and use the courtyard for small group activities. In addition, as noted elsewhere, development site is 1 block from Chintimini Park, which features extensive play equipment for tots and older children alike. This variance is supported by the following Comprehensive Plan Policy: 9.7.3The 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.
4.0.100 –b	7' wide franchise utility easement required	Variance: Franchise utility easement adjacent to NW Harrison Blvd. is of varying width. Compensating Benefit: Allows for the maximization of parking potential on the site, while still providing the required side walk and planter strip improvements associated with NW Harrison Blvd. This variance is 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. 10.4.2 Private utility facilities should be planned and sited consistent with the City's Comprehensive Plan, development standards, prudent management of the City-owned right-of-way, and laws governing franchise utilities. 11.4.3 All traffic generators shall provide adequate parking.

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4.1.40	Off-Street Parking and Access Standards – Minimum stall dimension width; Tandem parking not permitted for Multi-family Residential Apartment Buildings	Variance: Project proposes to use parking stall dimensions from ITE Guidelines for Surface Parking Design, in lieu of City standards. Project also proposes tandem parking & mechanized parking (which functions as tandem parking) at select locations. Compensating Benefit: The ITE Guidelines are an appropriate substitute for the City standards, as they take into account the turnover (frequency of stall use) when determining required stall width. The City standards assign a width of 9' for a standard stall width, which is, according to ITE, applicable to a high turnover rate; the use found in this development is more accurately reflected by a medium or low turnover rate, in most instances. Tandem parking spaces will be assigned spaces so residents can coordinate vehicle movement. More information on how the tandem parking coordination will function is included in the Appendix. Tandem parking allows for maximization of the parking potential on the site. The applicant proposes 36 additional bicycle parking spaces above the minimum number that is required. As an additional compensating benefit, the applicant proposes to make car-share opportunities available to residents through a Eugene-based car-share company. Also, 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 to be used is the WeCar Company (http://aboutus.wecar.com/), which already has a presence on OSU campus. Maximizing the parking, in combination with the compensating benefits, will eliminate parking pressure in the surrounding neighborhood. Information concerning the proposed car-sharing program is also included in the appendix. This variance is 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. 11.4.3 All traffic generators shall provide adequate parking.

4.2.40.a	5' wide landscaped buffer between parking and adjacent property, or 7.5' where no wheelstops are provided; parking lot trees required per Table 4.2-2	Variance: At 27th St parking lot, landscape buffer on east side is to be reduced to 2'-9". Also, landscape buffer along south, southwest, and west sides and no parking lot trees are to be provided. Compensating Benefit: Improves existing parking lot above historical conditions. Maintains existing present parking quantity and layout, and in doing so does not adversely affect an existing parking situation in the neighborhood. This variance is 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. 11.4.3 All traffic generators shall provide adequate parking.
4.4.20.03.c	20' wide planting screen easement facing street	Variance: Project proposes to place buildings facing both adjoining streets, rather than place planting screen facing one street. 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 variance is 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.

4.6.30.c	225' east-west dimension at south face of ground floor	Variance: 205' of east-west dimension at south face of ground floor is proposed. Compensating Benefit: Entire roofs of both portions of building are oriented to face south, and as such are positioned to take advantage of solar energy. Developer proposes to construct buildings with rough-in in place to simplify installation of roof-top solar energy collection systems. New building is to be designed at an energy-efficiency level which is greater than the minimum required by Code, which would qualify it for a waiver or reduction in Solar Access standards per LDC 4.6.60. This variance is 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. 12.2.1 The City shall encourage the investigation, development, and use of renewable energy resources by both the public and private sectors in order to reduce the community's immediate and long-range need to import energy.
4.10.60.05	Service areas to be minimum 20' from residential building.	Variance: Trash and recycling bins located adjacent to residential building. Compensating Benefit: Required screening walls are to be 8' tall, which are taller than are typically provided at trash and recycling bins. Residential building walls that are adjacent to trash and recycling bins are solid with neither windows nor doors, so it is not anticipated that residents will be inconvenienced by odors or visual unsightliness of bins. Residents will experience greater convenience by having trash and recycle bins more accessible to building and in a covered location, providing protection from weather. Proposed location allows for coordination between routing for solid waste collection utility trucks and emergency vehicle access. This variance is 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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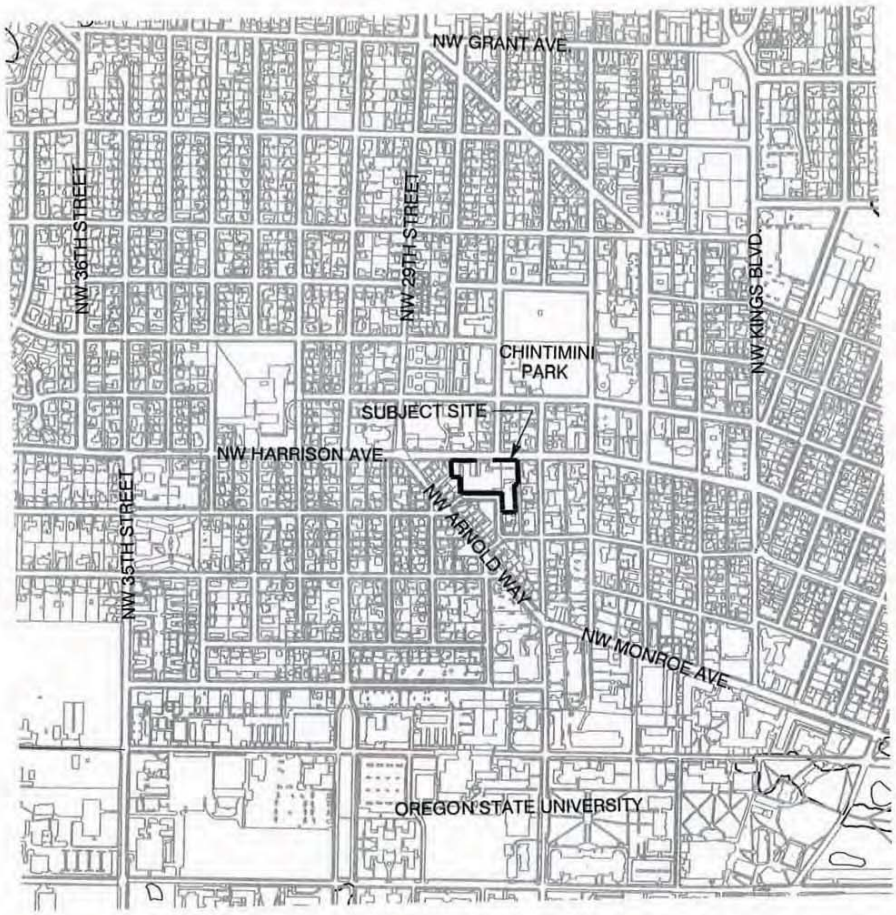

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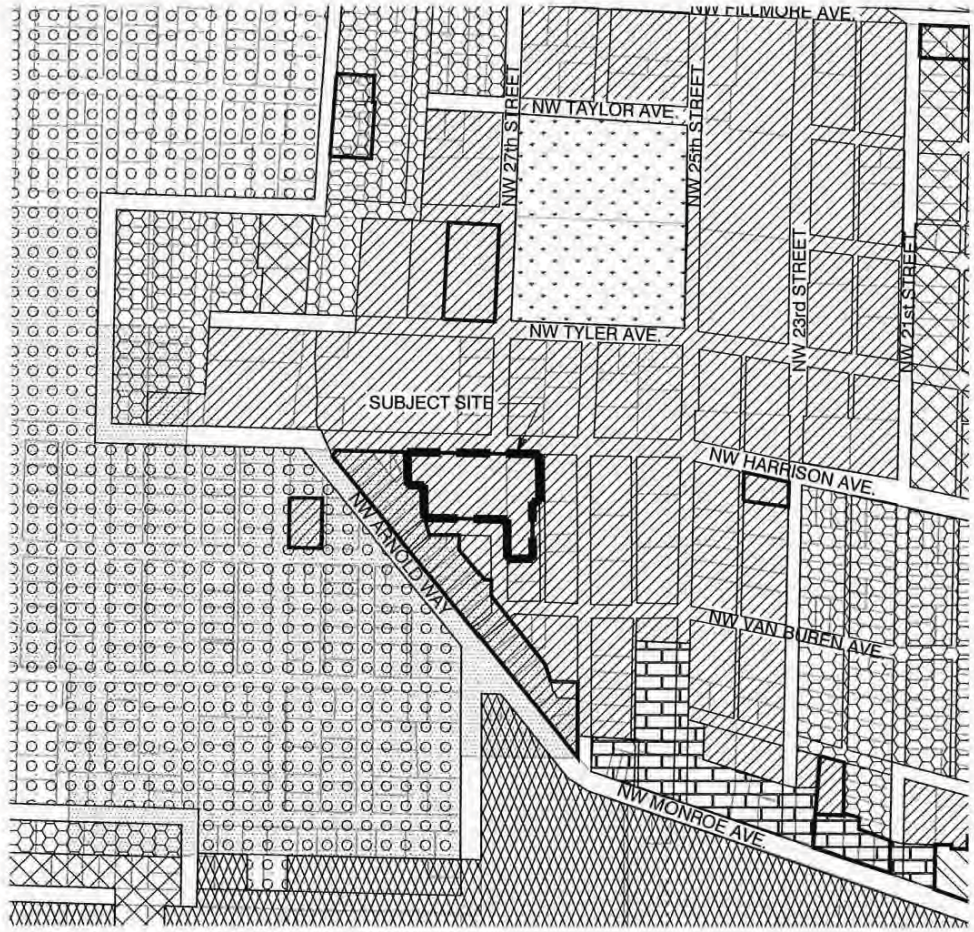
SCALE IN FEET

HARRISON APARTMENTS
PUBLIC NOTICE MAP
ATTACHMENT "A"

September 1, 2011

EXHIBIT P - 197



ZONING MAP LEGEND

RS-20	P-AO
RS-12U	NC-M AJOR
RS-12	MUCS
RS-9U	CB
RS-9	OSU
RS-5	AG-OS

PLANNED DEVELOPMENT OVERLAY

HISTORIC DISTRICT OVERLAY

0 200 400 800

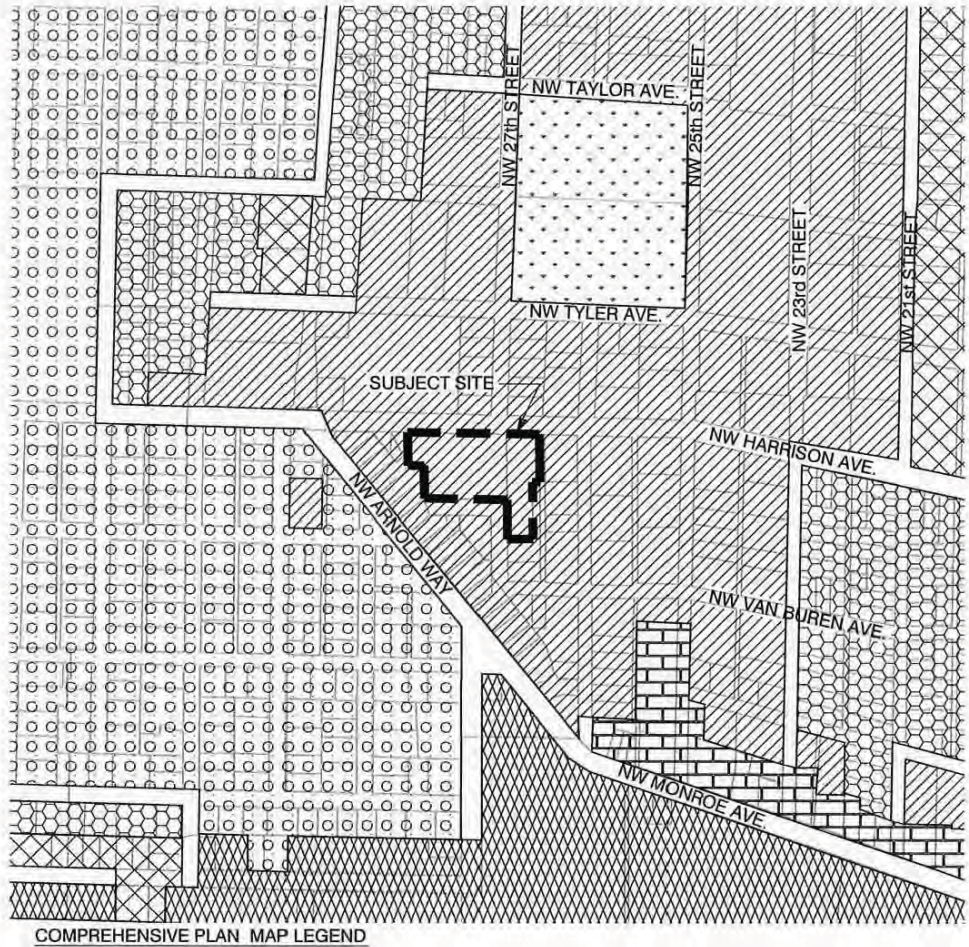
SCALE IN FEET

HARRISON APARTMENTS ZONING DESIGNATIONS ATTACHMENT "B"

September 1, 2011

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

EXHIBIT P - 198



COMPREHENSIVE PLAN MAP LEGEND

- HIGH DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- PUBLIC INSTITUTIONAL
- MIXED USE COMMERCIAL
- OPEN SPACE - CONSERVATION

0 200 400 800

SCALE IN FEET

HARRISON APARTMENTS
COMPREHENSIVE PLAN DESIGNATIONS
ATTACHMENT "C'

September 1, 2011

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

EXHIBIT P - 199

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

0 200 400 800
SCALE IN FEET

HARRISON APARTMENTS
SURROUNDING USES
ATTACHMENT "D"

September 1, 2011

EXHIBIT P - 200

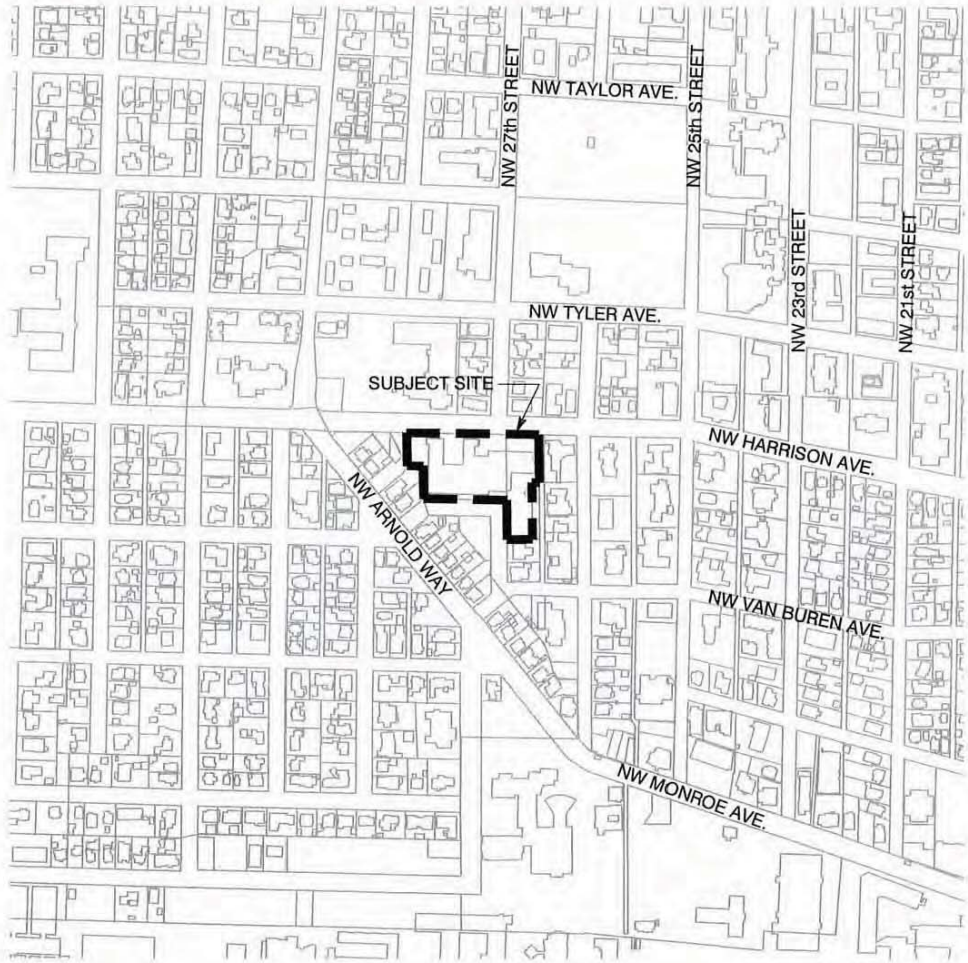
FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

0 200 400 800
SCALE IN FEET

HARRISON APARTMENTS
SIGNIFICANT VEGETATION
ATTACHMENT "E"

September 1, 2011

EXHIBIT P - 201



FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

0 200 400 800
SCALE IN FEET

HARRISON APARTMENTS
WETLANDS & RIPARIAN CORRIDORS
ATTACHMENT "F"

Septebmer 1, 2011

EXHIBIT P - 202

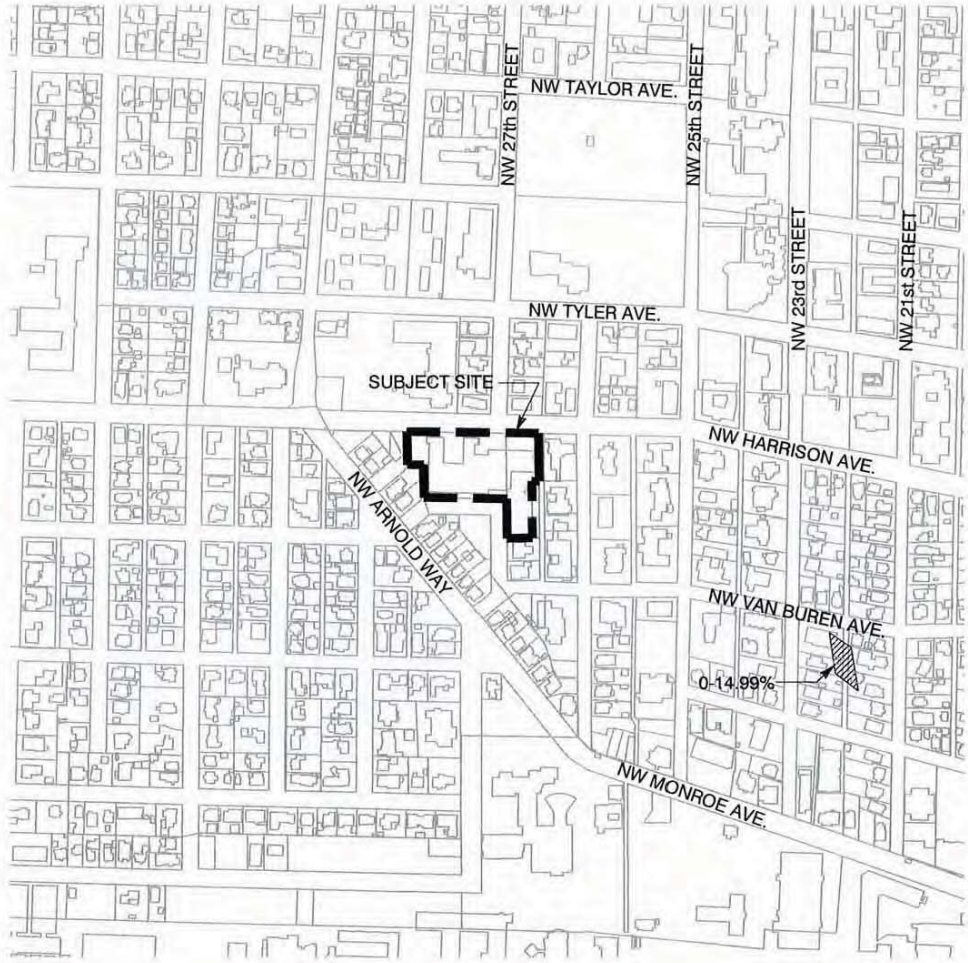
FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

0 200 400 800
SCALE IN FEET

HARRISON APARTMENTS
FLOODPLAINS
ATTACHMENT "G"

September 1, 2011

EXHIBIT P - 203



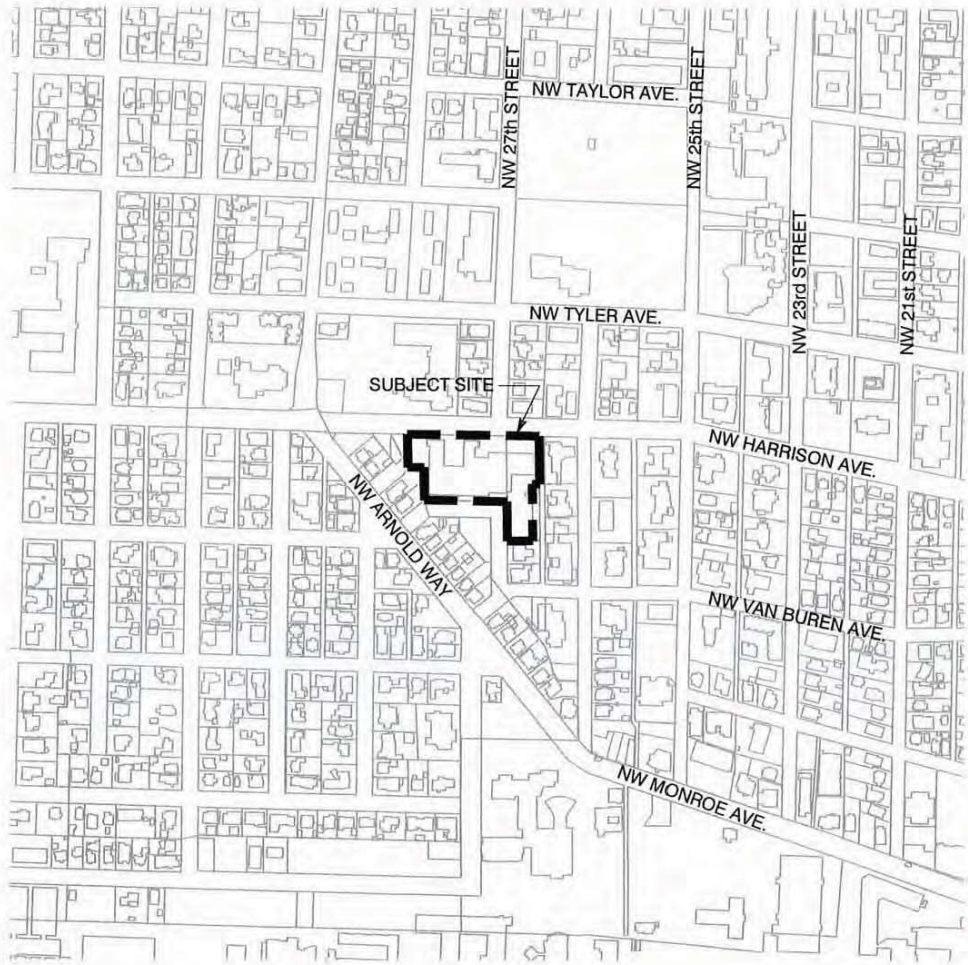
FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

0 200 400 800
SCALE IN FEET

HARRISON APARTMENTS
STEEP SLOPES
ATTACHMENT "H"

September 1, 2011

EXHIBIT P - 204



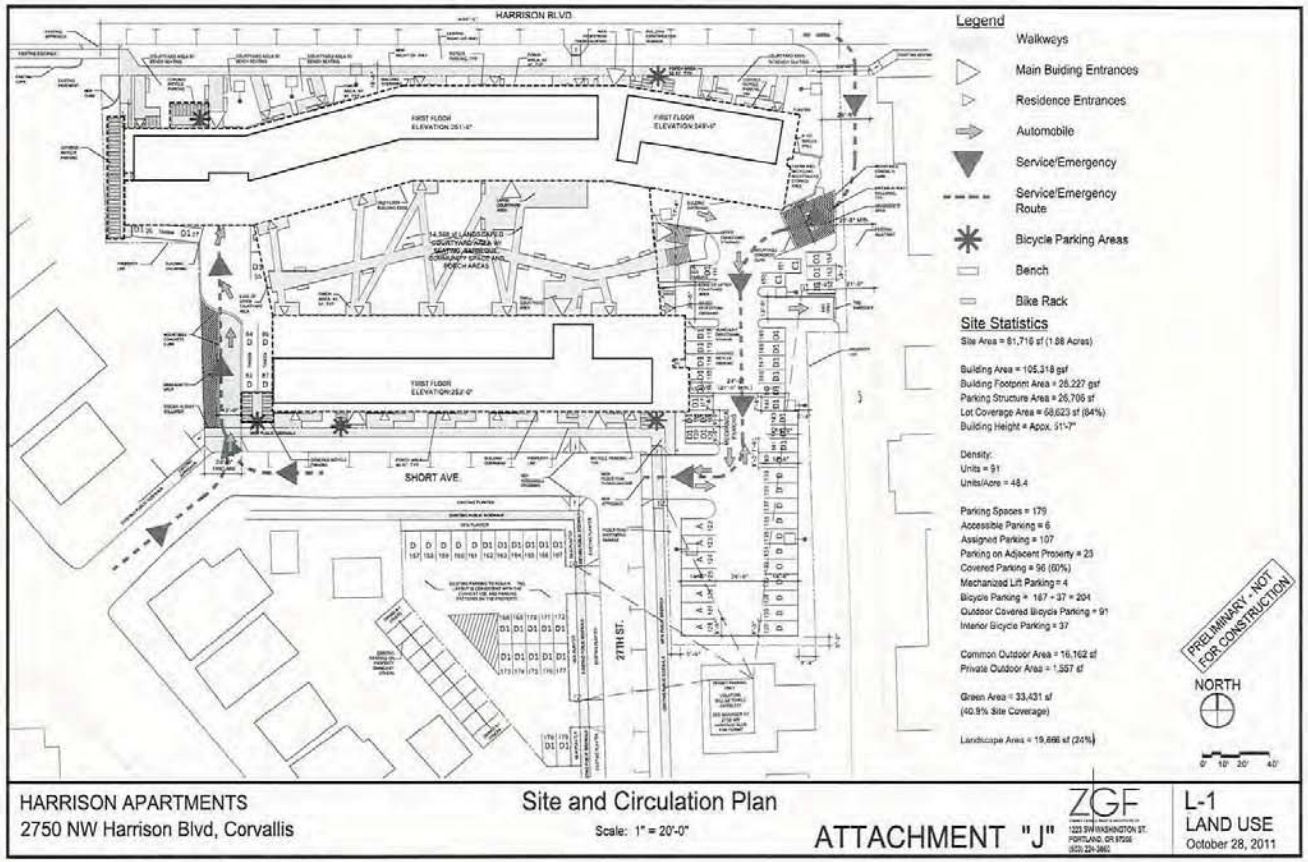
FILE: I:\CIVIL3D Projects\08410\Production Drawings\Land-use\08410_LAND USE FIGURES.dwg 7/14/2011 12:55 PM - Trish

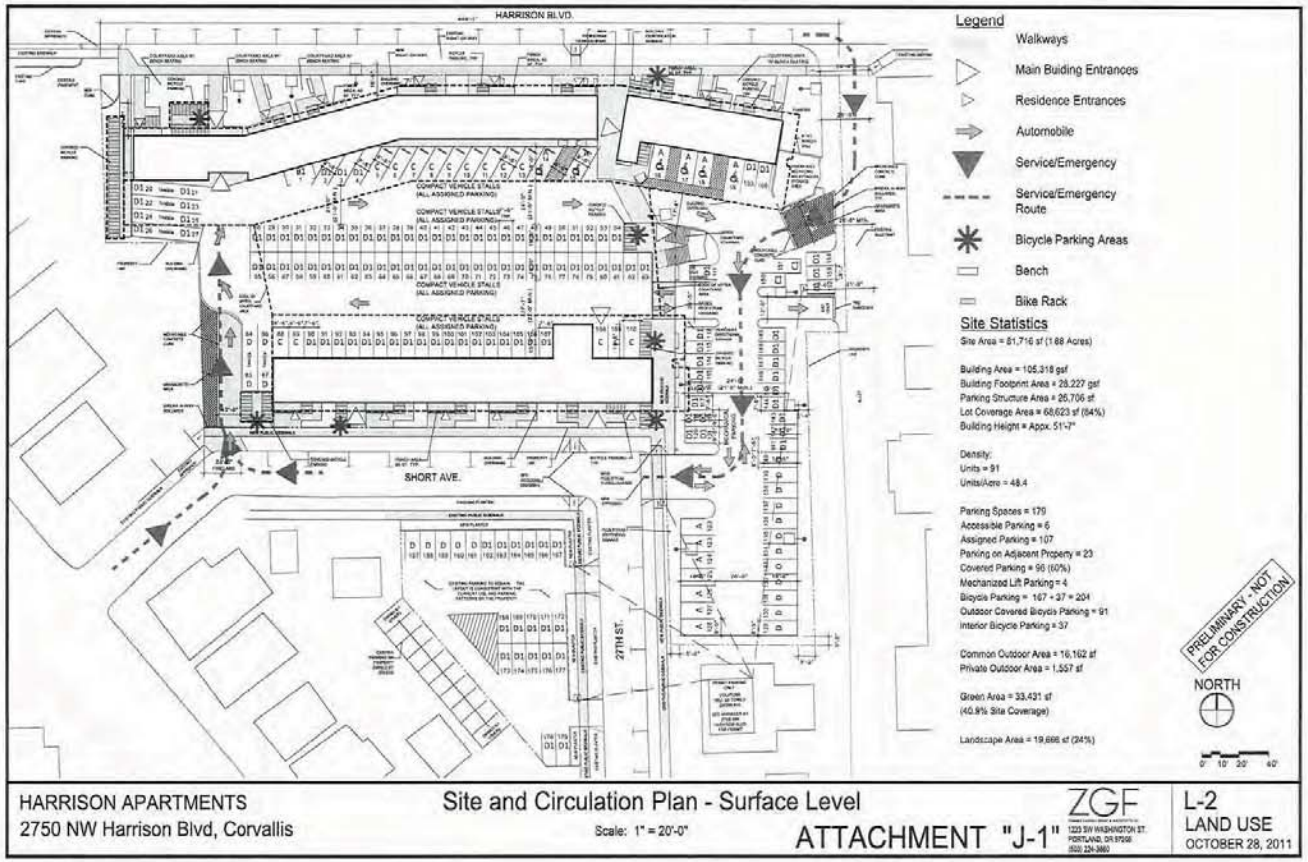
0 200 400 800
SCALE IN FEET

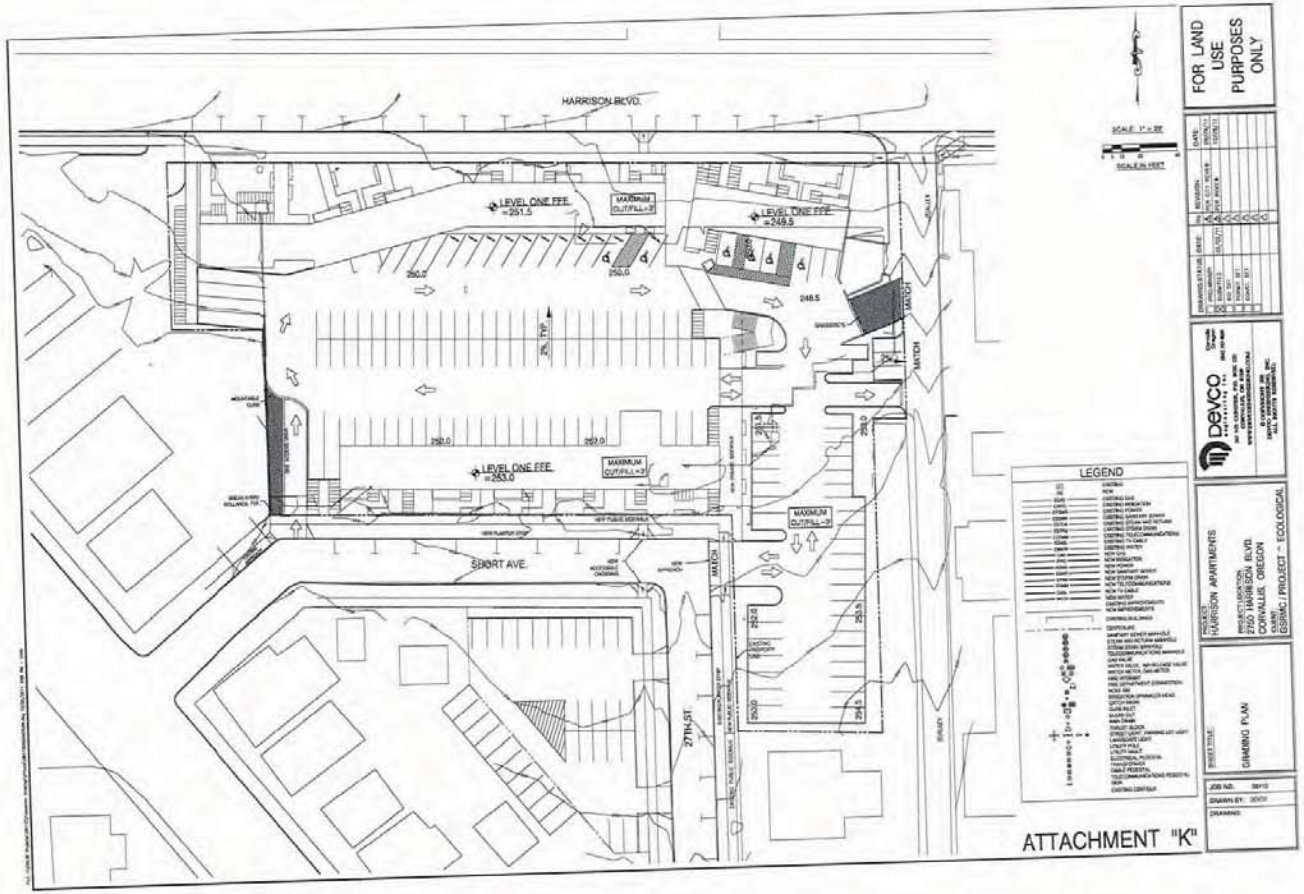
HARRISON APARTMENTS
LANDSLIDE HAZARDS
ATTACHMENT "I"

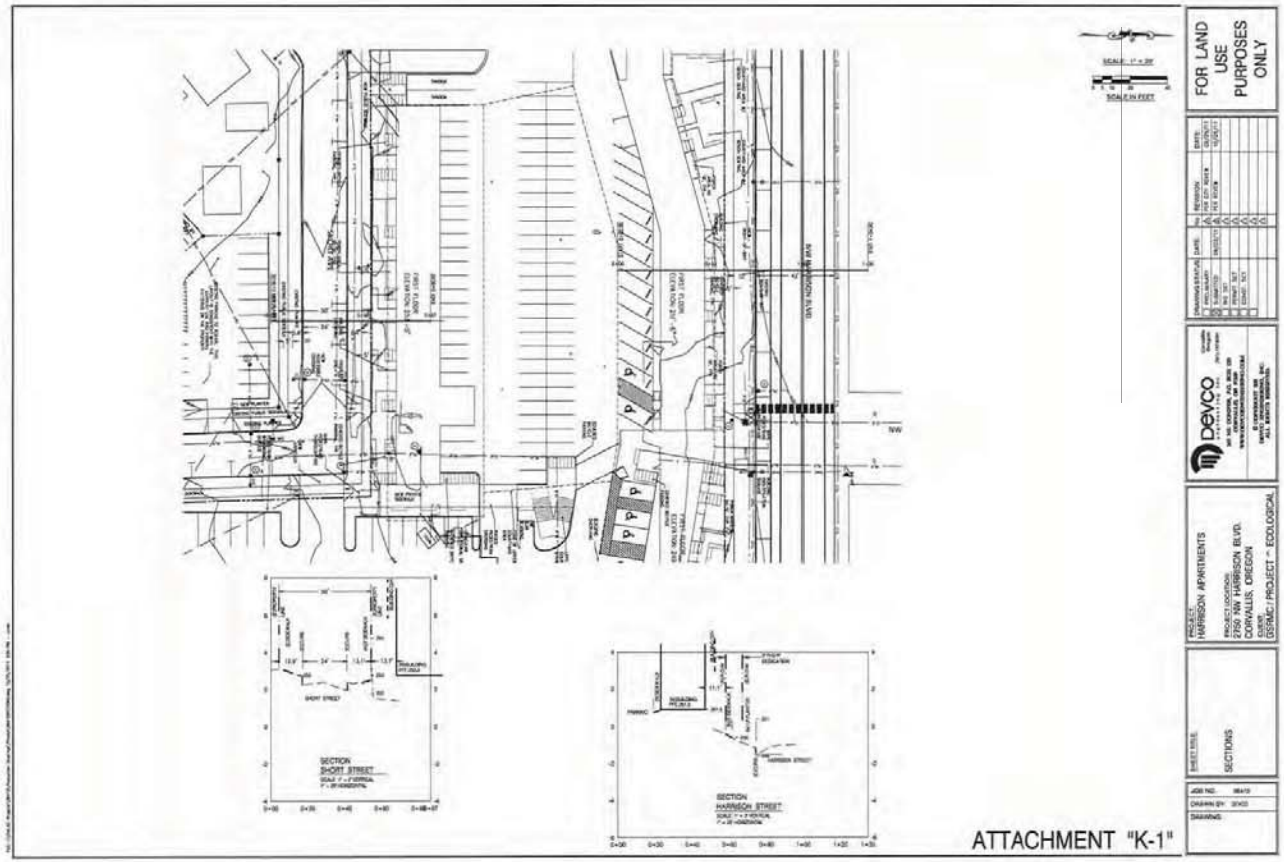
September 1, 2011

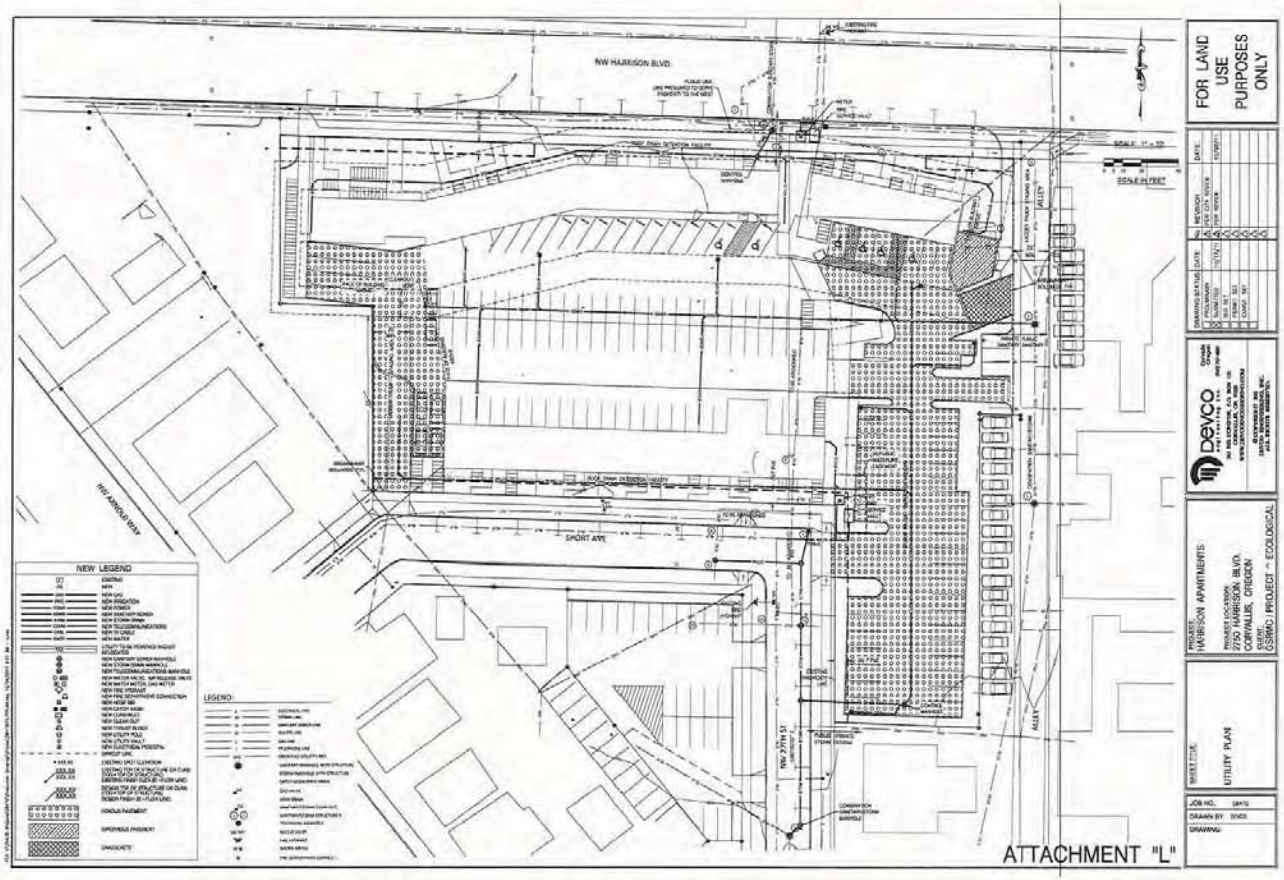
EXHIBIT P - 205

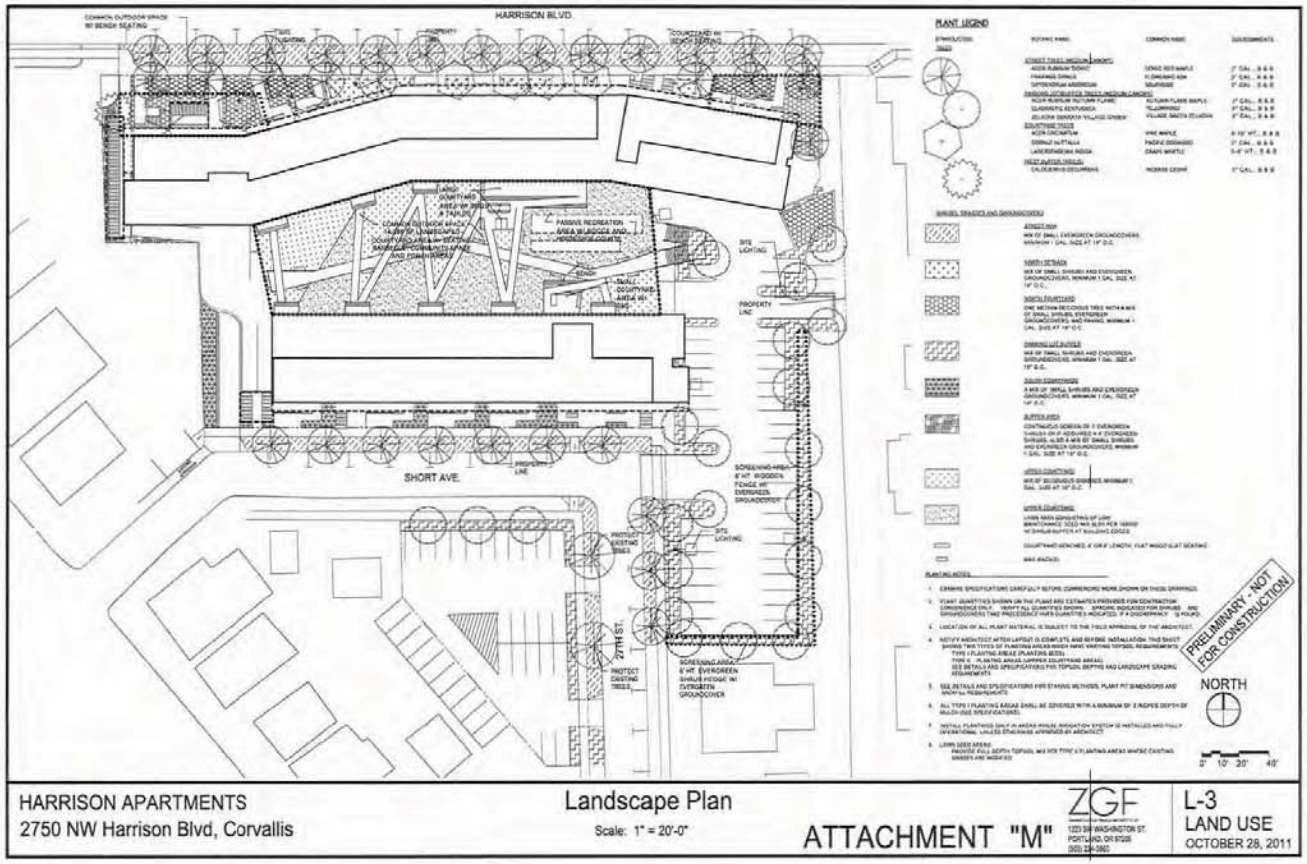

HARRISON BLVD.
SHORT AVE.
27TH ST.
Legend
Walkways
Main Buiding Entrances
Residence Entrances
Automobile
Service/Emergency
Service/Emergency Route
Bicycle Parking Areas
Bench
Bike Rack
Site Statistics
Site Area = 61,716 sf (1.88 Acres)
Building Area = 105,318 gsf
Building Footprint Area = 28,227 gsf
Parking Structure Area = 26,706 sf
Lot Coverage Area = 68,623 sf (64%)
Building Height = Apox. 51'-7"
Density:
Units = 91
Units/Acre = 48.4
Parking Spaces = 179
Accessible Parking = 6
Assigned Parking = 107
Parking on Adjacent Property = 23
Covered Parking = 96 (60%)
Mechanized Lift Parking = 4
Bicycle Parking = 167 + 37 = 204
Outdoor Covered Bicycle Parking = 91
Interior Bicycle Parking = 37
Common Outdoor Area = 16,162 sf
Private Outdoor Area = 1,557 sf
Green Area = 33,431 sf
(40.9% Site Coverage)
Landscape Area = 19,866 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 "J"
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860
L-1
LAND USE
October 28, 2011

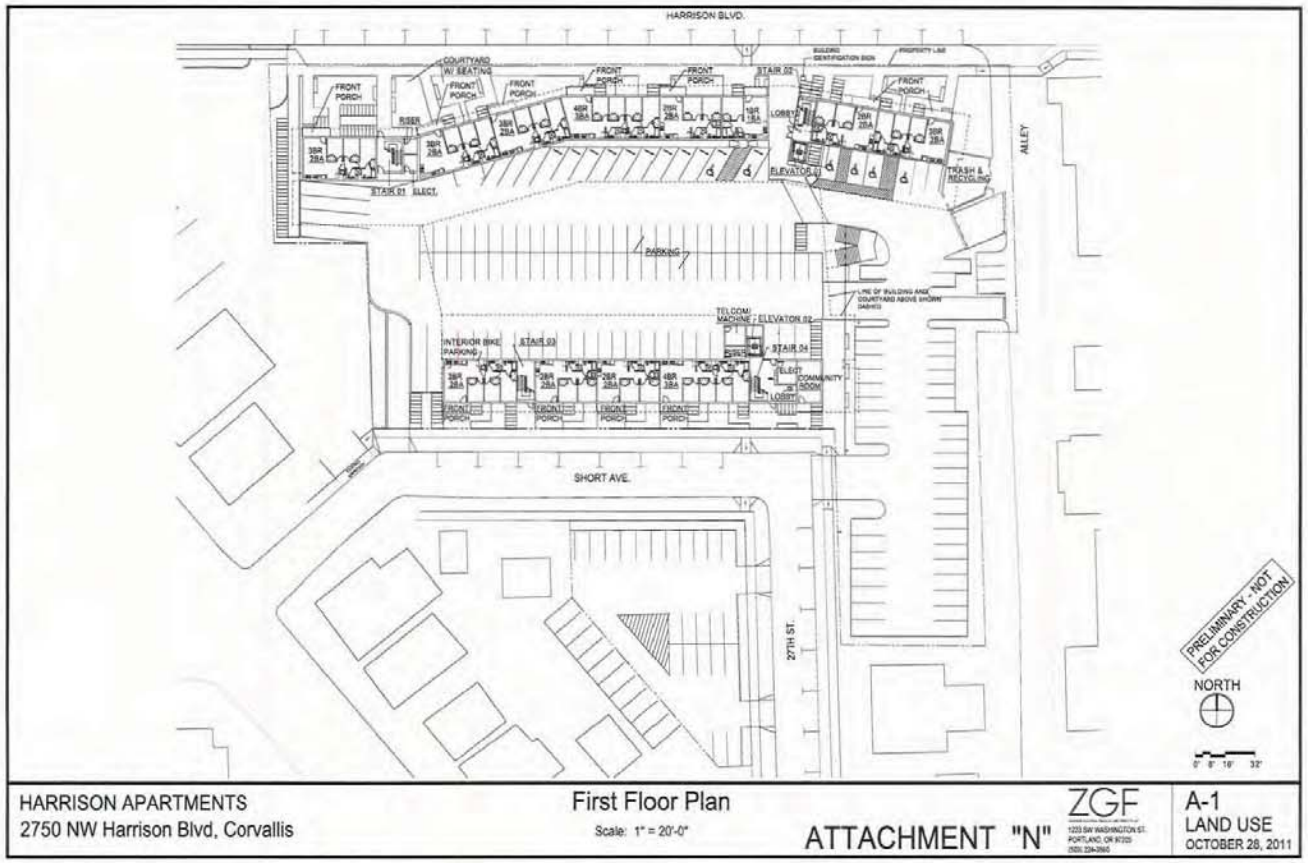

HARRISON BLVD.
SHORT AVE.
27TH ST.
COMPACT VEHICLE STALLS
(ALL ASSIGNED PARKING)
Legend
Walkways
Main Buiding Entrances
Residence Entrances
Automobile
Service/Emergency
Service/Emergency Route
Bicycle Parking Areas
Bench
Bike Rack
Site Statistics
Site Area = 81,716 sf (1.88 Acres)
Building Area = 105,318 gsf
Building Footprint Area = 28,227 gsf
Parking Structure Area = 26,706 sf
Lot Coverage Area = 68,623 sf (84%)
Building Height = Appx. 51'-7"
Density:
Units = 91
Units/Acre = 48.4
Parking Spaces = 179
Accessible Parking = 6
Assigned Parking = 107
Parking on Adjacent Property = 23
Covered Parking = 96 (60%)
Mechanized Lift Parking = 4
Bicycle Parking = 167 + 37 = 204
Outdoor Covered Bicycle Parking = 91
Interior Bicycle Parking = 37
Common Outdoor Area = 16,162 sf
Private Outdoor Area = 1,557 sf
Green Area = 33,431 sf
(40.9% Site Coverage)
Landscape Area = 19,666 sf (24%)
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 "J-1"
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860
L-2
LAND USE
OCTOBER 28, 2011

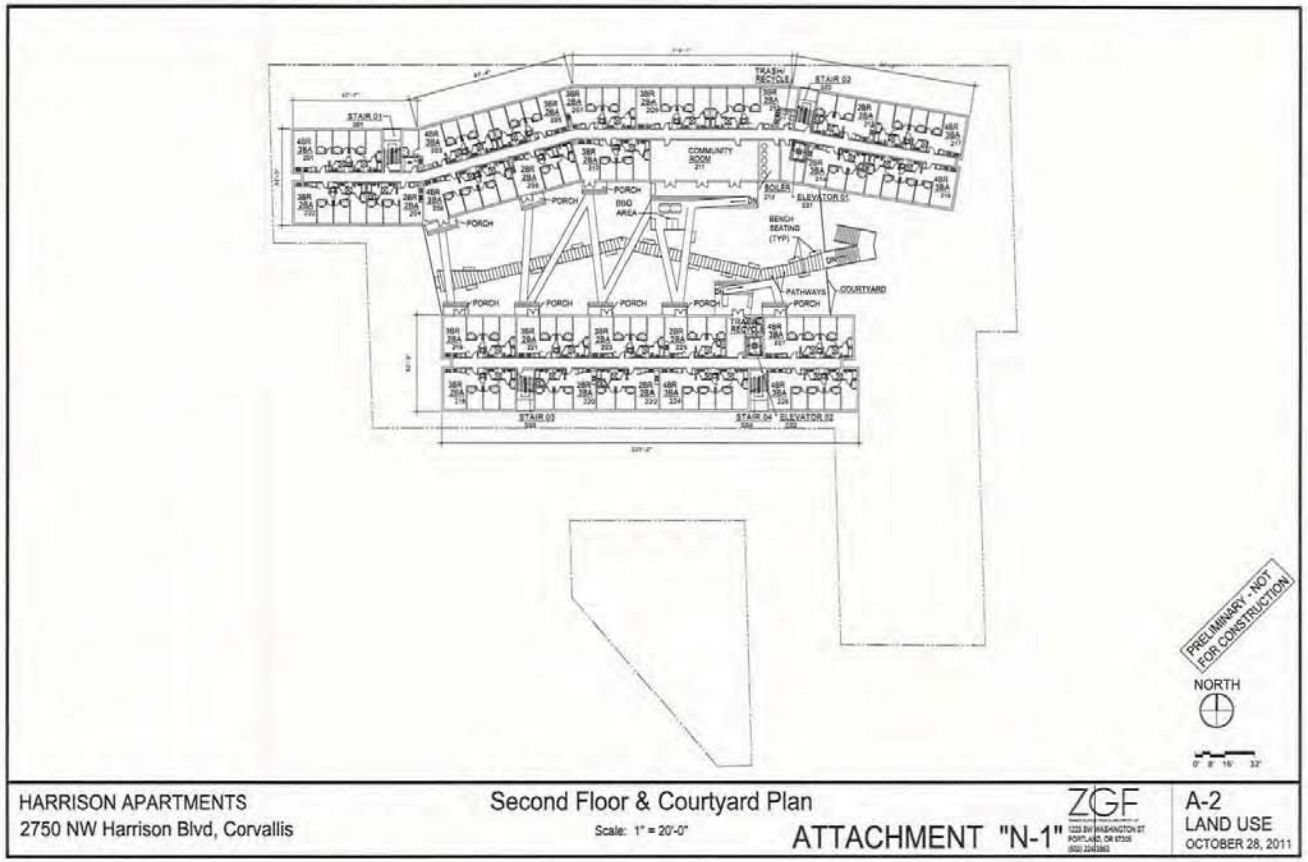

HARRISON BLVD.
SEWART AVE.
27TH ST.
LEVEL ONE FFE =251.5
LEVEL ONE FFE =248.5
LEVEL ONE FFE =253.0
MAXIMUM OUTFALL=3'
MATCH
LEGEND
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
devco
HARRISON APARTMENTS
PROJECT/LOCATION:
2700 HARRISON BLVD.
CORVALLIS, OREGON
GSRMC / PROJECT - ECOLOGICAL
SITE PLAN
ATTACHMENT "K"

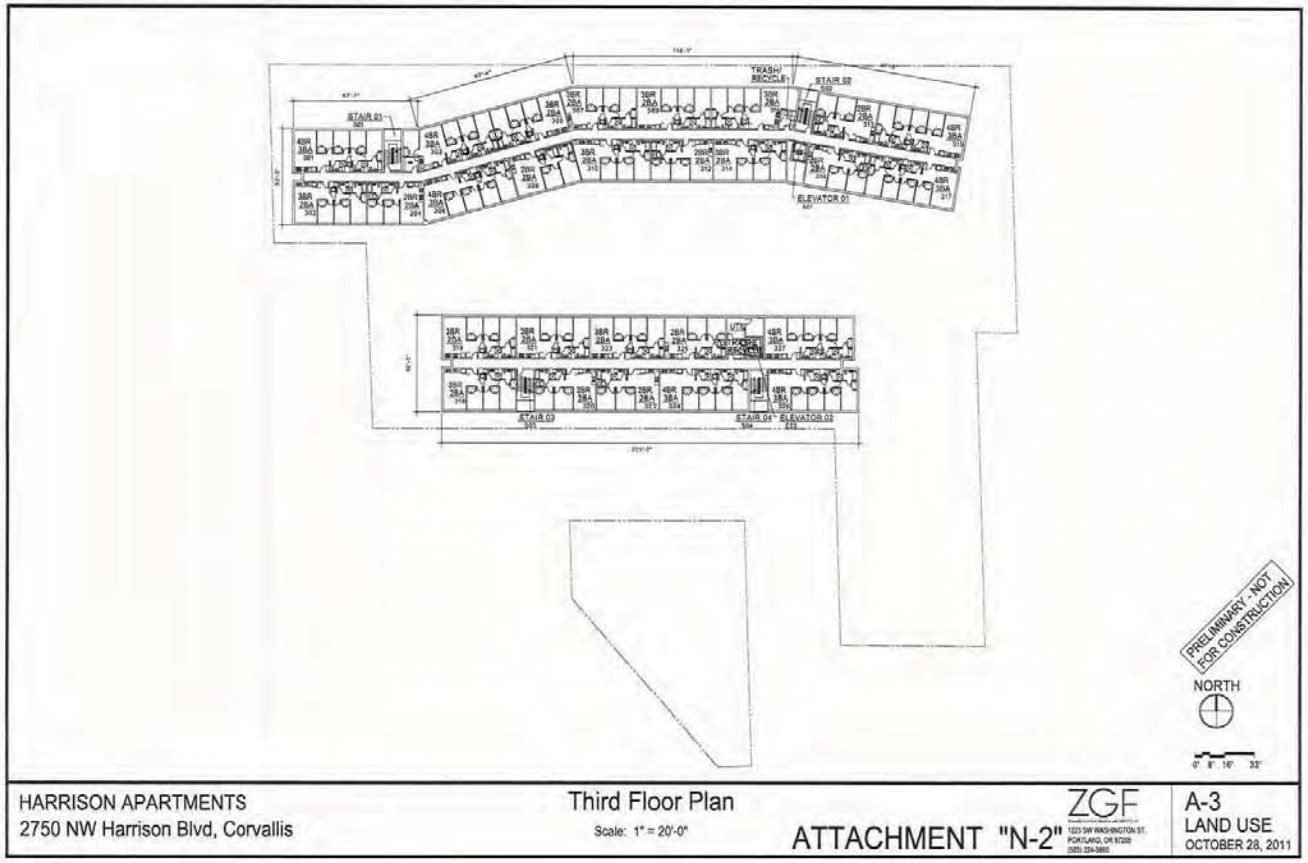

ATTACHMENT "K-1"
FOR LAND USE PURPOSES ONLY
SECTION SHORT STREET
SECTION HARRISON STREET
SECTIONS
HARRISON APARTMENTS
2750 NW HARRISON BLVD.
CORVALLIS, OREGON
DEVCO


NW HARRISON BLVD.
SHORT AVE.
NW 27TH ST.
ALLEY
NW ARNOLD WAY
NEW LEGEND
LEGEND
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
devco
HARRISON APARTMENTS
2750 HARRISON BLVD.
CORVALLIS, OREGON
COSMIC PROJECT - ECOLOGICAL
UTILITY PLAN
ATTACHMENT "L"


HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis
Landscape Plan
Scale: 1" = 20'-0"
ATTACHMENT "M"
ZGF
L-3
LAND USE
OCTOBER 28, 2011
HARRISON BLVD.
SHORT AVE.
27TH ST.
PLANT LEGEND
PRELIMINARY - NOT FOR CONSTRUCTION
NORTH


HARRISON BLVD.
COURTYARD W/ SEATING
FRONT PORCH
RISER
STAIR 01
ELECT.
STAIR 02
LOBBY
ELEVATOR 01
TRASH & RECYCLING
ALLEY
PARKING
TELCOM MACHINE
ELEVATOR 02
INTERIOR BIKE PARKING
STAIR 03
STAIR 04
COMMUNITY ROOM
SHORT AVE.
27TH ST.
PRELIMINARY - NOT FOR CONSTRUCTION
NORTH
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis
First Floor Plan
Scale: 1" = 20'-0"
ATTACHMENT "N"
ZGF
A-1
LAND USE
OCTOBER 28, 2011


TRASH/ RECYCLE
STAIR 02
STAIR 01
COMMUNITY ROOM
BOILER
ELEVATOR 01
PORCH
DOG AREA
BENCH SEATING (TYP)
PATHWAYS
COURTYARD
STAIR 03
STAIR 04
ELEVATOR 02
PRELIMINARY - NOT FOR CONSTRUCTION
NORTH
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis
Second Floor & Courtyard Plan
Scale: 1" = 20'-0"
ATTACHMENT "N-1"
ZGF
A-2
LAND USE
OCTOBER 28, 2011



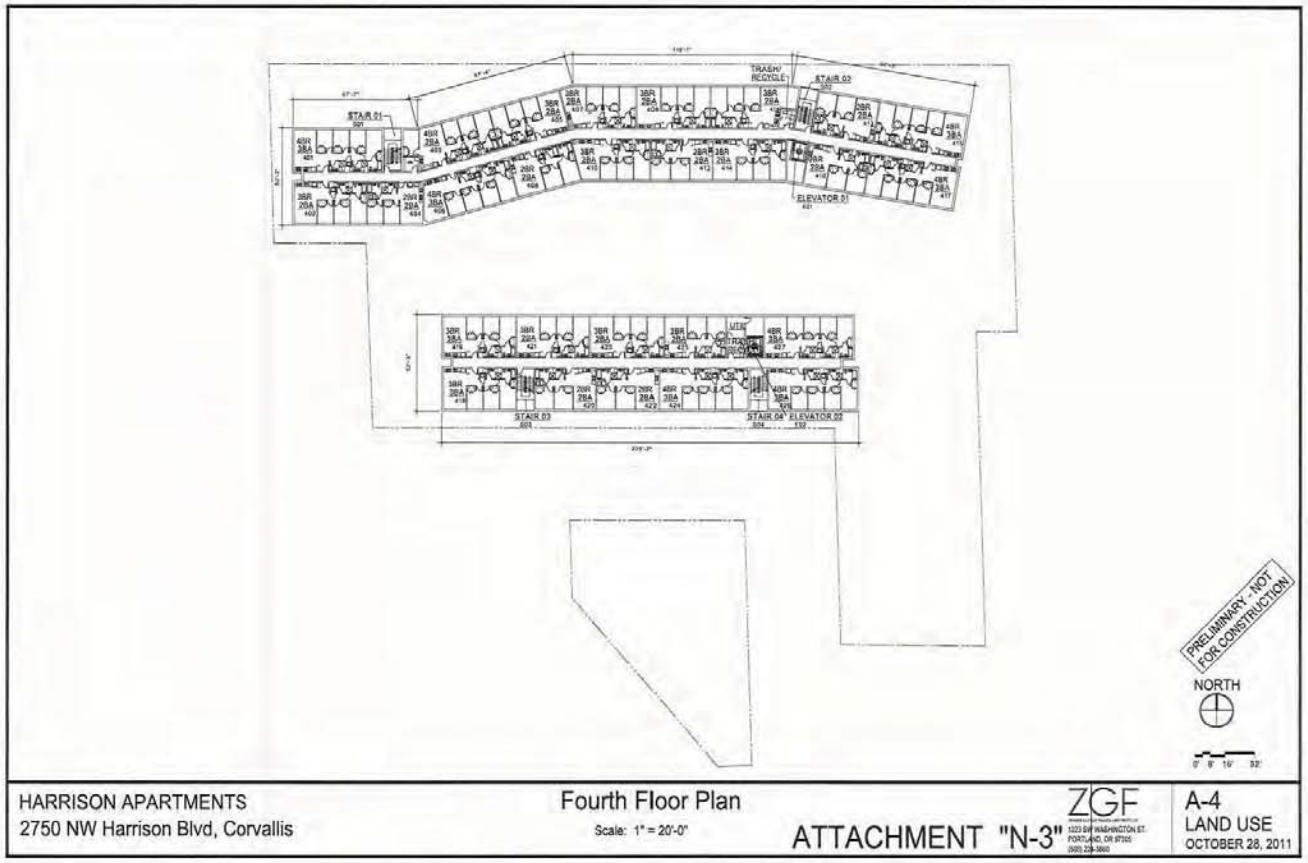
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Third Floor Plan
Scale: 1" = 20'-0"

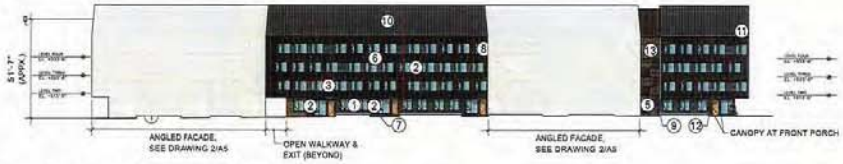
ATTACHMENT "N-2"

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

A-3
LAND USE
OCTOBER 28, 2011



ATTACHMENT "N-3"



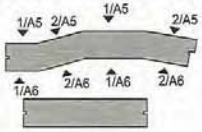
1 Elevation - North Harrison Blvd.

2 Elevation - North Harrison Blvd.

Elevation - Sheet Notes

1. Brick
2. Wood Siding- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

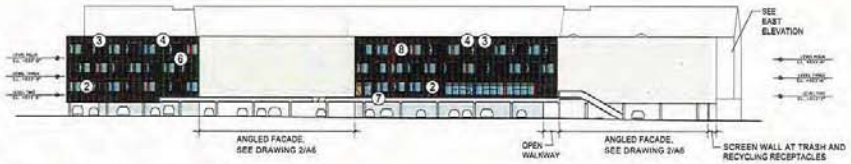
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

ATTACHMENT "O"

ZGF

A-5
LAND USE
OCTOBER 28, 2011



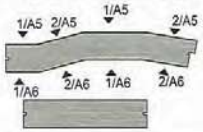
1 Elevation - Courtyard South

2 Elevation - Courtyard South

Elevation - Sheet Notes

1. Brick
2. Wood Siding- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

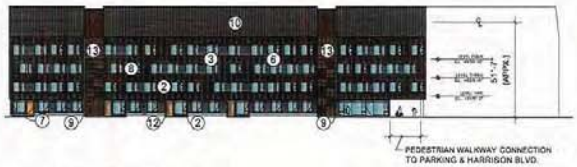
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

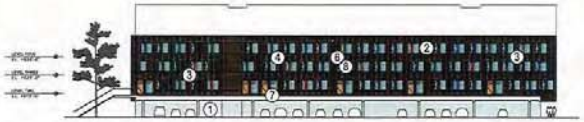
ATTACHMENT "O-1"

ZGF

A-6
LAND USE
OCTOBER 28, 2011



1 Elevation - South at Short Ave.

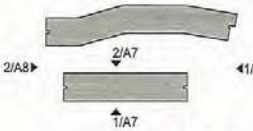


2 Elevation - North at Courtyard

Elevation - Sheet Notes

1. Brick
2. Wood Siding- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

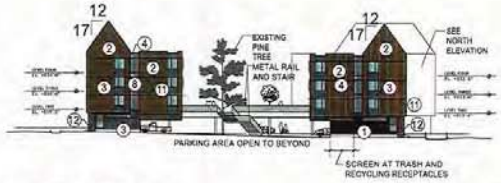
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

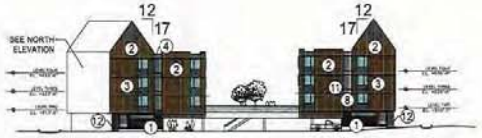
ATTACHMENT "O-2"

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

A-7
LAND USE
OCTOBER 28, 2011



1 Elevation - East



2 Elevation - West

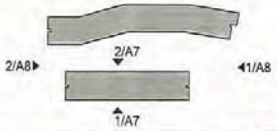
Window and Wall Area Ratio

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	2,610 sf	22.2%
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- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

ATTACHMENT "O-3"

ZGF

A-8
LAND USE
OCTOBER 28, 2011

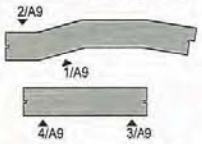
1 Enlarged Elevation - Porch at Courtyard

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

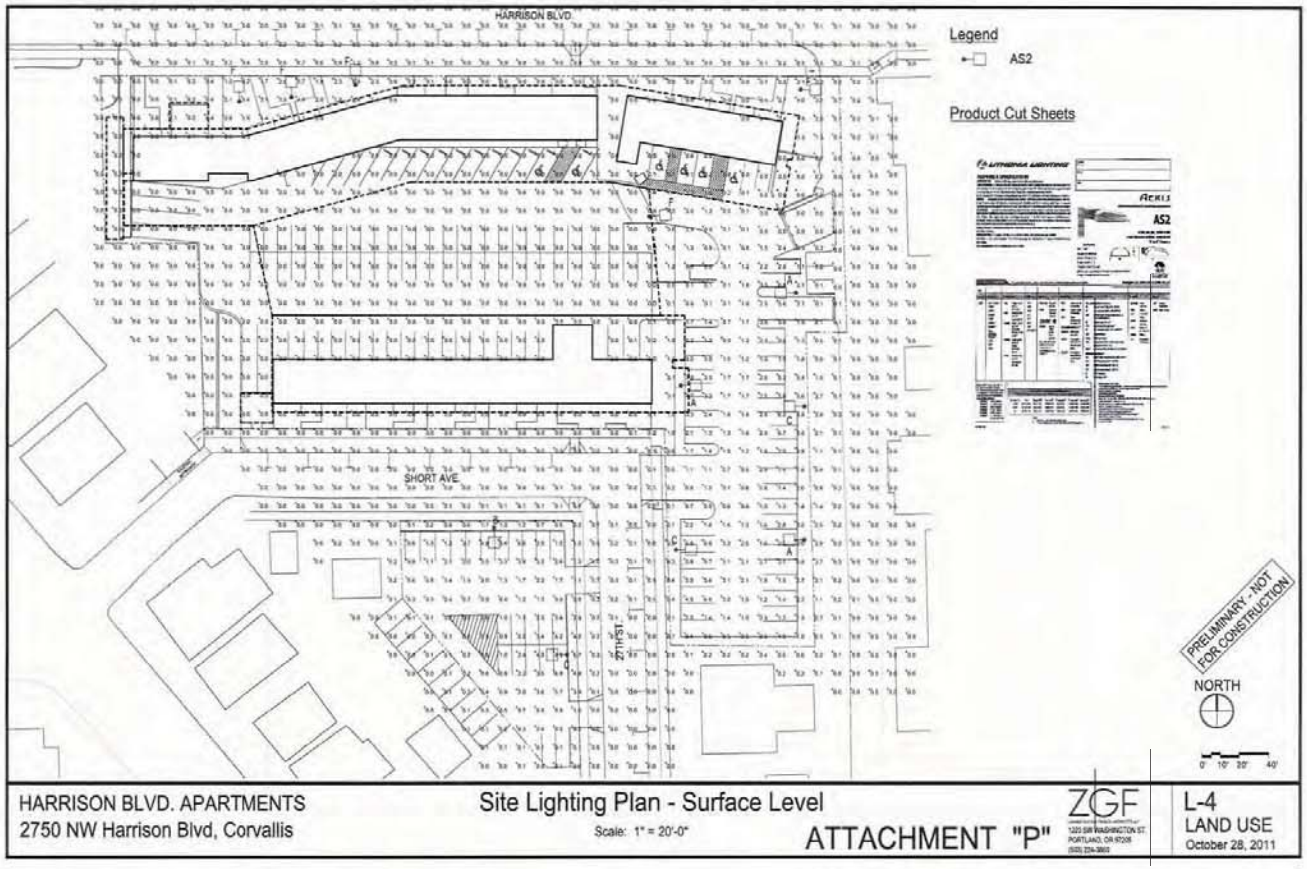
Building Elevations
Scale: 1/8" = 1'-0"

ATTACHMENT "O-4"

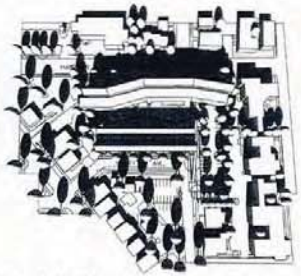
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

A-9
LAND USE
OCTOBER 28, 2011

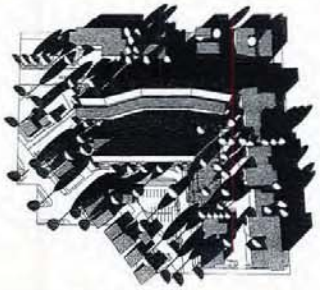
EXHIBIT P - 220


HARRISON BLVD.
SHORT AVE.
27TH ST.
Legend
AS2
Product Cut Sheets
AS2
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 "P"
ZGF
L-4
LAND USE
October 28, 2011

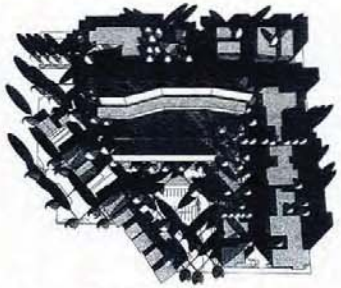
November 21st at 9am



November 21st at 12pm



November 21st at 3pm



November 21st at 9am and 3pm

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

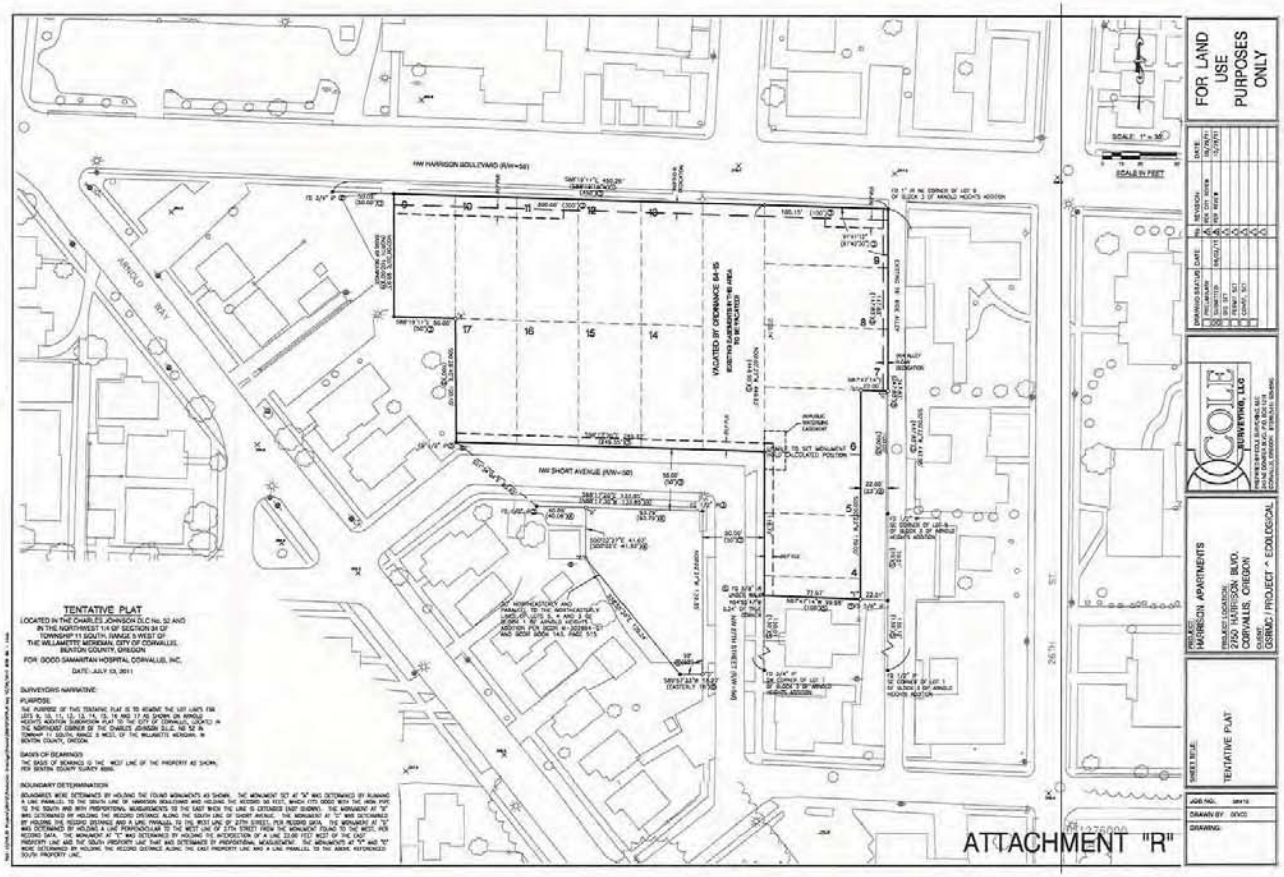
Solar Access Plan
Scale: NTS

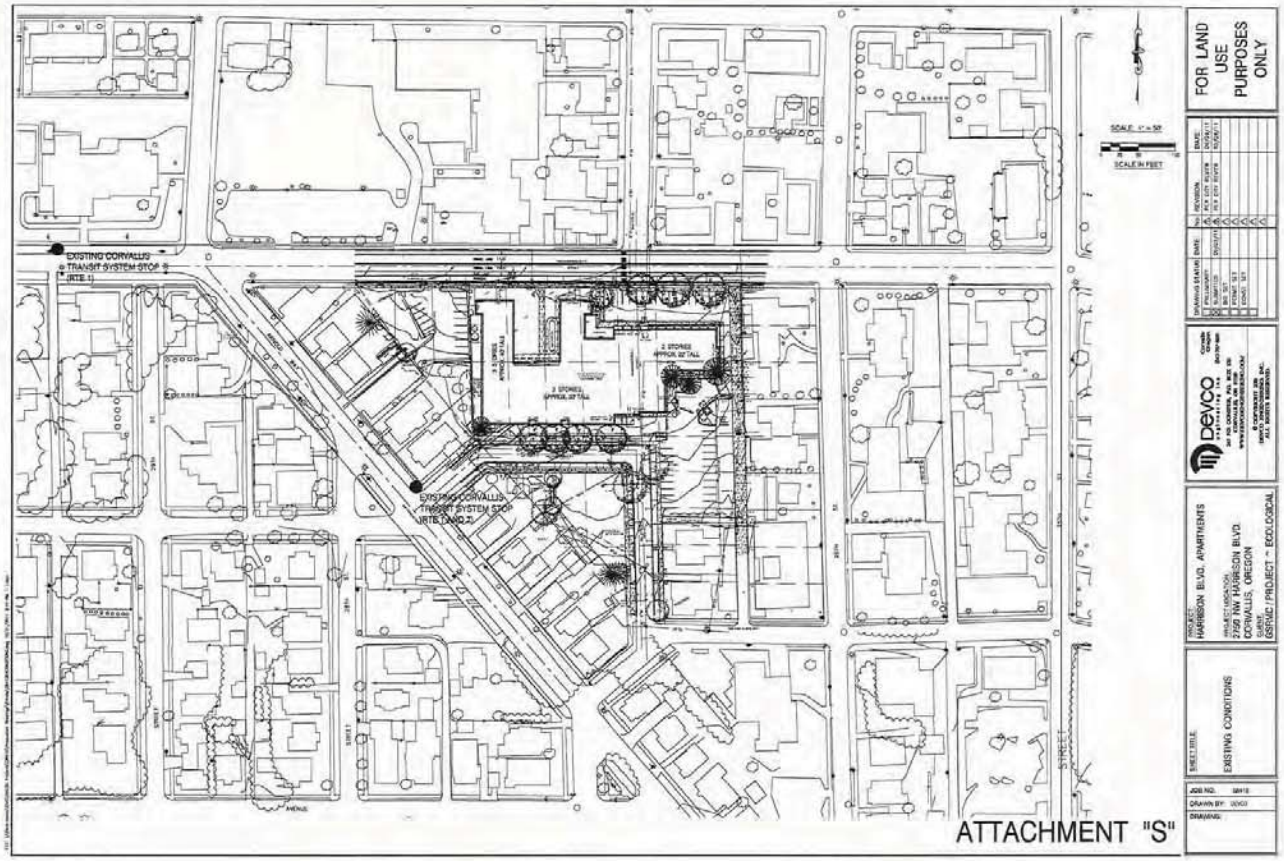
ATTACHMENT "Q"

ZGF

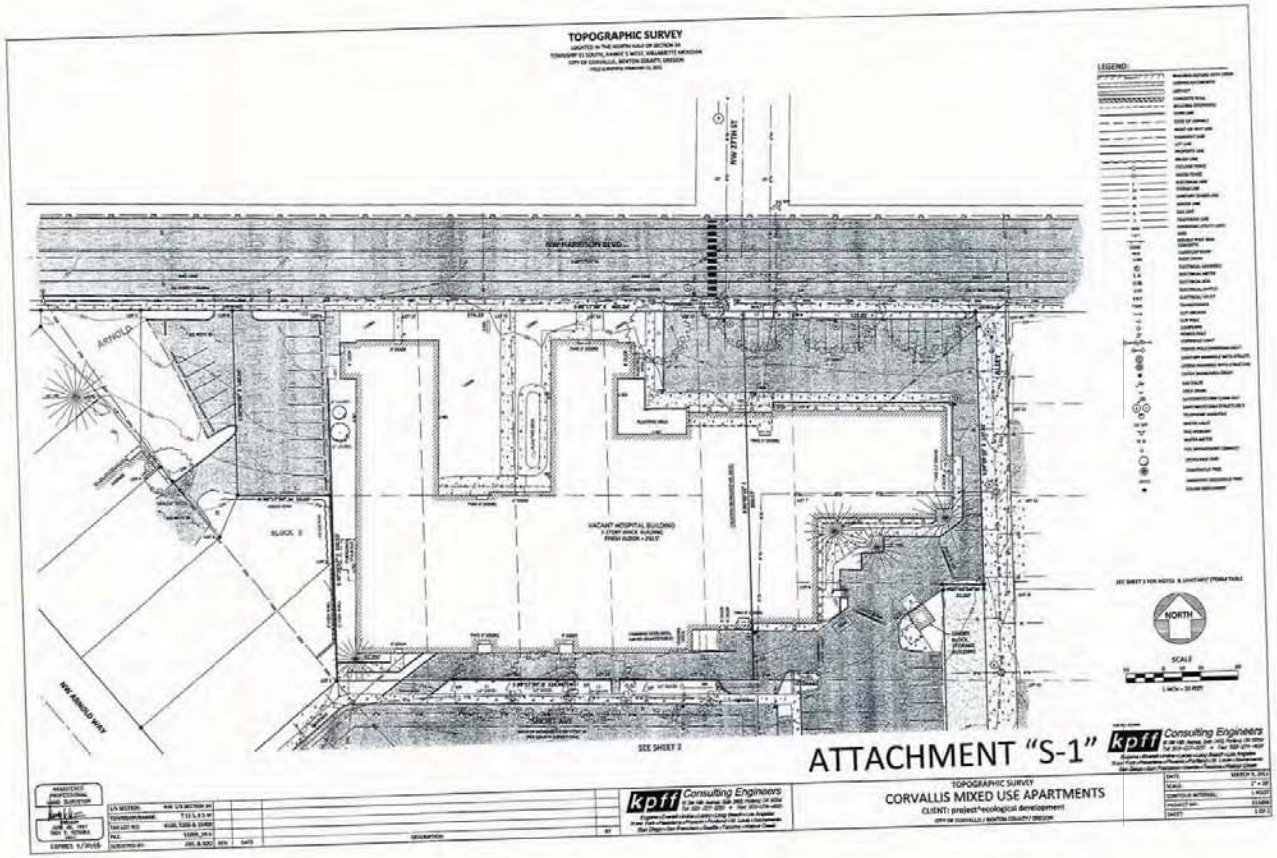
A-0.1
LAND USE
AUGUST 29, 2011

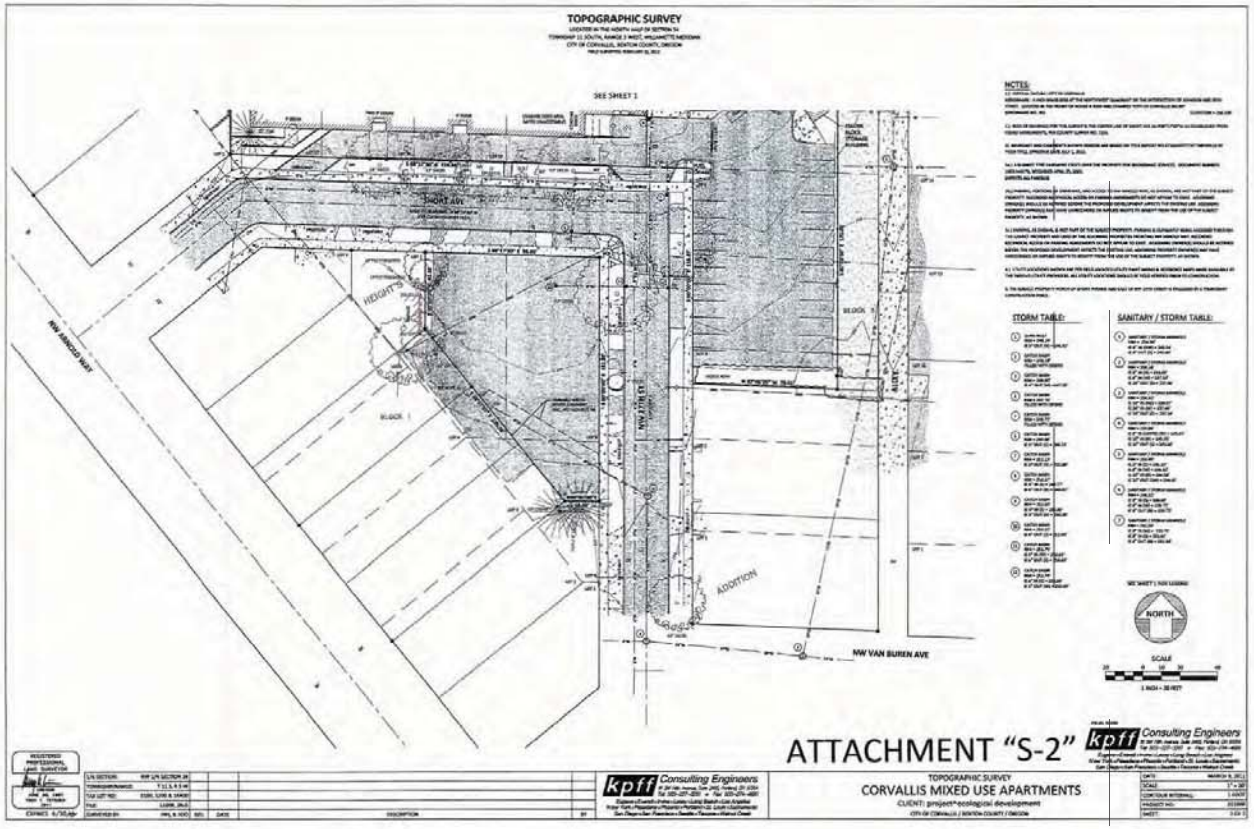
EXHIBIT P - 222


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
SURVEYORS NARRATIVE:
PURPOSE:
BASIS OF BEARINGS:
BOUNDARY DETERMINATION:
HW HARRISON BOULEVARD (R/W=50)
HW SHORT AVENUE (R/W=50)
ARNOLD WAY
VACATED BY ORDINANCE 84-15
EXISTING EASEMENTS TO BE RETAINED
EXISTING BUILDING
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
COLE
SURVEYING, LLC
PROJECT:
HARRISON APARTMENTS
PROJECT LOCATION:
2750 HARRISON BLVD.
CORVALLIS, OREGON
SHEET TITLE:
TENTATIVE PLAT
DRAWN BY: DVC
DRAWING:
ATTACHMENT "R"



ATTACHMENT "S"


TOPOGRAPHIC SURVEY
LEGEND
NW 27TH ST
NW HARRISON BLVD.
ATTACHMENT "S-1"
kpff Consulting Engineers
TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project*ecological development
NORTH
SCALE
SEE SHEET 2
NW ARNOLD WAY
BLOCK 3
ALLEY


TOPOGRAPHIC SURVEY
SEE SHEET 1
NOTES:
STORM TABLE:
SANITARY / STORM TABLE:
SHORT AVE
HEIGHTS
BLOCK 1
ADDITION
NW VAN BUREN AVE
NORTH
SCALE
ATTACHMENT "S-2"
kpff Consulting Engineers
TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project*ecological development

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 Corvallis

FROM: Todd E. Mobley, PE, PTOE TEM

DATE: July 14, 2011

SUBJECT: Harrison Boulevard Student Housing Transportation Impact Analysis

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INTRODUCTION

This memorandum serves as the Transportation Impact Analysis (TIA) for the subject project on Harrison Boulevard. The proposal is to redevelop the Samaritan Heart of the Valley site at 2750 NW Harrison Boulevard with purpose-built student housing. The new development on the site will consist of 91 dwelling units. The project will be catered to student housing and will include features such as a common areas, extensive bicycle facilities, and a game room.

The Samaritan Heart of the Valley is a 72,700 square-foot building that was originally constructed as a hospital. Eventually, the building was converted to a Nursing and Custodial Care Center. Presently, the building is vacant.

City of Corvallis staff has requested a TIA that addresses the proposed use of the site in comparison with historical uses. Historically, the site has relied on direct driveway access to both Harrison Boulevard and the alley along the east side of the site. Consistent with current transportation engineering and access management practices, the redevelopment site plan removes access from Harrison Boulevard and provides access to the local streets on the south side of the site. There have been concerns raised regarding the resulting increase in traffic volumes on nearby streets, particularly given the westbound left-turn prohibition at the intersection of Harrison Boulevard and Arnold Way west of the site.

In response, this TIA examines the trip generation and distribution for the two historical uses of the site as well as the proposed student housing. The total trip generation, as well as the assignment of trips to the streets surrounding the site, are examined for each scenario.

LOCATION DESCRIPTION & SITE VISIT

As noted previously, the site is located at 2750 NW Harrison Boulevard in Corvallis, Oregon. The site is directly north of, and less than one-quarter mile from, the Oregon State University (OSU) campus. Uses surrounding the site are predominantly residential in nature, with many buildings accommodating college students. There are many fraternities and sororities within one to two blocks from the site.

The site is bordered on the north by Harrison Boulevard, which is under the jurisdiction of and maintained by the City of Corvallis. The City classifies the street as an Arterial, as documented in the City's adopted Transportation Plan. On the south side of the street, NW Short Street and NW 27th Street provide access to the site. Both facilities are local streets and provide access to NW Arnold Way south of the site. NW Arnold Way is classified as a Collector.

The intersection of NW Harrison Boulevard and NW Arnold Way is controlled by a traffic signal. The nearby intersection of NW Harrison Boulevard and NW 25th Street is also controlled by a traffic signal. Other intersections near the site are unsignalized and controlled with stop signs.

A vicinity map showing the site location, intersection configurations, and traffic control devises, is included as Figure 1 in the attached Technical Appendix.

A site visit was conducted while classes were still in session for Spring term of 2011. It was clear during the site visit, that the majority of transportation activities from the local land uses were associated with the college campus. More importantly, many local trips were observed to be made as pedestrian or bicycle trips. Given the close proximity of the site to OSU and the limited availability and cost of parking on campus, the majority of student trips are not automobile-related. Still, there were a significant number of student or local-resident owned vehicles in the area.

TRIP GENERATION

To estimate the trip generation associated with the proposed redevelopment of the site, trip rates were used from the manual *Trip Generation*, Eighth Edition, published by the Institute of Transportation Engineers (ITE). The trip rates examined are for land-use codes 610 – Hospital, 620 – Nursing Home, and 220 – Apartments. The trip rates for hospital and nursing home are based on the building floor area and the rates for housing are based on the number of occupied dwelling units. For the calculations, it was conservatively estimated that the development will be 100-percent occupied.

As described in the prior section, the trip characteristics of the proposed student housing differ from that of regular residential uses that are not associated with OSU. Still, land-use code 220 provides the best fit available for the proposed use. To account for pedestrian and bicycle trips, it was very conservative reduction of 10 percent was applied to the trip generation calculations. That is, only 10 percent of the peak hour trips to and from the site were assumed to be via pedestrian and bicycles. The remaining 90 percent were assumed to be vehicular. Clearly, a larger proportion of pedestrian and bicycle trips are to be expected. Research uncovered transportation studies from out-of-state universities, although none were substantially similar to the proposed use and no data was found to be directly relevant to this site. Absent such data, a larger reduction was not taken. Still, as the following section will show, the impacts from the site are minimal, even with over-estimated vehicle trips.

Given its close proximity to the OSU campus, the site is also well served by transit. Of eight regular routes in the Corvallis Transit System, four offer service either directly to the site or less than

1,000 feet from the site at the intersection of Arnold Way and 26th Street. Of the four limited service routes, three offer service to the site. Although the site has excellent transit availability, no reduction in trip generation was made to reflect transit use.

To further decrease vehicle trips to the site, the applicant intends to pursue a car sharing vehicle to be parked on the site. Such vehicles would be available for residents to rent at a low cost for short-duration trips. These programs such as Zipcar, iGo, WeCar, and U Car Share are become increasingly popular as a means to avoid car ownership or allow use of a car without incurring the cost of parking and daily driving. Again, a reduction in trip generation was not taken to reflect the use of a car sharing service.

The results of the trip generation calculations show that the proposed student housing will generate a total of 41 trips during the morning peak hour with 8 entering and 33 exiting the site. The evening peak hour is expected to result in a total of 50 trips, with 32 entering and 18 exiting the site. A weekday total of 546 trips is expected. The results of the trip generation calculations for both the historical uses of the site and the proposed use are shown in the table below and detailed calculations are included in the attached technical appendix.

Trip Generation Summary

	Size	ITE Code	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Weekday Total
Hospital	72.7 ksf	610	48	33	81	35	48	83	1200
Nursing Home	72.7 ksf	620	28	12	40	28	26	54	552
Apartments	91 Occ Units	220	9	37	46	36	20	56	606
	Less 10% Ped/Bike Reduction		-1	-4	-5	-4	-2	-6	-60
	Total Vehicle Trips		**8**	**33**	**41**	**32**	**18**	**50**	**546**

As mentioned above, the independent variables used for calculating trip generation were building size for hospital and nursing home uses, and dwelling units for student housing. The *Trip Generation Handbook*, published by ITE as a companion document to the manual *Trip Generation*, provides guidance on the selection of a variable. The handbook provides the following factors for consideration. The preferred independent variable is one that:

1. Appears to be a "cause" for the variation in trip ends generated by a land use;
2. Obtained through a primary measurement and not derived from secondary data;
3. Produces a rate/equation with the "best fit" of data;
4. Can be reliably forecast for applications; and
5. Related to the land use type and not solely to the characteristics of the site tenants.

It was suggested at the scoping stage of this project that trip generation be considered based on the number of persons as an independent variable. For hospitals and nursing homes, available variables that most closely match persons, are "employees" and "beds". Neither variable equates to persons, and the historic number of employees or beds is difficult to estimate reliably. For that reason, the building size was used as the independent variable.

For the proposed student housing, a variable of "persons" is available, although the use of dwelling units is by far the most widely used. In comparing the use of persons to dwelling units, the guidelines from the *Trip Generation Handbook* were examined. The number of dwelling units is commonly the most directly causal for the variation in trips ends, since each dwelling unit is somewhat of a "household" with many common trips for things such as shopping, carpooling to common destinations, etc. For the second item, both rates are calculated through primary measurement. Considering both the morning and evening peak hours, the dwelling unit variable has a higher R^2 value, meaning the data is the most reliable and has the best fit. Since the number of persons in the development can fluctuate significantly, the number of dwelling units is the most reliable in forecasting. Lastly, the number of dwelling units is most related to the residential land-use type rather than the characteristics of the tenants given the development as currently proposed.

For these reasons, the number of dwelling units is clearly the most appropriate independent variable and was therefore used in this analysis.

ACCESS CONFIGURATION & TRIP DISTRIBUTION

Historically, the site has taken direct access to Harrison Boulevard in multiple locations and has relied heavily on the alley that borders the site to the east. This direct access allowed left turns into the site from Harrison Boulevard. The proposed redevelopment includes removal of direct accesses to Harrison Boulevard and only nine parking spaces are accessed via the alley. The remainder of parking for the site is accessed via 27th Street on the south end of the site, although there is on-street parking available on all streets surrounding the site, including Harrison Boulevard. Also, westbound left turns from Harrison Boulevard onto Arnold Way are prohibited. Therefore, vehicles approaching the site form the east would need to turn on either NW 25th Street or NW 26th Street to reach the site.

Shifting access away from the arterial street is a policy that is consistent with the goals of the City's Transportation Plan. In fact, Table 3-5 of the Transportation Plan indicates that access control is intended to be in place on Arterials. Naturally, the movement of access from the arterial frontage to the local street system behind the site will also move vehicle trips. As shown in the table above, the trip generation of the site will be much lower than historical uses of the site, particularly when it operated as a hospital. This reduced trip intensity helps offset the increase in vehicle trips associated with implementing City-established access management policies.

The trip distribution for the site was developed based on the likely routes to major transportation facilities within the City and surrounding trip destinations. As an arterial, Harrison Boulevard is expected to carry the majority of site traffic, followed closely by Arnold Way, which becomes Monroe Avenue, an important east/west connection to Downtown Corvallis along the north edge of the OSU campus.

Figures 2 and 3 in the Technical Appendix show the assignment of the site trips when the site was used as a hospital. Figures 4 and 5 show the assignment for the nursing home, and Figures 6 and 7 show the assignment of trips for the proposed student housing.

A comparison of the trips associated with each use shows that the largest differences in travel patterns would be via 25th and 26th Streets. This is due to the lack of left-turning opportunities for westbound traffic on Harrison Boulevard near the site. It is noted that a driver could turn left onto the alley, then proceed south to Van Buren Avenue and 27th Street to reach the site. Given the minimal width of the alley and associated difficulties with using it as a through route, it is expected that the majority of westbound trips entering the site will use either 25th Street or 26th Street. In the trip assignment, it was assumed that trips would be distributed evenly amongst the two. Both streets are of identical width and configuration, but NW 25th Street is closer to the site and a logical travel path. Still, during peak hours, left turns from Harrison Boulevard may be difficult and the at the 25th Street intersection, there are left-turn lanes as well as a traffic signal that might make this route more attractive to some drivers.

Trips to and from the southeast on Arnold Way and Monroe Avenue are largely unaffected by the access revisions to Harrison Boulevard. Trips to and from the north and west will use Arnold Way and Short Street to reach the site, although the percentage of trips from these directions is relatively low and the amount of redistribution is minimal.

Due to the significant decrease in trip intensity when comparing student housing to a hospital, the traffic volumes on the local streets south of the site decrease in volume. The decreases are similar in size to the increases on 25th and 26th Streets. Overall, the impact to local streets is minimal.

Figures 6 and 7 show the following increases in trips on 25th and 26th Streets during the morning and evening peak hours:

Net Change in Trips on Local Streets

	AM Peak Hour	*PM Peak Hour*
NW Short Street	-13	-11
NW 27th Street/Van Buren Ave	-3	2
NW 25th Street	9	11
NW 26th Street	9	11

PEDESTRIAN & BICYCLE FACILITIES

Because prominent use of bicycles and pedestrian traffic are expected between the site and the OSU campus, the availability of transportation infrastructure for these modes was examined. The most direct route to the campus is south on 27th Street and Van Buren Avenue to Arnold Way. Both 27th Street and Van Buren Avenue are local streets in this segment and as such, do not have marked bike lanes. For low-volume streets like these, bicycles are expected to share the road with vehicles. The local streets do have sidewalks in place on both sides. Arnold Way is classified as a Collector and does have bike lanes in place on both sides of the street. In addition, curbs and sidewalks are also in place.

EXHIBIT P - 231

With the large amount of student housing in the area, all of these streets experience a large amount of pedestrian and bicycle traffic. Infrastructure for these modes is already in place and no additional improvements are required.

APPROVAL CRITERIA

Section 4.0.60.a.1 of the Corvallis Land Development Code (LDC) states that traffic evaluations shall be required of all development proposals generating 30 or more trips per hour. As documented in the *Trip Generation* section of this report, the proposed development will generate in excess of 30 peak hour trips. Still, the proposed use will reflect a *decrease* in trip generation compared to prior uses of the site.

The scope of work for this analysis was accepted by the City of Corvallis via email on May 25, 2011. Since the site has a long history with established development and associated trip generation, the proposed use will not add additional traffic demands in the same manner as a vacant or green-field site development project. This TIA satisfies the requirements of 4.0.60.a.

SUMMARY & CONCLUSIONS

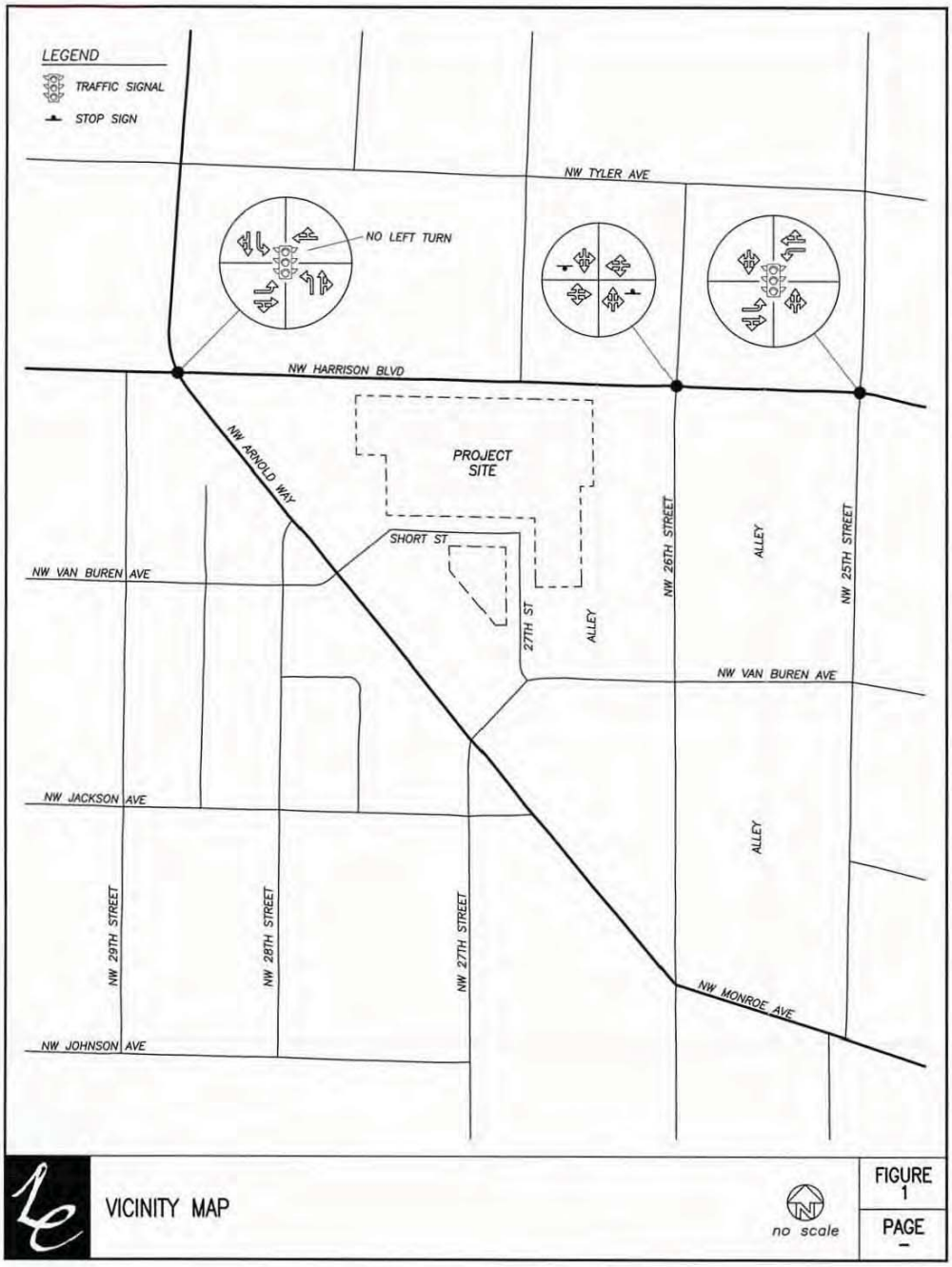
The proposed redevelopment of the former Samaritan Heart of the Valley hospital site with 91 dwelling units of student housing will result in a net *decrease* in trip generation when compared to the prior hospital use as well as the prior nursing home use. This decrease in trips is still a worst-case scenario, since trip generation was decreased by only 10 percent to reflect pedestrian and bicycle trips and no additional reductions were taken for either public transit use or the use of an on-site car sharing vehicle. The peak hour trip generation is expected to be significantly lower than what is shown in this report.

Consistent with City transportation goals, direct access to Harrison Boulevard, an arterial street, will be significantly reduced. This practice improves operation on the arterial, but inherently moves traffic to lower-classification facilities. In this case, trips on Short Street, 27th Street, and Van Buren Avenue south of the site will decrease slightly. This is due to the significant decrease in trip intensity associated with student housing. Due to the lack of opportunities for westbound traffic on Harrison Boulevard to turn left near the site, NW 25th and 26th Streets will see the most effect from the change in access. Still, these increases will be minimal, and not above what would normally be expected for a local street.

No transportation mitigations are recommended as a result of the proposed redevelopment.

REGISTERED PROFESSIONAL ENGINEER
54853
OREGON
JULY 9, 2001
TODD E. MOBLEY
7/14/11
EXPIRES: 12/31/2012

EXHIBIT P - 232



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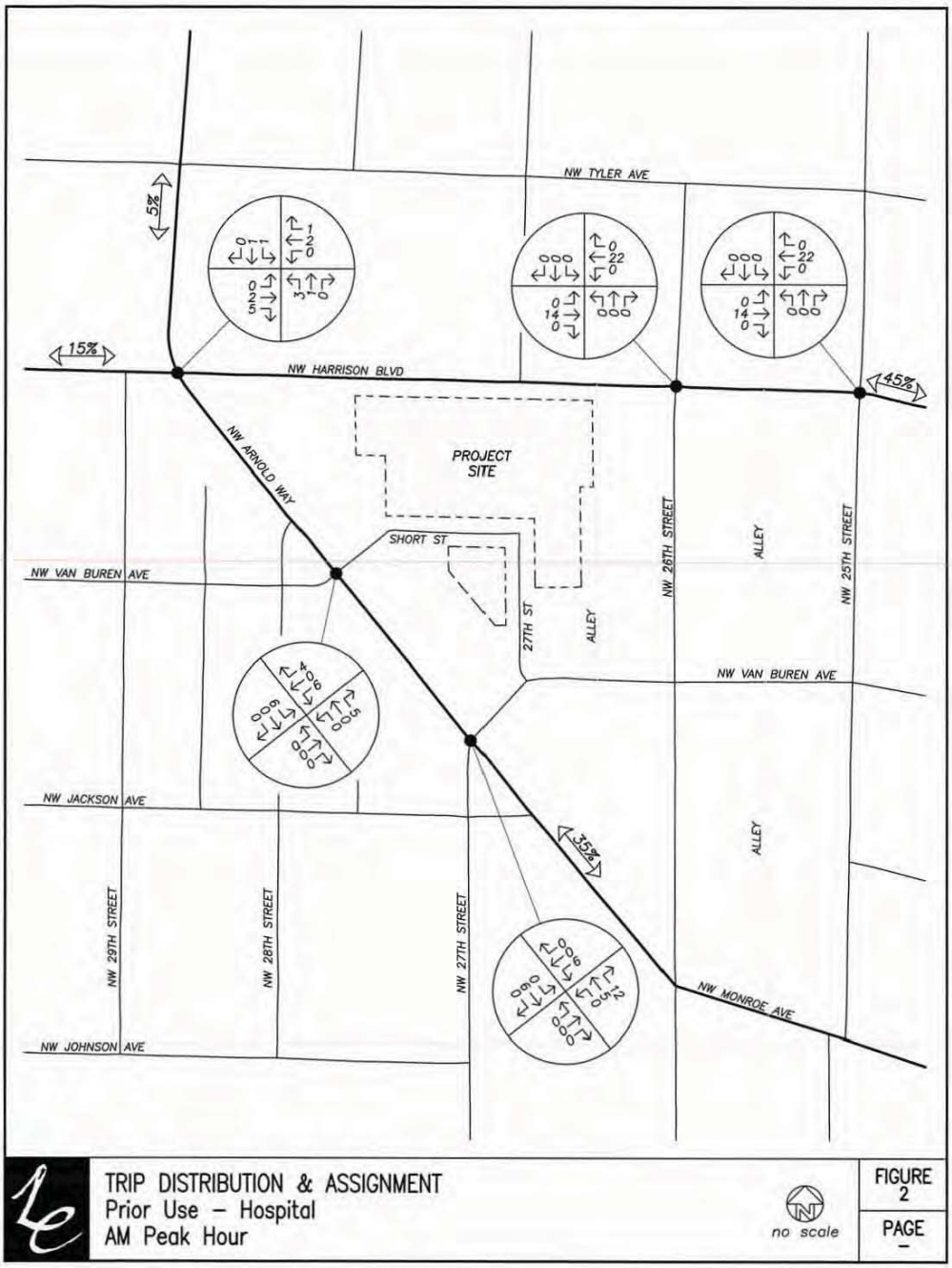

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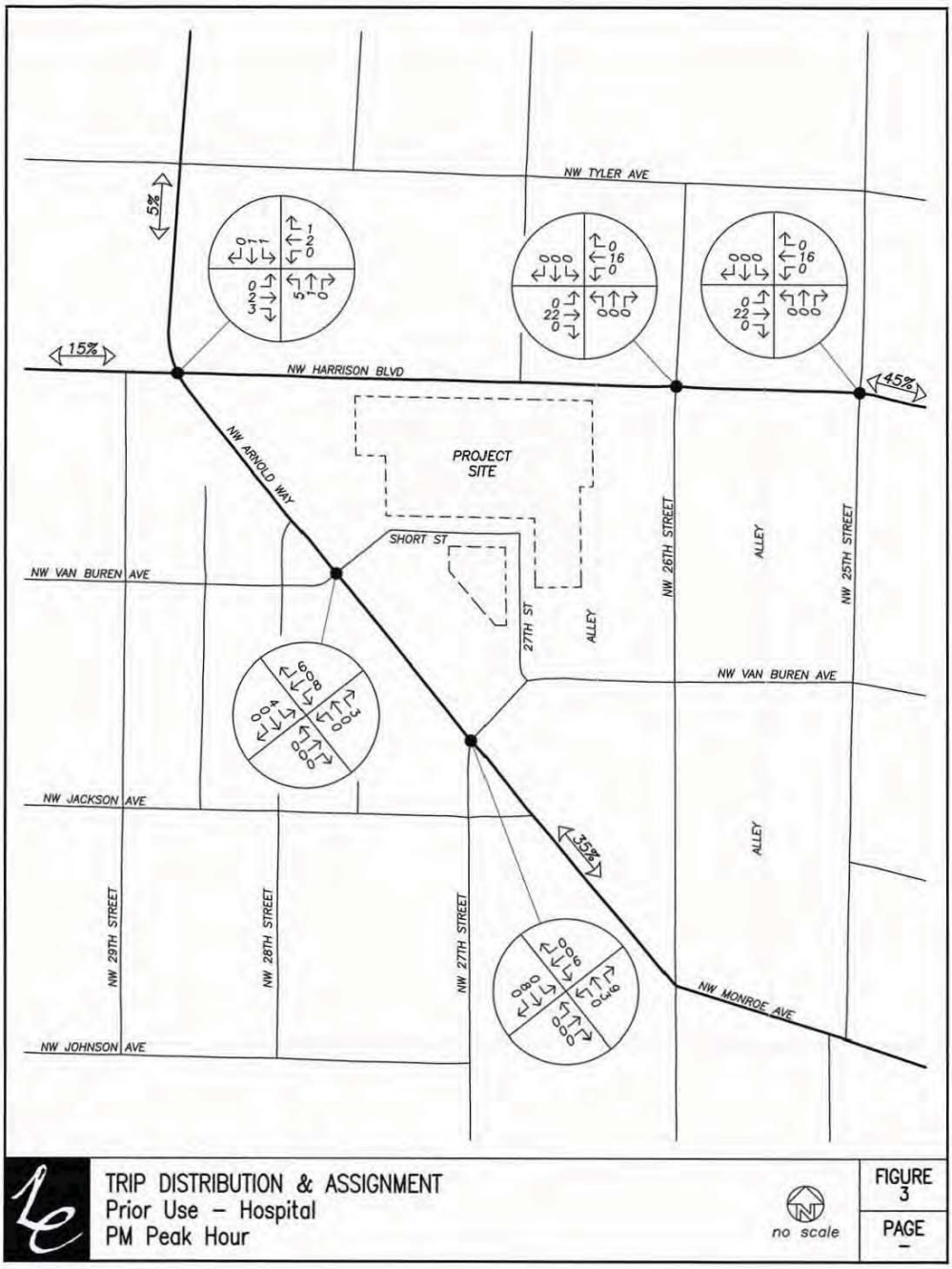

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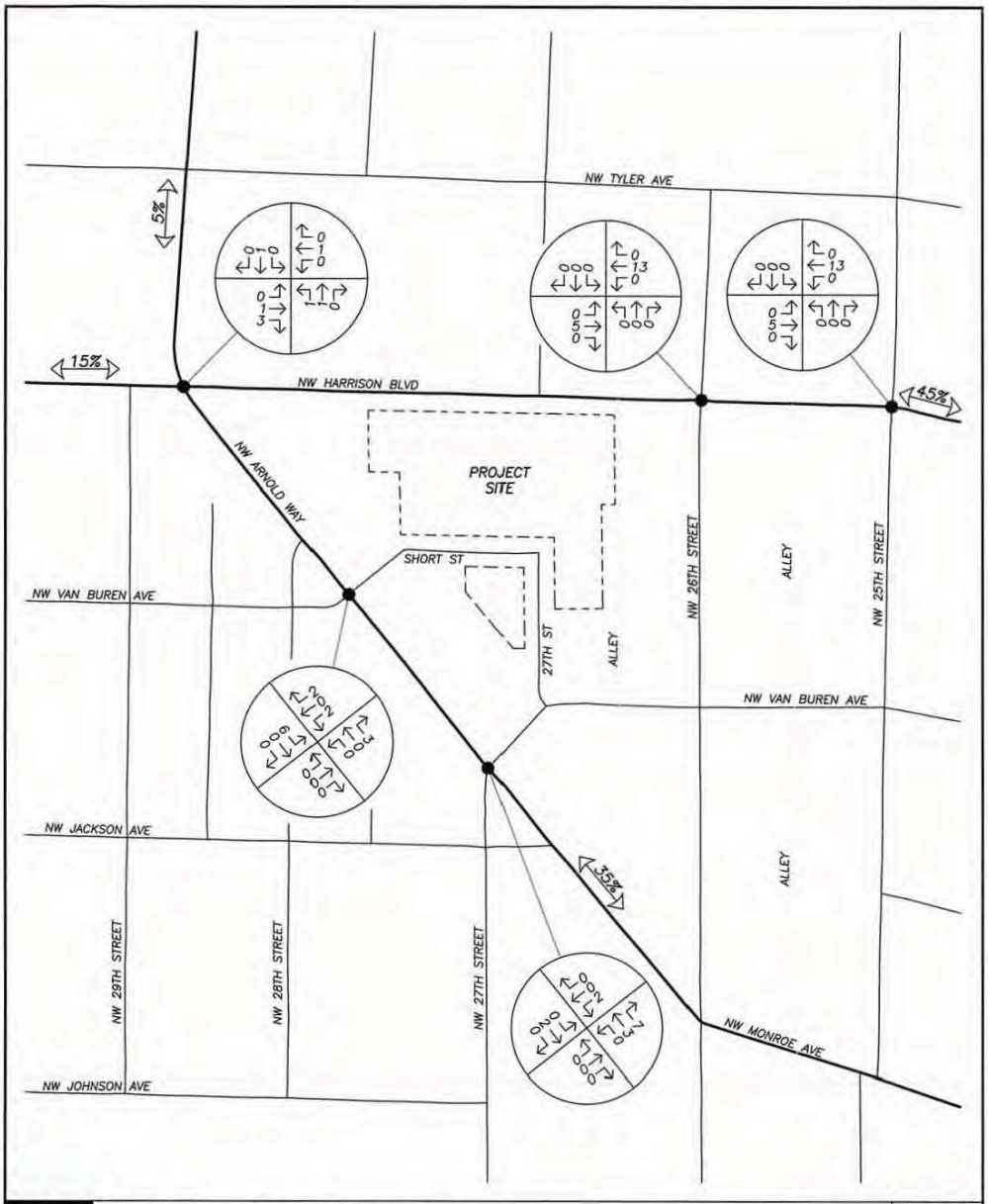


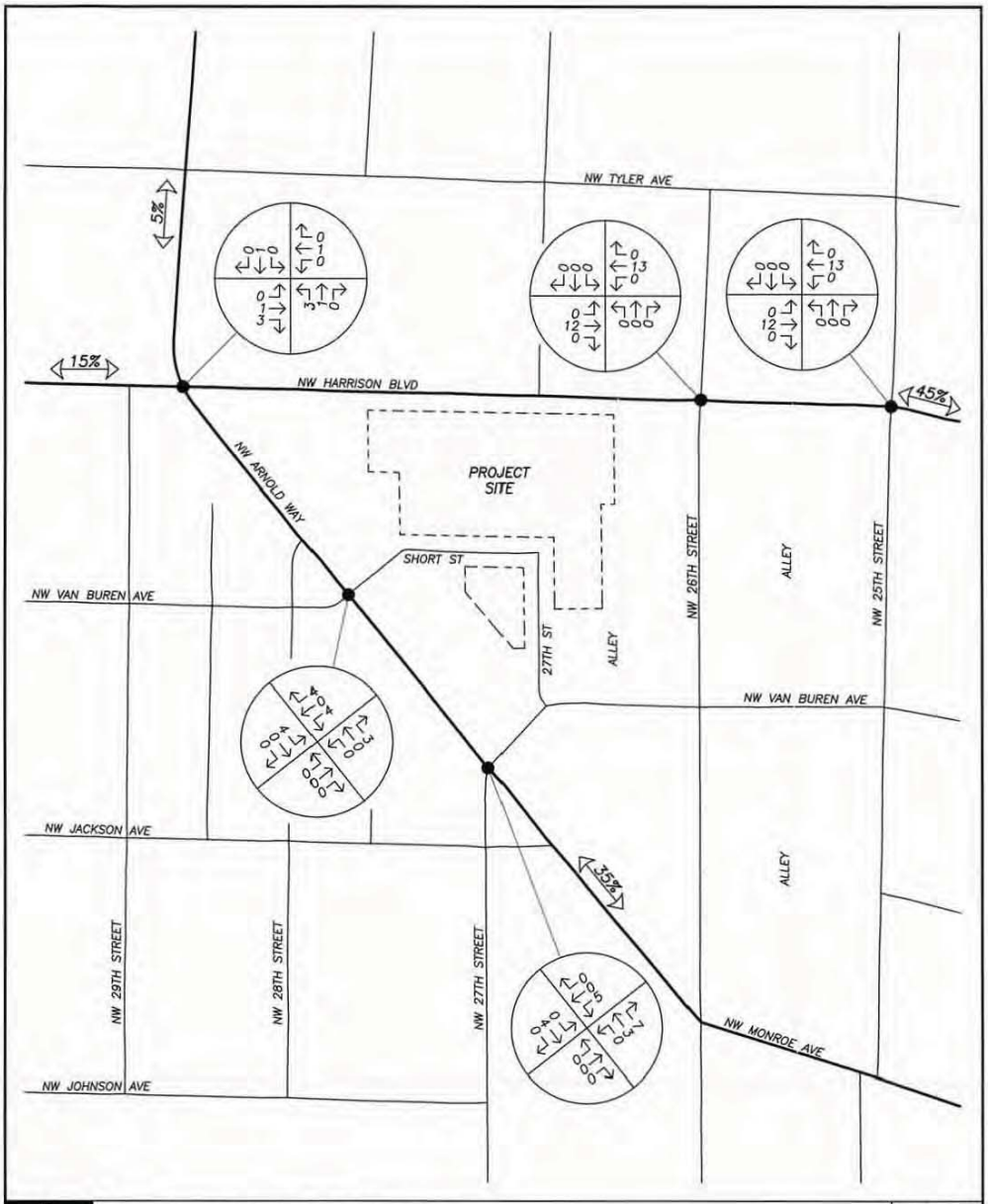
TRIP DISTRIBUTION & ASSIGNMENT
Prior Use – Nursing Home
AM Peak Hour

no scale

FIGURE 4

PAGE –

EXHIBIT P - 236



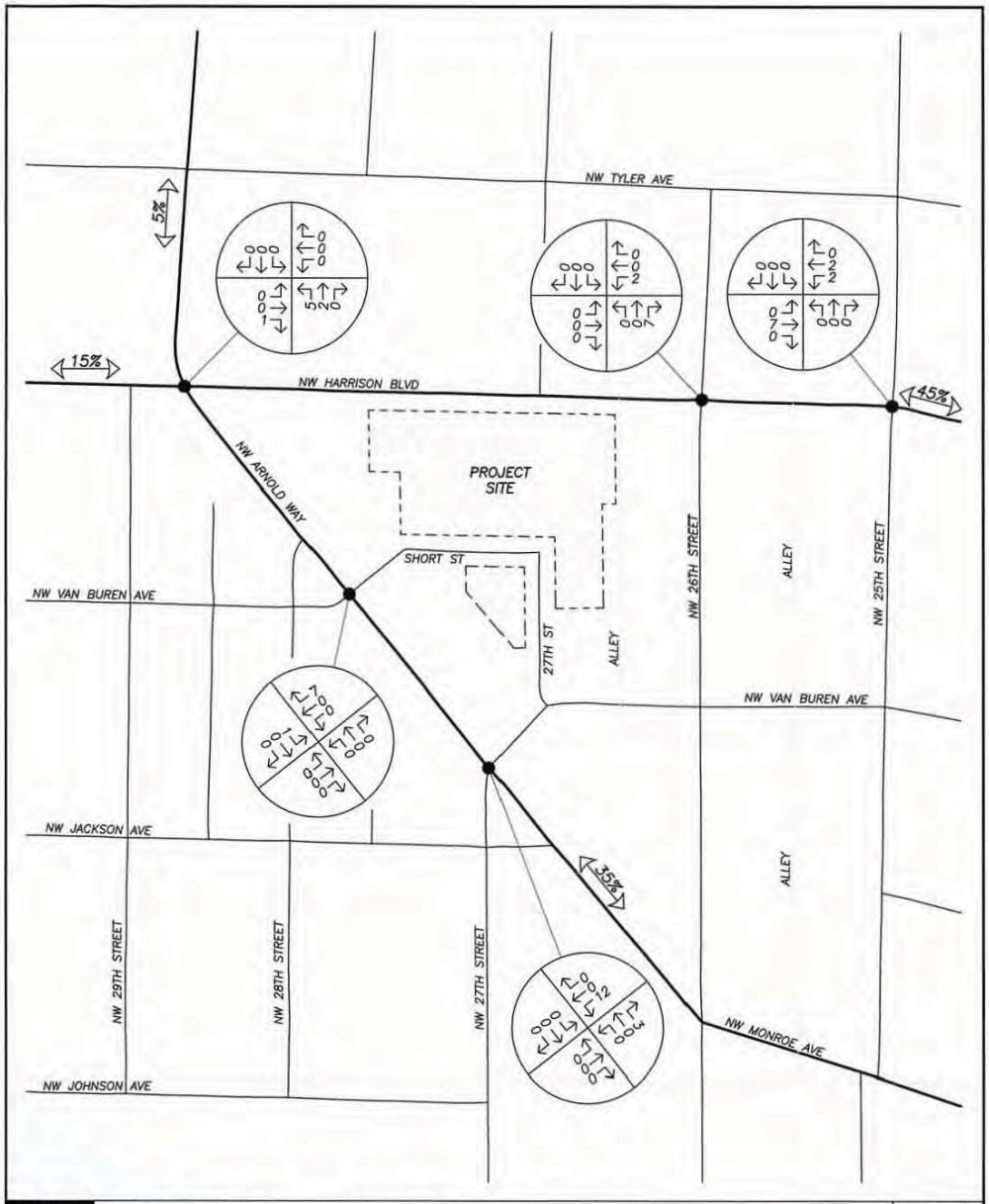
TRIP DISTRIBUTION & ASSIGNMENT
Prior Use – Nursing Home
PM Peak Hour

no scale

FIGURE 5

PAGE –

EXHIBIT P - 237



TRIP DISTRIBUTION & ASSIGNMENT
Proposed Use – Student Housing
AM Peak Hour

no scale

FIGURE 6

PAGE –

EXHIBIT P - 238

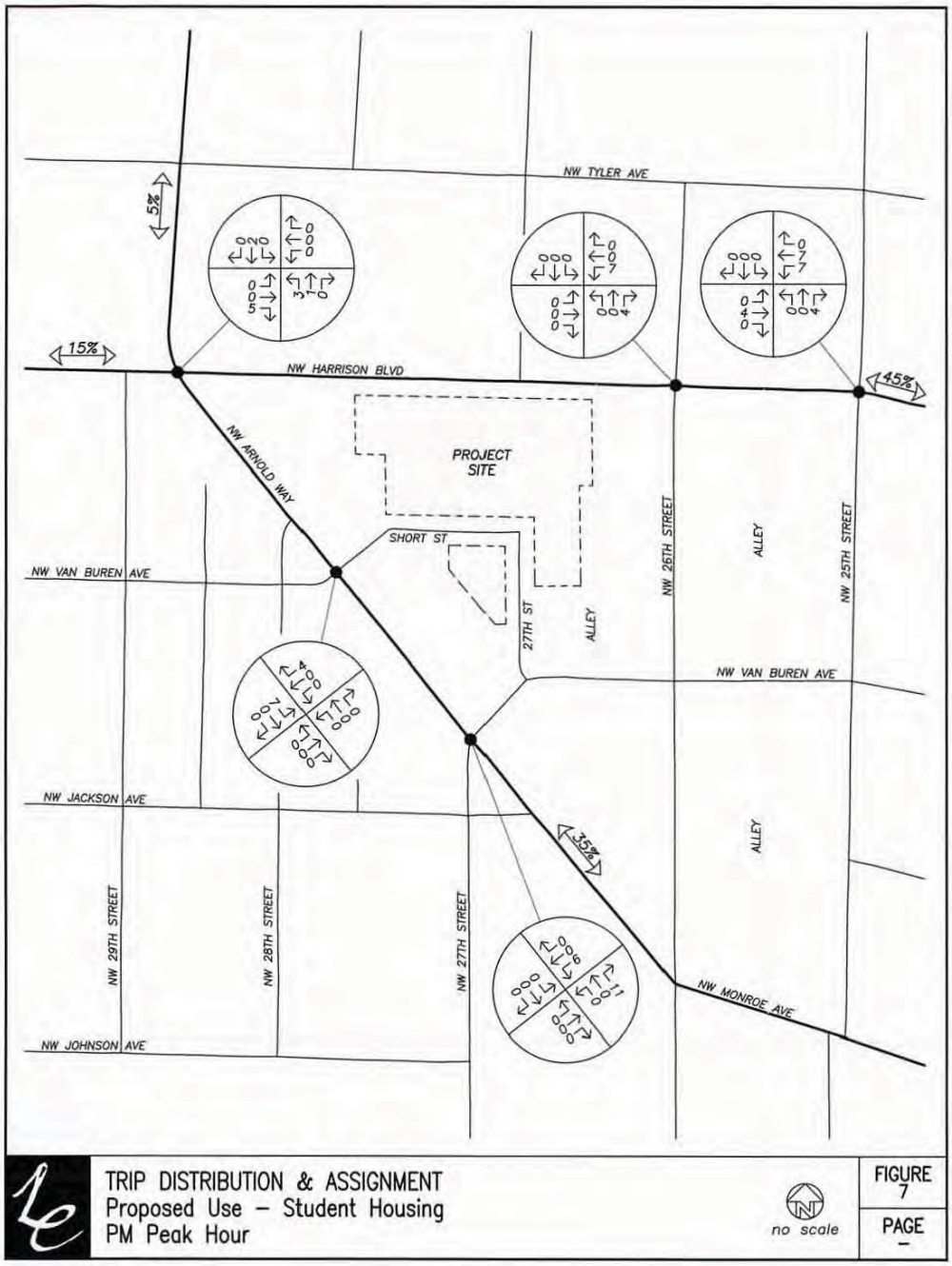


EXHIBIT P - 239

1e

TRIP GENERATION CALCULATIONS

Land Use: Hospital
Land Use Code: 610
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 72.7

AM PEAK HOUR

Trip Rate: 1.12

	Enter	Exit	Total
Directional Distribution	59%	41%	
Trip Ends	**48**	**33**	**81**

PM PEAK HOUR

Trip Rate: 1.14

	Enter	Exit	Total
Directional Distribution	42%	58%	
Trip Ends	**35**	**48**	**83**

WEEKDAY

Trip Rate: 16.50

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**600**	**600**	**1,200**

SATURDAY

Trip Rate: 10.18

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**370**	**370**	**740**

Source: TRIP GENERATION, Eighth Edition

EXHIBIT P - 240

1e

TRIP GENERATION CALCULATIONS

Land Use: Nursing Home
Land Use Code: 620
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 72.7

AM PEAK HOUR

Trip Rate: 0.55

	Enter	Exit	Total
Directional Distribution	71%	29%	
Trip Ends	**28**	**12**	**40**

PM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	**28**	**26**	**54**

WEEKDAY

Trip Rate: 7.58

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**276**	**276**	**552**

Source: TRIP GENERATION, Eighth Edition

EXHIBIT P - 241

1e

TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 91

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	**9**	**37**	**46**

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	**36**	**20**	**56**

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**303**	**303**	**606**

SATURDAY

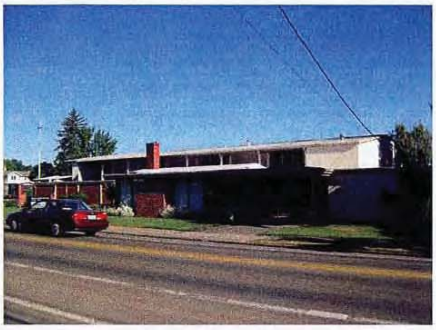
Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**291**	**291**	**582**

Source: TRIP GENERATION, Eighth Edition

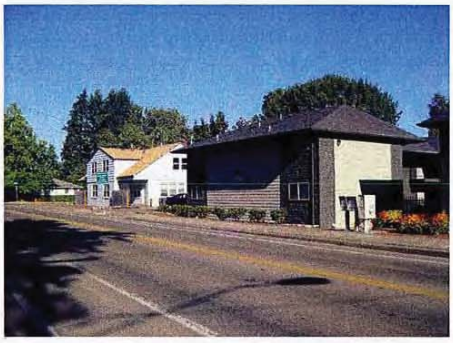
EXHIBIT P - 242

Harrison Apartments
Photographs of Neighboring Properties



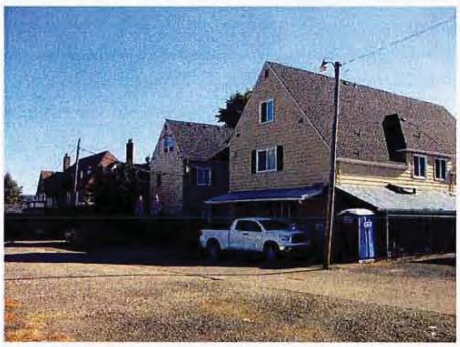
Church directly across NW Harrison Blvd.

Adjacent Vacant Property to West



Multi-Family Dwellings across NW Harrison Blvd to the Northeast

Multi-Family Dwellings and Parking Lot Across NW Short Avenue to the South



Fraternity/Sorority Buildings across Alley to the East

EXHIBIT P - 243

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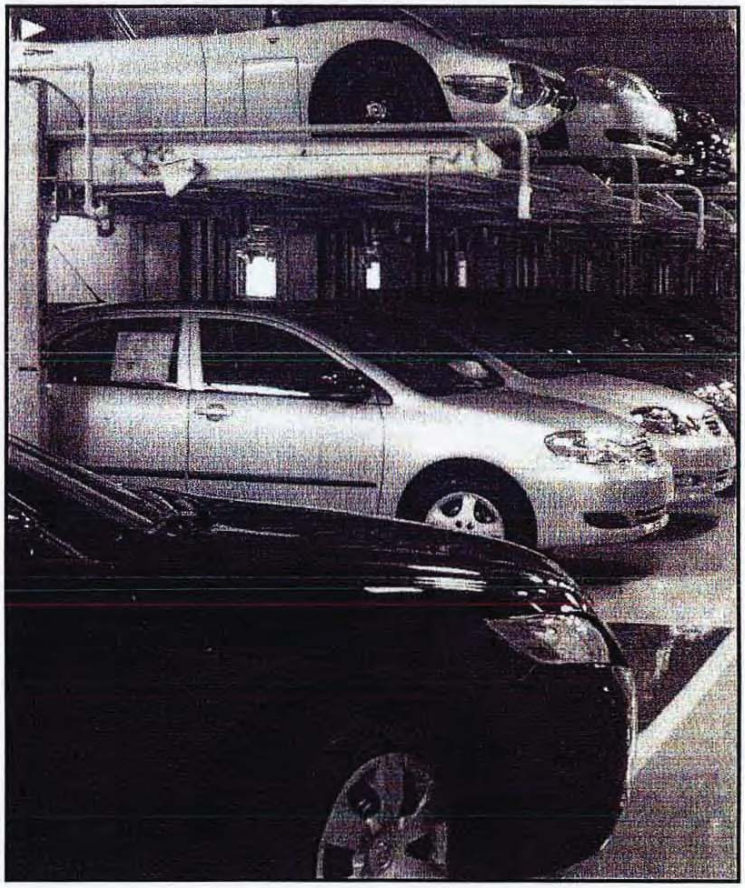

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EXHIBIT P - 244

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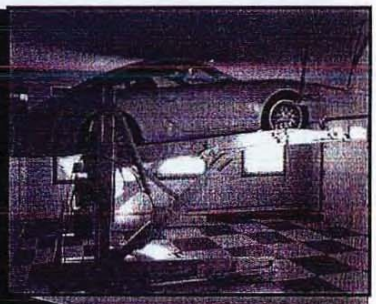

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- Personal Residential Vehicle Storage

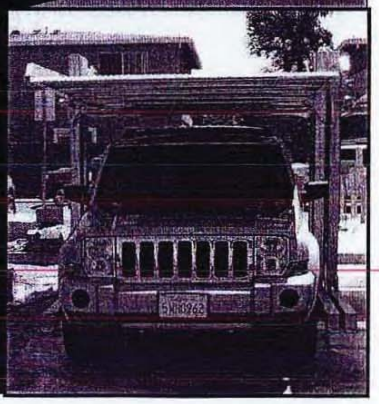

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EXHIBIT P - 245

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STEEL

Car Lift Features
- 100% galvanized steel construction
- Commercial grade design and materials
- Dual hydraulic lifting cylinders
- Self-standing, self-supporting unit
- Can be moved or relocated
- Central or individual hydraulic power pack
- Solid steel platform prevents dripping from upper level
- Accommodates most popular SUVs and minivans
- Available in Tall, Low, Narrow, and Wide models
- Special SUV model available (shown at right)

Safety
- Optional key-lock switch for security and safety
- Automatic shut-off if operator releases the key-switch
- Steel-on steel locks hold the upper platform in place
- Manual lock release required to lower the unit

Dimensions
- Typical ceiling heights
  - Two Compacts 9'6"
  - Two Full Size 10'0"
  - One Full / One SUV 11'6"
  - Two SUVs (6' height) 12'10"
  - Two SUVs (6'3" height) 13'4"
- Width (side-to-side dimension)
  - 7'7" (narrow model)
  - 8'2" (standard model)
- Length
  - 12'4" (total parking lift length)
  - 11'7" (vehicle platform length)

Power Requirements
- 110V, 30 amp, single phase (for individual power pack)
- 220V, 30 amp, single phase (for individual power pack)
- 220V, 3-phase, 40 amp for commercial central power pack

Shipping and Installation
- Shipped by common carrier to most locations
- Installed by factory trained technicians

Warranty
- One year electrical, two year mechanical, five year structural

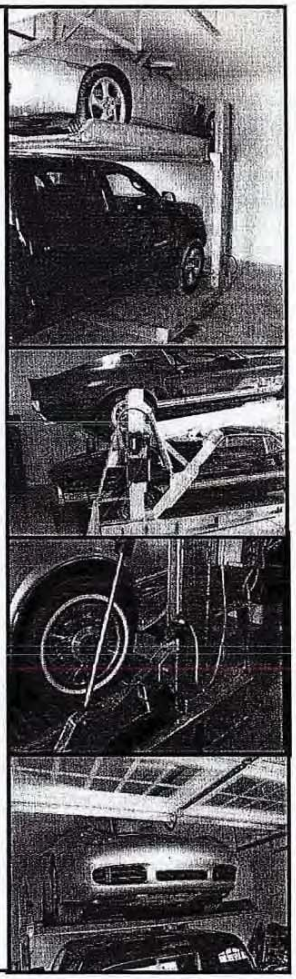

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EXHIBIT P - 246

HARDING
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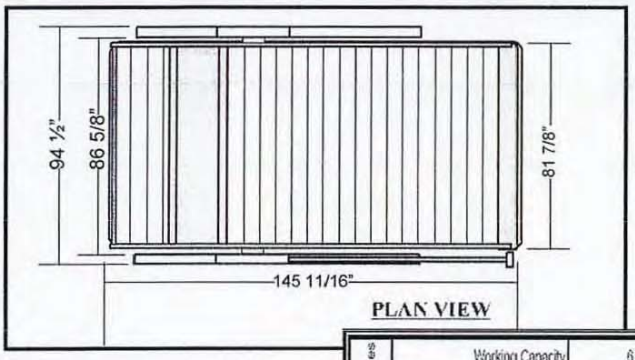
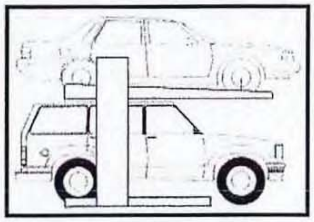
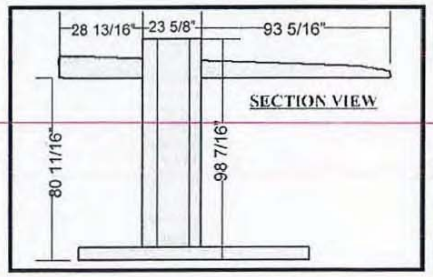
Harding Steel SUV Lift Specifications







Capacities	Working Capacity	6,600 lbs.
	Static Capacity	13,200 lbs.
	Dynamic Capacity	9,900 lbs.
Dimensions	Overall Width	94 1/2"
	Platform Width	81 7/8"
	Drive-thru Width	86 5/8"
	Overall Platform Length	145 11/16"
	Maximum vehicle wheelbase	141"
	Maximum clearance (lower car)	79"
	Overall heigth	98 7/16"
Speed	Lifting Speed (seconds)	17 seconds
	Lowering Speed (seconds)	15 seconds
Power	Power Requirements	~~220V 3 Phase 40 amp~~ 220V Single Phase 40 amp
Features	Application	Outdoor/Indoor
	Surface	Asphalt/Concrete
	Material	100% Galvanized Steel
	Safety	Steel-on-Steel Locks

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EXHIBIT P - 247

HARDING
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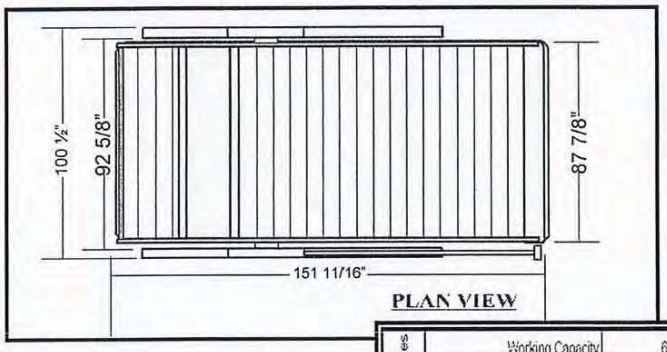
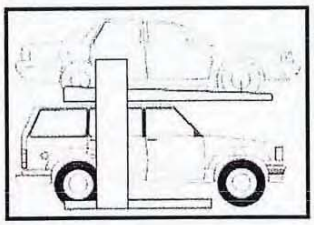
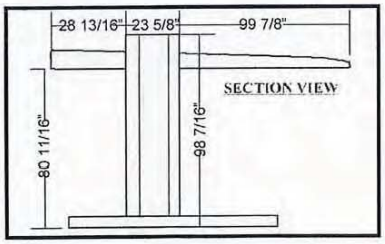
Harding Steel SUV-XL Lift Specifications







Capacities	Working Capacity	6,600 lbs.
	Static Capacity	13,200 lbs.
	Dynamic Capacity	9,900 lbs.
Dimensions	Overall Width	100 1/2"
	Platform Width	87 7/8"
	Drive-thru Width	92 5/8"
	Overall Platform Length	151 11/16"
	Maximum vehicle wheelbase	146"
	Maximum clearance (lower car)	79"
	Overall height	98 7/16"
Speed	Lifting Speed (seconds)	17 seconds
	Lowering Speed (seconds)	15 seconds
Power	Power Requirements	220V 3 Phase 40 amp 220V Single Phase 40 amp
Features	Application	Outdoor/Indoor
	Surface	Asphalt/Concrete
	Material	100% Galvanized Steel
	Safety	Steel-on-Steel Locks

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EXHIBIT P - 248

HARDING
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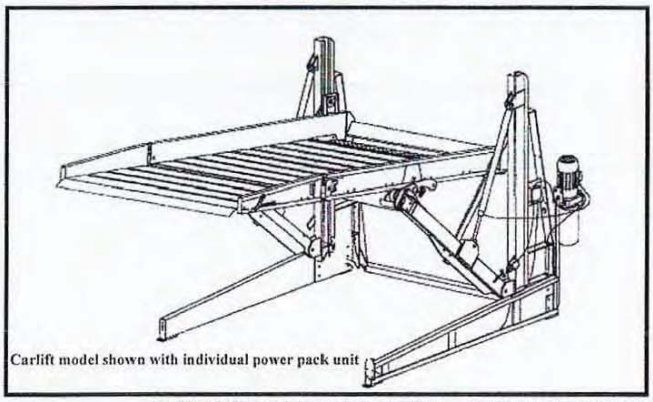
Harding Steel Car Lift

Residential – Commercial – Indoor – Outdoor – Low Ceiling



Carlift model shown with individual power pack unit

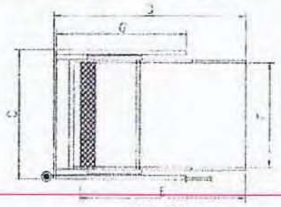
MODEL	A*	B*	C	D	E	F	G
Low-Narrow	4' 3"	5' 7"	7' 7"	12' 4"	11' 7"	6' 1"	8' 3"
Tall-Narrow	5' 7"	6' 11"	7' 7"	12' 4"	11' 7"	6' 1"	8' 3"
Low-Wide	4' 3"	5' 7"	8' 2"	12' 4"	11' 7"	6' 7"	8' 3"
Tall-Wide	5' 7"	6' 11'	8' 2"	12' 4"	11' 7"	6' 7"	8' 3"

Features
- 100% galvanized steel construction
- Commercial grade design and materials
- Dual hydraulic cylinders
- Self-standing, self-supporting unit
- Can be moved or relocated
- Individual or common hydraulic power pack
- Solid platform prevents dripping from upper level
- Accommodates most popular SUVs and minivans

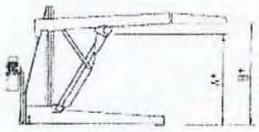
Safety
- Individual operating switch per unit (optional key-lock)
- Automatic shut-off if operator releases the key-switch
- Steel-on steel locks hold the upper platform in place
- Manual lock release required to lower the unit

•Power Requirements
•Common Power Packs: 40 amp, 3phase, 220V
•Individual Power Pack: 110V, or 220V -single phase- 20amp

Dimensions
- Typical ceiling heights
  - ~~Two Compacts~~ ~~9'6"~~
  - Two Full Size 10'0"
  - One Full / One SUV 11'6"
  - Two SUVs (6' height) 12'10"
  - Two SUVs (6'3" height) 13'4"
- Width (side-to-side dimension)
  - 7'7" (narrow model)
  - 8'2" (standard model)
- Length
  - 12'4" (total parking lift length)
  - •11'7" (vehicle platform length)



Plan View



Cross Section

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EXHIBIT P - 249

HARDING
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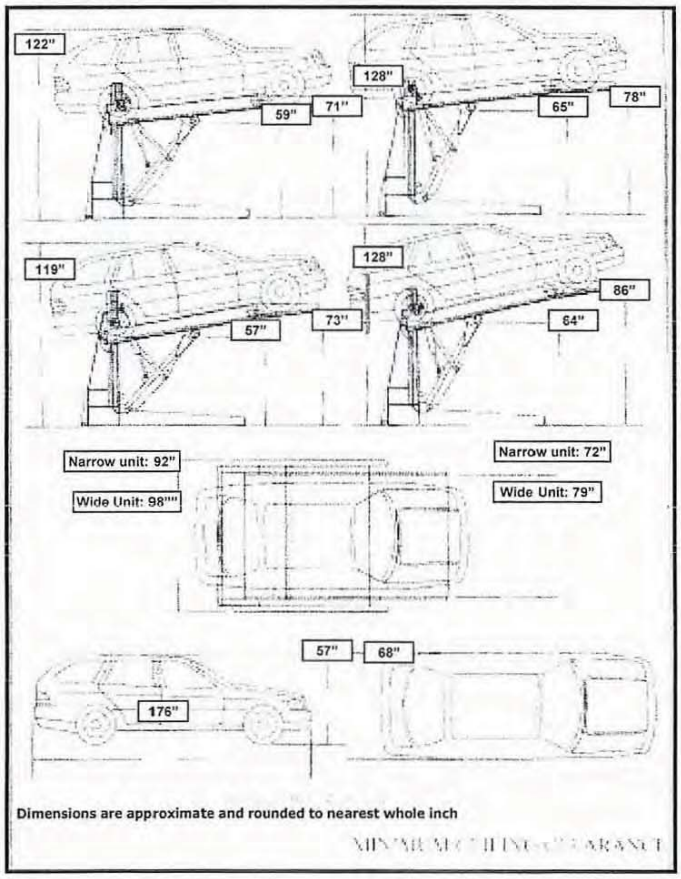
Harding Steel Tall Model Car Lifts

Ideal for areas with 10' or more of vertical clearance



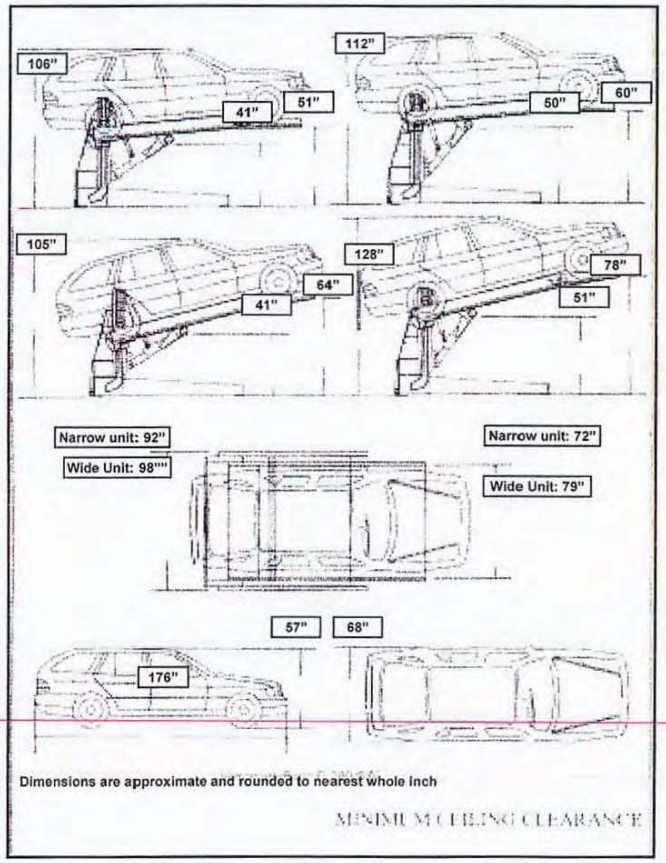
Dimensions are approximate and rounded to nearest whole inch

EXHIBIT P - 250

HARDING
STEEL

Harding Steel Low Model Car Lifts

Ideal for areas with less than 10" of vertical clearance



Dimensions are approximate and rounded to nearest whole inch

MINIMUM CEILING CLEARANCE

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EXHIBIT P - 251

Car-sharing Program and Mechanical/Tandem Parking

Supplemental Information

Car-sharing Program

The applicant is proposing to offer a car-sharing program to all residents of Harrison Apartments. The proposed program is the "WeCar" program, which is a subsidiary of Enterprise Rent-A-Car. We-Car already offers car-sharing opportunities to OSU students, faculty, and staff, with two cars located on campus and plans to purchase a third. The program offers members the opportunity to reserve a car on-line and pick it up from its designated parking place at the reserved time. Membership cost includes an application fee, a $35/year membership fee, and an hourly rental fee. The fees are includes all costs associated with car usage, including insurance, maintenance, and fuel.

Car sharing has many benefits to reducing car ownership, usage, and the need for car parking.

These include:

- Creating modal shifts in its members' transportation habits
- Members are less inclined to purchase a vehicle
- Takes 4.6 to 20 cars/unit vehicles off the road[1]
- 44% average decline in VMT[1]
- 25-71% of time Members report not purchasing a vehicle because of membership[1]
- Parking and transportation directors at Universities across the country have told WeCar that their parking congestion is reduced by the presence of WeCar on campus or in the surrounding area. Students are less likely to bring a car to campus when there is a car sharing opportunity.

The program that the applicant is proposing to provide to residents will be independent of the current WeCar program at OSU; a WeCar will be located on-site at the development. (Typically, a WeCar is a Toytoa Prius or some other highly fuel efficient car.) As a financial incentive for participation, the applicant proposes to waive the application fee and reimburse the annual membership fee to any resident who wishes to participate in the program, leaving the residents responsible only for the hourly rental fee, which is $8/hour on weekdays and $9/hour on weekends.

WeCars are equipped with special electronics in the dashboard that provides the capability for members to use the car at the previously-reserved time slot. Members are issued an ID card with a magnetic stripe where their membership is encoded. At the reserved time, the member swipes the card near a proximity reader located in the door, which will unlock the car only for that member at the reserved time. The car keys are kept in the glove compartment of the car, so they can be retrieved once the member has gained access to the car. The electronic control system is set up to automatically prevent the car from starting if access to the car is obtained in any way other than the authorized member swiping their card at the authorized time, preventing

[1] "North American Carsharing: A Ten-Year Retrospective" by Shaheen, Cohen, and Chung. TRB 09-3688 Conducted by Innovative Mobility Research (http://www.imr.berkeley.edu/)

theft via break-in. When the member returns the car, they park the car in its previously dedicated spot, place the keys back in the glove box, lock the car and leave it for the next member.

In the event that a Harrison Apartments member wishes to reserve the car for a time slot that has already been previously reserved by another member, the WeCar on-line reservation system will automatically place a reservation for one of the OSU campus WeCars. In the extremely unlikely event that none of the OSU WeCars are available for a given time slot, the Corvallis Enterprise Rent-A-Car office will make an additional car available, between the hours of 7:30AM-6:00PM M-F, as well as Saturday and Sunday morning.

WeCar also currently has a car-sharing program at University of Oregon in Eugene, as well as at a nearby apartment complex that is also owned and operated by Project^. The car-sharing program at the apartment complex has been well-received and has grown significantly since its initial deployment.

Tandem and Mechanized Parking

The project proposes that eight pairs of parking spaces will be either tandem configuration, or utilize mechanized parking, which functions effectively as tandem parking. To eliminate coordination issues that may result from one car blocking another from leaving, all tandem and mechanized parking spaces will be assigned spaces, with each pair of spaces being assigned to so-called "parking buddies". A requirement of the tenant lease document issued to each "parking buddy" will be that each buddy give a copy of his/her car key(s) to his/her parking buddy. With this requirement, a tenant whose car is parked in a tandem or mechanized parking space will always be able to remove their parking buddy's car if it is blocking their car, without having to be in contact with their buddy. This "parking buddy" approach to tandem parking has been used by Project^ at other apartment complexes that they have developed, and it has worked well in eliminating the potential coordination issues that tandem/mechanized parking can pose.

3 Surface Parking Design

Most of the basic principles of parking layout can be illustrated by a review of surface lot design. Stall and aisle dimensions and arrangements, horizontal circulation patterns, reservoir needs, and entry-exit revenue controls are similar for lots and garages. The special elements introduced by garages (columns, ramps, vertical circulation patterns, daytime lighting, and ventilation) are covered separately in the "Parking Structure Design" chapter.

3.01 Relationship between Design and Operation

The operation of a parking facility is greatly influenced by its design. The design elements and their associated operational features may be identified in successive steps as follows:

1. Vehicular access from the street system (entry driveway);
2. Search for a parking stall (circulation and/or access aisles);
3. Maneuver space to enter the stall (access aisle);
4. Sufficient stall size to accommodate the vehicle's length and width plus space to open car doors wide enough to enter and exit vehicle;
5. Pedestrian access to and from the facility boundary (usually via the aisles);
6. Maneuver space to exit from the parking stall (access aisles);
7. Routing to leave the facility (access and circulation aisles); and
8. Vehicular egress to the street system (exit driveway).

The simplest form of off-street parking is the single stall at a home. Assuming a straight driveway, steps 1 and 8 use the same lane and curb cut. Steps 2 and 7 are rudimentary. Thus, a driveway serving a one-car parking stall or garage cannot be considered as representing a second parking space if such parking would block continuous access to the basic stall. Step 6 usually involves backing out into the public street or alley, as part of 7 and 8. Herein lies the essential difference between low-volume parking and what generally should be practiced in facilities designed to handle more than two or three cars. Except along alleys, the larger lots should have most parking and unparking maneuvers contained off-street. Frequent backing of cars across sidewalks and into public streets increases congestion and creates hazards.

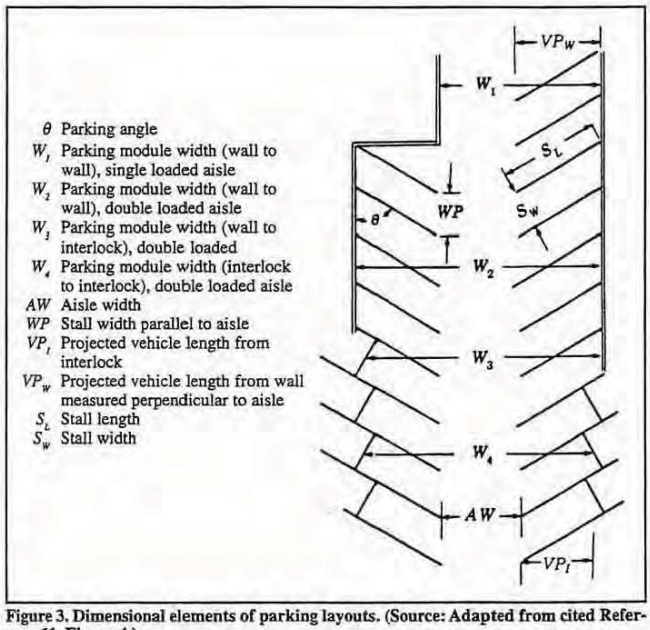


Figure 3. Dimensional elements of parking layouts. (Source: Adapted from cited Reference 11, Figure 4.)

3.02 Stall and Aisle Dimensions—Large Cars

In developing the design of a parking facility, it is customary to work with stalls, aisles, and combinations called "modules".

A complete module is one access aisle servicing a row of parking on each side of the aisle (see Figure 3). In some cases, partial modules are used where the aisle serves only a single one-side row of parking. This arrangement is inefficient and should be avoided.

The minimum practical stall width varies principally with turnover (frequency of stall use), experience of the parker, and vehicle size. Commercial parking attendants can park large cars in stalls less than 8.0 feet wide. With self-parking, stall widths that will accommodate most passenger cars and light trucks range between 8.3 feet and 8.8 feet, depending on anticipated parking activity. Site-specific circumstances will influence determinations of the most appropriate stall width dimension.

EXHIBIT P - 254

Table 1. Stall Width Classification

Class	Width (ft)[a]	Typical Turnover: Low	Medium	High	Typical Uses
A	9.00			X	Retail customers, banks, fast foods, other very high turnover
B	8.75		X	X	Retail customers, visitors
C	8.50	X	X		Visitors, office employees, residential, airport, hospitals
D	8.25	X			Industrial, commuter, university

[a]Large-size vehicle, measured at right angles to stall

For example, a generous stall width is suggested by conditions of high parking turnover or limited module width in which to develop the access aisle. Where parking turnover is expected to be low, as for all-day employee parking, narrower stall widths are usually acceptable.

Other use considerations may also influence stall width selection. In order to allow for shopping cart movement between parked vehicles, food supermarket parking is often designed with a wider stall dimension than used for other types of parking having similar turnover characteristics. Generous parking stalls also may be appropriate for special events where parking maneuvers must be performed as rapidly as possible.

One approach to the range of stall width needs is to consider a stall *class*. This might be roughly equated to the level of service concept, whereby parking delay and ease of access and egress varies with expected activity and type of user. Table 1 identifies typical stall widths associated with turnover/user characteristics.

The long-term trend in American automobile design toward increased width has currently been reversed. However, more efficient engines and increased use of light-weight materials may in the future allow some "regrowth" of vehicle size. The practical limits needed for door opening space between cars and driver or passenger access to the vehicles combine to produce an "optimum" stall width of about 8.5 feet for most applications today, unless vehicles are segregated by general size. This is based upon a large-size design vehicle that is 6 feet wide and 17 to 18 feet long.

Stall widths exceeding 9 feet are not recommended (except for handicapped stalls) because of inefficiency—wasted land and pavement area, unnecessary added maintenance (cleaning, lighting), decreased capacity for a given site, increased storm water runoff, and increased walking distances for users. It is important to note that stall widths are measured perpendicular to the vehicle. If the stall is placed at an angle of less than 90 degrees, the width parallel to the aisle must be increased proportionately.

The length of the stall should be appropriate to the overall length of most cars expected to use the space. A length of 18.5 feet has served this purpose in past years, but a value of 17.5 feet is now recommended on the basis of decreased average automobile sizes.

These lengths refer to the effective longitudinal dimension of the stall (but not necessarily the length of the stall line marking—see the "Construction Elements" section of this chapter). When rotated to angles of less than 90 degrees, the stall depth perpendicular to the aisle increases up to one foot more and then decreases.

Most parking aisles serve for both circulation and access to stalls. Exceptions concern crosswise or "end-loop" aisles. The access aisle width required to allow single-pass parking and unparking maneuvers varies principally with the angle of parking and secondarily with the stall width. It obviously is also related to the stall length. When dealing with large facilities, most parking designers work directly with the combinations of stall depth plus aisle width, or modules.

For 90-degree parking, the aisle width can also be related to the practice of pull-in versus back-in parking. Typically, a driver backing into a stall requires about 4 feet less aisle width. Unfortunately, the majority of drivers (both male and female) are reluctant to back into parking stalls. For this reason, pull-in design is the norm for practically all facilities.

Figure 4. Example of guardrail to protect building wall if parker drives over wheel stops. (Source: Paul C. Box and Associates Inc., Skokie, Ill.)

The total dimensions required for a parking module are produced by adding together the aisle width plus the stall depths (perpendicular to the aisle) on both sides. However, the effective stall depth depends on the boundary conditions of the module. If car bumpers contact a wall or fence on both sides, the maximum total module requirement is developed. If there is no boundary barrier of bumper height, but tires of parked cars contact wheel stops or curbing, the vehicle overhang must be considered. The curb must be set back. For 90-degree pull-in parking, the setback to the inner face (wheel side) of the curb should be about 2.5 feet. For back-in operation, a 4.0- to 4.5-foot setback of curbing is needed because of the greater rear overhang of some automobiles.

These setback dimensions are not adequate to furnish complete protection to any fences or decorative walls located on the perimeter. Unusual over-hangs may be found, and it is also possible for tires to ride up on or over the blocks or curbing. When positive limitation is required, a bumper contact barrier, such as a structural wall or highway guardrail, should be used at the end of the stall (Figure 4).

For parking at angles of less than 90 degrees, front bumper overhangs are reduced in proportion to the angle and, for example, reach about 2 feet or less at a 45-degree angle.

Another type of module, the interlock, is possible at angles less than 90 degrees. There are two types of interlocks. The more common and preferred is the bumper-to-bumper arrangement

EXHIBIT P - 255

Table 2. Large-Size Parking Layout Dimension Guidelines[a]

Parking Class[b]	S_w Basic Stall Width[c] (ft)	WP Stall Width Parallel to Aisle (ft)	VP_w Stall Depth to Wall (ft)	VP_i Stall Depth to Interlock[d] (ft)	AW Aisle Width[e,f] (ft)	Modules: W_2 Wall[f] to Wall[f] (ft)	Modules: W_4 Interlock to Interlock[d,f] (ft)
	Two-Way Aisle—90 Degrees						
A	9.00	9.00					
B	8.75	8.75	17.5	17.5	26.0	61.0	61.0
C	8.50	8.50					
D	8.25	8.25					
	Two-Way Aisle—60 Degrees						
A	9.00	10.4					
B	8.75	10.1	18.0	16.5	26.0	62.0	59.0
C	8.50	9.8					
D	8.25	9.5					
	One-Way Aisle—75 Degrees						
A	9.00	9.3					
B	8.75	9.0	18.5	17.5	22.0	59.0	57.0
C	8.50	8.8					
D	8.25	8.5					
	One-Way Aisle—60 Degrees						
A	9.00	10.4					
B	8.75	10.1	18.0	16.5	18.0	54.0	51.0
C	8.50	9.8					
D	8.25	9.5					
	One-Way Aisle—45 Degrees						
A	9.00	12.7					
B	8.75	12.4	16.5	14.5	15.0	48.0	44.0
C	8.50	12.0					
D	8.25	11.7					

Notes: These dimensions are subject to slight reductions by local agencies under high-cost conditions (such as garages) or slight increases in areas subject to special needs (such as extensive snowfall). The aisle width may be narrowed by approximately one foot without experiencing a major increase in congestion and accessibility of parking stalls. This would particularly apply in structures where high construction cost is a significant factor. Also, a one-step trade-off can be made between stall and aisle width. A decrease of 2-feet in Table 2 module can be compensated by a 0.5 foot increase in stall width for the appropriate class.

[a] See Figure 3 for description of elements.
[b] See Table 1 for typical uses (A for high turnover, B and C for medium turnover, and C and D for low turnover).
[c] Measured at right angles to stall line.
[d] May also apply to boundary curb where bumper overhang is allowed.
[e] To vehicle corner.
[f] Rounded to nearest foot.

shown in Figure 3. The other is the "nested" interlock; it can be used only at 45 degrees and is produced by adjacent aisles having one-way movements in the same direction. This arrangement requires the bumper of one car to face the fender of another car. Wheel stops are necessary for each stall, and, even with their use, the probability of vehicular damage is much greater than for other parking arrangements. Therefore, this type of parking layout is not recommended, unless the vehicle rows are separated by a curbed median.

Table 2 lists suggested basic design guidelines for large-size cars for typical parking angles, stall widths, and modules that will also adequately accommodate a mixture of large and small cars. In practice, a faster parking operation will be achieved if the dimensions are increased. Slight reductions are also feasible, as given in the table notes. Aisle widths are based on the stall depths listed in Table 2. If an agency has set a longer depth, then the total module dimension is the one to be considered (a 61 foot module would have a 21-foot aisle, if stall depths are marked at 20 feet, for example).

Narrowed stall width in each class for parking angles of less than 90 degrees is not desirable. There is a relation between stall width and aisle width, as shown in Table 2, but the stall width needs are basically determined by door-opening clearances. Only at very flat angles of less than 35 degrees will doors open ahead or behind the cars in adjacent stalls, and even then there can be little reduction in basic stall width.

3.03 Small-Car Dimensions

Special dimensions for small-car parking have increased application in North America. The percentage of such cars varies by year and also somewhat by geographical location. It is currently about 40 to 50 percent in the United States.

A suitable stall length for small cars is

EXHIBIT P - 256

Table 3. Small-Size Parking Layout Dimension Guidelines[a]

Parking Class[b]	*S_w Basic Stall Width[c] (ft)*	*WP Stall Width Parallel to Aisle (ft)*	*VP_w Stall Depth to Wall (ft)*	*VP_i Stall Depth to Interlock[d] (ft)*	*AW Aisle Width[e,f] (ft)*	*Modules* *W_2 Wall to Wall[f] (ft)*	*Modules* *W_4 Interlock to Interlock[d,f] (ft)*
	Two-Way Aisle—90 Degrees						
A/B	8.0	8.0	15.0	15.0	21.0	51.0	51.0
C/D	7.5	7.5					
	Two-Way Aisle—60 Degrees						
A/B	8.0	9.3	15.4	14.0	21.0	52.0	50.0
C/D	7.5	8.7					
	One-Way Aisle—75 Degrees						
A/B	8.0	8.3	16.0	15.1	17.0	49.0	47.0
C/D	7.5	7.8					
	One-Way Aisle—60 Degrees						
A/B	8.0	9.3	15.4	14.0	15.0	46.0	43.0
C/D	7.5	8.7					
	One-Way Aisles—45 Degrees						
A/B	8.0	11.3	14.2	12.3	13.0	42.0	38.0
C/D	7.5	10.6					

[a] See Figure 3 for description of elements.
[b] See Table 1 for typical uses (A and B are for high and medium turnovers, and C and D are for medium and low turnovers).
[c] Measured at right angles to stall line.
[d] May also apply to boundary curb where bumper overhang is allowed.
[e] To vehicle corner.
[f] Rounded to nearest foot.

15 feet. Stall widths of 7.5 feet are appropriate for typical uses and widths of 8.0 feet for higher turnover conditions. These dimensions are based on a small-size design vehicle about 5 feet wide and 14 to 15 feet long. Table 3 gives several layout dimensions for small-size vehicles.

EXHIBIT P - 257

ORDINANCE No. 64-15

AN ORDINANCE vacating 27th Street between the south line of Harrison Street and the north line of Short Street, situate in the City of Corvallis, County of Benton, State of Oregon, more particularly described as follows, to-wit:

> Beginning at the northeast corner of Block 2, Arnold Heights Addition; thence southerly along the east line of said Block a distance of 200 feet to the southeast corner of said Block; thence north 89°30' east 50 feet to the west line of Block 3 of said Addition; thence northerly along said west line 200 feet to the northwest corner of said Block; thence westerly 50 feet to the point of beginning; RESERVING HOWEVER, unto the City of Corvallis, a permanent easement over and along the full width and length of said street for sewer and utility purposes, and purposes incidental thereto, together with a right of ingress and egress for the purpose of using and enjoying said easement;

and declaring an emergency.

WHEREAS, the Council of the City of Corvallis, Oregon, duly adopted a resolution at its adjourned meeting of February 10, 1964 declaring its intention to vacate said portion of 27th Street hereinabove described; and

WHEREAS, due and satisfactory proof of publication of notice has been made and filed herein showing publication of said notice in the Corvallis Gazette-Times, a newspaper of general circulation, published in Corvallis, Oregon, for three successive days, commencing with the issue of February 13, 1964, and ending with the issue of February 15, 1964, and said notice in all respects complies with the provisions of Ordinance No. 1786 of said City; and

WHEREAS, by said resolution the City Council did fix the 17th day of February, 1964, at the hour of 7:30 o'clock p.m. as the time, and the Council Chambers in the City Hall, Fifth and Madison Streets in said City as the place, that the Council would hear objections and remonstrances to said proposed vacation, and no such objections or remonstrances having been filed or made thereto; and

WHEREAS, it appears that the proceedings for the vacation of said portion of said street more particularly described have been duly and regularly had and that there is not a public necessity for the use of said portion of said street hereinafter described, and that it is to the public interest that said portion of said street should be vacated and that the public interest would not be prejudiced by the vacation thereof, and that an ordinance should be passed declaring said vacation.

NOW, THEREFORE,

THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:

1. That that portion of 27th Street between the south line of Harrison Street and the north line of Short Street, more particularly described as follows:

> Beginning at the northeast corner of Block 2, Arnold Heights Addition; thence southerly along the east line

City of Corvallis

EXHIBIT P - 258

of said block a distance of 200 feet to the southeast corner of said Block; thence north 89°30' east 50 feet to the west line of Block 3 of said Addition; thence northerly along said west line 200 feet to the northwest corner of said Block; thence westerly 50 feet to the point of beginning;

RESERVING HOWEVER unto the City of Corvallis a permanent easement over and along the full width and length of said street for sewer and utility purposes and purposes incidental thereto, together with a right of ingress and egress for the purpose of using and enjoying said easement;

be and the same is hereby vacated as a public street, alley and thoroughfare in the City of Corvallis, Oregon, and that the same shall not from and after the passage of this ordinance be a public thoroughfare, highway, street, or alley for any purpose whatsoever.

2. Inasmuch as the provisions of this ordinance are necessary for the immediate preservation of the peace, safety, good order and public welfare of the citizens and inhabitants of the City of Corvallis, Oregon, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect immediately upon its passage by the City Council and its approval by the Mayor of the City of Corvallis, Oregon.

PASSED by the Council of the City of Corvallis, this 17th day of February, 1964.

APPROVED by the Mayor, February 17, 1964.

Kenneth L. McGregor
Mayor

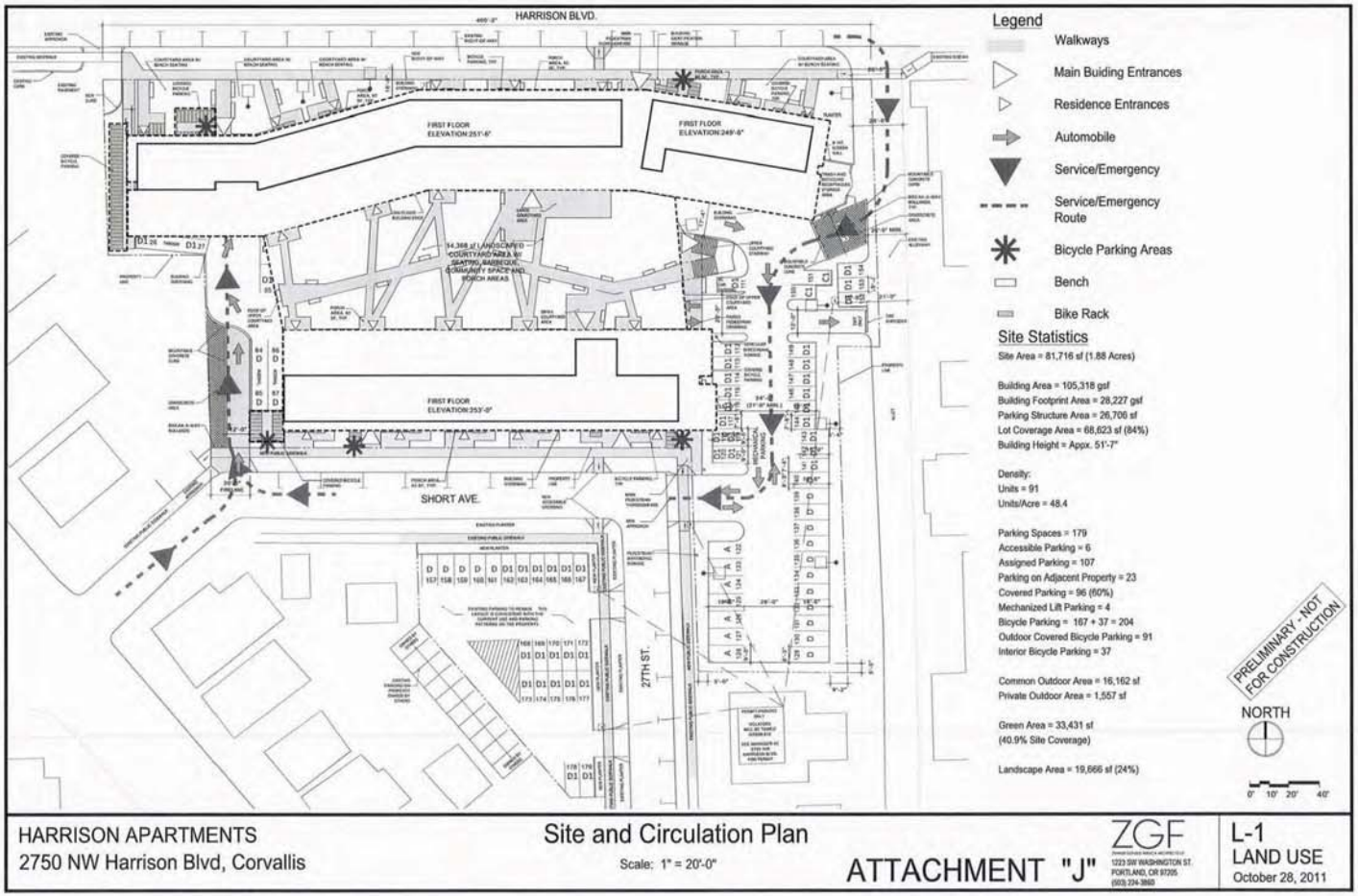
ATTEST:

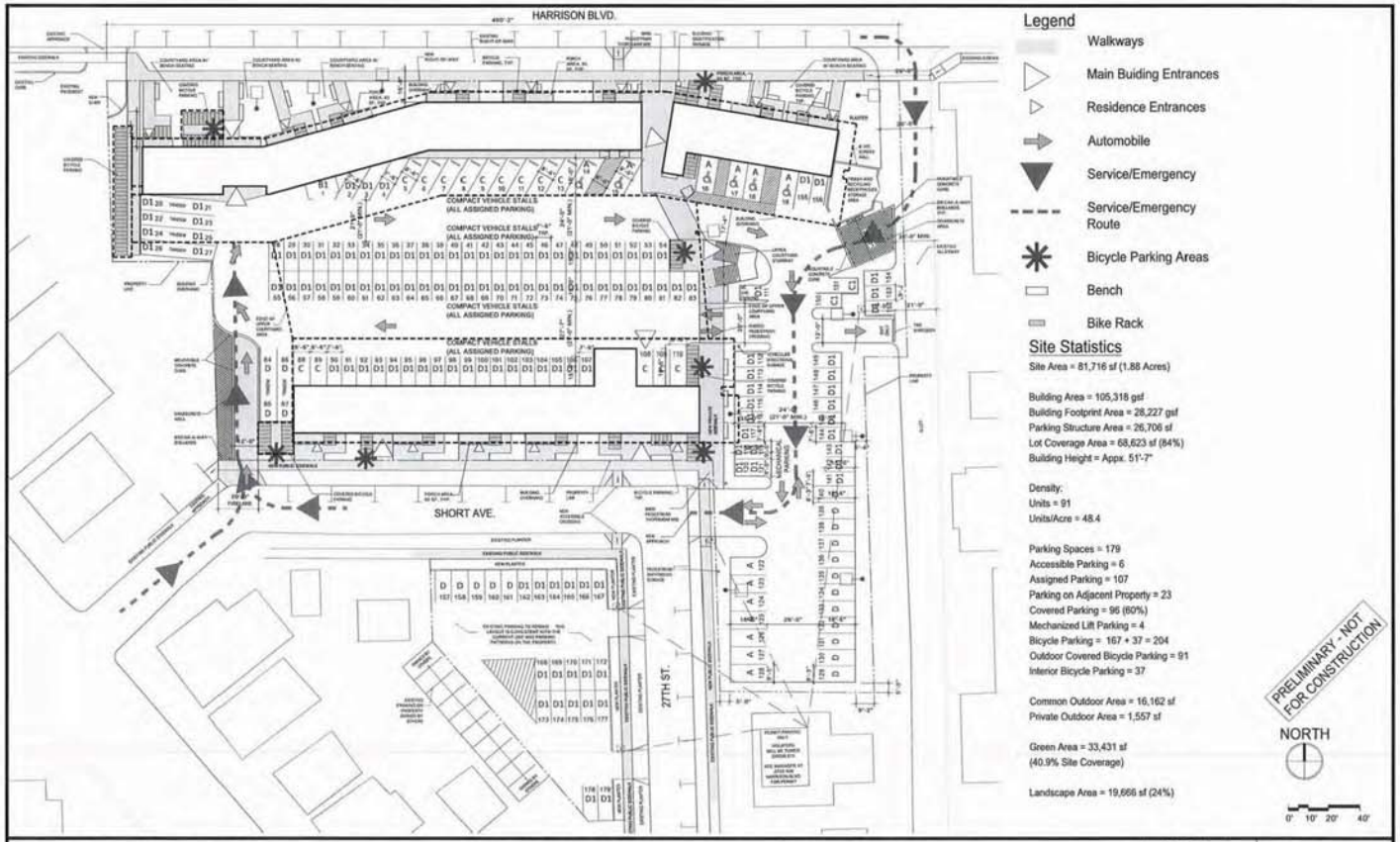
George Dimmick
City Recorder

Amended by Ordinance #64-78

City of Corvallis

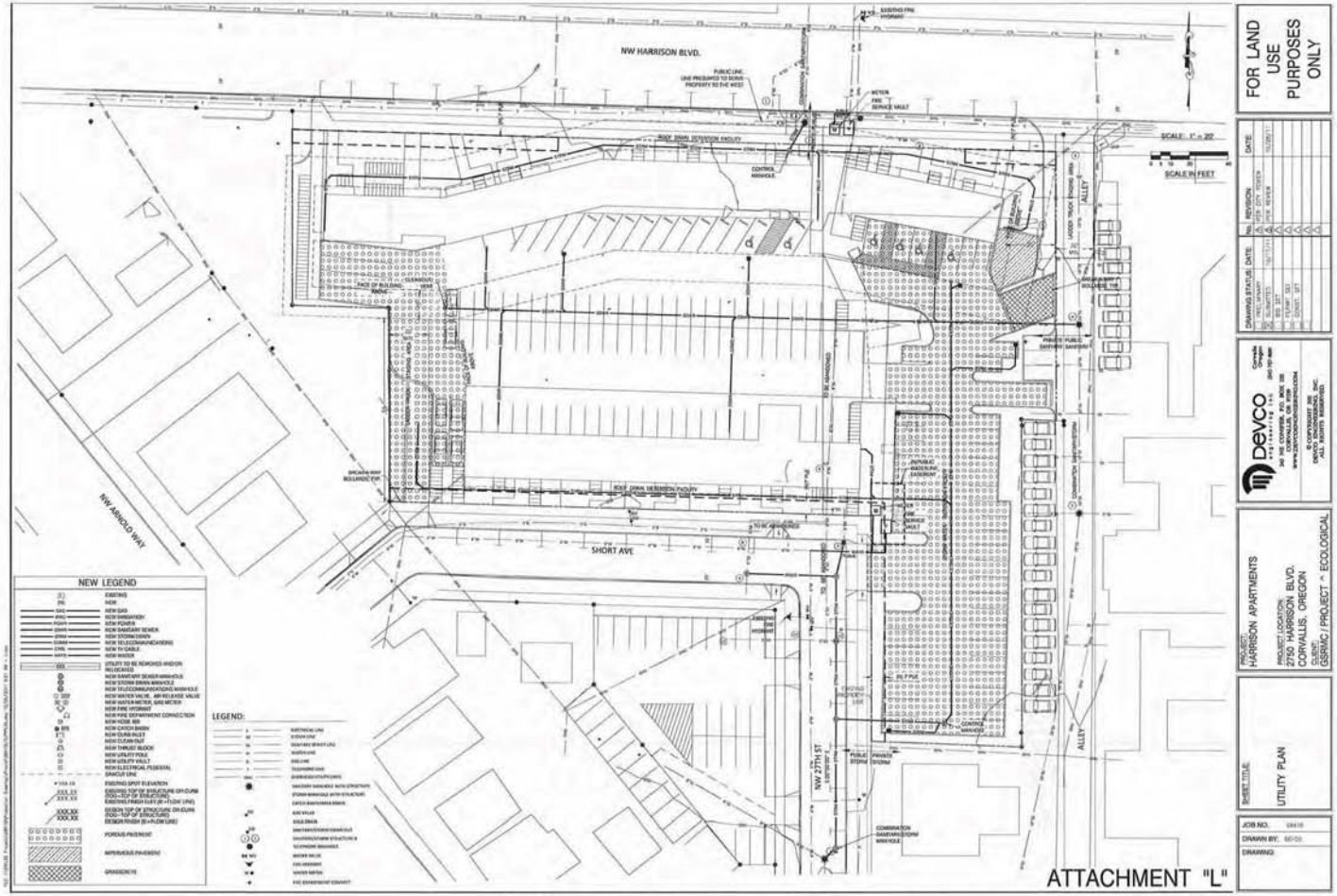
EXHIBIT P - 259

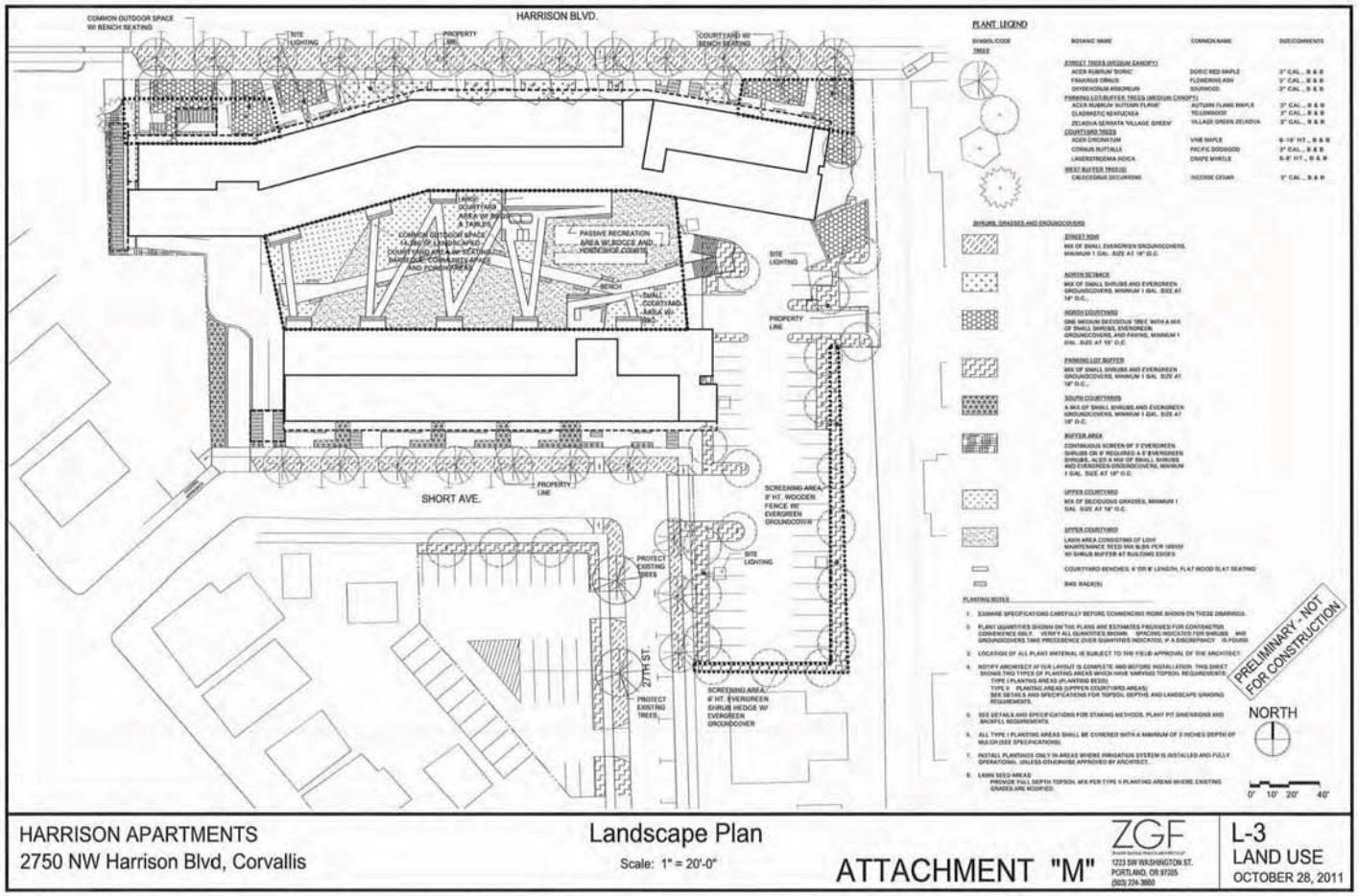

HARRISON BLVD.
FIRST FLOOR ELEVATION 251'-6"
FIRST FLOOR ELEVATION 249'-6"
FIRST FLOOR ELEVATION 253'-0"
SHORT AVE.
27TH ST.
Legend
Walkways
Main Buiding Entrances
Residence Entrances
Automobile
Service/Emergency
Service/Emergency Route
Bicycle Parking Areas
Bench
Bike Rack
Site Statistics
Site Area = 81,716 sf (1.88 Acres)
Building Area = 105,318 gsf
Building Footprint Area = 28,227 gsf
Parking Structure Area = 26,706 sf
Lot Coverage Area = 68,623 sf (84%)
Building Height = Appx. 51'-7"
Density:
Units = 91
Units/Acre = 48.4
Parking Spaces = 179
Accessible Parking = 6
Assigned Parking = 107
Parking on Adjacent Property = 23
Covered Parking = 96 (60%)
Mechanized Lift Parking = 4
Bicycle Parking = 167 + 37 = 204
Outdoor Covered Bicycle Parking = 91
Interior Bicycle Parking = 37
Common Outdoor Area = 16,162 sf
Private Outdoor Area = 1,557 sf
Green Area = 33,431 sf
(40.9% Site Coverage)
Landscape Area = 19,666 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 "J"
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860
L-1
LAND USE
October 28, 2011


HARRISON BLVD.
SHORT AVE.
27TH ST.
COMPACT VEHICLE STALLS
(ALL ASSIGNED PARKING)
Legend
Walkways
Main Buiding Entrances
Residence Entrances
Automobile
Service/Emergency
Service/Emergency Route
Bicycle Parking Areas
Bench
Bike Rack
Site Statistics
Site Area = 81,716 sf (1.88 Acres)
Building Area = 105,318 gsf
Building Footprint Area = 28,227 gsf
Parking Structure Area = 26,706 sf
Lot Coverage Area = 68,623 sf (84%)
Building Height = Appx. 51'-7"
Density:
Units = 91
Units/Acre = 48.4
Parking Spaces = 179
Accessible Parking = 6
Assigned Parking = 107
Parking on Adjacent Property = 23
Covered Parking = 96 (60%)
Mechanized Lift Parking = 4
Bicycle Parking = 167 + 37 = 204
Outdoor Covered Bicycle Parking = 91
Interior Bicycle Parking = 37
Common Outdoor Area = 16,162 sf
Private Outdoor Area = 1,557 sf
Green Area = 33,431 sf
(40.9% Site Coverage)
Landscape Area = 19,666 sf (24%)
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 "J-1"
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860
L-2
LAND USE
OCTOBER 28, 2011

HARRISON BLVD.
SHORT AVE.
27TH ST.
LEVEL ONE FFE =251.5
LEVEL ONE FFE =249.5
LEVEL ONE FFE =253.0
MAXIMUM CUT/FILL=3'
MATCH
ALLEY
SCALE: 1" = 20'
SCALE IN FEET
LEGEND
ATTACHMENT "K"
FOR LAND USE PURPOSES ONLY
DEVCO
PROJECT: HARRISON APARTMENTS
PROJECT LOCATION: 2750 HARRISON BLVD. CORVALLIS, OREGON
CLIENT: GSRMC / PROJECT ^ ECOLOGICAL
SHEET TITLE: GRADING PLAN
JOB NO.
DRAWN BY: DEVCO
DRAWING:

ATTACHMENT "K-1"
FOR LAND USE PURPOSES ONLY
DEVCO
HARRISON APARTMENTS
SECTIONS
NW HARRISON BLVD.
SHORT AVE
FIRST FLOOR ELEVATION 257'-4"
FIRST FLOOR ELEVATION 249
FIRST FLOOR ELEVATION 253'-0"
SECTION HARRISON STREET
SECTION SHORT STREET


NW HARRISON BLVD.
NW ARNOLD WAY
SHORT AVE
ALLEY
SCALE: 1" = 20'
SCALE IN FEET
NEW LEGEND
LEGEND:
FOR LAND USE PURPOSES ONLY
DEVCO
HARRISON APARTMENTS
2750 HARRISON BLVD.
CORVALLIS, OREGON
UTILITY PLAN
ATTACHMENT "L"



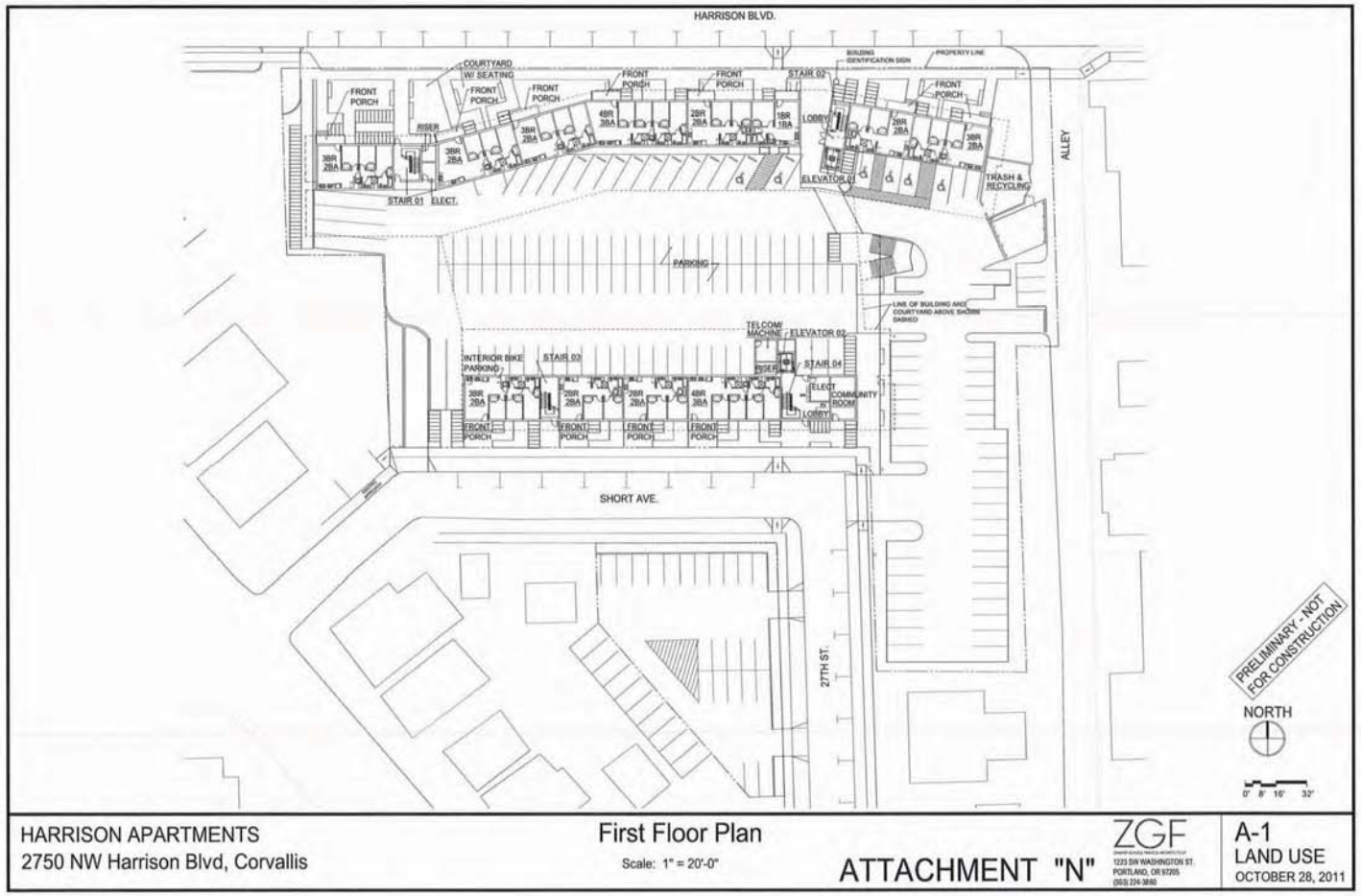
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Landscape Plan
Scale: 1" = 20'-0"

ATTACHMENT "M"

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

L-3
LAND USE
OCTOBER 28, 2011



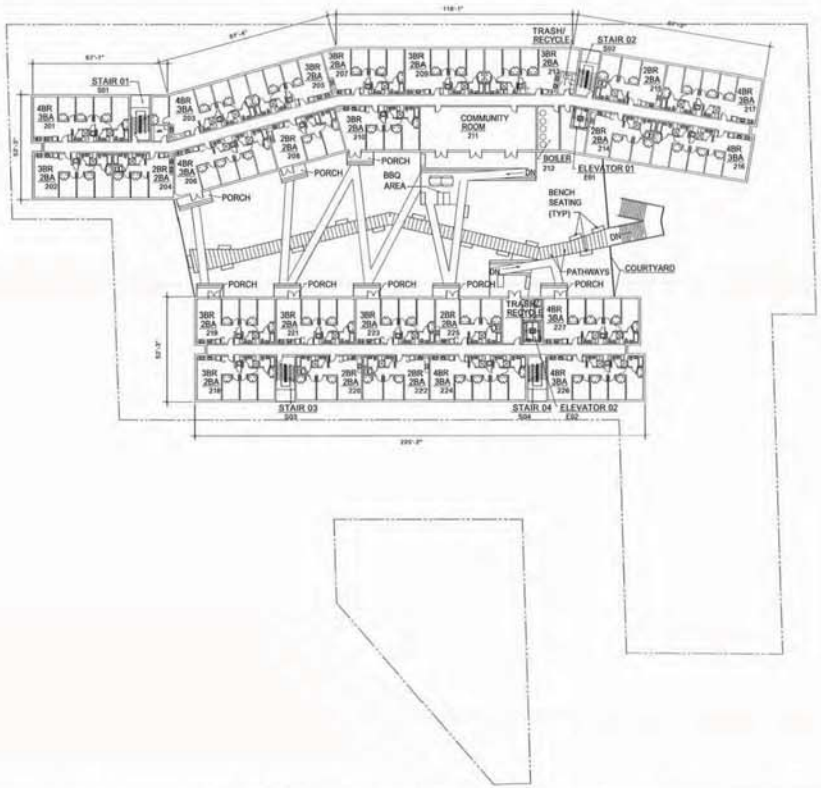
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

First Floor Plan
Scale: 1" = 20'-0"

ATTACHMENT "N"

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

A-1
LAND USE
OCTOBER 28, 2011



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

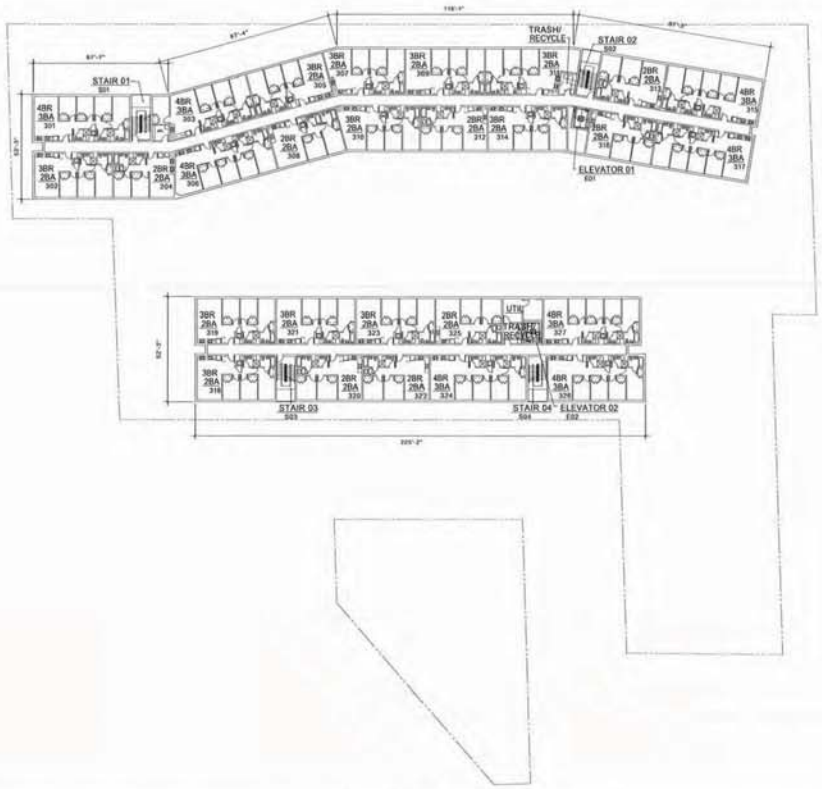
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

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
OCTOBER 28, 2011



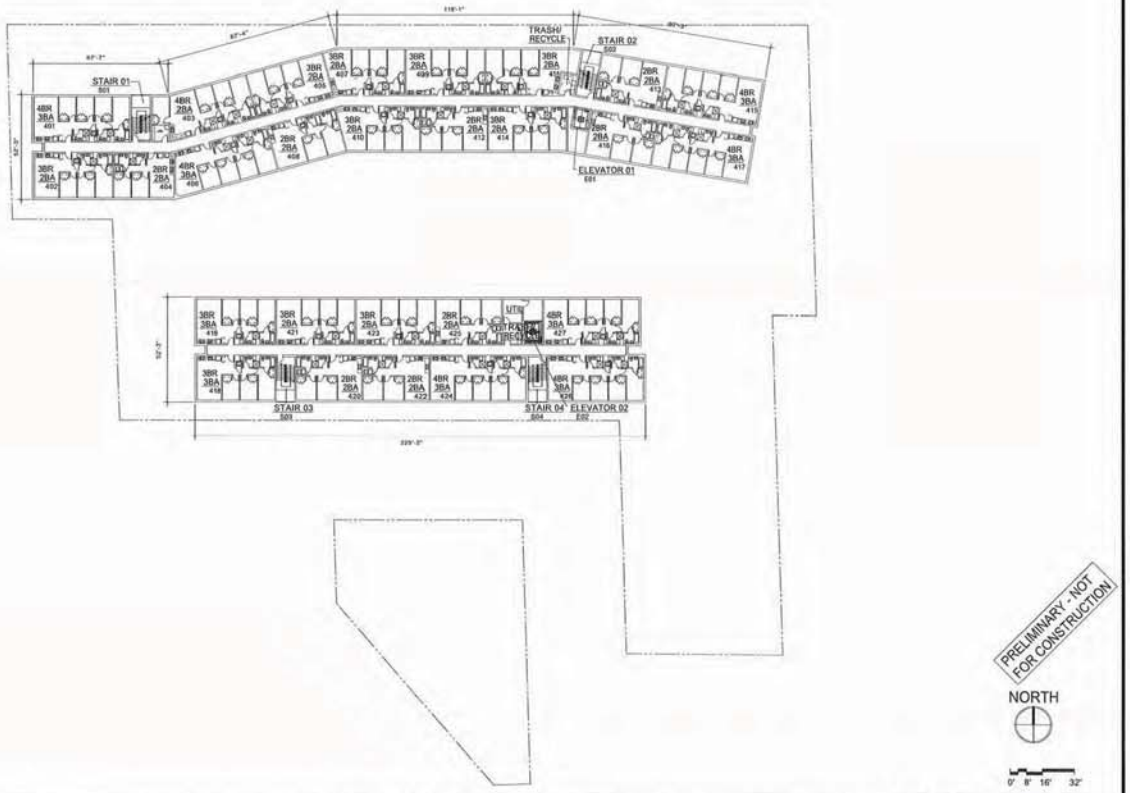
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

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
OCTOBER 28, 2011



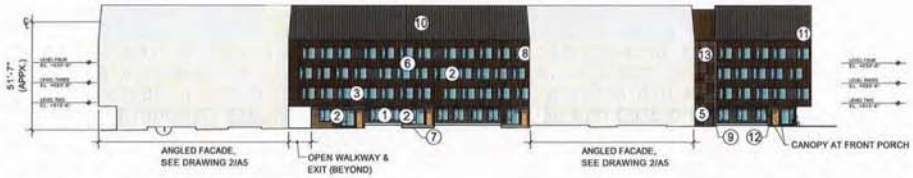
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

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
OCTOBER 28, 2011



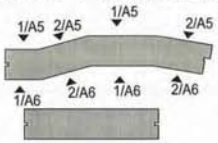
1 Elevation - North Harrison Blvd.

2 Elevation - North Harrison Blvd.

Elevation - Sheet Notes

1. Brick
2. Wood Siding- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

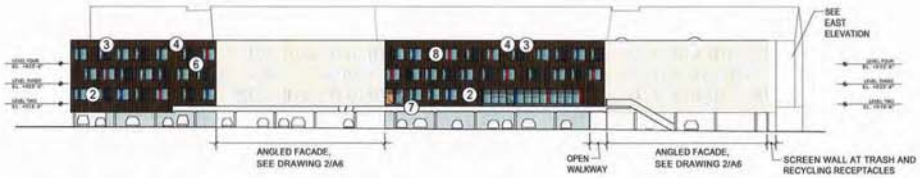
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

ATTACHMENT "O"

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

A-5
LAND USE
OCTOBER 28, 2011



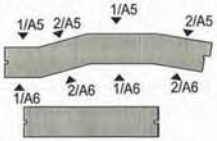
1 Elevation - Courtyard South

2 Elevation - Courtyard South

Elevation - Sheet Notes

1. Brick
2. Wood Siding- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

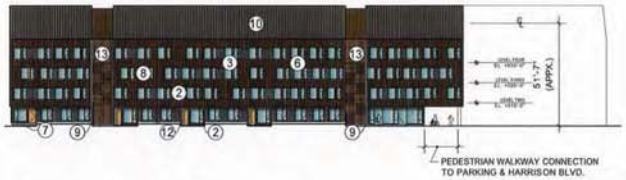
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

Building Elevations
Scale: 1" = 20'-0"

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

ATTACHMENT "O-1"

A-6
LAND USE
OCTOBER 28, 2011



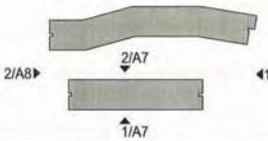
1 Elevation - South at Short Ave.

2 Elevation - North at Courtyard

Elevation - Sheet Notes

1. Brick
2. Wood Siding- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

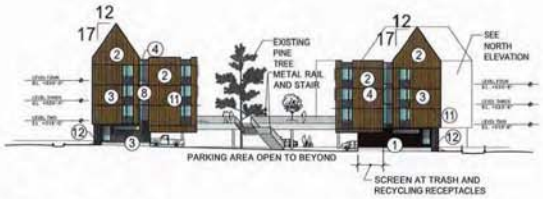
Building Elevations
Scale: 1" = 20'-0"

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

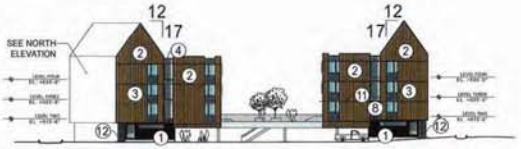
A-7
LAND USE
OCTOBER 28, 2011

ATTACHMENT "O-2"

EXHIBIT P - 272



1 Elevation - East



2 Elevation - West

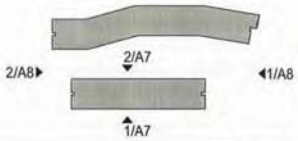
Window and Wall Area Ratio

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	2,610 sf	22.2%
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- 1x4 Cedar, Clear Stain
3. Wood Siding- 1x8 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 - 1x4 cedar at stair

Elevations - Drawings Legend



PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

0' 8' 16' 32'

HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

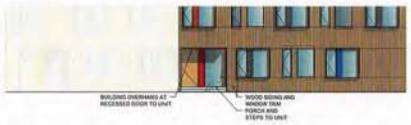
Building Elevations
Scale: 1" = 20'-0"

ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224.3860

A-8
LAND USE
OCTOBER 28, 2011

ATTACHMENT "O-3"

EXHIBIT P - 273



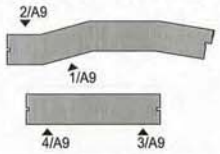
1 Enlarged Elevation - Porch at Courtyard

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

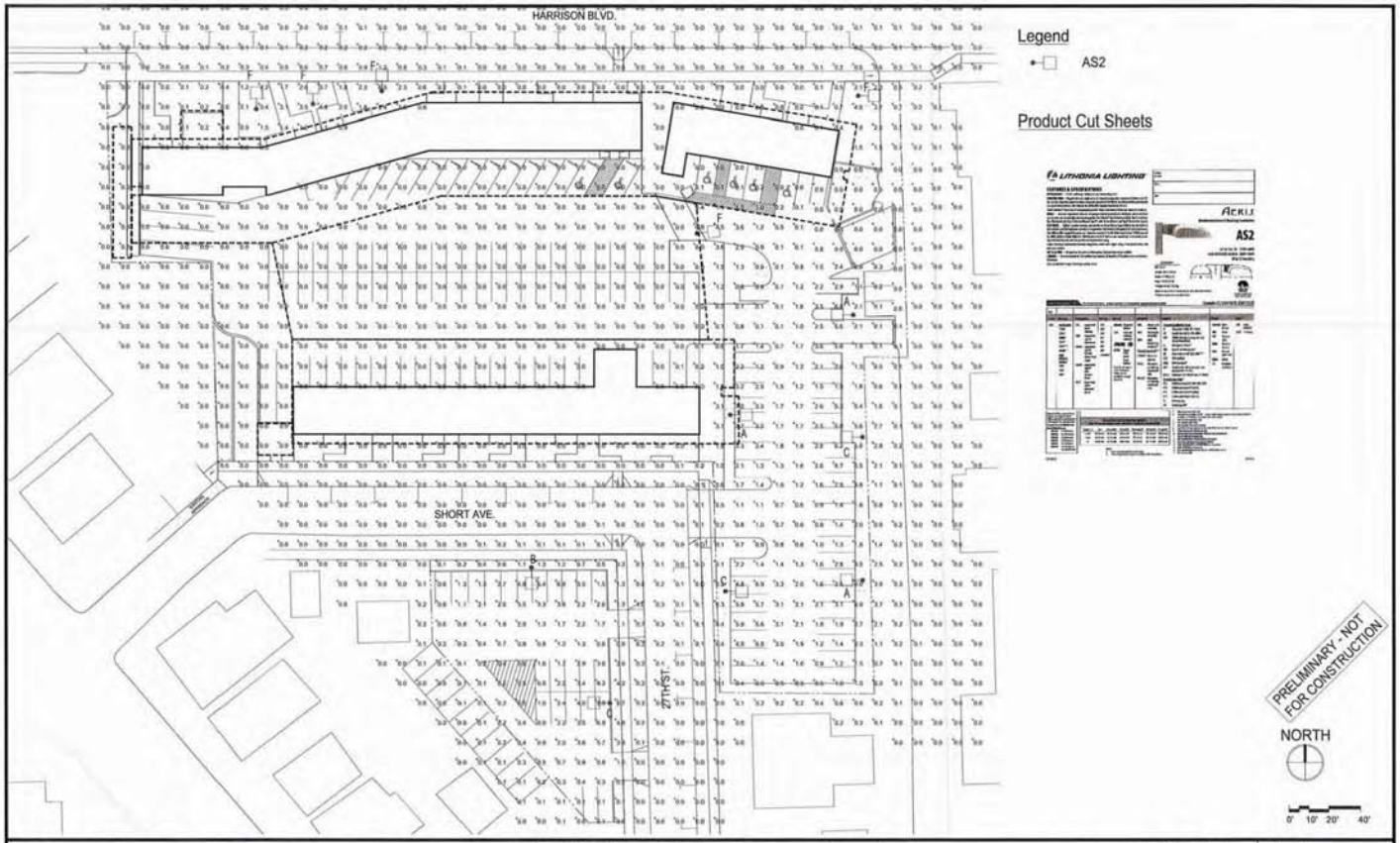
Building Elevations
Scale: 1/8" = 1'-0"

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

A-9
LAND USE
OCTOBER 28, 2011

ATTACHMENT "O-4"

EXHIBIT P - 274



HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

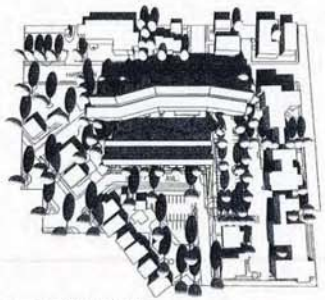
Site Lighting Plan - Surface Level
Scale: 1" = 20'-0"

ATTACHMENT "P"

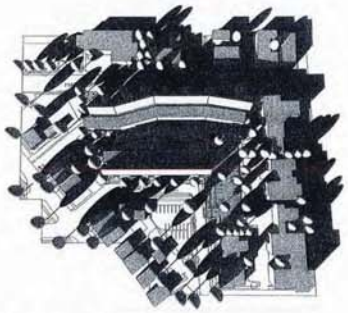
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860

L-4
LAND USE
October 28, 2011

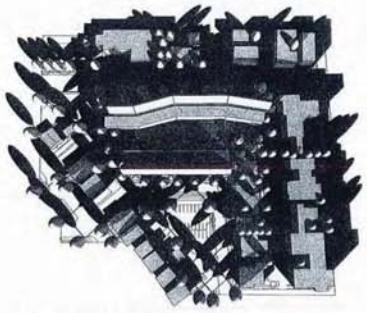
November 21st at 9am



November 21st at 12pm



November 21st at 3pm



November 21st at 9am and 3pm

PRELIMINARY - NOT FOR CONSTRUCTION

NORTH

HARRISON BLVD. APARTMENTS
2750 NW Harrison Blvd, Corvallis

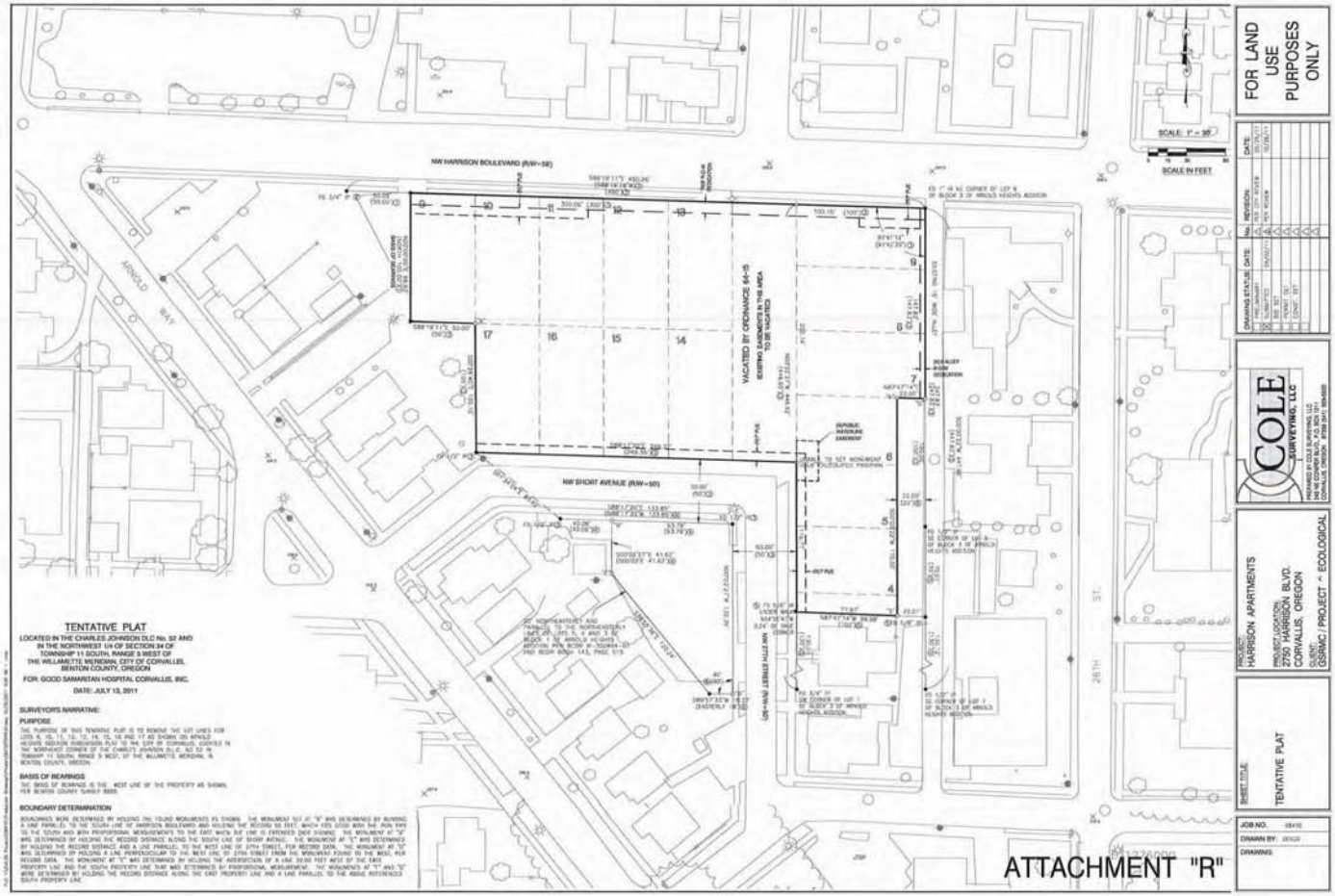
Solar Access Plan
Scale: NTS

ATTACHMENT "Q"

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

A-0.1
LAND USE
AUGUST 29, 2011

EXHIBIT P - 276


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)
NW 27TH STREET (R/W=60)
ARNOLD WAY
VACATED BY ORDINANCE 94-15
EXISTING EASEMENTS IN THIS AREA TO BE VACATED
SCALE: 1" = 30'
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
DRAWING STATUS
DATE
REVISION
COLE SURVEYING, LLC
PREPARED BY COLE SURVEYING, LLC
PROJECT
HARRISON APARTMENTS
2700 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)
1 STORIES APPROX. 10' TALL
3 STORIES, APPROX. 30' TALL
2 STORIES APPROX. 20' TALL
SCALE 1" = 50'
SCALE IN FEET
FOR LAND USE PURPOSES ONLY
DRAWING STATUS
DATE
REVISION
PRELIMINARY
PRE-CITY REVIEW
PRE-CITY REVIEW
PRE-SET
FINAL SET
CONST. SET
DEVCO
PROJECT:
HARRISON BLVD. APARTMENTS
PROJECT LOCATION:
2750 NW HARRISON BLVD.
CORVALLIS, OREGON
CLIENT:
GSRMC / PROJECT ^ ECOLOGICAL
SHEET TITLE:
EXISTING CONDITIONS
JOB NO.
DRAWN BY:
DRAWING:
ATTACHMENT "S"

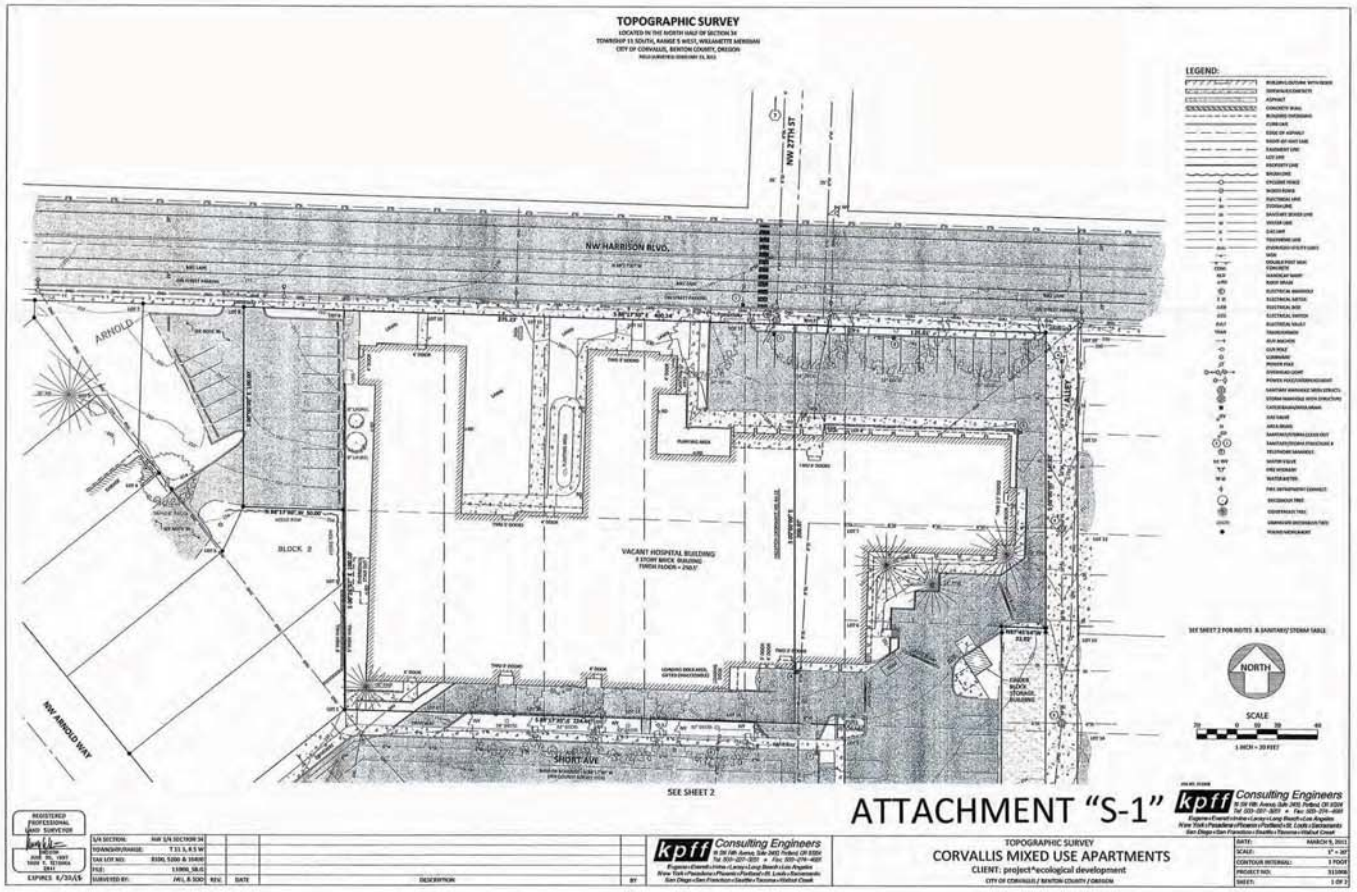
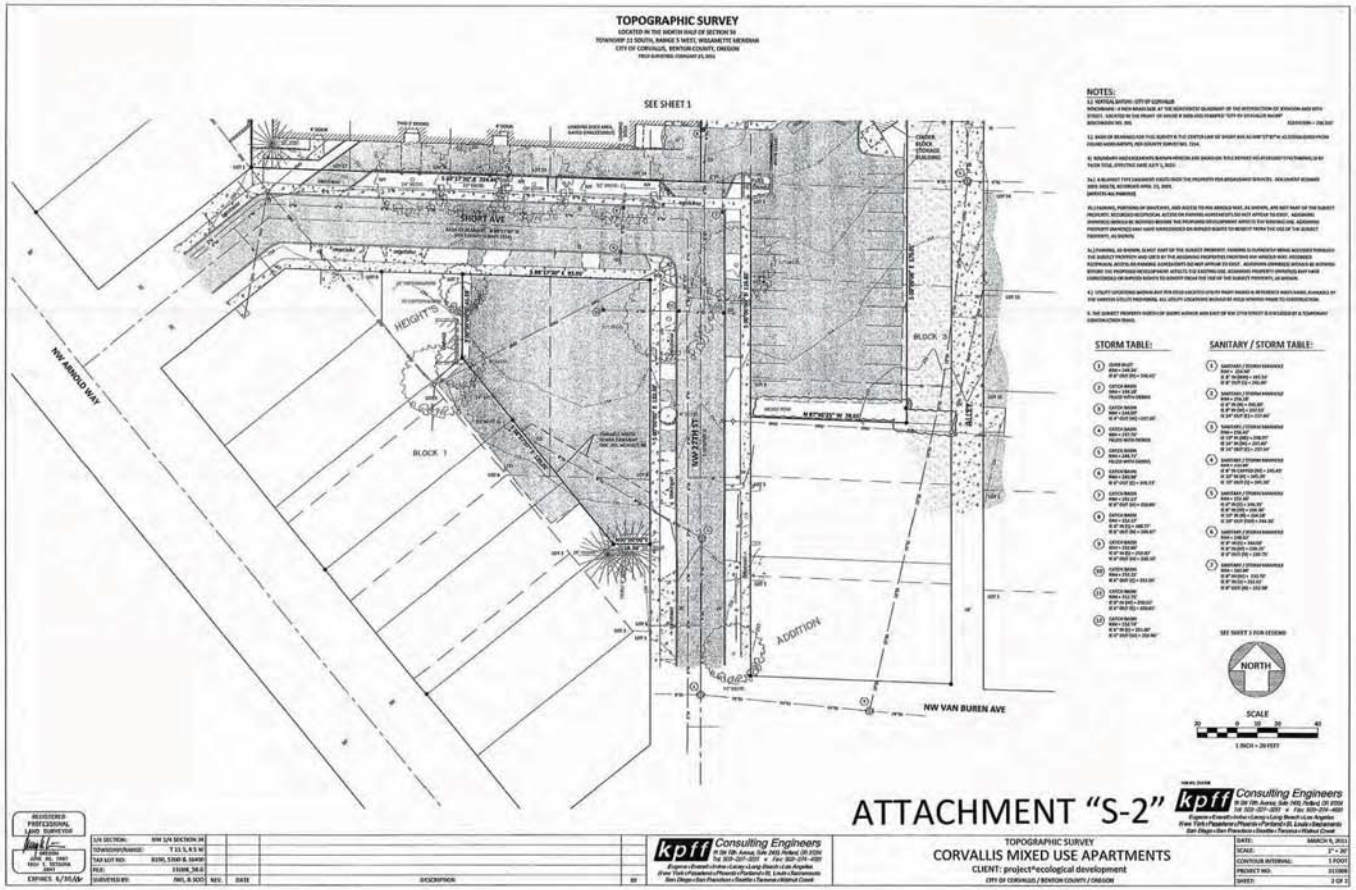


EXHIBIT P - 279


TOPOGRAPHIC SURVEY
SEE SHEET 1
NOTES:
STORM TABLE:
SANITARY / STORM TABLE:
SHORT AVE
NW ARNOLD WAY
BLOCK 1
BLOCK 3
ADDITION
NW VAN BUREN AVE
NORTH
SCALE
ATTACHMENT "S-2"
kpff Consulting Engineers
TOPOGRAPHIC SURVEY
CORVALLIS MIXED USE APARTMENTS
CLIENT: project*ecological development
CITY OF CORVALLIS / BENTON COUNTY / OREGON

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

November 16, 2011

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

SUBJECT: Harrison Apartments (PLD11-00004, SUB11-00001)
Staff Review Comments

Dear Mr. Richardson:

In response to the Staff Review comments included in your letter of November 9, 2011, we would like to offer the following comments:

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 necessary to request a substantial number of variances, in order to balance the intent of the 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); the fact that such a proposal is prohibitively expensive to construct means that no such development proposal is likely to be forthcoming. Therefore, the City's alternative to accepting a development proposal that requests many variances would be 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.

RS-20 Development Standards

1. **Please clarify if lot coverage and Green Area calculations were made based on inclusion of the 27th Street parking lot. If not, the application should revise the area calculations to include the parking lot. If the parking lot was not previously included, two sets of calculations could be provided, one set including the parking lot, and the other without.**

EXHIBIT P - 281

Response: The 27th Street parking lot was included in all area calculations, including lot coverage and Green Area.

2. **Page 21 of the application narrative states that 41% of the site will be in Green Area. The table of requested variances states that 84% of the site will be covered (not Green Area). I believe this discrepancy is created because the parking area under the rooftop plaza is counted toward lot coverage. Staff interpret the lot coverage/green area requirements to mean that the sum of covered and green area should equal 100%. Therefore, since the rooftop plaza is green area, the equivalent area below the rooftop plaza would not also be counted as Lot Coverage. Please review this issue and address any discrepancies.**

Response: The resultant lot coverage calculation based on this interpretation is then 59%, which is below the maximum allowed. Please delete the request for variance from the lot coverage standard.

3. **The application states that 1,557 sq. ft. of private outdoor space will be provided. Assuming 23 porches at 60 sq. ft. each, private outdoor space would equal 1,380 sq. ft. Are some porches larger than 60 sq. ft.? Please clarify this in the site plans and/or narrative.**

Response: Please see the attached sketches "Private Outdoor Space Calculations" for a breakdown of the areas accounted for in the private outdoor space number used in the application. Note: the sketches indicate that the private outdoor space quantity has been revised from 1,557 sf to 1,626 sf; however, as this is still insufficient to meet the LDC requirement, the variance request stands as outlined in the narrative.

4. **Per LDC 3.8.50.03.d, common outdoor space shall not be located in buffer or perimeter yard setback area. It is not clear in the application if the common/combined outdoor spaces are within required yard areas. On the site plan, please define the common/combined outdoor spaces on the perimeter of the site to demonstrate compliance with this provision, or request to vary from this standard. One likely intention of this provision was to ensure that common spaces were not going to be limited to narrow strips of land that would be low quality, or not usable for common outdoor space purposes. If a variation is requested, the application should explain how the proposed areas will provide quality outdoor space and make efficient use of the available land.**

Response: The common outdoor space areas (2 total) are both located outside of buffers and perimeter yard setback areas.

5. **While it would not substantively change the proposal, the application could combine common and private outdoor space. In this scenario, the private porches would be subtracted from the minimum private outdoor space requirement, and the balance of required private space could be combined with the required common space. A variation to the minimum area and potentially**

location of common outdoor area would still be required, but this approach may simplify the request, and reduce the overall number of necessary variations. That is, rather than requesting to reduce private and common open space, the proposal would combine the two and request a single variation based on the benefits of the rooftop plaza and courtyard areas.

Response: Given that the proposal would not be changed by adopting this suggestion, the applicant opts to leave the narrative as submitted, with two variances.

6. **Stated compensating benefits for the proposed reduction in outdoor space include an increase in the number of amenities including barbecue grilles, picnic tables, and a bocce ball court. These types of amenities are expected in required outdoor areas per LDC Section 3.8.50.03.c. It is suggested that the application quantify the increase in the number of benefits, add other amenities, and/or explain how the quality of the proposed outdoor area compensates for the reduced quantity.**

Response: An additional amenity has been proposed in the form of an indoor community room that can be used in inclement weather for gathering and socializing. In addition, the LDC does not quantify the number of amenities required, so the minimum requirement for amenities could be met with only one. The applicant proposes five different types of amenities (barbecue grill, picnic table, bocce ball court, benches, and indoor community room) and as such goes beyond the minimum LDC requirements. Therefore the amenities as proposed qualify as a compensating benefit.

7. **Setback distances are measured from the nearest vertical wall of a structure to the property line. In this case, the nearest vertical wall is on the upper stories, which protrude over the first floor. The site plans measure setback distances from the upper floor to the north side of the sidewalk on Harrison Blvd. Please revise the plans to note setback distances at each of the building "kinks".**

Response: The minimum and maximum setbacks from the north and south property lines to the upper-story overhang of the building are indicated on Figure 20 (page 15) of the Introduction. The minimum and maximum setbacks from the north property line are 5'-6 and 28'-10", respectively, and the setback from the south property line is 9'-0".

8. **It appears that the setback distances noted in the application narrative would change if measured from the nearest vertical wall to the property lines. Also the setback distance from the Short Avenue ROW is 9-ft, which is less than the minimum 10-ft requirement. Please review and revise the application to address potential inaccuracies regarding setback measurements. Please also identify any requested variations related to setback standards and explain corresponding compensating benefits.**

Response: Concur. Please revise the application to include an additional request to vary from the RS-20 development standards governing minimum setback requirements. Compensating benefits

include the provision of additional off-street parking as a result of building placement within the required setback area, as well as the placement of the first floor of the building will behind the minimum setback, resulting in a reduced massing effect at the street level.

Parking, Loading, and Access Requirements

Response: Please see attached drawings "Parking Plan 'A'" and "Parking Plan 'B'". Parking Plan "A" reflects the parking layout as submitted on October 28, 2011; Parking Plan "B" shows an alternate layout that includes wider spaces than those submitted in Plan "A", but a smaller quantity of spaces. It is anticipated that the application will be conditioned to adopt one of the two plans, whichever is preferred by the City.

9. **The site plans do not show any support columns or walls in the covered parking area. If these elements are features of the building, they would likely be in the same location as proposed parking spaces. If such features are proposed they should be shown on site plans, and parking calculations revised accordingly.**

Response: The attached drawings "Parking Plan 'A'" and "Parking Plan 'B'" show the locations of the support columns.

10. **The dimensions of parking stalls are labeled on the site plans. It would be helpful to include this information in a table on the site plans, to indicate which stall types were full-sized, and which were compact. The table should also include the length and width dimensions for each stall, and which stall types would include wheel-stops, if any.**

Response: The above clarifying information is included on the attached drawings "Parking Plan 'A'" and "Parking Plan 'B'".

11. **All parking stalls appear to be the same length, despite notes on the site plans identifying a variety of different stall lengths. Please clarify or correct this issue.**

Response: The above clarifying information is included on the attached drawings "Parking Plan 'A'" and "Parking Plan 'B'".

12. **The application proposes to use different parking standards than those adopted by the City of Corvallis. The application narrative should justify why the proposed standards are appropriate for the site and development. Questions to consider include:**

    a. **75% of the spaces will be small car stalls (narrative page 12). The submitted ITE Surface Parking Design Guidelines states that in the US, about 40-50% of cars are small cars. Why is it reasonable to assume that 75% of cars parked on this site will be small car?**

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Response: As the attached photograph demonstrates, a variety of automobile sizes can be parked in 7.5' wide spaces. As definitions and manufacturing standards vary and adjust over time, we will not try to say what is reasonable. However, this photo demonstrates what is possible, and the medium fat old guy who parked the cars writes this letter after the photo was taken.

It requires a level of care to park and not negatively affect those adjacent, but as this will occur in a controlled and managed environment, peer pressure and supervision will make it possible. Also, in all instances where the narrower spaces are proposed, the aisle widths provided for maneuvering are wider than the standard requirement.

b. Will an average sized person be able to enter/exit a vehicle that is parked in a stall that is only 7.5-ft wide? How far will an average car door open in this scenario?

Response: See response to 'a' above.

c. Narrower stalls require more accurate parking. If one car is poorly parked, an adjacent stall may be unusable. Will the narrow width stalls actually create inefficiencies or push parking to occur off-site?

Response: See response to 'a' above.

Per the LDC, up to 40% of parking spaces may be compact spaces. The application proposes 75% of spaces to be smaller than the City standard compact space. The application, has not, but should, request to vary from this standard (LDC Section 4.1.50), and should identify compensating benefits for the variation. Simply because a different set of ITE standards is proposed does not mean that request for flexibility with this standard is not required.

Based on the submitted ITE standards and information, staff suggest that no more than 50% of spaces be compact or small car spaces that are at least 7.5-ft wide. Parking spaces that back into the alley should be at least City standard compact sized spaces. The remainder of spaces should be large size spaces that are at least 8.25-ft wide. In this scenario, all parking stalls could potentially be equal to, or smaller than, the City standard compact space.

Response: The modified parking layout referenced above is reflected on the attached drawing "Parking Plan 'B'".

13. The site plans should show that vision clearance requirements will be satisfied for vehicle egress points.

Response: Vision clearance requirements from the City's Off-street Parking and Access Standards are shown on the attached parking plans; those standards are met for the surface parking lot exit access on to NW 27th Street, and for the alley exit access on to NW Harrison Blvd. The City does not

EXHIBIT P - 285

require vision clearance at a parking lot exit on to an alley. The proposed exiting onto the alley does not create any greater traffic safety concern than does the perpendicular parking adjacent to the alley, which must back up into the alley and maneuver to exit.

Landscaping

14. **The requested variation regarding parking lot landscape buffers should be revised to reflect the currently proposed landscape widths, and should request to also vary from Section 4.2.20.3. The variation should be requested for both parking lots, as bumpers would overhang buffers in both areas.**

Response: Concur. Please revise Table 1 Section 4.2.40.a variance request to read as follows: At 27th Street parking lot, planting buffer on north side measures 5'-0". At the east surface parking lot, the east planting buffer measures a minimum of 5'-6", and the west planting buffer measures a minimum of 5'-0". As no bumper stops are proposed at the parking spaces abutting these buffer plantings, the minimum required buffer planting is 7'-6". Compensating benefits for the 27th Street parking lot are as indicated. Compensating benefits for the east surface parking lot are: Additional screening provided along east property line by LDC 4.2.50 compliant fence and groundcover. Adjacent property at that area is currently used for parking; dimensions of adjacent property prohibit future development for any other use. Therefore no compatibility issues are anticipated. Furthermore, the existing conditions at that location feature a parking lot on the development site that is not separated by any buffer plantings or screening from the parking on the adjacent property, so proposed improvement constitutes a vast improvement over current situation. At the west property line, additional right-of-way is provided to the City so that the total distance of the planted area between the parking area and the back of sidewalk exceeds the 7'-6" minimum requirement. (Note: at the west side of the surface parking lot, the 5'-0" minimum planting buffer area is measured from the parking lot curb to the property line.)

15. **The letter accompanying the most recently revised application states that eighteen trees are proposed in the east parking lot, and six of those trees are intended to satisfy the requirement for parking lot trees. It is not clear which trees are intended to satisfy the parking lot tree requirements (staff only count four that would count as parking lot trees, and one is in a substandard sized island, which would require an additional variation request.) No parking lot trees are provided in the 27th Street parking lot, though it appears there may be room for one tree in the striped triangular area. Please request to vary from these standards (number of parking lot trees and landscape island dimensions), and identify corresponding compensating benefits. Please also include a tree in the striped triangular area in the 27th Street parking lot, or explain why this is not an appropriate area for a tree or landscaping.**

Response: At the east surface parking lot, the application proposes four parking lot trees in landscape islands, which is fewer than the six required; therefore, a variance is requested from the parking lot tree standard. As a compensating benefit, the application proposes planting more trees in the perimeter landscape buffer than would be required by the LDC, which will provide the shading

EXHIBIT P - 286

and the dispersion of trees throughout the lot that is the Code intends, while maximizing the quantity of parking spaces provided. All trees that are to be planted in the landscape buffer and/or in any landscape island that is smaller than 10' in width will be planted using approved special planting techniques for tree plantings in narrow spaces. At the 27th Street parking lot, the proposed striped triangular area is to be reserved for backing and maneuvering area for the vehicles that park in the parking spaces on the adjacent private property; therefore it is not practicable to plant a parking lot tree in that space.

16. Per the requirements in LDC Table 4.2-1, four medium canopy trees are required along NW 27th Street. Two are proposed. If, for some reason, it is not possible to provide four trees, the application should seek flexibility from street tree standards. If the landscape site plan is revised, existing street trees on the south side of NW Short Ave should be shown.

Response: Concur. It is anticipated that the application will be conditioned to meet this requirement.

Major Replat and Land Division Standards

17. Per the Major Replat Review criteria in LDC Section 2.4.30.04.b, please address the standards in LDC Chapter 4.4 – Land Division Standards.

Response: See below:

4.4.20.02 – Blocks

a. General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

Response: Complies; block length, width, and shape dictated by existing street pattern and previous land use decisions, including the vacation of the 27th Street right-of-way as noted in the application narrative.

b. Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

Response: Block size addressed in narrative.

4.4.20.03 - Lot Requirements

a. Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All

lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

Response: Complies. Lot is buildable with an average depth to average width ratio of 0.84. The underlying zone (PD(RS-20)) has no minimum lot size requirement. Property is not proposed for commercial or industrial purposes.

b. Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:

Response: Complies. Lot abuts NW Harrison Blvd for approximately 396'.

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.

Response: This standard is addressed in detail in the narrative.

d. Lot Side Lines - Side lines of lots, as much as practicable, shall be at right angles to the street the lots face.

Response: Complies. Lot lines are perpendicular to the streets the lot faces.

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

Response: Complies. These standards are addressed in the narrative.

f. Building Lines - Building setback lines may be established in a final plat or included in covenants recorded as a part of a final plat.

Response: Concur.

g. **Large Lots - In dividing land into large lots that have potential for future further Subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.**

Response: Not applicable. Major replat process involved serves to consolidate lots into a single large lot, as the site has historically functioned, rather divide land.

h. **Minimum Assured Development Area - For property with Natural Resources or Natural Hazards subject to Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions, lots created through a Subdivision, Partition, or Lot Line Adjustment process shall be consistent with the provisions of Chapter 4.11 - Minimum Assured Development Area (MADA) are met**

Response: Not applicable.

Public Works Comments

18. **The traffic information provided in the application from Lancaster Engineering is not consistent with the current proposal, and should be updated.**

Response: Please see attached supplemental traffic analysis memo from Lancaster Engineering.

19. **On pages 25 and 29, the application narrative references a proposed 6-ft wide planting strip along Harrison Blvd. The site plans indicate that a 12-ft planter strip will be provided. Please address this inconsistency.**

Response: The application proposes a 12-ft planter strip; the information shown on the site plans is correct.

20. **The description of solid waste collection circulation is not consistent with the site plans, which have been revised to show access to dumpsters occurring from the alley. Please address this inconsistency.**

Response: Concur. Please revise paragraph under LDC 4.1.40 Standards for Off-street Parking and Access addressing solid waste collection truck access (p. 34) to read as follows:

Solid waste collection trucks will access the receptacle location on site from NW Harrison Street via the existing alley. Upon collection of solid waste, the trucks will then continue south via the alley and exit on to NW Van Buren Street.

21. The proposed easement release is not required to go through the full vacation process. Please refer to LDC Chapter 2.8, Sections 2.8.20.a and 2.8.20.b for more information on the easement release process.

Response: Concur.

22. Concern over the safety of the tire shredder has been expressed by City staff. Please explain any safety features of this shredder, particularly with respect to pedestrians. You may also explore the use of an automatic gate as an alternative.

Response: Tire shredders (more commonly known as tire spikes) have been used safely in many public and private applications. The most visible and highly used location in the vicinity of Corvallis is at the Linn County Fairgrounds. Attached is manufacturer documentation of a pedestrian-friendly tire spike installation, demonstrating that it incorporates reasonable safeguards to protect pedestrians from undue harm.

October 28, 2011 Letter

23. The October 28, 2011, letter from DEVCO addressing earlier staff comments contains information that should be in the application. For example, the explanation of storm water infiltration. So that responses to criteria are in one document, please revise the application to include pertinent information contained in the October 28, 2011 letter.

Response: Per direction from City Planning Director Kevin Young, no further modifications to the application Narrative are to be made; therefore the response is to stand as submitted.

If you have any questions, please do not hesitate to call me.

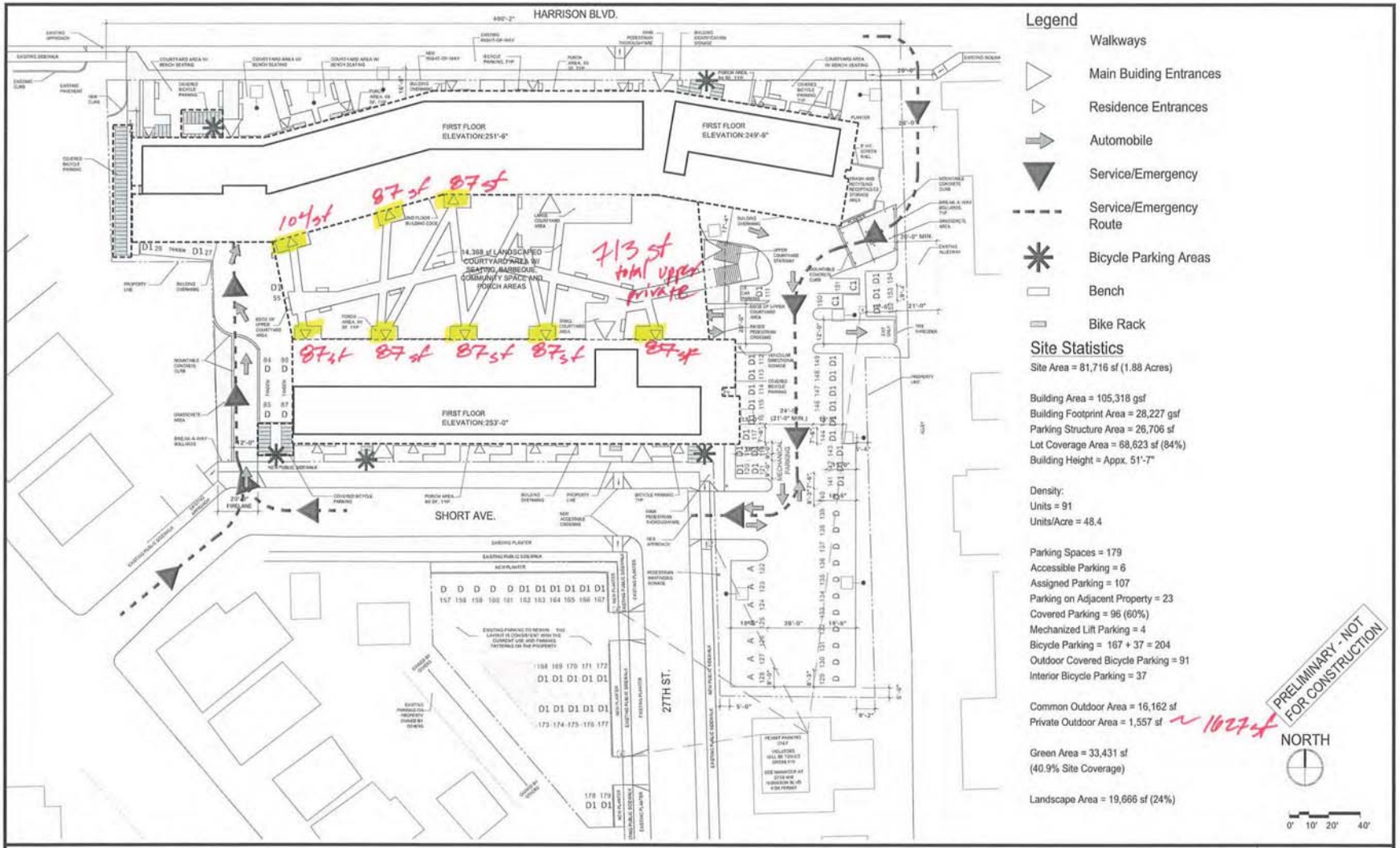
Sincerely,

Lyle E. Hutchens
Project Manager

PJW:LEH/nre
08-410 brichardson review comments 11-16-2011.doc

Attachments: Private Outdoor Space Calculation, pp 1-2
Parking Plan "A"
Parking Plan "B"
Letter from Lancaster Engineering
Photograph: Existing Parking Lot with 7.5' Wide Spaces
Tire Spike Manufacturer Installation Documentation

EXHIBIT P - 290



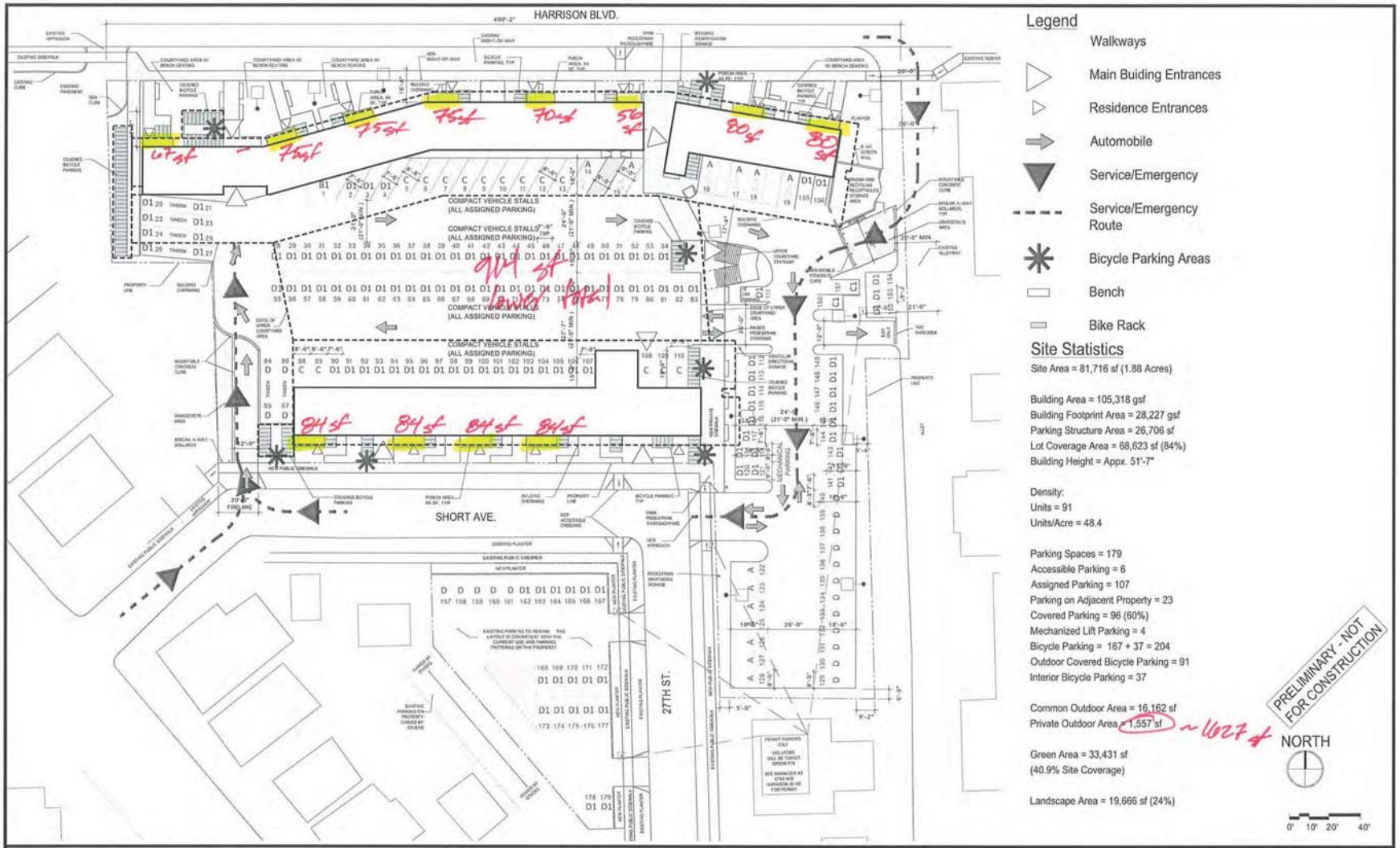
HARRISON APARTMENTS
2750 NW Harrison Blvd, Corvallis

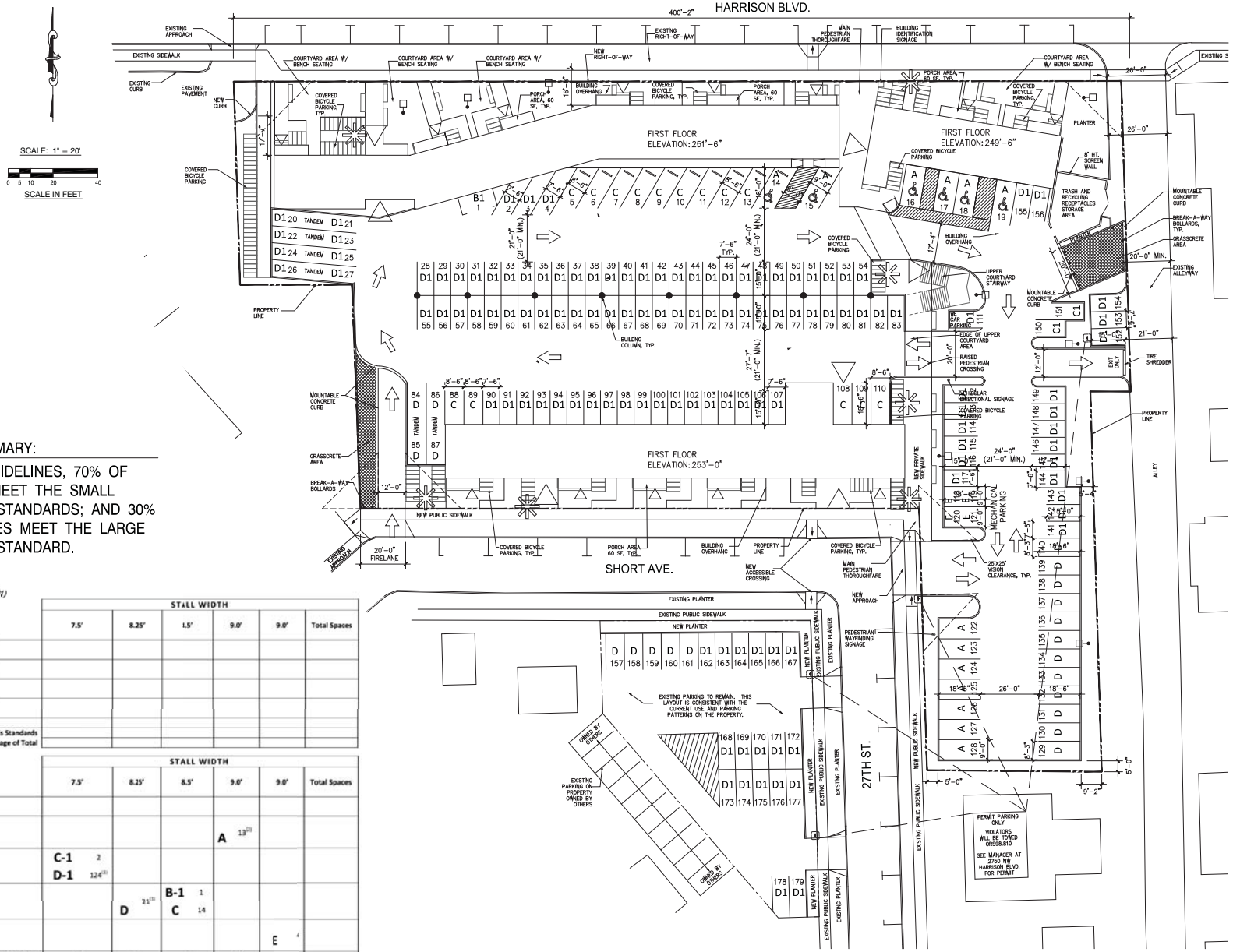
Site and Circulation Plan
Scale: 1" = 20'-0"

ATTACHMENT "J"

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

L-1
LAND USE
October 28, 2011


HARRISON BLVD.
SHORT AVE.
27TH ST.
COMPACT VEHICLE STALLS (ALL ASSIGNED PARKING)
Legend
Walkways
Main Buiding Entrances
Residence Entrances
Automobile
Service/Emergency
Service/Emergency Route
Bicycle Parking Areas
Bench
Bike Rack
Site Statistics
Site Area = 81,716 sf (1.88 Acres)
Building Area = 105,318 gsf
Building Footprint Area = 28,227 gsf
Parking Structure Area = 26,706 sf
Lot Coverage Area = 68,623 sf (84%)
Building Height = Appx. 51'-7"
Density:
Units = 91
Units/Acre = 48.4
Parking Spaces = 179
Accessible Parking = 6
Assigned Parking = 107
Parking on Adjacent Property = 23
Covered Parking = 96 (60%)
Mechanized Lift Parking = 4
Bicycle Parking = 167 + 37 = 204
Outdoor Covered Bicycle Parking = 91
Interior Bicycle Parking = 37
Common Outdoor Area = 16,162 sf
Private Outdoor Area = 1,557 sf
~1627 sf
Green Area = 33,431 sf
(40.9% Site Coverage)
Landscape Area = 19,666 sf (24%)
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 "J-1"
ZGF
1223 SW WASHINGTON ST.
PORTLAND, OR 97205
(503) 224-3860
L-2
LAND USE
OCTOBER 28, 2011



PARKING PLAN "A" SUMMARY:

USING THE 1994 ITE GUIDELINES, 70% OF THE PARKING SPACES MEET THE SMALL CAR, LOW TURN OVER STANDARDS; AND 30% OF THE PARKING SPACES MEET THE LARGE CAR, LOW TURN OVER STANDARD.

Parking Plan "A" *(Submitted October 28, 2011)*

Standards Met – OPTION "A-1" Predominantly City of Corvallis	STALL WIDTH 7.5'	8.25'	8.5'	9.0'	9.0'	Total Spaces
City of Corvallis off street parking standard, compact car[1]						
City of Corvallis off street parking standard, full-size car [1]						
ITE 1994, *Guidelines for Parking Facilities* Small car, low turnover standard[2]						
ITE 1994, *Guidelines for Parking Facilities* Large car, low turnover standard[2]						
Mechanical, small car or compact						
Subtotal - Predominantly City of Corvallis Standards						
Percentage of Total						

Standards Met – OPTION "A-2" Predominantly ITE	STALL WIDTH 7.5'	8.25'	8.5'	9.0'	9.0'	Total Spaces
City of Corvallis off street parking standard, compact car[1]						
City of Corvallis off street parking standard, full-size car [1]				A 13[3]		
ITE 1994, *Guidelines for Parking Facilities* Small car, low turnover standard[2]	C-1 2 D-1 124[3]					
ITE 1994, *Guidelines for Parking Facilities* Large car, low turnover standard[2]		D 21[3]	B-1 1 C 14			
Mechanical, small car or compact					E 4	
Subtotal - Predominantly ITE Standards	126	21	15	13	4	179
Percentage of Total	70%	12%	9%	7%	2%	100%

[1] Standards are considered met when aisle and module distances also comply with the referenced documents
[2] Includes 6 accessible parking spaces
[3] Includes 12 tandem parking spaces

FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:
PRELIMINARY	
SUBMITTED	11/22/11
BID SET	
PERMIT SET	
CONST. SET	

No.	REVISION:	DATE:
1		
2		
3		
4		
5		
6		

DEVCO engineering inc.
245 NW CONNER, P.O. BOX 1281
CORVALLIS, OR 97339
WWW.DEVCOENGINEERING.COM
Corvallis Oregon 541 757-8991

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PROJECT: HARRISON APARTMENTS

PROJECT LOCATION: 2750 NW HARRISON BLVD. CORVALLIS, OREGON

CLIENT: GSRMC / PROJECT ^ ECOLOGICAL

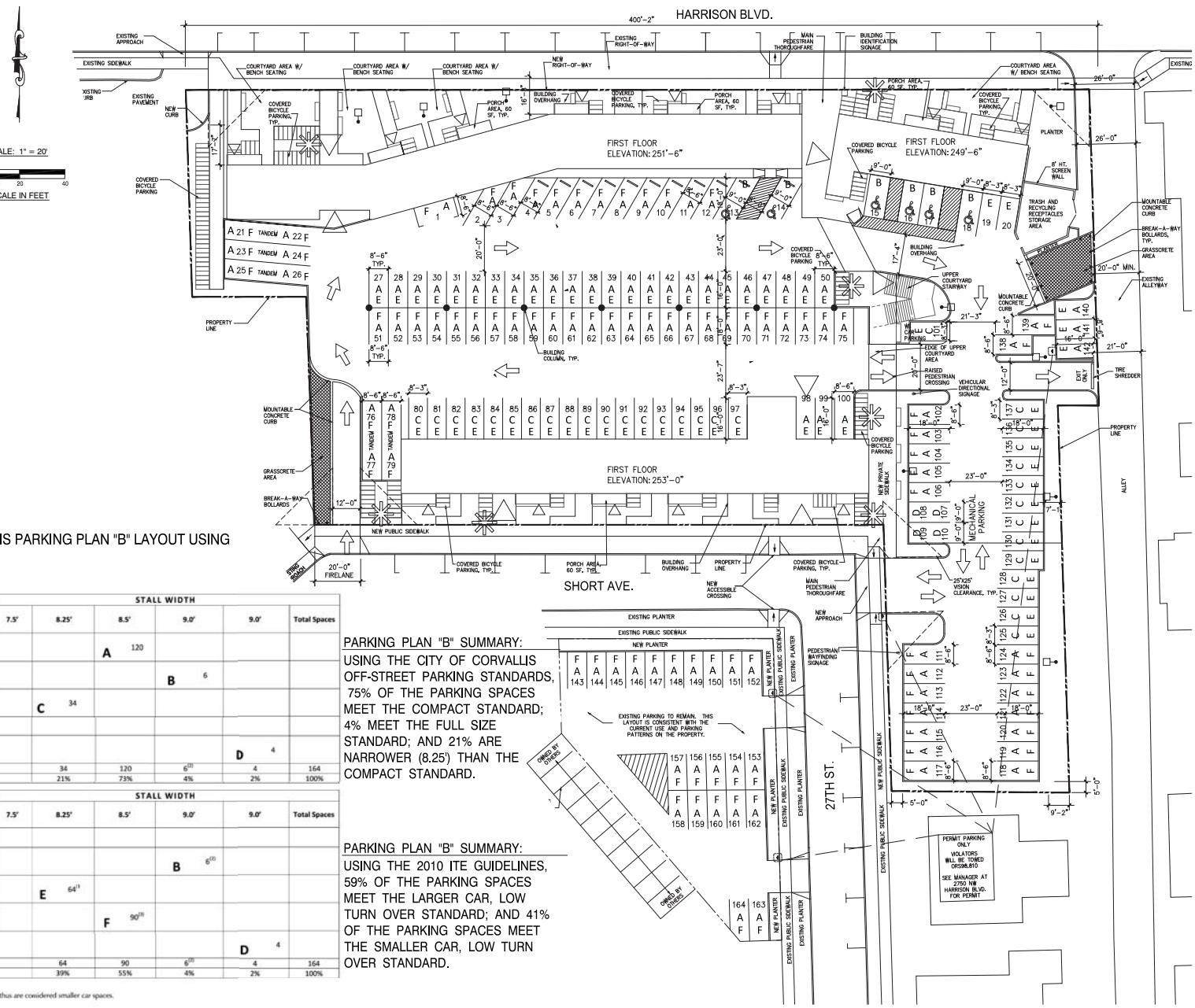
SHEET TITLE: PARKING PLAN "A" AS SUBMITTED ON OCTOBER 28, 2011

JOB NO. 08-410

DRAWN BY: DEVCO

DRAWING: SK-01

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Plans\08410PKG2PA.dwg 11/22/2011 4:07 PM -- Linda



THE TABLES BELOW COMPARE THIS PARKING PLAN "B" LAYOUT USING TWO DIFFERENT STANDARDS.

Parking Plan "B" *(Submitted November 21, 2011)*

Standards Met – OPTION "3-1" Predominantly City of Corvallis	STALL WIDTH 7.5'	8.25'	8.5'	9.0'	9.0'	Total Spaces
City of Corvallis off street parking standard, compact car			A 120			
City of Corvallis off street parking standard, full-size car				B 6		
ITE 2010, 5th Edition, *The Dimensions of Parking* Smaller car, low turnover standard		C 34				
ITE 2010, 5th Edition, *The Dimensions of Parking* Larger car, low turnover standard						
Mechanical, small car or compact					D 4	
Subtotal - Predominantly City of Corvallis Standards		34	120	6[2]	4	164
Percentage of Total		21%	73%	4%	2%	100%

Standards Met – OPTION "3-2" Predominantly ITE	STALL WIDTH 7.5'	8.25'	8.5'	9.0'	9.0'	Total Spaces
City of Corvallis off street parking standard, compact car						
City of Corvallis off street parking standard, full-size car				B 6[2]		
ITE 2010, 5th Edition, *The Dimensions of Parking* Smaller car, low turnover standard		E 64[1]				
ITE 2010, 5th Edition, *The Dimensions of Parking* Larger car, low turnover standard			F 90[1]			
Mechanical, small car or compact					D 4	
Subtotal - Predominantly ITE Standards		64	90	6[2]	4	164
Percentage of Total		39%	55%	4%	2%	100%

[1] Includes 24 spaces 8.5' wide, which do not meet ITE aisle width minimum thus are considered smaller car spaces.
[2] Accessible parking spaces
[3] Includes 10 tandem parking spaces

PARKING PLAN "B" SUMMARY:
USING THE CITY OF CORVALLIS OFF-STREET PARKING STANDARDS, 75% OF THE PARKING SPACES MEET THE COMPACT STANDARD; 4% MEET THE FULL SIZE STANDARD; AND 21% ARE NARROWER (8.25') THAN THE COMPACT STANDARD.

PARKING PLAN "B" SUMMARY:
USING THE 2010 ITE GUIDELINES, 59% OF THE PARKING SPACES MEET THE LARGER CAR, LOW TURN OVER STANDARD; AND 41% OF THE PARKING SPACES MEET THE SMALLER CAR, LOW TURN OVER STANDARD.

FOR LAND USE PURPOSES ONLY

DRAWING STATUS	DATE:	No.	REVISION:	DATE:
PRELIMINARY				
SUBMITTED	11/21/11			
BID SET				
PERMIT SET				
CONST. SET				

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PROJECT: HARRISON APARTMENTS
PROJECT LOCATION: 2750 NW HARRISON BLVD. CORVALLIS, OREGON
CLIENT: GSRMC / PROJECT ^ ECOLOGICAL

SHEET TITLE: PARKING PLAN "B" AS SUBMITTED ON NOVEMBER 21, 2011

JOB NO. 08-410
DRAWN BY: DEVCO
DRAWING: SK-02

FILE: N:\CIVIL3D Projects\08410 Production Drawings\Plans\08410SK02PTB.dwg 11/21/2011 1:26 PM - Linda

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 Corvallis

FROM: Todd E. Mobley, PE, PTOE TEM

DATE: November 11, 2011

SUBJECT: Harrison Boulevard Student Housing
Transportation Impact Analysis Addendum

INTRODUCTION

This memorandum is written as an addendum to the original Traffic Impact Analysis (TIA), dated July 14, 2011. Since the time of the original TIA, there has been a slight revision in the development site plan, providing an egress-only access to the alley along the eastern boundary of the site. The access is will not allow entering traffic, but will change the trip assignment for exiting site trips.

ACCESS CONFIGURATION & TRIP DISTRIBUTION

Overall, the trip generation will not change from what was reported in the original TIA, nor will the trip distribution pattern. However, the revised access configuration will alter how some of the trips exit the site and their route of travel. Having access to the alley provides convenient access to Harrison Boulevard, particularly for trips that are headed to the east. As shown in the TIA, 45 percent of the site trips are expected to be to and from the east on Harrison Boulevard.

This increased accessibility of Harrison Boulevard will result in a minor *decrease* in trips on both NW 25th and NW 26th Streets, since these two streets provided access to Harrison Boulevard with the prior access configuration. Revised Figures 6 and 7 are attached to this memo, which show the assignment of site trips during the morning and evening peak hours with the current access configuration. The table below shows the revised trip assignment. Note that traffic volumes on NW 25th and NW 26th Streets are decreased.

Net Change in Trips on Local Streets

	Prior Site Plan		***Proposed Site Plan***	
	AM Peak Hour	*PM Peak Hour*	*AM Peak Hour*	*PM Peak Hour*
NW Short Street	-13	-11	-13	-11
NW 27th Street/Van Buren Ave	-3	2	-3	2
NW 25th Street	9	11	3	8
NW 26th Street	9	11	4	8

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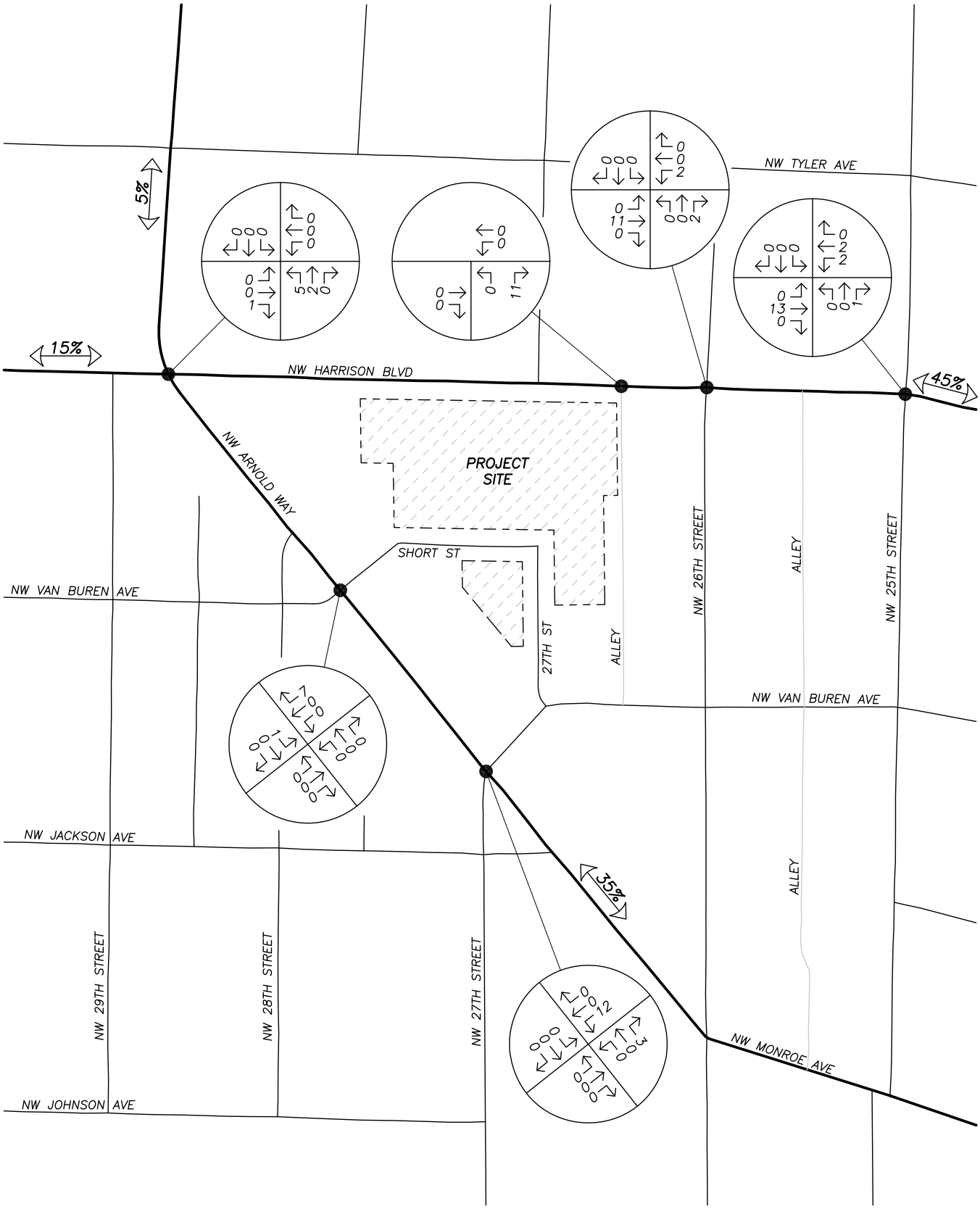
SUMMARY & CONCLUSIONS

The current access configuration will decrease the impacts from site traffic on NW 25th and NW 26th Streets compared to the previous proposal. Given the limit utility of the exit-only access to the alley, the new configuration provides a convenient option for exiting the site without overwhelming the limited access of the alley. It is not expected that a significant number of vehicles will turn left from the alley onto Harrison Boulevard, particularly during the peak hours, given the delays associated with this movement and the convenient access to the traffic signal via NW Arnold Way.

The proposed site plan and access configuration results in a better distribution of site trips from the development, minimizing impacts to the transportation system. Consistent with the finding of the original TIA, no mitigations are recommended.

REGISTERED PROFESSIONAL ENGINEER
54853
OREGON
JULY 9, 2001
TODD E. MOBLEY
11/11/11
EXPIRES: 12/31/2012



TRIP DISTRIBUTION & ASSIGNMENT
Proposed Use – Student Housing
AM Peak Hour

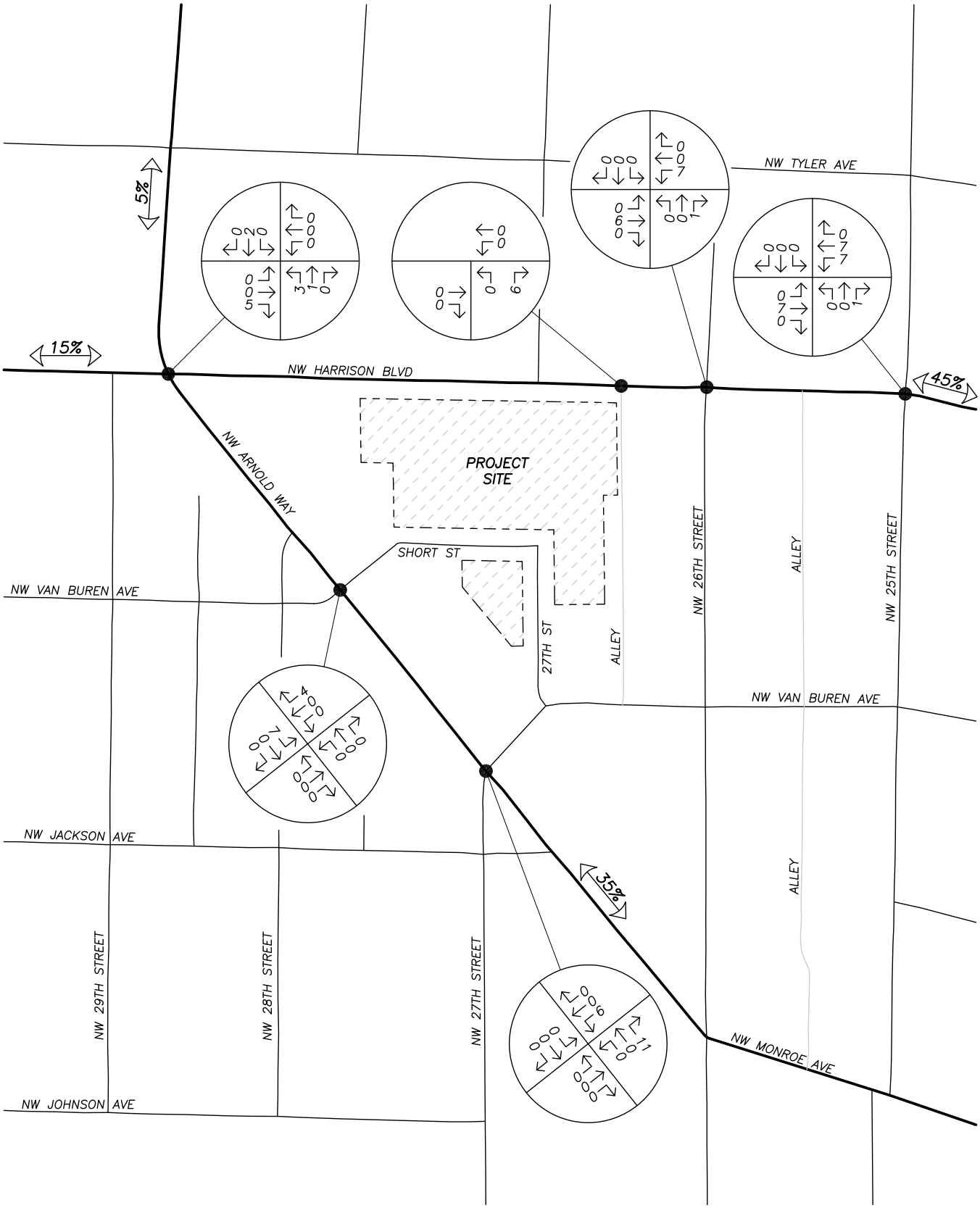
11/11/11 Addendum

no scale

FIGURE 6

PAGE –

EXHIBIT P - 297



TRIP DISTRIBUTION & ASSIGNMENT
Proposed Use – Student Housing
PM Peak Hour

11/11/11 Addendum

no scale

FIGURE 7

PAGE –

EXHIBIT P - 298

EXHIBIT P - 299

4 autos @ 7.5’ on center

Home
Contact Us
Nite-BiteTM
Flow Plates
Cobra
Cobra II
StingRay
Enforcer
Accessories
Crash Gates
Speed Bumps
Instructions
Factory Tour
About Us
Press Releases

PayPal SECURE PAYMENTS

StingRay
CONCEALED TRAFFIC SPIKE SYSTEMS

GUARDIAN TRAFFIC SYSTEMS

1134.100 In-Ground

Unparalleled Features as the Industry

Benefits to You

1134.100

The Only Choice...For your traffic control needs.

Information for all StingRay styles of traffic control spikes can be found on this page.

The manufacturer's brochure can be seen starting to the left with page 1.

As you scroll down to read the brochure, you'll find our complete price list at the bottom. It describes all of the different types of StingRay products that are available and includes all pricing options pertaining to othe models for easy comparison.

To see available drawings and installatio instructions, please click on our 'Instructions & Drawings' icon below.

Instructions & Drawings

Call FlowPlates.com with any questions that you have at (520) 303-4444.

We'll be happy to provide a free quote and can offer custom options, such as different controllers, colors, and will introduce our simulated rock cover soon. The rock cover hides standard controller boxes with an incredibly realistic faux rock box designed to withstand the elements and help your installation look like a natural setting.

IMPORTANT: Prior to ordering any traffi spike system, be sure to read our 12 poin safety checklist to ensure safe operation. Click here for more information.

Guardian's ***StingRay*** Pedestrian-Friendly Concealed Traffic System is engineered and designed with below-grade spikes that will puncture the tires of offending vehicles while providing above-grade, non-penetrating teeth. The below-grade teeth stay submerged until activated by wrong-way traffic. Only then is the spiked tooth exposed, puncturing the tire of the offending vehicle. The ***StingRay*** is ideal for shopping districts, schools, and private communities where a large amount of pedestrian traffic exists.

EXHIBIT P - 300

StingRay

CONCEALED TRAFFIC SPIKE SYSTEMS

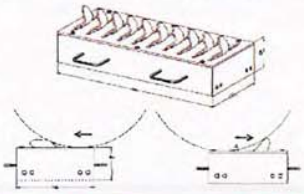
ITEM#	PRODUCT DESCRIPTION	LBS	KGS
1114.100	3' (914mm) Concealed Traffic Spike Section	165	75

WARNING SIGNS

1410.100 GUARDIAN Warning Sign - Lighted
1414.100 GUARDIAN Warning Sign - Reflective

WARNING SIGN POSTS

1416.100 GUARDIAN Warning Sign Post - In-ground Set - 6' (1829mm)
1416.150 GUARDIAN Warning Sign Post - Surface Mount - Bolt to Concrete - 4' (1219mm)



GUARDIAN TRAFFIC SYSTEMS

*Warning: Guardian traffic spike systems are engineered to be used at a maximum speed of 5 miles per hour. Vehicles that pass over the unit at an angle that is parallel to the teeth and not at any angle. Traffic spike systems require Warning Signs - posting and installing a traffic spike system incorrectly or not using warning signs invalidates any implied or express warranty.

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Attachment A.204

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

October 28, 2011

RECEIVED
OCT 28 2011
Community Development
Planning Division

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

SUBJECT: Harrison Apartments (PLD11-00004, SUB11-00001)
Staff Review Comments

Dear Mr. Richardson:

In response to the Staff Review comments included in your letter of October 17, 2011, we would like to offer the following comments:

RS-20 Development Standards

1. **Vehicle parking and maneuvering areas cannot be counted toward the Green Area requirement. Page 64 of the application notes that all vehicle circulation areas are not counted in the lot coverage area calculation. Please revise the area calculations so that parking areas are not counted as Green Area, but are counted as lot coverage.**

Response: *The application materials have been modified to reflect the change in lot coverage calculations resulting from the inclusion of vehicle parking and maneuvering.*

2. **The proposal requests to combine private and common outdoor space and to vary from the minimum outdoor space requirements. The proposed porches do not count as common open space, because they are not available for common use. The porches can be counted separately towards the private space requirements.**

Response: *The application materials have been modified to differentiate between the proposed private outdoor space provided by the porches and the proposed common outdoor space provided elsewhere on the site. The reference to combined common/private outdoor space has been removed.*

3. **The elevation drawings do not show the proposed porches. It appears the identified porches are steps leading to entrances, which are under a common roof extension. The drawings should more clearly show what the porches will look like if they are to be counted as private outdoor space.**

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Response: *The elevation drawings have been modified to include a detail of the porches to be counted as private outdoor space.*

4. **There are opportunities to move the proposal closer to compliance with outdoor space requirements, such as through the provision of balconies. For staff to support a variation to the open space standards, the application should show that, as much as possible, the standards have been met. If balconies are not provided, clear and related compensating benefits should be provided, and the application should demonstrate the same or greater benefits of outdoor space that could be achieved based on minimum requirements could be achieved in the smaller space proposed. Proximity to outdoor space near the development site may be a good reason to request to vary from outdoor space standards, but is not a compensating benefit. Please describe components of the project that will provide a benefit for the proposed reduction in outdoor space.**

Response: *The application materials have been modified to expand on the nature of the compensating benefits that are proposed.*

5. **Barbecue grilles are proposed to be provided instead of tot lots. To make the grilles a viable alternative amenity, permanent tables should be provided near the grilles.**

Response: *The application materials have been revised to include the provision of permanent tables near the grilles.*

6. **Please revise the table on page 22 of the application to clarify where Green Area is provided. The table below is an example of how the requested information could be presented.**

Green Area Locations	Area (sq. ft.)	% of Total Site	% of Green Area in Vegetation
Roof top plaza	14,368	15%	
Harrison Blvd courtyards Short Ave courtyards			
Parking lot landscaping			
Totals	36,222	100%	

Response: *The narrative has been modified to include the requested clarification.*

Parking, Loading, and Access Requirements

7. **The 27th Street parking lot is considered part of the development site and should be brought to City Standards. The application narrative and graphics should explain how all proposed parking areas will comply with the Corvallis Off-Street Parking and Access Standards (a copy of these standards will be provided upon request). Standards include**

EXHIBIT P - 303

those related to curbing, wheel stops, paving, and marking. Variations to these standards may be requested through the Planned Development process, if the standards cannot be met.

Response: *The narrative has been modified to describe the improvements that are proposed, and to include a variance request for all Off-Street Parking and Access Standards with which compliance is not proposed. Compensating benefits are described in the narrative as well.*

8. **The application narrative should provide as much detail as possible regarding proposed financial incentives for car-free tenants and the proposed car share program. Staff support these programs in concept, but believe the application should do a better job of describing how the programs will actually function, and how the intended benefits will be achieved.**

Response: *The narrative has been modified to include the requested information concerning the car-sharing program.*

9. **Please label all parking spaces in some manner so it is clear which spaces are compact, full sized, and assigned, and the dimensions of each type. Please also provide a table that provides the same information.**

Response: *The drawings have been modified accordingly.*

10. **If compact spaces with different dimensions than the compact space standard in the Corvallis Off-Street Parking and Access Standards are proposed, the application should explain why the proposed standards are appropriate and provide information demonstrating the proposed spaces will adequately function.**

Response: *The narrative has been modified to include the requested information concerning the proposed ITE parking standards.*

11. **Some bicycle parking areas are partially covered with a roof overhang. Are these included as covered spaces in your calculations? Please remember that bicycle parking is based on required vehicle parking. Changes to vehicle parking numbers may require changes to the number of required bicycle parking spaces.**

Response: *The application materials have been modified to clarify where covered bicycle parking is proposed. In general, if a bicycle parking space is not labeled as 'covered' on the plans, it is proposed to be an uncovered space, even if it is partially covered by roof overhang.*

12. **The application justifies the proposed parking reductions, in part, based on the site's proximity to transit stops. The narrative states that there is a transit stop at the corner of NW Short Avenue and NW Arnold Way. Please show this stop, and any other stop within 300-ft of the site on site plans. (The transit stop shown on Attachment S is approximately**

500-ft from the site).

Response: *The drawings have been revised to show all transit stops within the immediate vicinity of the site, including the stop that qualifies the site for a 10% reduction in parking.*

13. **The application addresses the Administrative Decision regarding parking reductions. In addition to what is already included in the application, the narrative should show calculations indicating the average number of bedrooms per unit. Also, parking is currently allowed on one side of NW 27th Street, which abuts the subject site. The application narrative should note this with respect to satisfying the intent of the Administrative Decision.**

Response: *The application materials have been revised to include the requested information.*

14. **There is a driveway on the northwest corner of the site that serves the abutting property. Half of this shared driveway is proposed to be removed. Though there may be no easements or agreements, the approved Planned Development includes this shared driveway. The existing access location and width should be retained, unless the property owner sharing the driveway consents to its removal or alteration. This issue should be addressed with the proposed Major Modification, not during PIPC review.**

Response: *The plans have been modified to show additional paving on the development site that will allow for the adjacent property Owner's continued use of the shared access drive. A reciprocal access agreement is proposed to be placed over the shared portion of the access and the associated improvement. See Attachment "R", Tentative Plat.*

Landscaping

15. **The application should address all applicable standards in LDC Sections 4.2.20.a, d, e, f, and g.**

Response: *The application materials have been revised to include the requested information.*

16. **The application should address all applicable standards in LDC Section 4.2.30 - Required Tree Plantings and Maintenance. Staff identified applicable standards include, 4.2.30a.1, 2, 5, and 6; 4.2.30.b - d; 4.2.50.**

Response: *The application materials have been revised to include the requested information.*

17. **Per the requirements in LDC Table 4.2-1, 13 medium canopy trees are required along NW Harrison Blvd. If this is not possible for some reason, the application should seek flexibility from street tree standards.**

Response: *The landscape plans have been modified to incorporate medium canopy trees along NW Harrison Blvd.*

18. There are several existing trees in the NW Short Avenue and NW 27th Street planter strips. Please explain what is proposed for these trees.

Response: *The existing street trees in the NW Short Ave planter strip and the NW 27th Street planter strip are intended to remain.*

19. Please be aware the trees used in Parking lot perimeter buffer plantings are not counted as parking lot trees. The proposal should provide parking lot trees per Table 4.2-2, and should explain/illustrate how the standards for parking lot trees in Section 4.2.40.b. will be achieved.

Response: *The landscaped plans have been modified to include a total of eighteen trees, six of which are intended to satisfy the requirement for parking lot trees and the remainder to satisfy the requirement to include trees as part of landscape buffer plantings.*

20. The site plans are not consistent with the surveyed topographic plans, and should be revised so consistency is achieved. For example, along NW Short Avenue and NW 27th Street, the proposed planter strip is composed of 5-ft planter strip, 5-ft sidewalk, and 3-ft of landscaping between the sidewalk and property line. The existing conditions are different from this, with an 8-ft planter strip and 5-ft sidewalk. Any proposed alterations to existing planter strips and street trees should be described in the narrative and shown in site plans.

Response: *The drawings have been modified to correct the discrepancy.*

21. Per Section 4.2.50.02, the narrative should explain how the trash/recycling area will be screened. Please note that it is required to be screened on all sides. Solid wood or metal gate doors are acceptable screening materials on the south side of the trash recycling area.

Response: *The narrative has been revised to include this information.*

Solar Access

22. The application should address all applicable standards in Chapter 4.6 - Solar Access, and the standards in Sections 4.6,30 and 4.6.60, in particular. The solar plans indicate that residences on the north side of Harrison Blvd will have solar access reduced as a result of the proposed project. This should be fully addressed in the application narrative.

Response: *The narrative has been revised to include this information.*

Major Replat and Land Division Standards

23. Per the Major Replat Review criteria in LDC Section 2.4.30.04.b, please address the standards in LDC Chapter 4.4 - Land Division Standards, including the Block Perimeter

standards in Section 4.0.60.n.

Response: *The narrative has been revised to clarify the proposal's partial compliance with the referenced Block Perimeter standards.*

24. In the application narrative for the Major Replat, please provide the information required in LDC Section 2.4.30.01.g.2. If this information is provided in the Detailed Development Plan application, please copy it to the Major Replat application.

Response: *The above requested information is already included in the narrative.*

Public Works Comments

25. Please address the comments provided by Matt Grassel, Public Works Engineer, provided in the attached memorandum.

Circulation

NW Harrison Blvd. - The following items need to be addressed for NW Harrison Street in the application:

3. Clarify/label improvements on plans such as sidewalks and planter strips. The applicant proposes a variance for reduction of the planter strip width. As noted in the above paragraph, some reduction in the ROW width may be appropriate, but the 12-foot planting strips and 5-foot setback sidewalks are a pedestrian requirement of LDC 4.0.30. It is not clear what the compensating benefits are in table 1. The previous submittal showed the 12-foot planting strips and the parking area has not expanded in width in this submittal. Staff does not support the reduction in the planter strip width along NW Harrison Blvd. from 12 feet to 6 feet.

Response: *The application materials have been revised to provide the requisite 12-foot planting strip along NW Harrison Blvd.*

7. Modifications to the existing streets to meet fire access road requirements need to be included on the plans. According to the application/response letter, there are no proposed modifications on Harrison. The application does not address the existing curb cuts and retention or removal. It may be possible that removal of curb cuts could provide additional on-street parking spaces. It appears that there is an existing access at the west end of the site that is shared. These accesses need to be addressed. Removal of Driveways is also covered in CMC section 2.15.060. Since this is a PD modification and the previous PD's for this and the adjacent site showed a shared access point, it needs to be addressed with the application and not deferred to a later date. One possibility is to get a letter from the adjacent property owner to attach to the application.

Response: *The plans have been modified to show additional paving on the development site that will allow for the adjacent property Owner's continued use of the shared access drive. A reciprocal access agreement is proposed to be placed over the shared portion of the access and the associated improvement. See Attachment "R", Tentative Plat.*

NW Short Ave. - The following Items need to be addressed for Short Avenue in the application:

1. **Include dimensions for the existing and proposed improvements on the plans such as ROW, street width, parking areas, planter strips and sidewalks. Dimensions interior to the site have been provided on attachments "J" and "J-1", but it is difficult to determine the dimensions on attachment "K1". Requirements are noted in LDC section 2.5.40.01.f.6.b.5 on page 2.8-8. Some existing improvements such as sidewalks and driveways in the areas adjacent to the development are missing on several plan sheets. Also, the sidewalks shown in many of the attachments do not match the existing locations shown on S, S-1 and S-2.**

Response: *The drawings have been modified to correct the discrepancies.*

2. **The street does not meet the City's 28-foot wide standard. LDC Table 4.0 does not allow reduced street width based on the zoning density. Additionally fire access requires a minimum of 26 foot wide clear area. Please address in the application the extent of improvements proposed to meet fire access road requirements. The applicant proposes a variance for Fire Department access (table 1, page 2), but it is engineering's understanding fire access has been provided on site. The plans also conflict with page 26 of 66 which references the variance requested in Table 1. On page 35 of the application, it is unclear if the ladder truck will access through the parking lot. It appears the parking lot drive aisle may provide access to the east end of south building. If any modifications are proposed to the parking lot, fire department access requirements must be met.**

Response: *Fire department access requirements are met by the proposed parking lot layout. The ladder truck will access the site via the alley at the northeast corner and the fire access lane at the southeast corner; the ladder truck is not intended to traverse through the parking lot. All other fire department and emergency vehicles will access the site through the parking lot; adequate clear area has been provided for those vehicles.*

4. **If parking is removed, it should be addressed under LDC section 2.5.40.04.a.10. According to the application (page 44) and response letter (page 12), they propose moving the parking from the north side of Short to the south side and state there is no decrease in the number of spaces. This is not shown on the plans, nor is the issue of the existing driveway cuts on the south side of the street addressed. These are shown on attachment "S" and "S2", but not on the other plan sheets. Existing improvements that have impacts to the site development**

should be included on plans sheets. If parking is change at all, an account of existing and proposed spaces should be provided. Parking is shown on the north side of NW Short in the plans submitted September 30. Adequate design needs to be completed prior to determining the exact parking impact. Yellow curbs and pedestrian ramps may impact the on-street parking areas. The design should minimize parking impacts while maintaining pedestrian safety, Modification or removal of any existing on-street parking requires input from the Transportation Division (Public Works) , a traffic order and public outreach.

Response: *No on-street parking is proposed to be removed. The plans have been revised to show existing and proposed on-street parking configurations. The net result of the application is no change in the quantity of on-street parking.*

Access Points

Consistent with City policies for an arterial street, the applicant is removing the existing site access to Harrison Blvd. Primary access to the site will be provided by a driveway off NW 27th Street. A secondary emergency vehicle access is provided via the existing alley from NW Harrison Blvd. The site access from NW 27th Street will need to have a commercial driveway approach (8/3111). Application updated. See comment above (#6 under Short Avenue) on location of site access for fire (9/21/11). The traffic information previously submitted did not address using the alley for site access other than emergency access. If the alley is proposed for site access off NW Harrison Blvd., a traffic analysis will be required to evaluate turn movements, gaps and cues on NW Harrison Blvd. Additionally there may be a requirement to install a left turn lane if warranted. The access into the site from NW Harrison Blvd. would need to be reviewed in additional detail.

Response: *No ingress to the site is proposed off of NW Harrison Blvd; the plans have been modified to include an ingress-only access off of NW Short Avenue and an egress-only access point on to NW Harrison Blvd, via the alley.*

Traffic Study

The applicant provided a trip generation study. According to the information submitted, the estimated trip generation for 91 Apartment units is less than the original hospital. In comparison to a nursing home (HOV) the apartment site is estimated to provide 2 more trips during the PM peak hour (813111). The traffic information previously submitted did not address using the alley for site access other than emergency access. If the alley is proposed for site access off NW Harrison Blvd., a traffic analysis will be required to evaluate turn movements, gaps and cues on NW Harrison Blvd. Additionally there may be a requirement to install a left turn lane if warranted. The access into the site from NW Harrison Blvd. would need to be reviewed in additional detail.

Response: *No ingress to the site is proposed off of NW Harrison Blvd.*

Public Utilities

Sewer - The following items need to be addressed in the application:

5. **Note any easements. There is an easement that was reserved in the street vacation. The easement reserved in the vacation of NW 27th Street (ord. 64-15) requires an easement release process outlined in chapter 2.8.20.**

Response: *LDC Section 2.8.20-a states that "Notwithstanding other provisions of this Code, exemptions from this Chapter include the release of public easements for subsurface water, sanitary sewer, and storm drainage lines owned and operated by the City." Therefore no easement release process appears to be necessary*

Drainage - The following items need to be addressed in the application:

3. **According to LDC section 4.0.130.b.1, detention facilities shall be designed to maximize storm water infiltration. It is not clear how the proposed private detention system is accomplishing this or if a variance is requested. If an underground detention facility infiltrates, the property owner will likely need an underground injection control (UIC) permit from DEQ. This works for the paved areas. A variance is required for the detention pipes associated with the impervious roof areas, since the detention pipes do not appear to infiltrate. Page 3 of table "1" needs to be updated. The compensating benefit may be that this proposal is an improvement of over the existing conditions. A report is attached from an engineer stating the underlying soils are not suitable for infiltration. While engineering staff is aware of the infiltration challenges associated with many of the soils around Corvallis, the LDC stipulates maximizing infiltration, and even if soils infiltrate poorly, there is some infiltration capacity. Based on the information submitted, staff would be willing to consider a variation to the infiltration requirement for detention. The other issue this report may raise is the feasibility of the pervious pavement.**

Response: *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

EXHIBIT P - 310

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.

Franchise Utilities

A 7-foot utility easement (UE) is required adjacent to all street ROWs according to LDC 4.0.100.b. -Please note on the plans any major utility relocations (813111). No additional comments (9/21/11). A variance for the franchise utility easement width is preferable to a reduced planter strip width. If the franchise utility easement width was reduced, there may still be a need for an easement in some areas to locate the above ground facilities behind the sidewalk. Underground franchise utilities would be under the sidewalk in the ROW.

Response: *The narrative has been revised to include a variance to the franchise utility easement width necessary to accommodate the construction of a 12-foot wide planter strip.*

Tentative Plat Comments

3. **Reference the prior street vacation and reserved easement on the plat. There is a utility easement that was reserved with the vacation. The applicant may want to consider vacating the underling easement. The easement reserved in the vacation of NW 27th Street (ord. 64-15) requires an easement release process outlined in chapter 2.8.20.**

Response: *LDC Section 2.8.20-a states that "Notwithstanding other provisions of this Code, exemptions from this Chapter include the release of public easements for subsurface water, sanitary sewer, and storm drainage lines owned and operated by the City." Therefore no easement release process appears to be necessary.*

If you have any questions, please do not hesitate to call me.

Sincerely,

Lyle E. Hutchens
Project Manager

PJW:LEH/nre
08-410 brichardson review comments 10-28-2011.doc

EXHIBIT P - 311

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

September 30, 2011

RECEIVED
SEP 30 2011
Community Development
Planning Division

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

SUBJECT: Harrison Apartments (PLD11-00004, SUB11-00001)
Staff Review Comments

Dear Mr. Richardson:

In response to the Staff Review comments included in your letter of September 21, 2011, we would like to offer the following comments:

RS-20 Development Standards

1. **Vehicle parking and maneuvering areas cannot be counted toward the Green Area requirement, however, the rooftop plaza can. The 27th Street parking lot can provide parking as an accessory use to the residential use, and is considered part of the development site. As such, the application should include this area in area calculations such as for Lot Coverage, Green Area, and Density. Please revise the area calculations accordingly.**

   Including the 27th Street parking lot in the site area calculations will reduce the density which may strengthen the case for reducing parking. Variations from parking standards may also be proposed if it is not possible to bring the parking lot up to current standards (see additional comments in the Parking, Loading, and Access section of this letter).

Response: *The application materials have been modified to reflect the change in area calculations resulting from the inclusion of the 27th Street parking lot as part of the development site. No vehicle parking or maneuvering areas were counted as Green Area.*

2. **The proposal requests to combine private and common open space and to vary from the minimum open space requirements. There are opportunities to move the proposal closer to compliance with open space requirements, such as through the provision of balconies. For staff to support a variation to the open space standards, the application should show that, as much as possible, the standards have been met. Staff does not support the argument presented in the application for varying completely from the open space requirements.**

EXHIBIT P - 312

Response: *The applicant does not concur with this assessment. Vast experience in providing student-oriented housing in University neighborhoods leads the applicant to conclude that balconies create too much of a neighborhood nuisance to justify the provision of private outdoor space for the tenants.*

3. **The Graphic requirements in Section 2.5.50.01.a require information regarding existing and proposed lot coverage and Green Area requirements. Information regarding the amounts of existing covered and Green areas should be provided, and will be used to help determine if the new proposal is moving closer towards compliance with current RS-20 standards.**

Response: *The application materials have been modified to include this information. The proposal would decrease the lot coverage by approximately 24%, and increase the Green Area by approximately 21%.*

4. **The application provides a table that presents what the open space requirements are based on the proposed number/type of units. In addition, the application should list which elements of the site are being counted toward Green Area and Open Space calculations, and how much each element adds to the total Green Area. Examples of Green Area elements proposed are the second floor courtyard, the courtyards on Harrison and Short, and landscape buffers.**

Response: *The narrative has been required to include this clarifying information.*

5. **Tot lots are not proposed. If barbecues and space for a community garden are proposed as alternative amenities, these should be shown in the plans as features that will be constructed with development. More details regarding these amenities should be provided in the application. For example, will irrigation and gardening tools be available, and will there be sufficient sunlight to make the garden viable. In addition to barbeque pits and a community garden, other features that provide enjoyment to a diverse range of tenants may be considered.**

Response: *The application materials have been revised to include the above.*

Parking, Loading, and Access Requirements

6. **The 27th Street parking lot is considered part of the development site and should be brought to City Standards. Variations to these standards may be requested through the Planned Development process, and may be supported if the variations result in a greater amount of parking than would be achieved through applying parking standards. Other compensating benefits should also be provided. Examples might include wheelstops to prevent bumpers from overhanging the Short Avenue sidewalk, improved planter strips with trees and vegetation around the site, and re-striping the lot. The application should show how the proposed 21 spaces will be configured on the site and should note any inconsistencies with current standards.**

Response: *The plans have been revised to indicate the existing 21 parking spaces and improved landscape buffers around the site as practicable to maintain existing spaces. The narrative and Table 1 have been revised to include the corresponding variances and compensating benefits.*

7. **Approximately 10 spaces in the 27th Street lot are on adjoining private property. These spaces should be shown on site plans along with the 21 proposed parking spaces. Please address what impact the proposed development will have on those spaces. Will an access easement be granted to those properties?**

Response: *The plans have been modified to indicate the existing 10 spaces on the adjoining private property. The improvements for the 27th St parking lot are such that the historical pattern of parking and access to parking on the adjacent site can be maintained.*

8. **The narrative should provide more detail on how proposed financial incentives for carfree tenants will work, as well as more details on the proposed car share program. The applicant will be strengthened by showing that these program elements will provide meaningful incentives to keep residents from relying on personal automobiles.**

Response: *Table 1 of the narrative has been revised to include the above information.*

9. **The application states that 67 spaces are unassigned, but it appears from the site plans that 46 spaces, including the ADA compliant spaces are unassigned. Please clarify these figures and address this potential discrepancy.**

Response: *The narrative has been revised to match the quantities indicated on the site plan.*

10. **Surface parking lot stalls may be reduced to 16-ft with a 2.5-ft bumper overhang (total length 18.5-ft) along the east property line abutting the alley. This would allow more space for vegetation around the parking area. However, because the car bumpers would overhang this area it is still necessary to request to vary from the parking lot buffer standard.**

Response: *The Site and Circulation Plan and Landscaping Plan have been modified to expand the landscape buffer at the east end of the surface parking lot. Table 1 has been revised to reflect this change.*

11. **It appears that portions of the covered bicycle parking spaces along the north building will not be completely covered. Please adjust the location of the spaces or explain how coverage requirements will be met.**

Response: *The Site and Circulation Plan has been revised to show a complete covering of the bicycle parking spaces in question.*

12. The application justifies the proposed parking reductions, in part, based on the site's proximity to transit stops. On site plans, please identify transit stops within 300-ft of the subject site.

Response: The Existing Conditions Plan has been modified to include this information.

13. In general, the application should provide as much evidence or analysis as possible to demonstrate that there will be no negative impacts related to street parking, or that those impacts will somehow be mitigated or minimized.

Response: The application materials have been modified to include information concerning existing and proposed on-street parking spaces; the net impact of the proposal is an increase of one space.

14. The site plans should show on-street parking spaces and how they relate to existing and proposed driveways and other features such as crosswalks and mountable curbs. Any gain or reduction in on-street parking should be addressed. To understand if on-street parking is gained or reduced, the existing conditions plan or other site plan should illustrate the locations of existing on-street parking.

Response: The plans have been modified to show both existing and new on-street parking layouts.

15. The narrative should explain how garbage trucks will access the site.

Response: The narrative has been updated to include this information.

16. There is a driveway on the northwest corner of the site that serves the abutting property. It appears that the portion of this driveway on the subject site is proposed to be removed. Please address this by describing any shared access easements or agreements or plans for providing access to the abutting property.

Response: Multiple recent Title Reports indicate there are no recorded access easements or recorded reciprocal access easements at this location; driveway location is the common boundary between lots 8 and 9 of Block 2, Arnold Heights Addition. The applicant recognizes this access may be important to the owners of the adjacent lot and will work with staff thru the PIPC design process to resolve any concerns which become known at that time.

Landscaping

17. Three additional street trees should be provided along Harrison Blvd, two additional trees should be provided along Short Avenue, and two additional trees should be provided along 27th Street based on street tree spacing requirements in LDC Section 4.2.30, Table 4.2-1.

Response: The Landscaping Plan has been revised to include the additional required trees.

18. It appears that courtyard landscaping is proposed in the Short Avenue right-of-way. This landscaping and courtyard should end at the property line.

Response: *The plans have been revised to indicate the sidewalk being located adjacent to the existing property line. This will result in a landscape strip that is wider than the minimum requirement of 6'.*

19. The table summarizing requested variations indicates that the Short Avenue sidewalk is proposed to be widened and the planter strip removed in order to accommodate fire apparatus. With the proposed fire lane, it is not necessary to stage from Short Avenue, and the sidewalks may be constructed to City standards, as shown in the application graphics. Please revise the application to remove the requested variation, or otherwise make the narrative consistent with the graphics.

Response: *The narrative has been revised to remove references to this variance.*

20. To provide visual continuity, you may consider extending the wood fence around the entire east and south perimeter.

Response: *The Landscaping Plan has been revised extend the wood fence accordingly.*

Major Replat and Land Division Standards

21. Per the Major Replat Review criteria in LDC Section 2.4.30.04.b, please address the standards in LDC Chapter 4.4 -Land Division Standards. Including the Block Perimeter standards in Section 4.0.60.n.

Response: *The narrative has been revised to include this information.*

22. In the application narrative for the Major Replat, please provide the information required in LDC Section 2.4.30.01.g.2. If this information is provided in the Detailed Development Plan application, please copy it to the Major Replat application.

Response: *The narrative has been revised to include this information.*

Comprehensive Plan Policies and North Campus Area Plan

23. The application should discuss how proposed variations are supported by Comprehensive Plan policies.

Response: *The narrative has been revised to include this information. Please see Table 1.*

24. The subject site is within the North Campus Area Plan area (see LDC Chapter 1.6 Definitions). While there are not specific review criteria related to the North Campus Area

EXHIBIT P - 316

Plan the application should explain how the proposed development is consistent with the broad goals of the Area Plan.

Response: *The narrative has been revised to address the ways in which the application meets the intent of the NCAP.*

Public Works Comments

25. Please address the comments provided by Matt Grassel, Public Works Engineer, provided in the attached memorandum.

Circulation

NW Harrison Blvd. - The following items need to be addressed for NW Harrison Street in the application:

1. Include dimensions for the existing and proposed improvements on the plans such as ROW, street width, parking areas, planter strips and sidewalks. Dimensions interior to the site have been provided on attachments "J" and "J-1", but it is difficult to determine the dimensions on attachment "K-1". Requirements are noted in LDC section 2.5.40.01.f.6.b.5 on page 2.8-8.

Response: *Attachment "K-1" Sections has been modified to include dimensions of existing and proposed improvements.*

3. Clarify/label improvements on plans such as sidewalks and planter strips. The applicant proposes a variance for reduction of the planter strip width. As noted in the above paragraph, some reduction in the ROW width may be appropriate, but the 12-foot planting strips and 5-foot setback sidewalks are a pedestrian requirement of LDC 4.0.30. It is not clear what the compensating benefits are in table 1. The previous submittal showed the 12-foot planting strips and the parking area has not expanded in width in this submittal.

Response: *Table 1 has been revised to clarify the benefits of a 6' planter strip compared to a 12' planter strip.*

4. Show sidewalk transitions. On attachment "K", the sidewalk transition is shown at the driveway on 27th Street. There will also need to be transitions on both ends of the new sidewalk on NW Harrison and on the west end of the new sidewalk on NW Short. On Harrison, there are two existing driveways that need to be addressed. A new ramp will be required at the existing crosswalk location which is likely within the construction area for removal of an existing driveway approach.

Response: *Attachment "K" Grading Plan has been revised to include the above referenced*

sidewalk transitions.

7. **Modifications to the existing streets to meet fire access road requirements need to be included on the plans. According to the application/response letter, there are no proposed modifications on Harrison. The application does not address the existing curb cuts and retention or removal. It may be possible that removal of curb cuts could provide additional on-street parking spaces. It appears that there is an existing access at the west end of the site that is shared. These accesses need to be addressed. Removal of Driveways is also covered in CMC section 2.15.060.**

Response: *Retention and removal of existing curb cuts is depicted by comparing the Attachment "S" Existing Conditions Plan to Attachment "K" Grading Plan. The shared access at the west end of the site was addressed previously, in response to Planning Item #16.*

NW Short Ave. - The following Items need to be addressed for Short Avenue in the application:

1. **Include dimensions for the existing and proposed improvements on the plans such as ROW, street width, parking areas, planter strips and sidewalks. Dimensions interior to the site have been provided on attachments "J" and "J-1", but it is difficult to determine the dimensions on attachment "K1". Requirements are noted in LDC section 2.5.40.01.f.6.b.5 on page 2.8-8.**

Response: *Attachment "K-1" Sections has been modified to include dimensions of existing and proposed improvements.*

2. **The street does not meet the City's 28-foot wide standard. LDC Table 4.0 does not allow reduced street width based on the zoning density. Additionally fire access requires a minimum of 26 foot wide clear area. Please address in the application the extent of improvements proposed to meet fire access road requirements. The applicant proposes a variance for Fire Department access (table 1, page 2), but it is engineering's understanding fire access has been provided on site. The plans also conflict with page 26 of 66 which references the variance requested in Table 1. On page 35 of the application, it is unclear if the ladder truck will access through the parking lot. It appears the parking lot drive aisle may provide access to the east end of south building.**

Response: *The narrative has been revised to correct the above discrepancies and provide clarification concerning ladder truck access.*

4. **If parking is removed, it should be addressed under LDC section 2.5.40.04.a.10. According to the application (page 44) and response letter (page 12), they propose moving the parking from the north side of Short to the south side and state there is no decrease in the number of spaces. This is not shown on the plans, nor is the issue of the existing driveway cuts on the south side of the street**

EXHIBIT P - 318

addressed. These are shown on attachment "S" and "S2", but not on the other plan sheets. Existing improvements that have impacts to the site development should be included on plans sheets. If parking is change at all, an account of existing and proposed spaces should be provided.

Response: *No on-street parking is proposed to be removed. The plans have been revised to show existing and proposed on-street parking configurations. The net result of the application is an increase of one space.*

5. **If the parking lot on NW Short Ave. is utilized for the site parking , please show any pedestrian improvements such as ramps at the intersection of NW 27th Street and NW Short Ave. Application includes ramps and a new crossing point. Since this is technically an intersection of two streets, it would not be marked. Based on the final driveway location and impacts to parking, it may be advantageous to locate a crossing on NW 27th instead at this location**

Response: *The plans have been modified to remove lines delineating accessible street crossing.*

6. **Modifications to the existing streets to meet fire access road requirements need to be included on the plans. Please demonstrate with appropriate turning templates parking lot and accesses will meet fire department access standards for a ladder truck (previously on Attachment L). Additionally, the access from the parking lot to NW 27th should be located at the intersection with NW Short Ave. This will allow a more direct connection for emergency vehicle access. Clarify the need for grasscrete paver at the driveway on NW 27th street. It is also advisable to verify clearance between fire vehicles and tree plantings. How does the revised sheet SK1 work with the existing on street parking. Any proposed modifications to on-street parking need to be shown and addressed in the application. See #4 above. The applicant should be aware of Corvallis Municipal Code section 6.10.20 which requires a traffic order and public outreach to modify existing on-street parking areas.**

Response: *Fire access via the existing streets as indicated on the revised plans has been reviewed by the Fire Marshal and has been found to be acceptable.*

7. **Verify if there are proposed ROW encroachments along NW Short Ave. It is difficult to tell on the plans. ROW encroachments are not allowed without an appropriate lease/license.**

Response: *No ROW encroachments are proposed along NW Short Ave.*

Alley - The following items need to be addressed for the Alley in the application:

1. **It would be possible for-the applicant to widen the alley to 20 feet between NW Harrison Blvd. and the grass create emergency access off the alley. Currently there is a paved area adjacent to the alley on the site that historically provided maneuvering room for the parking stalls on the east side of the alley. It is likely that this access will be used by vehicles unless adequate deterrents are used. The grass create may not function as grass if it is used for access and will result in tracking dirt onto the alley. The application shows widening the alley for emergency vehicles. It is likely that the existing alley approach on Harrison will need to be widened and reconstructed to City standards.**

Response: *Concur. The narrative has been modified accordingly.*

Public Utilities

Water - The following items need to be addressed in the application:

1. **Note any required utility easements on the plans. Noted on tentative plat. Should be noted on utility plan as well.**

Response: *Attachment "L" Utility Plan has been modified to indicate the new public water easements.*

Sewer - The following items need to be addressed in the application:

5. **Note any easements. There is an easement that was reserved in the street vacation.**

Response: *The existing sanitary sewer easement that was reserved in the street vacation is to be vacated upon filing of the Final Plat. See response to Item #3 under "Tentative Plat Comments" below.*

Drainage - The following items need to be addressed in the application:

3. **According to LDC section 4.0.130.b.1, detention facilities shall be designed to maximize storm water infiltration. It is not clear how the proposed private detention system is accomplishing this or if a variance is requested. If an underground detention facility infiltrates, the property owner will likely need an underground injection control (UIC) permit from DEQ. This works for the paved areas. A variance is required for the detention pipes associated with the impervious roof areas, since the detention pipes do not appear to infiltrate. Page 3 of table "1" needs to be updated. The compensating benefit may be that this proposal is an improvement of over the existing conditions.**

Response: *Attached herewith is a letter from GeoDesign, Inc. that documents the impracticality of achieving any meaningful stormwater infiltration on this site, due to underlying soil*

conditions.

4. **The applicant has proposed installing private water quality manholes which are not an approved type of facility according to Appendix F of the Storm Water Master Plan which references *King County Washington Surface Water Design Manual* standards. The applicant has requested a variance for this, but needs to submit data on the proposed type of manhole demonstrating it meets performance criteria listed in Appendix F of the Storm Water Master Plan. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type IA distribution. Revisions include the use of pervious pavement which addresses the WQ issues for the pollution generating surfaces. The variance table on page 3 needs to be updated to reflect these changes.**

Response: *Table 1 has been revised to reflect that no variance is necessary.*

Tentative Plat Comments

3. **Reference the prior street vacation and reserved easement on the plat. There is a utility easement that was reserved with the vacation. The applicant may want to consider vacating the underling easement.**

Response: *Concur. This will be included as part of the Final Plat.*

If you have any questions, please do not hesitate to call me.

Sincerely,

Lyle E. Hutchens
Project Manager

Attachments: Letter from GeoDesign, Inc. dated 30 September 2011

PJW:LEH/nre
08-410 brichardson review comments 09-30-2011.doc

EXHIBIT P - 321

GEODESIGN INC

Memorandum

To:	Tom Cody	From:	Tacia C. Miller, P.E., G.E. and Brett A. Shipton, P.E., G.E.
Company:	Project Ecological Development	Date:	September 30, 2011
Address:	720 NW Davis Street, Suite 300 Portland, OR 97209		

cc:	Trish Weber, Devco Engineering (via email only) Nancy Edwards, Devco Engineering (via email only)

GDI Project:	ProjectED-7-01
RE:	Proposed Harrison Apartments, 2750 SW Harrison Boulevard, Corvallis, Oregon Infiltration Capabilities

This memorandum provides our opinion regarding infiltration at the proposed Harrison Apartments located at 2750 SW Harrison Boulevard in Corvallis, Oregon. GeoDesign previously conducted a geotechnical study at the site and presented results in our report entitled *Report of Geotechnical Engineering Services; Proposed Residential Development; 2750 SW Harrison Boulevard; Corvallis, Oregon*, dated June 16, 2011. Results of our geotechnical study indicated that subsurface conditions consist of fill comprised of soft to medium stiff silt with varying amounts of sand and clay to depths of 4.5 to 9 feet below ground surface (BGS). The fill is underlain by native materials comprised of medium stiff to very stiff silt to the total depths explored of 41.5 feet BGS. Silts and clays, or materials with a high percentage of fines, are generally not suitable for infiltration facilities. Based on subsurface conditions encountered during our investigation, it is our opinion that infiltration into the underlying materials is not favorable for the site.

TCM:JDT:kt
One copy submitted (via email only)
Document ID: ProjectED-7-01-093011-geom.docx
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REGISTERED PROFESSIONAL ENGINEER
73251PE
OREGON
May 13, 2003
TACIA C. MILLER
EXPIRES: 12/31/2012

15575 SW Sequoia Pkwy - Suite 100 | Portland OR 97224 | Off 503.968.8787 | Fax 503.968.3068

EXHIBIT P - 322

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

September 6, 2011

RECEIVED
SEP - 7 2011
Community Development
Planning Division

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

SUBJECT: Harrison Apartments (PLD11-00004, SUB11-00001)
Staff Review Comments

Dear Mr. Richardson:

In response to the Staff Review comments included in your letter of August 4, 2011, we would like to offer the following comments:

Central Issues and General Comments

Parking

Based on the proposed number of units/bedrooms, the base minimum parking requirement is 199 vehicle parking spaces. The application assumes that this number can be reduced by 20%, to 159 spaces, as a result of proximity to transit and the provision of extra bicycle parking spaces. The application then proposes to reduce parking by an additional 22 spaces for a final total of 137 vehicle parking spaces. In summary, the application proposes to reduce parking by 62 spaces, which is one third of the base requirement.

Staff is unable to support the proposed parking reduction, based on consideration of the compatibility criteria in LDC Section 2.5.40.04, the parking requirements in LDC Chapter 4.1, and the attached Administrative Decision regarding parking reductions. The Administrative Decision outlines the circumstances in which the parking reductions contemplated in Section 4.1.20.q will be permitted administratively. Of course, the subject proposal will be reviewed by the Planning Commission, and the application may make the case for reducing parking regardless of the noted Decision, however, this Decision will inform the Staff recommendation regarding parking reductions.

Preliminary staff calculations indicate that there will be an average of 2.9 bedrooms. Based on this figure, and using the criteria set forth in the Administrative Decision, parking could be reduced by 10% if there is abutting on-street parking. However, to satisfy Fire Code requirements, parking may need to be removed from streets. If that were to be the case, Staff would not support the 10% reduction contemplated in Section 4.1 .20.q.

Response: *The drawings and narrative have been modified accordingly. See pp. 31-38.*

Fire and Life Safety Requirements

Fire access must be achieved on NW Short Avenue and NW Harrison Blvd due to the structure height exceeding 30-ft. Minimum requirements call for a 26-ft wide accessway providing a ladder truck access for the entire length of the building; this access shall be parallel to the building at a distance between 15-ft and 30-ft from the building. Overhead utilities are not permitted in the required access area.

Short Avenue is 26-ft wide with parking permitted on the north side of the street fronting the project site; this reduces the fire accessway width below the Fire Code parameters. Harrison Avenue has overhead power lines and vehicle parking on the south side of the street fronting the project site. This prevents ladder truck access to the proposed building. The proposed design should account for these constraints, while keeping an equal amount of on-street parking abutting the subject site as is available today, and achieving City standards for street trees, planter strips, and sidewalks. A revised site plan design may consider using sidewalk areas for aerial apparatus outrigger placement, and shifting parking to the opposite street sides on Short Avenue and Harrison Blvd. Changing street parking locations on Harrison Blvd would be more complicated than on Short Avenue, but may be possible. Variations from standards can be considered through the Planned Development review process. However, any variation that reduces on-street parking or does not meet Fire Code standards is unlikely to obtain staff support.

Response: *The drawings and narrative have been modified accordingly. See pp. 28, 30, 35, and Table 1.*

Visual Compatibility

Staff has concerns about the visual compatibility of the proposed building with surrounding buildings. Most residential buildings in the area are clad with horizontal siding, often using two types of siding materials, and asphalt roofing. To make the case for how the building is visually compatible, you may consider including pictures of nearby buildings and discussing how the proposed design is visually compatible. As noted later in this letter, the elevation drawings should be enlarged to make it easier to see exterior details of the building that are proposed, such as different siding patterns, window trim, and windows and doors. Colored elevations also helpful in showing how the building will look.

Response: *The narrative has been modified accordingly. See pp. 41-42.*

Open Space Reductions

The application requests to combine Private and Common Open Space, but also proposes to reduce the open space available to residents. To strengthen the case for reducing open space, the application should demonstrate that it has made reasonable efforts to provide the required amount of open space. In this case, it appears that one way to provide the required amount of open space would be by including balconies in the building design.

Response: *The narrative has been modified accordingly. See pp. 22-25.*

Detailed Narrative

Throughout the application, statements are made that the application intends to comply with applicable standards, or makes references to application drawings. The drawings should be supported by a narrative that explains how all applicable standards are proposed to be satisfied through the current proposal. Compliance with standards must be demonstrated through review of this application and cannot be postponed to a future, discretionary review process.

Response: *The narrative has been modified accordingly.*

Application Fees

A $1,000 application fee deposit was submitted on July 15, 2011. As shown in the attached application fee worksheet, the remaining balance due for the Planned Development Major Modification and Tentative Subdivision Plat is $14,966.25. This amount must be paid along with your response to this incompleteness letter for the application to be deemed complete.

Response: *The full application fee is included herewith.*

Conceptual and Detailed Development Plan Application Requirements

Please make the following revisions and provide the information and materials requested below.

Graphic Requirements

1. **The site plans and related drawings should be provided on 24" x 36" sheets, and drawn to scale. Please provide 5 copies of the full sized plan sets, 5 paper copies of revised application. Please also provide the complete application in a single PDF document.**

Response: *The revised drawings and a PDF of the application are included herewith.*

2. **The site plan should show surrounding areas (buildings, driveways, streets, alleys, etc) within at least 150-ft of the site.**

Response: *As the scale of the site plan and the quantity of detail otherwise required by the LDC renders it impracticable to show surrounding areas within 150' of the site on the site plan, this information has been included on Attachment "S", Existing Conditions Plan.*

3. **The site plan or related graphics should show existing and proposed easements and dedications.**

Response: *The Tentative Plat has been modified to include this information.*

4. **The landscape plan should show proposed parking spaces and locations of pole lights.**

EXHIBIT P - 325

Response: *The landscape plan has been modified accordingly.*

5. **The application should indicate which adjacent buildings, if any, have Solar Access protection, and should address how Solar Access of these buildings will be protected.**

Response: *The narrative has been modified to reflect the fact that no adjacent buildings have Solar Access protection.*

6. **The Graphic Requirements in Section 2.5.50.01.a.1 require the following:**

   Location and floor area of existing and proposed structures and other improvements, including maximum heights, Building Types, and gross density per acre for residential developments; and location of fire hydrants, overhead lines in the abutting right of way, easements, fences, walls, parking calculations, and walkways. Where required by the applicable zone, hot Coverage and Green Area calculations shall be provided. Parking calculations shall also be provided;

   Based on the above, a site plan should be included that shows existing conditions, including the existing hospital building. Information regarding the current structure height should be provided, as well as site information such as the amounts existing off-street parking, lot coverage and green area.

   This type of information will be helpful in understanding how the site would be changed and possible benefits that could be achieved from the proposed design.

Response: *See Attachment "S", Existing Conditions Plan.*

7. **Elevation drawings should be enlarged to make it easier to see what the building will look like and how various design standards in Chapter 4.10 - Pedestrian Oriented Design Standards will be achieved.**

Response: *The elevation drawings have been modified accordingly.*

8. **Street cross sections of Short Avenue, 27th Street, and Harrison Blvd should be provided illustrating existing and proposed street designs.**

Response: *See Attachment "K-1", Street Cross Sections.*

9. **Site plans should include notes with key setback distances between the building and property line.**

Response: *The site plan has been modified accordingly.*

EXHIBIT P - 326

Narrative Requirements

10. The application narrative should address the application requirements in LDC Section 2.5.40.g.2. This discussion should provide information on bedroom sizes (See LDC Section 4120.1) and a table that provides information on the number and type of parking spaces, including the proposed parking reductions.

Response: The narrative has been modified accordingly. See pp. 34-35.

11. The information required in 2.5.40.g.2. should be provided in the narrative. Please explain how the Green Area and lot coverage areas were calculated. Please provide a table with a breakdown of parking calculations based on number/size of bedrooms, and including assumptions about parking reductions based on proximity to transit and extra bicycle parking.

Response: The narrative has been modified accordingly. See pp. 12, 21 and 32-36.

12. Per the narrative requirements in 2.5.50.01.b.3, the narrative should provide further explanation of methods for energy conservation.

Response: The Narrative has been modified accordingly. See page 56.

Tentative Plat Application Requirements

13. The tentative plat should be provided on a 24" x 36" sheet, and to scale.

Response: The tentative plat has been modified accordingly.

14. The tentative plat or other drawing should show the area to be platted and should include features within 300-ft of the subject area. Features to be shown include, existing streets, parcel boundaries, structures, and driveways.

Response: See Attachment "S", Existing Conditions.

15. The tentative plat indicates the site abuts Harrison Blvd for 450-ft. The site plan indicates that this frontage is 400-ft, and the narrative indicates the frontage is 347-ft. Please address this discrepancy.

Response: The narrative has been corrected to remove the inaccurate information. The Tentative Plat and the Site Plan both show the correct frontage distance of 400'; the 450' distance included on the Tentative Plat is the distance between control points that was used to generate the boundary survey.

16. Areas to be dedicated and easements should be shown on the tentative plat.

Response: *The tentative plat has been modified accordingly.*

17. The narrative and graphics should address the solar access requirements in LDC Sections 2.4.30.01.f.6.b.14-18.

Response: *The narrative has been modified accordingly. See p. 13.*

18. The narrative portion of the tentative plat application should include information addressing the information required in LDC Section 2.4.30.01.g.s, such as proposed parcel size, lot coverage and green area.

Response: *The narrative has been modified to reflect the inclusion of this information. See pp. 63-64.*

Review Criteria

RS-20 Standards

19. Please update the narrative and application form to correct the site area. Per our past conversations, the site is 1.9 acres, not 1.26 acres as stated in the application form.

Response: *The application and narrative have been modified accordingly. See page 1 and p. 3. Note: the revised site area on page 3 reflects the dedication of area dedicated to the NW Harrison Boulevard right-of-way.*

20. The site plans show portions of the proposed building crossing over the property lines along Short Avenue. Typically buildings and associated components such as patios and porches, are not permitted to occupy space in the public right-of-way. Please explain what is proposed in these situations.

Response: *The site plan has been modified to correct this.*

21. The proposed planter strip along SW 27th Street appears narrower than City standards require. Please address/revise this in the application.

Response: *The site plan has been modified to correct this.*

22. By consolidating the lots into one, a through-lot will be created. On a through-lot, each yard facing a street must comply with front yard setbacks. A planting screen easement at least 20-ft wide is also required on one street facing side of the lot (Section 4.4.20.03.c). It is assumed that you will request to vary from this standard; however, the standard should be addressed in the application narrative. Likewise, if it is requested to vary from this standard, an

explanation as to why should be provided along with a discussion of compensating benefits proposed.

Response: *The narrative has been modified accordingly. See p. 40 and Table 1.*

23. It appears that the green roof over the parking area is included in the Green Area calculations. The narrative should provide a more precise breakdown of lot coverage and Green Area to clarify what is included within the Green Area. The use of the green roof for Green Area is considered a variation to LDC standards because the roof is part of a structure, and the LDC definition of Green Area excludes structures. This variation will be supported by staff, but the application should address this variation and describe compensating benefits.

Response: *The narrative has been modified accordingly. See pp. 12 and 21.*

24. Outdoor components associated with heat pumps and similar equipment should be shown in the site plans. The narrative should address how compliance with Section 3.8.30.01.k will be achieved.

Response: *The narrative has been modified to indicate that there will be no outdoor components associated with HVAC equipment. See p. 18.*

25. The application should explain how the proposal is compliant with the Green Area requirements in LDC Sections 3.8.50.01.a-c.

Response: *The narrative has been modified accordingly. See pp. 21-22.*

26. The narrative should provide more information on how the combined private/common outdoor space will function, such as how it will be accessed, and how the required outdoor space was calculated. For example, common outdoor space is based on the number of bedrooms in each dwelling unit. A table showing these calculations would be helpful.

Response: *The narrative has been modified accordingly. See p. 23-25 and Table 1.*

27. It appears that additional private outdoor space could be provided by building balconies overlooking streets and the green roof. Before requesting a reduction to open space requirements the application should demonstrate that other means of meeting the requirements (such as private balconies) were considered and ruled out with good reason. If a variation from the open space standard is still required, compensating benefits for the variation should be provided.

Response: *The narrative has been modified accordingly. See p. 22.*

28. Staff understands that most residents of the proposed complex will likely be students without children. If tot-lots are not proposed, it is recommended that amenities and spaces

that can be used by a wide range of ages, including children, be proposed instead. The application should describe those amenities, the amount of space dedicated to them, and explain why they are suitable substitutes for tot-lots.

Response: *The narrative has been modified accordingly. See Table 1.*

Parking, Loading, and Access Standards

29. Please see comment #1 regarding proposed parking reductions.

Response: *The drawings and narrative have been modified accordingly. See pp. 32-34.*

30. The narrative should describe how access and circulation through the site will be achieved. For example, it should discuss alley access into the parking lot from Harrison Blvd.

Response: *The narrative has been modified accordingly. See pp. 35-36.*

31. The parking area on the west side of 27th Street will be required to be improved to City standards. This includes providing landscape buffer areas and parking lot trees per the requirements in Section 4.2.30 and 4.2.40.

Response: *The parking that is proposed for this lot can be included as part of the required parking for the development site per LDC #4.1.20.j.1(b) which states:*

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

The lot across 27th Street is not included as part of the application and is not part of the development site, and though the parking layout is non-conforming, it is an existing use. This LDC Section clearly states that property that is not part of the "site" can be used to satisfy parking requirements; requiring inclusion of the adjacent property to be part of the development application completely obviates the purpose of this section. Furthermore, this LDC Section does not include any disclaimers about any existing parking on abutting lots needing to be brought up to current LDC Standards. See pp 31-32 of the narrative for further discussion.

EXHIBIT P - 330

32. It appears that if the parking space in the southwest corner of the 27th Street parking lot is used, vehicles would need to back across property lines. Is there an access easement for this area, or any access easements allowing the abutting properties to the west access from the subject parking area? If so, please explain how access to these properties will be achieved given the subject proposal. Staff will not recommend approval of a parking design that is dependent upon vehicles maneuvering on abutting properties, unless some type of access right on those abutting properties is demonstrated.

Response: *As noted above, the parking lot is existing and the application proposes to continue using the lot for parking according to its existing pattern of use.*

33. As noted previously, bedroom sizes must be accounted for in determining the required parking calculations.

Response: *The narrative has been modified accordingly. See p. 34-35.*

34. Plans should identify locations and numbers of covered and uncovered bicycle parking spaces, and the narrative should describe how the bicycle parking facilities will be accessed.

Response: *The drawings and narrative have been modified accordingly. See pp. 39-40.*

35. The narrative should explain how the requirements of Section 4.1.70 regarding bicycle parking are achieved, rather than only stating that the project intends to comply with these requirements.

Response: *The narrative has been modified accordingly. See pp. 38-40.*

Landscaping, Buffering, Screening, and Lighting

36. Please provide additional explanation of how the trash/recycling facilities will be screened and accessed. Show or note the location of these facilities on the elevation drawings.

Response: *The narrative has been modified accordingly. See p. 43.*

37. The site plans should show the conceptual locations, sizes, and types of signs to be used on the subject site. Sign details can be provided when sign permits are requested.

Response: *The drawings have been modified accordingly.*

38. Pole lights should be shown on the landscape plans.

Response: *The landscape plan has been modified accordingly.*

39. The narrative should explain how the Site and Street Lighting requirements in Section 4.2.80 will be achieved.

Response: *The narrative has been modified accordingly. See p. 42.*

40. There are relatively more lights along the west side of the east surface level parking area. Have you considered reducing the number of lights in this area to minimize glare and impacts to the night sky?

Response: *As the application proposes that all fixtures be of the full cut-off variety and shielded as required to prevent light trespass and glare, reducing the number of light poles will not change the performance of the lighting system with respect to those two issues. Therefore, no alteration to the lighting plan as submitted is proposed.*

Pedestrian Oriented Design Standards

41. To increase the maximum setback distance beyond Code requirements, the proposed courtyard space along Harrison Blvd must include pedestrian amenities. Please show these on the site plans and describe them in the narrative.

Response: *The site plan and narrative have been modified accordingly. See p. 47.*

42. Window dimensions and window coverage calculations should be included in the elevation drawings.

Response: *The elevation drawings have been modified accordingly.*

43. Regarding 4.10.60.02.a, the application should state how far the east end parking lot is from dwelling unit entrances.

Response: *The narrative has been modified to demonstrate compliance with 4.10.60.02-a1(c). See pp. 48-49.*

44. The application states that two different patterns of cedar siding are used, but the elevation drawings only show one pattern. Please revise to make the drawings consistent with the narrative, or otherwise satisfy the PODS design requirements.

Response: *The elevation drawings have been modified accordingly.*

45. The area of proposed porches should be shown on site plans.

Response: *The drawings have been modified accordingly.*

46. The narrative states that roof pitches will be 17:12, but the elevations show roof pitches of 9:12. Please address this discrepancy.

Response: *The narrative has been modified accordingly. See pp. 49-50.*

Public Works Comments

47. Please address the comments provided by Matt Grassel, Public Works Engineer, provided in the attached memorandum.

Circulation

NW Harrison Blvd. - The following items need to be addressed for NW Harrison Street in the application:

1. Include dimensions for the existing and proposed improvements on the plans such as ROW, street width, parking areas, planter strips and sidewalks.

Response: *Parking area related dimensions are shown on Attachment "J-1", all other dimensions are shown on the Attachment "K-1", Street Cross Sections.*

2. **Show the existing pavement markings.**

Response: *NW Harrison Blvd pavement markings are shown on Attachment "S", Existing Conditions Plan.*

3. **Clarify/label improvements on plans such as sidewalks and planter strips.**

Response: *See Attachment "K-1", Street Cross Sections for clarification.*

4. **Show sidewalk transitions.**

Response: *Sidewalk transitions are shown on Attachment "K", Grading Plan.*

5. **Note if no parking along NW Harrison Blvd is required/proposed for fire access. Any no-parking areas within the ROW need to be delineated with signs. Removal of parking will likely require a traffic order and public input. The current parking on NW Harrison is the result of a public process and should not be arbitrarily removed.**

Response: *As NW Harrison Blvd will not be required for fire access, its on-street parking will not need to be modified in any way. Fire code access for aerial apparatus is to be provided via the alley improvements along the easterly property line; see Attachment "K", Grading Plan for more information.*

6. **If parking is removed, it should be addressed under LDC section 2.5.40.04.a.10.**

Response: *No on-street parking is proposed to be removed from NW Harrison Blvd.*

7. **Modifications to the existing streets to meet fire access road requirements need to be included on the plans.**

Response: *No modifications are proposed to NW Harrison Blvd.*

NW Short Ave. - The following Items need to be addressed for Short Avenue in the application:

1. **Include dimensions for the existing and proposed improvements on the plans such as ROW, street width, parking areas, planter strips and sidewalks.**

Response: *The above information is shown on Attachment "K-1", Street Cross Sections.*

2. **The street does not meet the City's 28-foot wide standard. LDC Table 4.0 does not allow reduced street width based on the zoning density. Additionally fire access requires a minimum of 26 foot wide clear area. Please address in the application the extent of improvements proposed to meet fire access road requirements.**

Response: *Fire Code Access for aerial apparatus will be provided by the new fire lane from Short Avenue along the westerly property boundary.*

3. **Note if no parking along NW Short Ave. is required for fire access. Any no parking areas within the ROW needs to be delineated with signs. Removal of parking will likely require a traffic order and public input.**

Response: *The project proposes to move on-street parking from the north side of NW Short Avenue to the south side. Signs will be posted accordingly and all City procedures necessary to enact the change will be performed. This request is unrelated to fire aerial apparatus access and is made primarily to increase the availability of on-street parking.*

4. **If parking is removed, it should be addressed under LDC section 2.5.40.04.a.10.**

Response: *Moving the on-street parking from the north side of NW Short Ave. to the south side will not result in the loss of any parking spaces, as the north side of the street contains two curb cuts which preclude parking. Therefore the net quantity of parking places will not be reduced.*

5. **If the parking lot on NW Short Ave. is utilized for the site parking , please show any pedestrian improvements such as ramps at the intersection of NW 27th Street and NW Short Ave.**

Response: *Please see Attachment "K", Grading Plan.*

6. **Modifications to the existing streets to meet fire access road requirements need to be included on the plans.**

Response: *As noted above, no modifications to existing streets are proposed, however the new parking lot approach from NW 27th Street is strategically located to facilitate the fire apparatus turning movements around the 27th and Short corner. See Sketch "SK-1" attached hereto.*

Alley - The following items need to be addressed for the Alley in the application:

1. **It would be possible for-the applicant to widen the alley to 20 feet between NW Harrison Blvd. and the grass create emergency access off the alley. Currently there is a paved area adjacent to the alley on the site that historically provided maneuvering room for the parking stalls on the east side of the alley. It is likely that this access will be used by vehicles unless adequate deterrents are used. The grass create may not function as grass if it is used for access and will result in tracking dirt onto the alley.**

Response: *Alley has been widened to 26' clear between Harrison and the grasscrete access drive. Knockdown bollards are located at both ends of the grasscrete to discourage use other than fire/life safety vehicles. Please see Attachment "K.*

2. **Page 27 of the application states there will be no site parking in the alley, but 3-4 spaces are shown on the site plans.**

Response: *The narrative has been modified accordingly.*

3. **The parking on the alley differs between sheets of the drawings.**

Response: *The drawings have been modified to be consistent.*

4. **Show existing parking on both sides of the alley.**

Response: *Please see Attachment "K".*

Access Points

The site access from NW 27th Street will need to have a commercial driveway approach.

Response: *The drawings have been modified to reflect this.*

EXHIBIT P - 335

Other -

The applicant should review the last paragraph on the Off-Street Parking and Access Standards which allows some flexibility in parking lot standards. Typically variations need to demonstrate they are feasible and be stamped by an engineer. Variations which are based on an industry standard should reference the standard. Any dimensions that will be varied should be noted on the plans to document the variation.

Response: *The applicant is requesting a variance to the allowed percentage of compact parking spaces from 40% to 60%; see Table "1" for more information. The variation request is supported by documented standards from the City of Portland used, for example, where all minimum parking dimensions match the City of Corvallis dimensional standards for compact spaces. Please see attached email correspondence with Table 266-4 which is attached to this letter.*

The actual dimensions proposed by the applicant are shown on the Grading Plan, Attachment "K". The Grading Plan is stamped by a registered professional engineer.

While the dimensions in the structured parking area exceed the compact minimum dimensions, they do not meet the standard dimensions for full size spaces, thus the variance request for the increase in compact spaces.

The applicants propose that all of the structured parking spaces be assigned. Please see attached email correspondence from Kevin Young.

Prior to development, the applicant shall perform a site inspection and identify any sidewalk or street stamps to be preserved per LDC Section 4.0.30.f.

Response: *The applicant will perform said inspection & provide results to the City at the time of permit application.*

Public Utilities

Water - The following items need to be addressed in the application:

1. **Note any required utility easements on the plans.**

Response: *So noted on the tentative plat, Attachment "R".*

2. **Verify if there will need to be any additional Fire Hydrants and if so show on the plans.**

Response: *Existing fire hydrants are presently located strategically to provide fire code requirements for building sprinkler systems. The applicant will provide any other code required fire hydrants as directed by the Fire Marshal.*

EXHIBIT P - 336

Sewer - The following items need to be addressed in the application:

1. **Clarify if there will be a sanitary sewer connection on NW Harrison Blvd.**

Response: *There is no proposed sanitary sewer lateral from the new buildings to be connected to the existing combination line in Harrison Boulevard.*

2. **Note combined sewer lines on the plans.**

Response: *So noted on Attachment "L".*

3. **Note which sewer lines are public and private.**

Response: *So noted on Attachment "L".*

4. **Note which lines are to be abandon.**

Response: *The utility plan has been modified accordingly.*

5. **Note any easements.**

Response: *There are no known existing easements on the applicant's property. New easements are shown on Attachment "R", Tentative Plat.*

Drainage - The following items need to be addressed in the application:

1. **Clarify the design intent of the control manhole and associated stub-out on the combined sewer line on the south side of NW Harrison Blvd.**

Response: *This manhole releases storm drainage from the northerly side of the project to the combined line at historical rates.*

2. **The proposed catch basin shown in the driveway approach on NW 27th Street needs to move outside the driveway approach, and a manhole will be needed where the private storm drain line connects to the public main. Typically these details on the storm drain design are addressed during the construction plan design review process (PIPC).**

Response: *The catch basin at the corner of 27th and Short is existing. Manhole has been added at new connection point. Please see Attachment "L".*

3. **According to LDC section 4.0.130.b.1, detention facilities shall be designed to maximize storm water infiltration. It is not clear how the proposed private detention system is accomplishing this or if a variance is requested. If an**

underground detention facility infiltrates, the property owner will likely need an underground injection control (UIC) permit from DEQ.

Response: *Applicant proposes a porous pavement section for all potential pollution generating surfaces. Infiltration will be accomplished by the use of this pavement section. No DEQ permit will be required. Please see Attachment "L".*

4. **The applicant has proposed installing private water quality manholes which are not an approved type of facility according to Appendix F of the Storm Water Master Plan which references *King County Washington Surface Water Design Manual* standards. The applicant has requested a variance for this, but needs to submit data on the proposed type of manhole demonstrating it meets performance criteria listed in Appendix F of the Storm Water Master Plan. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type IA distribution.**

Response: *Applicant proposes a porous pavement section for all potential pollution generating surfaces. No water quality manhole will be required.*

Franchise Utilities

A 7-foot utility easement (UE) is required adjacent to all street ROWs according to LDC 4.0.100.b. Please note on the plans any major utility relocations.

Response: *So noted on Attachment "R", Tentative Plat.*

Tentative Plat Comments

1. **Existing ROWs adjacent to the site and any proposed ROW dedication need to be shown on the tentative plat. Short Avenue is noted but the alley and Harrison are not.**

Response: *So noted on Attachment "R", Tentative Plat.*

2. **Show any existing and any proposed easements. There may be easements for water service vaults.**

Response: *So noted on Attachment "R", Tentative Plat.*

3. **Reference the prior street vacation and reserved easement on the plat.**

Response: *So noted on Attachment "R", Tentative Plat.*

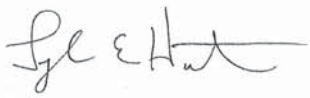
EXHIBIT P - 338

4. **An environmental assessment for all land to be dedicated must be completed in accordance with LDC Section 4.0.100.g.**

Response: *The environmental assessment will be performed accordingly.*

If you have any questions, please do not hesitate to call me.

Sincerely,



Lyle E. Hutchens
Project Manager

PJW:LEH/nre
08-410 brichardson review comments 09-01-2011.doc

Attachments:
- Emails chain discussing parking design standards for Harrison Apartments with Table 266-4 from City of Portland standards for reference.
- "SK-1" - Short Avenue and 27th Street Fire Department Access Route

EXHIBIT P - 339

Nancy Edwards

From: Lyle Hutchens
Sent: Tuesday, September 06, 2011 9:05
To: Nancy Edwards
Subject: FW: Parking design standard for Harrison Apartments

Please print so all the table comes out

Lyle Hutchens
Devco Engineering, Inc.

From: Young, Kevin [mailto:Kevin.Young@ci.corvallis.or.us]
Sent: Wednesday, August 10, 2011 1:31 PM
To: Lyle Hutchens; McConnell, Jeff; Grassel, Matt; Richardson, Robert
Cc: Trish Weber
Subject: RE: Parking design standard for Harrison Apartments

Lyle, we've had a chance to bat this around and I think we can support it (not sure what decision-makers will do, but that's another matter). Here's our stipulations:

1. The compact spaces need to work with the proposed parking lot design and the design needs to be stamped.
2. It would be best to have the compact spaces be assigned spaces since the driver would likely be familiar with tighter maneuvering.
3. It would make sense that the compact spaces are in the structured parking area, where it is less likely that a larger/oversized vehicle would park or drive through.
4. The plans need to show the dimensions of the parking lot layout.
5. The variance would not be to the parking dimensions, but the percentage of compact spaces.

This variance would be requested through the PD process and would need to be called out as a variation to the LDC standard that limits compact spaces.

- kevin

From: Lyle Hutchens [mailto:lyle@devcoengineering.com]
Sent: Tuesday, August 09, 2011 10:01 AM
To: McConnell, Jeff; Grassel, Matt; Young, Kevin; Richardson, Robert
Cc: Trish Weber
Subject: FW: Parking design standard for Harrison Apartments

Good Morning, below is the parking standard proposed for this project. It is certainly a departure from what we are used to, but maybe now is the time. Given the discussion yesterday we need to know immediately if this proposal would be well received. The Portland parking standards are identical to our compact car parking standards. So the real question is would staff support a variance to the standards that says 80% or more of the parking spaces would be compact. For this project the structured parking would all be compact with the at grade parking meeting either city or ITE standards. The ITE standards buy us a couple feet which is all useful. Please let us know this afternoon if at all possible is might be a supportable variance.

Lyle Hutchens
Devco Engineering, Inc.

EXHIBIT P - 340

From: Bertman, Heidi [mailto:heidi.bertman@zgf.com]
Sent: Monday, August 08, 2011 4:49 PM
To: Lyle Hutchens; Trish Weber
Cc: 'Thomas Cody (tom@projectpdx.com)'; Sandoval, Gene; Thelen, Trent; Snyder, Robert; 'jonathan ledesma'; 'Anyeley Hallova'
Subject: Parking design standard

Lyle and Trish –

Please see below. I have cut and pasted a table regarding parking dimensions from the Portland Title 33 Zoning Code. (complete code link library here: http://www.portlandonline.com/auditor/index.cfm?c=28197)

We would like to use this as a standard for parking design and layout. It's similar to standards elsewhere in the country, so we know it is not unusual in that respect, and on Friday, Kevin indicated that, if we could reference a comprehensive standard for parking design, they would support it. As far as we can tell, this code meets those requirements and does not contradict the intent of the Corvallis LDC.

Table 266-4
Minimum Parking Space and Aisle Dimensions [1,2]

Angle (A)	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	22 ft. 6 in.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	20 ft.	17 ft. 6 in.
90°	8 ft. 6 in.	8 ft. 6 in.	20 ft.	20 ft.	16 ft.

Notes:
[1] See Figure 266-4.
[2] See Section 33.266.130.F.3 for information on parking spaces for the disabled.

EXHIBIT P - 342

FILE: I:\CIVIL3D Projects\08410\Production Drawings\Private\08410 SK-1_FIREACCESS.dwg 9/7/2011 8:50 AM - Linda

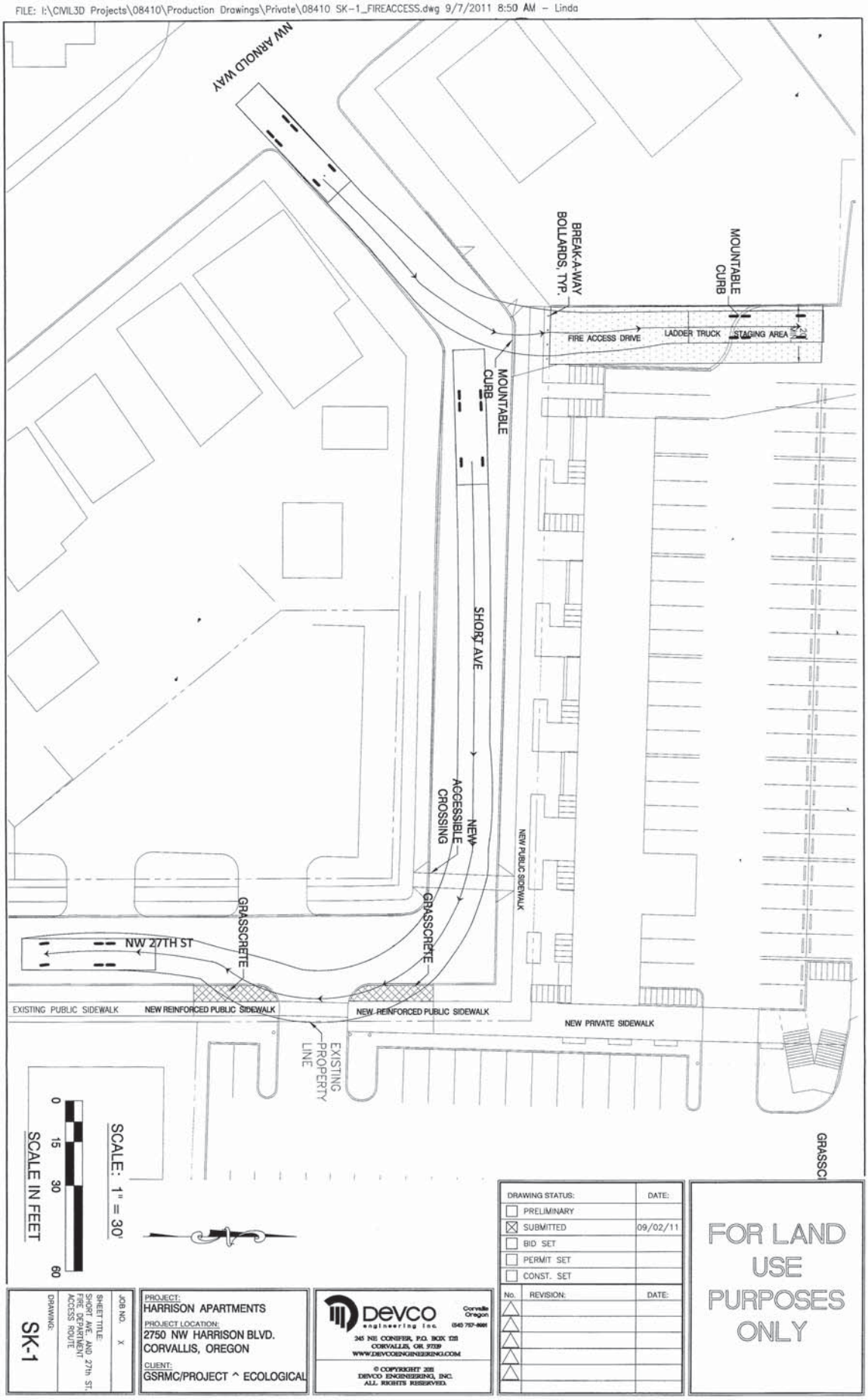


EXHIBIT P - 343

City of Corvallis - Planning Division
501 SW Madison Avenue
Corvallis, OR 97333
phone (541) 766-6908
fax (541) 754-1792
Planning@ci.corvallis.or.us
www.ci.corvallis.or.us/cd/planning

Application for General & Special Development Activities

STAFF USE ONLY

Case Number(s) :		Date Filed :	
Amount	Receipt #	Received By:	
☐ Deposit ☐ Paid in Full		Assigned To:	

Approval(s) Requested:

- ○ Annexation
- ○ Comprehensive Plan Amendment
- ○ Conditional Development Permit
  - ○ New
  - ○ Modification
  - ○ Master Site Plan
  - ○ Willamette River Greenway Permit
- ○ Director's Interpretation
- ○ Extension of Service
- ○ Floodplain Development Permit Variance
- ○ LDC Text Amendment
- ○ Other
- ○ Planned Development
  - ● Conceptual Development Plan
  - ○ Detailed Development Plan
  - ○ Conceptual & Detailed Development Plan
  - ● Modification
    - ● Major ○ Minor
  - ○ Nullification
- ● Subdivision
  - ○ New
  - ○ Modification
  - ● Major Replat
- ○ Vacation - Right-of-Way / Plat
- ○ Zone Change

Please provide a brief summary of the requested approval

Project Description: Major Modification to original Samaritan Hospital property, providing 91-unit multi-family apartment buildings. Major re-plat to consolidate existing 11 lots to single lot.

Please attach separate sheet if additional space is needed

Project Name: Harrison Apartments

EXHIBIT P - 344

Primary Contact and Owner Information

Applicant's Name	project^ecological development (Tom Cody)		
Phone	503-260-3740	E-mail	tom@projectpdx.com
Mailing Address	413 SW 13th Avenue, Suite 300, Portland, OR 97205		
Applicant Signature		Date	7·12·11
Property Owner Name	Good Samaritan Hospital, Corvallis dba Good Samaritan Regional Medical Cntr (Steve Jasperson)		
Phone	541-768-5009	E-mail	sjasperson@samhealth.org
Mailing Address	PO Box 1068, Corvallis, OR 97339		
Owner Signature		Date	

If more than one property owner is involved, provide a separate attachment listing each owner's or legal representative's signature(s).

Project Staff

Developer	project^ecological development (Tom Cody)		
Phone	503-260-3740	E-mail	tom@projectpdx.com
Planner	Lyle Hutchens, Devco Engineering, Inc.		
Phone	541-757-8991	E-mail	lyle@devcoengineering.com
Civil Engineer	Steven C.P. Hattori, Devco Engineering, Inc.		
Phone	541-757-8991	E-mail	steve@devcoengineering.com
Architect	Heidi Bertman, ZGF		
Phone	503-224-3860	E-mail	heidi.bertman@zgf.com
Landscape Architect	Trent Thelen, ZGF		
Phone	503-224-3860	E-mail	trent.thelen@zgf.com
Geotechnical Engineer	Tacia C. Miller, GeoDesign, Inc.		
Phone	503-968-8787	E-mail	tmiller@geodesigninc.com
Other			
Phone		E-mail	

EXHIBIT P - 345

Primary Contact and Owner Information

Applicant's Name	project^ecological development (Tom Cody)		
Phone	503-260-3740	E-mail	tom@projectpdx.com
Mailing Address	413 SW 13th Avenue, Suite 300, Portland, OR 97205		
Applicant Signature		Date	
Property Owner Name	Good Samaritan Hospital, Corvallis dba Good Samaritan Regional Medical Cntr (Steve Jasperson)		
Phone	541-768-5009	E-mail	sjasperson@samhealth.org
Mailing Address	PO Box 1068, Corvallis, OR 97339		
Owner Signature	Steve Jasperson	Date	7/18/2011

If more than one property owner is involved, provide a separate attachment listing each owner's or legal representative's signature(s).

Project Staff

Developer	project^ecological development (Tom Cody)		
Phone	503-260-3740	E-mail	tom@projectpdx.com
Planner	Lyle Hutchens, Devco Engineering, Inc.		
Phone	541-757-8991	E-mail	lyle@devcoengineering.com
Civil Engineer	Steven C.P. Hattori, Devco Engineering, Inc.		
Phone	541-757-8991	E-mail	steve@devcoengineering.com
Architect	Heidi Bertman, ZGF		
Phone	503-224-3860	E-mail	heidi.bertman@zgf.com
Landscape Architect	Trent Thelen, ZGF		
Phone	503-224-3860	E-mail	trent.thelen@zgf.com
Geotechnical Engineer	Tacia C. Miller, GeoDesign, Inc.		
Phone	503-968-8787	E-mail	tmiller@geodesigninc.com
Other			
Phone		E-mail	

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EXHIBIT P - 346

Property Description (or general vicinity, side of street, distance to intersection)

Street Address: 2750 NW Harrison Blvd.

General Location Description: NW Harrison between 26th Street, NW Short Street and NW Arnold Way

Assessor's Map Number(s)		Related Tax Lot(s)	
Map #	11534BD	Tax Lot(s) #	5200, 16400
Map #		Tax Lot(s) #	

The Assessor's Map Number (Township, Section/Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Benton County Assessor's Office, or on-line at: http://gis.co.benton.or.us/AssessmentMap/index.htm

Gross Lot Area: 1.47 acre

Net Lot Area: 1.47 acre

Net Lot Area :Total area of a parcel or site, excluding existing public street rights-of-way and, if a developer desires, excluding public parks, Significant Natural Feature areas dedicated to the public, and/or other areas permanently precluded from development due to development constraints or conservation easements. Planned streets shall not be excluded from the net area.

Land Use and Natural Features Information

Existing Zone(s): RS-20

Existing Comprehensive Plan Designation(s): High Density Residential

- [ ] Natural Hazards Overlay
  - [ ] 0.2' Floodway
  - [ ] Landslide Hazards
  - [ ] 100-Year Floodplain
  - [ ] Slopes > 10%
- [ ] Natural Resources Overlay
  - [ ] Riparian Corridor
  - [ ] Significant Vegetation
  - [ ] Wetlands - Locally Protected
  - [ ] Wetlands - Non-Locally Protected

For more information about land use and natural features information that may apply to your property visit: http://www.ci.corvallis.or.us/cd/zoning

Please select any of the following zone overlays or areas that apply to the subject site :

- [ ] Historic Preservation Overlay
- [ ] Willamette River Green way
- [x] Planned Development
- [x] North Campus Area
- [ ] Downtown Parking Assessment District
- [ ] Downtown Residential Neighborhood
- [ ] Downtown Pedestrian Core

Please include a discussion in the project narrative indicating how these overlays affect your proposal.

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SEP 30 201

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Planning Division

EXHIBIT P - 347

Attachment A.250

Check the box next to included attachments :

- [x] Assessor's Map and Subject Property Outlined in Red
- [x] Narrative
- [x] Grading Plan
- [x] Vicinity Map
- [x] Site Plan
- [ ] Survey / ALTA
- [x] Existing Land Use(s) Map
- [x] Zoning Map(s)
- [x] Comprehensive Plan Map(s)
- [x] Tentative Subdivision Plat / Re plat
- [x] Conceptual Landscape / Irrigation Plans
- [ ] Significant Vegetation Preservation Plans / SVMP
- [ ] Floodplain Development Variance Materials (refer to LDC 2.11.60.02)
- [ ] Site Cross Sections
- [x] Architectural Elevations
- [x] Architectural Floor Plans
- [x] Natural Hazards Map(s)
- [x] Natural Resources Map(s)
- [x] Utilities Plan
- [ ] Genetical Report / Site Assessment
- [ ] Electronic Versions of Attachments
- [ ] Minimum Assured Development Area Study
- [ ] Other

Typical drawings sizes are 24"x 36", 11"x17", or 8.5"x11". Sizes of required drawings will depend on the type and scope of applications involved. Contact staff to verify submittal requirements.

On your plans, include the following: property lines, points of access for vehicles, pedestrians, bicycles, topography (show existing and proposed), water courses, all natural features identified on the City's Wetlands, Riparian Corridors, Significant Vegetation, and Natural Hazards Maps, existing and proposed streets and driveways, parking areas, utilities,pedestrian and bicycle paths, existing easements. Please note there are additional specific graphic and narrative requirements for each type of application. Refer to the "Application Requirements" section(s) within the Land Development Code.

Please tell us more about the proposed development and its site:

1. Are there existing structures on the site ? (•) Yes ( ) No If Yes, please explain.

   Existing abandoned hospital facility to be demolished by Owner.

2. For your project, please indicate the uses proposed and describe the intended activities:

   Residential - Multi-family apartment buildings.

3. Will the project be completed in phases ? ( ) Yes (•) No If Yes, please explain.

4. How will open space, common areas and recreational facilities be maintained?

   By applicant

5. Are there previous land use approvals on the development site ? (•) Yes ( ) No
   If Yes, please include a discussion in the project narrative indicating how the prior approvals impact your proposal.

For more information, contact the Planning Division at 766-6908 or by e-mail.

EXHIBIT P - 348

Please identify any citizen outreach efforts that you have undertaken prior to submitting this application:

- [x] Mailed information regarding the proposed development to adjacent property owners / residents
- [x] Held one or more neighborhood meetings or open houses
- [ ] Met individually and/or conferred over the phone with citizens
- [ ] Held a project design workshop
- [x] Made site plans available for review.
- [ ] Posted the project site with information about the proposal, and where to go for more info
- [ ] Canvassed the neighborhood.
- [ ] Other (please describe)

Were changes made to the proposal as a result of citizen input? If so, what were they?

( ) Yes ( ) No

Authorization for Staff and Decision Makers to Enter Land

City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

- (•) I authorize City staff and decision makers to enter onto the property(-ies) associated with this application
- ( ) I do not authorize City decision makers to enter onto the property(-ies) associated with this application

Public Notice Signs

The applicant is responsible for posting public notice signs in at least one conspicuous place along each street frontage of a site 20 days prior to the public hearing date. Staff will prepare the signs and will let you know when the signs are ready to be picked up from City Hall.

Please indicate who will be responsible for posting any required signs:

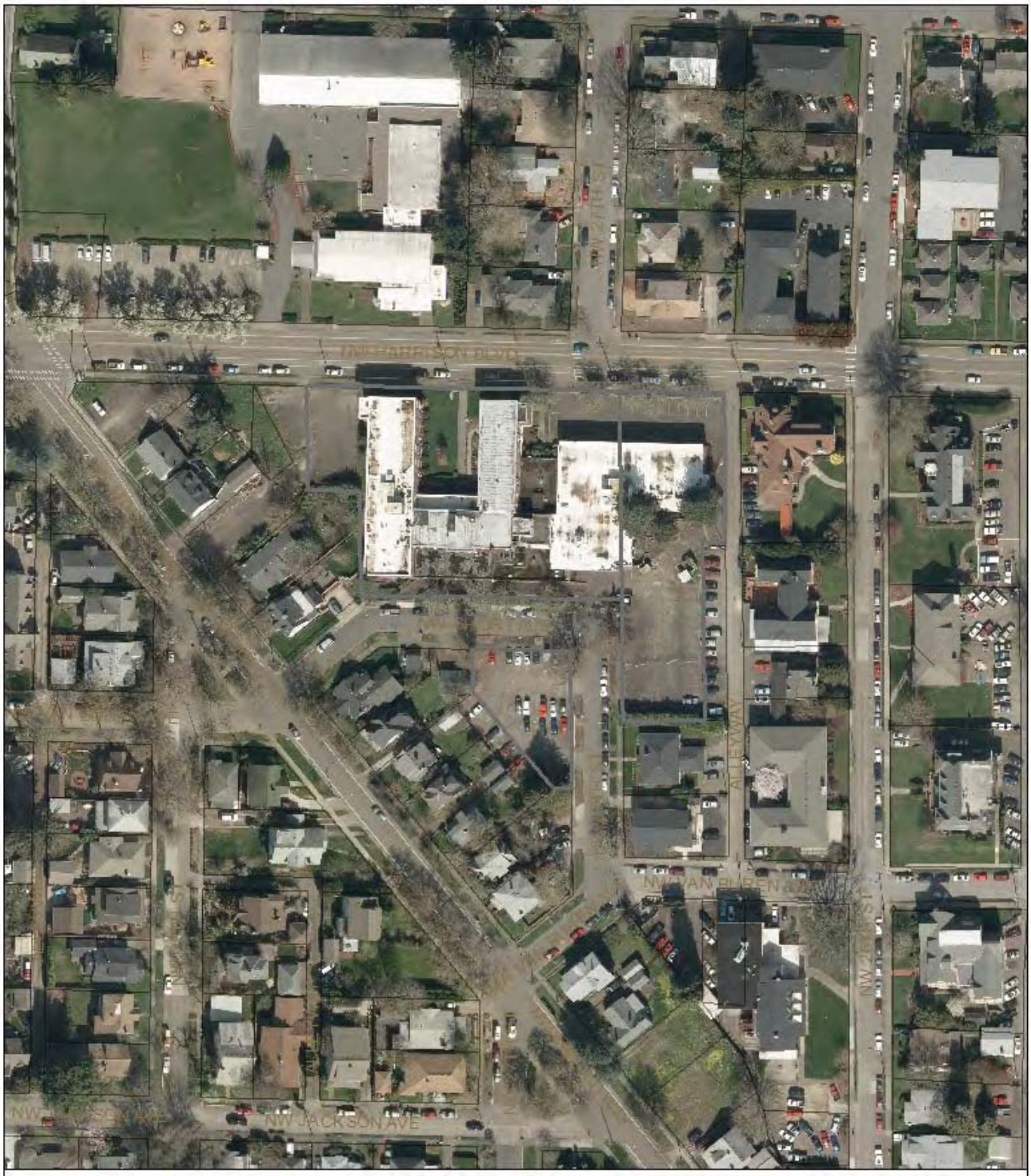
Name Devco Engineering, Inc.

Phone 541-757-8991

E-mail lyle@devcoengineering.com

EXHIBIT P - 349

Aerial Photograph 1



Corvallis Planning Division
501 SW Madison Ave
Corvallis, OR 97333
541.766.6908
Planning@ci.corvallis.or.us

0 50 100 150 Feet

Harrison Street Apartments

EXHIBIT P - 350

Attachment B.1

Historic Districts and Resources

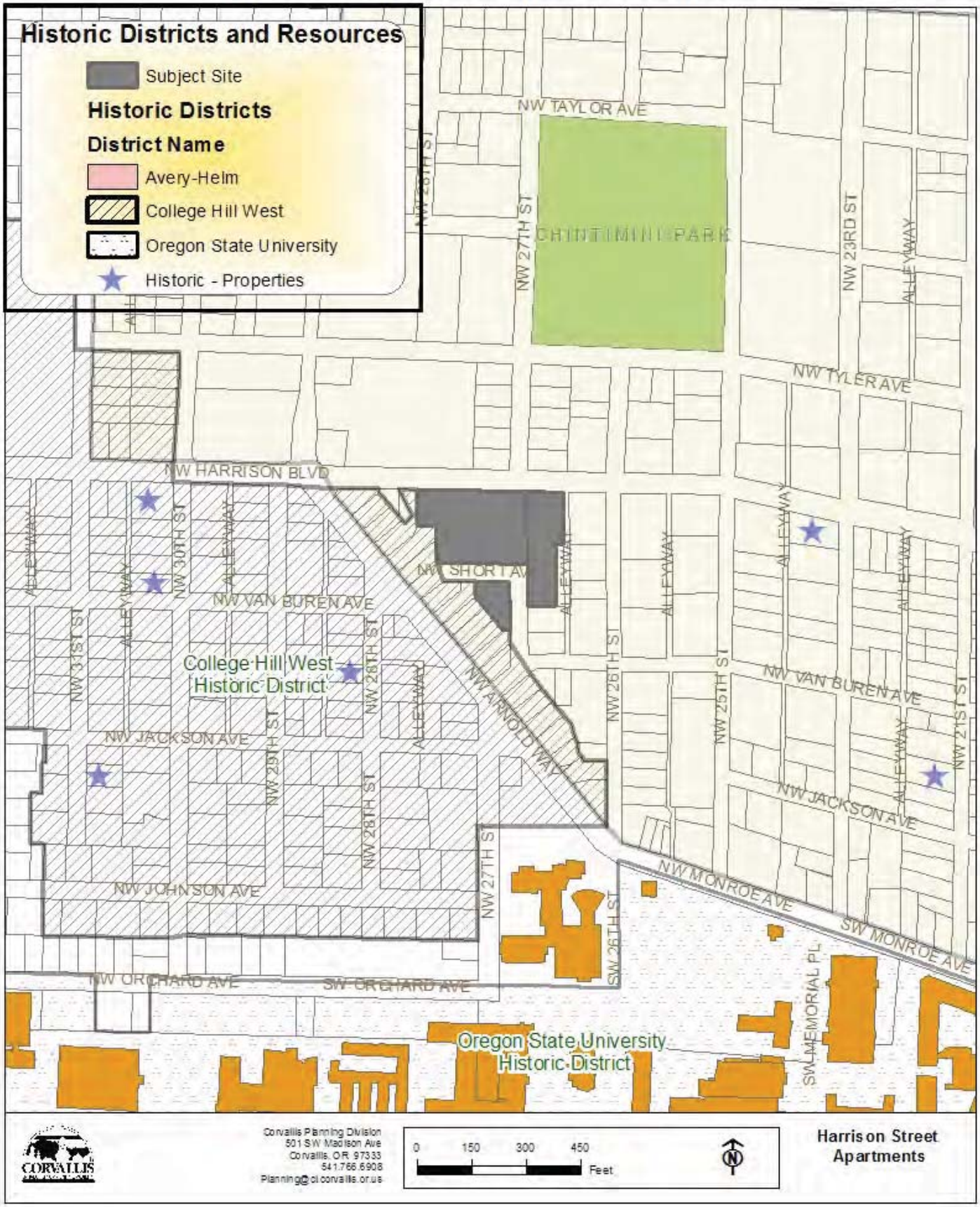


EXHIBIT P - 351

Attachment B.2

ARNOLD HEIGHTS ADDITION
TO
THE CITY OF CORVALLIS, BENTON COUNTY, OREGON

KNOW ALL MEN BY THESE PRESENTS, That WE, J.W. Rogers, Flora D. Rogers, his wife, J.A. Kerr and Louisa J. Kerr, his wife, the owners in fee simple of the tract of land laid out on this plat, do hereby plat and lay the same off into lots, blocks, streets and alleys as designated on this plat and to be known as Arnold Heights Addition to Corvallis, Oregon, and do hereby dedicate the streets and alleys as hereon platted to the use of the public.

IN WITNESS WHEREOF, WE have hereunto set our hands and seals this, the 16th day of June, A.D. 1916.

Witnessed By:

J.W. Morgan — J.W. Rogers (Seal)
Chas. G. Blakely — Flora D. Rogers (Seal)
J.A. Kerr (Seal)
Louisa J. Kerr (Seal)

STATE OF OREGON } S.S.
County of Benton

BE IT REMEMBERED, That on this 16th day of June, A.D. 1916 before me, the undersigned, a Notary Public in and for said County and State, personally appeared the above named J.W. Rogers, Flora D. Rogers, his wife, J.A. Kerr and Louisa J. Kerr, his wife, who are known to me to be the identical individuals described in and who executed the within dedication and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and Notarial Seal the day and year last above written.

(SEAL) J.W. Morgan
Notary Public for Oregon.
My Commission Expires March 13 - 1917

The Plat and Dedication hereon are approved this 16th day of June, A.D. 1916.

A.H. Malone
County Judge

J.C. Herron
County Commissioner

W.A. Jolly
County Commissioner

Fred J. Porter
City Engineer City of Corvallis

Rules Burhows
Deputy County Assessor

I hereby certify that all taxes and assessments on said property are paid.

W.A. Gerrey by Jesse C. Gerrey Deputy.
Sheriff and Ex Officio
Tax Collector

STATE OF OREGON } S.S.
COUNTY OF BENTON

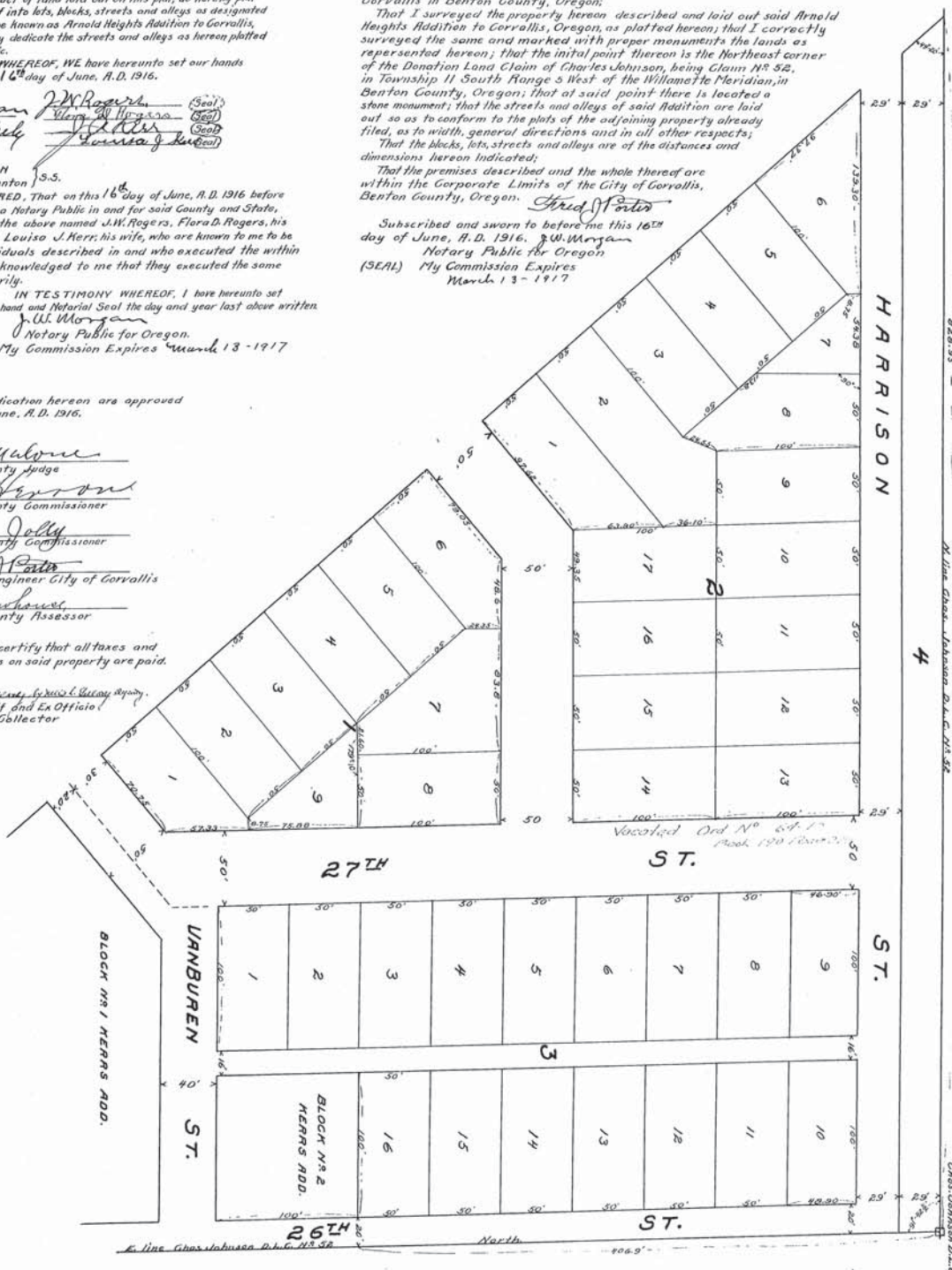
I, Fred J. Porter, being first duly sworn, depose and say that I am a surveyor and the duly appointed, qualified and acting City Engineer of the City of Corvallis in Benton County, Oregon;

That I surveyed the property hereon described and laid out said Arnold Heights Addition to Corvallis, Oregon, as platted hereon; that I correctly surveyed the same and marked with proper monuments the lands as repersented hereon; that the inital point thereon is the Northeast corner of the Donation Land Claim of Charles Johnson, being Claim No. 52, in Township 11 South Range 5 West of the Willamette Meridian, in Benton County, Oregon; that at said point there is located a stone monument; that the streets and alleys of said Addition are laid out so as to conform to the plats of the adjoining property already filed, as to width, general directions and in all other respects;

That the blocks, lots, streets and alleys are of the distances and dimensions hereon indicated;

That the premises described and the whole thereof are within the Corporate Limits of the City of Corvallis, Benton County, Oregon. Fred J. Porter

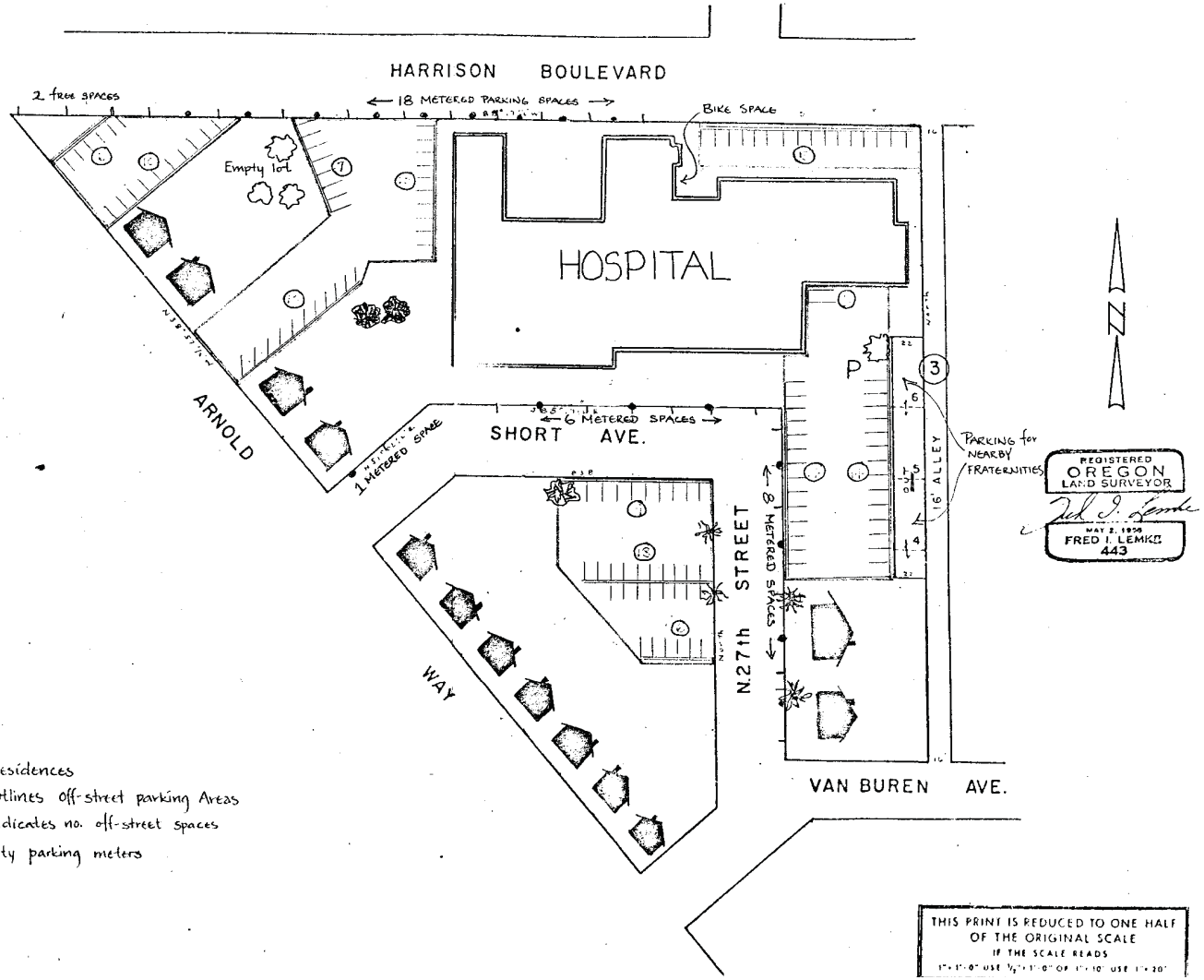
Subscribed and sworn to before me this 16th day of June, A.D. 1916. J.W. Morgan
Notary Public for Oregon
(SEAL) My Commission Expires
March 13 - 1917



FILED
JUN 17 1916
County Clerk
By ..... Deputy

EXHIBIT P - 352

'OL IM. TAI S L
PROPERTY OWNER. P MAP
IN ARNOLD HEIGHTS ADDITION
CORVALLIS OREGON
SCALE 1" = 50' JAN. 8, 1971



KEY:

- Residences
- outlines off-street parking Areas
- Indicates no. off-street spaces
- City parking meters

Attachment B.4

Staff Identified Review Criteria

The following review criteria that Staff have identified as being applicable to the Harrison Street Apartments land use application (PLD11-00004, SUB11-00001). The criteria are from the Corvallis Land Development Code (LDC) and Comprehensive Plan. Criteria from the LDC are listed below by LDC Chapter.

Land Development Code

LDC Chapter 2.4 - Subdivisions and Major Replats

2.4.30.04 - Review Criteria

b. **Residential Subdivisions** - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

2. Preservation and/or protection of Significant Natural Features, consistent with Chapter 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;

3. Land uses shall be those that are outright permitted by the existing underlying zoning designation.

4. Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant

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Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

LDC Chapter 2.5 - Planned Development

2.5.60.03 - Procedures for a Major Planned Development Modification

If a modification is proposed that equals or exceeds the thresholds described in Section 2.5.60.02, or if modifications to more than three factors that fall below the thresholds identified in Section 2.5.60.02 are proposed within a single calendar year, the changes shall be processed as a Major Planned Development Modification.

a. An applicant may petition for review of previously approved plans for purposes of modifying a Planned Development, stating reasons for the change.

b. Where the Director determines that the proposed change is a Major Planned Development Modification in accordance with the thresholds described in Section 2.5.60.02, a hearing shall be scheduled before the Planning Commission in accordance with Chapter 2.0 - Public Hearings. The Planning Commission may approve, conditionally approve, or deny the Major Planned Development Modification.

c. Upon finding that the petition is reasonable and valid, the Planning Commission may consider the redesign in whole or in part of any Detailed Development Plan.

d. In reviewing the proposed Modification, the Planning Commission shall follow the procedures herein required for Detailed Development Plan submittal and review. The Commission shall consider the review criteria in Section 2.5.50.04 to determine whether to authorize a Major Planned Development Modification.

e. Notice requirements, action on the application, issuance of the Notice of Disposition, processing of appeals, and establishment of the effective date and the effective period of a Major Planned Development Modification shall comply with the same provisions for a Detailed Development Plan.

2.5.50.04 - Review Criteria for Determining Compliance with Conceptual Development Plan

Request for approval of a Detailed Development Plan shall be reviewed to determine whether it is in compliance with the Conceptual Development Plan. The Detailed Development Plan shall be deemed to be in conformance with the Conceptual Development Plan and may be approved provided it is consistent with the review criteria in Section 2.5.40.04 above, provides a clear and objective set of development standards for residential Detailed Development Plans (considering the Detailed Development Plan proposal, required adherence to this Code, and Conditions of Approval), and does not involve any of the factors that constitute a major change in the Planned Development. See Section 2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification.

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 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

[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 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.

LDC Chapter 3.8 - High Density (RS-20) Zone

Section 3.8.20 - PERMITTED USES

3.8.20.01 - Ministerial Development

a. Primary Uses Permitted Outright

1. Residential Use Types -

   a) Family

   b) Group Residential

   c) Group Residential/Group Care

   d) Residential Care Facilities

   e) Fraternities and Sororities

2. Residential Building Types -

   f) Multi-dwelling

b. Accessory Uses Permitted Outright

9. Required off-street parking for uses permitted in the zone in accordance with Chapter 4.1 - Parking, Loading, and Access Requirements

Section 3.8.30 - RS-20 DEVELOPMENT STANDARDS

3.8.30.01

Table 3.8-1

		Standard
a.	Minimum Density	20 units per acre. Applies to the creation of Land Divisions.
b.	Maximum Density	No Maximum
c.	Minimum Lot Area	None
d.	Minimum Average Lot Width	25 ft.

EXHIBIT P - 358

	Standard
e. Setbacks 1. Front, Side Yard, and Rear Yard Unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained. Interior attached townhouses exempt from interior side yard setbacks.	10 ft. minimum, except that portions may be reduced to 5 ft. provided that: 1. The 5 ft. setback is applied to 50 percent or less of the building face related to a yard space; 2. An average 10 ft. setback shall be provided along the building face; and 3. Where buildings exceed a length of 60 ft or exceed 3 stories, the above yard requirements shall be increased at a rate of 1 ft. for each 15 ft. of building length over 60 ft. and 2 ft. for each story over 3 stories.
2. Maximum Front Yard Setback	25 ft.; interior buildings within a development are exempt from this requirement.
3. Side and Rear Yard Setback Adjacent to Low Density Residential zones	Equal to most restrictive setback in the Low Density Residential zone.
4. Corner Lot See also “k,” and “l,” below.	10 ft. minimum on side abutting the street. Vision Clearance Areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.
f. Minimum Garage/Carport Setbacks 1. Detached and attached units a) Garage/carport entrance facing/parallel to the street	19 ft. minimum
b) Garage/carport entrance sideways/perpendicular to street	10 ft. minimum Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development. Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.
2. Multi-dwelling units See also “k,” and “l,” below.	Off-street parking and garages/carports shall be located interior to the site in accordance with Chapter 4.10 - Pedestrian Oriented Design Standards.

		Standard
g.	Minimum Setbacks and Buffering from Actively Farmed Open Space-Agricultural (OS-AG) Land See also “k,” and “l,” below.	When residential development is proposed abutting Actively Farmed OS-AG Land, a minimum 50 ft.-wide continuous plant or plant/berm buffer is required. It is the applicant’s responsibility to provide this buffer. The minimum setback for lands adjacent to Actively Farmed OS-AG Land is 100 ft. Any intervening right-of-way may be included in the 100-ft. setback measurement. Structures that existed on December 31, 2006, and that would fall within the 100-ft setback from Actively Farmed OS-AG Land shall not be considered as non-conforming structures and no additional buffering is required to maintain the existing development.
h.	1. Maximum Structure Height 2. Maximum Structure Height adjacent to RS-3.5, RS-5, RS-6, RS-9, and RS-9(U) Zones	65 ft. above grade or 5 stories , whichever is less. See Section 3.8.30.02 below.
i.	Maximum Lot Coverage	75 percent of the lot area maximum; interior attached townhouses exempt from this provision. Green Area is calculated per lot.
j.	Off-street Parking	See Chapter 4.1 - Parking, Loading, and Access Requirements.
k.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Residential Structures	Shall not be placed within any required setback area. When located outside a setback area, but within five to 10 ft. of a property line, such equipment shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment. When located outside a setback area, but greater than 10 ft. from a property line, such equipment requires no screening.
l.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Nonresidential Structures	Shall be in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
m.	Minimum Assured Development Area (MADA)	See Chapter 4.11 - Minimum Assured Development Area (MADA).
n.	Special Flood Hazard Areas	See Chapter 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.

		Standard
o.	Significant Vegetation	See Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting and Chapter 4.12 - Significant Vegetation Protection Provisions.
p.	Riparian Corridors & Locally Protected Wetlands	See Chapter 4.13 - Riparian Corridor and Wetland Provisions.
q.	Landscaping	See Section 3.8.50, below, and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
r.	Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.8.50, below.
s.	Landslide Hazards and Hillsides	See Chapter 4.14 - Landslide Hazard and Hillside Development Provisions.

3.8.30.02 - Structure Height and Building Mass

a. Primary structures in the RS-20 Zone shall not exceed a height of 65 ft. or five stories, whichever is less.

Section 3.8.50 - GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

3.8.50.01 - Green Area

a. A minimum of 25 percent of the gross lot area and a minimum of 15 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 75 percent maximum lot/site coverage standard of Section 3.8.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.

b. Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.

c. The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and to provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.

3.8.50.02 - 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.

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.

3.8.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;

b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;

c. Enhancing park sites adjacent to the convergence of sidewalks and/or multi-use paths;

d. Enhancing recreational opportunities near neighborhood commercial activity centers; and

e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.

LDC Chapter 4.0 - Improvements Required With Development

Section 4.0.20 - TIMING OF IMPROVEMENTS

a. All improvements required by the standards in this Chapter shall be installed concurrently with development, as follows:

1. Where a Land Division is proposed, each proposed lot shall have required public and franchise utility improvements installed or secured prior to approval of the Final Plat, in accordance with the provisions of Section 2.4.40.08 of Chapter 2.4 - Subdivisions and Major Replats.

2. Where a Land Division is not proposed, the site shall have required public and franchise utility improvements installed or secured prior to occupancy of structures, in accordance with the provisions of Section 2.4.40.12 of Chapter 2.4 - Subdivisions and Major Replats.

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

a. Sidewalks shall be required along both sides of all streets, as follows:

1. Sidewalks on Local, Local Connector, and Cul-de-sac Streets - Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de-sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.

2. Sidewalks on Arterial, Collector, and Neighborhood Collector Streets - Sidewalks along Arterial, Collector, and Neighborhood Collector Streets shall be separated from curbs by a planted area. The planted area shall be a minimum of 12 ft. wide and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of five ft. wide. An exception to these provisions is that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 2.11 - Floodplain Development Permit and Chapter 4.5 - Floodplain Provisions.

3. Sidewalk Installation Timing - The timing of the installation of sidewalks shall be as follows:

a) Sidewalks and planted areas along Arterial, Collector, and Neighborhood Collector Streets shall be installed with street improvements.

b) Except as noted in "c," below, construction of sidewalks along Local, Local Connector, and Cul-de-sac Streets may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat.

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.

2. Pedestrian rights-of-way connecting Cul-de-sacs or passing through unusually long or oddly shaped blocks shall be a minimum of 15 ft. wide. When these connections are less than 220 ft. long, measuring both the on-site and the off-site portions of the path, or when they directly serve 10 or fewer on-site dwellings, the paved improvement shall be no less than five ft. wide. Connections that are either longer than 220 ft. or serve more than 10 on-site dwellings shall have wider paving widths as specified in Section 4.0.40.c. Maintenance of the paved improvement shall be the responsibility of adjacent property owners. Additionally, a minimum of five ft. of landscaping shall be provided on either side of these pedestrian facilities, in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Maintenance of the landscaping shall also be the responsibility of adjacent property owners.

3. Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian ways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:

   a) To maximize direct pedestrian travel, the on-site pedestrian circulation system shall connect the sidewalk on each abutting street to the main entrance of the primary structure on the site.

   b) Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities that abut the site but are not adjacent to the streets abutting the site. When sidewalks or multi-use paths are provided, such as occurs through Cul-de-sacs or to provide pedestrian connections through areas where vehicles cannot travel, these facilities shall be bordered on both sides by a minimum of five ft. of landscaping. Additionally, solid fencing shall be limited to a maximum height of four ft. along these areas to increase visibility and public safety. Portions of fences above four ft. in height are allowed, provided they are designed and constructed of materials that are open a minimum of 50 percent.

   c) Walkways shall be as direct as possible and avoid unnecessary meandering.

   e) With the exception of walkway/driveway crossings, walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer. This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on-site unless an unusual parking lot hazard exists.

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

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e. To ensure improved access between a development site and an existing developed facility such as a commercial center, school, park, or trail system, the Planning Commission or Director may require off-site pedestrian facility improvements concurrently with development.

f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps, sidewalk prisms, horse rings, and iron curbs that will be impacted by the development. If such a feature exists, it shall either be left in its current state as part of the existing sidewalk or street, or incorporated into the new sidewalk or street for the development site, as close as possible to its original location and orientation. Iron curbs shall be retained unless required to be removed or modified to comply with mandatory ADA standards. In such instances, the iron curb shall only be removed or modified to the minimum extent necessary to comply with the ADA standards.

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

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

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

2. If the traffic evaluation identifies Level of Service (LOS) conditions less than the minimum standard established in the Corvallis Transportation Plan, improvements and funding strategies mitigating the problem shall be considered concurrently with a development proposal.

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

1. Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrently with development. Where a development site abuts an existing private street not improved to City standards, and the private street is allowed per the criteria in "d", above, the abutting street shall meet all the criteria in "d", above and be improved to City standards along the full frontage of the property concurrently with development.

j. Alley standards shall be as follows -

1. Standards for Alleys Serving both Residential and Nonresidential Use Types

a) Alleys serving Residential Use Types shall be privately owned, with the exception of existing publicly owned alleys. Alleys serving nonresidential Use Types may be private, but are strongly encouraged to be public;

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g) **Although emergency access to structures is provided via streets the majority of the time, in cases where an alley provides required emergency access to a structure(s), the alley shall be a minimum of 20 ft. wide and have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate emergency vehicles;**

2. **Additional Standards for Alleys Serving Residential Use Types -**

a) **One-way alleys shall have a minimum width of 12 ft., and two-way alleys a minimum width of 16 ft. One-way alleys shall be clearly designed as one-way alleys and shall be signed accordingly;**

k. 8. **Right-of-way and improvement widths shall be as specified in the Transportation Plan and Table 4.0-1 - Street Functional Classification System.**

l. **Where standards do not exist to address unusual situations, the Planning Commission or Director may require special design standards recommended by the City Engineer as Conditions of development Approval.**

Table 4.0-1- Street Functional Classification System[1]

	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local
Auto amenities (lane widths)[2]	2-5 Lanes (11 - 14 ft.)	2-5 Lanes (12 ft.)	2-3 Lanes (11 ft.)	2 Lanes (10 ft.)	2 Lanes (10 ft.)	Shared Surface
Bike amenities[3]	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	Shared Surface	Shared Surface
Pedestrian amenities	2 Sidewalks (6 ft.) Ped. Islands	2 Sidewalks (5 ft.) Ped. Islands	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)
Transit	Typical	Typical	Typical	Typical	Permissible/not typical	Permissible/not typical
Managed speed[4]	20 mph - 55 mph	25 mph - 45 mph	25 mph - 35 mph	25 mph	25 mph	15-20 mph
Curb-to-curb width[5] (two way)						
No on-street parking	34 ft - 84 ft.*	34 ft.-72 ft.	34 ft.-45 ft.	32 ft.	20 ft.*	20 ft.*

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Parking one side	42 ft. - 84 ft.	NA	NA	40 ft.	28 ft.	25 ft.*
Parking both sides	50 ft. - 84 ft.	NA	NA	48 ft.	28-34 ft.	28 ft.
Traffic calming[6]		No	Permissible/ not typical	Typical	Permissible	Permissible
Preferred adjacent land use	High Intensity	High Intensity	Med. to High Intensity	Medium Intensity	Med. to Low Intensity	Low Intensity
Access control	Yes	Yes	Some	No	No	No
Turn lanes		Continuous and/or medians with ped. islands	Typical at intersections with Arterials or Collectors	Not typical	Not typical	Not typical
Planting strips[7&8]	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 6 ft. Except across areas of Natural Features	Two - 6 ft.[7] Except across areas of Natural Features[7&8]
Through-traffic connectivity		Primary function	Typical function	Typical function	Permissible function	Permissible function

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1. These standards do not preclude the flexibility currently allowed through the Planned Development process in Chapter 2.5 - Planned Development.

2. Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. On Arterial and Collector roadways, an absolute minimum for safety concerns is 10 ft. Such minimums are expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width.

3. An absolute minimum width for safety concerns is five ft., which is expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width. Parallel multi-use paths in lieu of bike lanes are not appropriate along the Arterial-Collector system due to the multiple conflicts created for bicycles at driveway and sidewalk intersections. In rare instances, separated (but not adjacent) facilities may provide a proper function.

4. Arterial Highway speeds in the Central Business or other Commercial zones in urban areas may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.

5. Street design for each development shall provide for emergency and fire vehicle access. Street widths of less than 28 ft. shall be applied as a development condition through the Subdivision process in Chapter 2.4 - Subdivisions and Major Replats and/or the Planned Development process in Chapter 2.5 - Planned Development. The condition may require the developer to choose between improving the street to the 28-ft. standard or constructing the narrower streets with parking bays placed intermittently along the street length. The condition may require fire-suppressive sprinkler systems for any dwelling unit more than 150 ft. from a secondary access point. * To be applied in RS-9 and lesser zones.

6. Traffic calming includes such measures as bulbed intersections, speed humps, raised planted medians, mid-block curb extensions, traffic circles, signage, and varied paving materials and is addressed in the Transportation Plan.

7. Through the Planned Development Review Process, the planting strip along Local Streets and around the bulbs of Cul-de-sacs may be reduced or eliminated.

8. Where streets must cross protected Natural Features, street widths shall be minimized by providing no on-street parking and no planting strips between the curb and the sidewalk on either side of the street.

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. Residential Standards -

a) Complete Blocks - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) Maximum Block Perimeter - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) Variations Allowed Outright - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

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

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

e. Where street, trail, utility, or other rights-of-way and/or easements in or adjacent to development sites are nonexistent or of insufficient width, dedications may be required. The need for and widths of those dedications shall be determined by the City Engineer.

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

g. Environmental assessments shall be provided by the developer (grantor) for all lands to be dedicated to the public or City. An environmental assessment shall include information necessary for the City to evaluate potential liability for environmental hazards, contamination, or required waste cleanups related to the dedicated land. An environmental assessment shall be completed prior to the acceptance of dedicated lands, in accordance with the following:

1. The initial environmental assessment shall detail the history of ownership and general use of the land by past owners. Upon review of this information, as well as any site investigation by the City, the Director will determine if the risks of potential contamination warrant further investigation. If further site investigation is warranted, a Level I Environmental Assessment shall be provided by the grantor, as described in “2," below.

LDC Chapter 4.1 - Parking, Loading, and Access Requirements

Section 4.1.20 - GENERAL PROVISIONS

c. New Structures - When a structure is constructed, on-site vehicle and bicycle parking and loading spaces shall be provided in accordance with Section 4.1.30 below.

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

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

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

k. Unassigned Parking in Residential Zones -

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

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall

consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

l. Bedroom Size Determination - Multi-dwelling units having a bedroom in excess of 160 sq. ft. shall provide added vehicle and bicycle parking of 0.5 parking spaces per oversized bedroom.

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.

s. Compliance with Landscaping, Natural Hazards, Minimum Assured Development Area (MADA), and Natural Resources Provisions - Landscaping, Natural Hazards, Minimum Assured Development Area (MADA), and Natural Resources shall be addressed in accordance 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.

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 -

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.

The required bicycle parking may be located within a structure, in accordance with the provisions of Section 4.1.70.

Section 4.1.40 - STANDARDS FOR OFF-STREET PARKING AND ACCESS

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this Section and the City's Off-street Parking and Access Standards, established by the City Engineer and as amended over time. A permit from the Development Services Division shall be required to construct parking, loading, and access facilities, except for Single Detached, Duplex, Single Attached, and Attached Building Types; and Manufactured Dwellings.

a. Access to Arterial, Collector, and Neighborhood Collector Streets

1. Off-street facilities shall be designed and constructed with turnaround areas to prevent back-up movement onto Arterial Streets.

2. Location and design of all accesses to and/or from Arterial, Collector, and Neighborhood Collector Streets, as designated in the Corvallis Transportation Plan, are subject to review and approval by the City Engineer. Accesses shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions to this requirements may be granted by the City Engineer. Evaluations of exceptions shall consider the posted speed for the street on which access is proposed, constraints due to lot patterns, and effects on the safety and capacity of the adjacent public street, bicycle, and pedestrian facilities.

3. When developed property will be expanded or altered in a manner that significantly affects on-site parking or circulation, both existing and proposed accesses shall be reviewed under the standards in “2," above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

b. Access to Unimproved Streets

1. Development may occur without access to a street built to City standards when that development constitutes infill on an existing substandard public street. A condition of development shall be to prepay the City for future street improvements according to current policies and procedures. This shall be required with approval of any of the following applications:

   a) Land Divisions;

   b) Conditional Developments;

   c) Building Permits for new nonresidential construction or structural additions to nonresidential structures, except Accessory Development; and/or

   d) Building Permits for new residential units.

2. The City Engineer may allow the developer to sign an irrevocable petition for public street improvements in lieu of prepayment if it is determined that:

   a) Existing development along a particular street corridor is so extensive that the ability to fund a future street improvement project through the collection of additional prepayment fees is limited; or

   b) Future improvement scenarios are uncertain to the extent that an estimate for street improvements cannot be generated with any degree of confidence.

c. Vision Clearance -

1. Except within the Central Business (CB) Zone, Vision Clearance Areas shall be provided at the intersections of all streets and at the intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety. The extent of Vision Clearance Areas shall be determined from standards adopted by the City Engineer that consider functional classification of the streets involved, type of traffic control present at the intersection, and designated speed for the streets.

2. Traffic control devices, street lights, and utility installations approved by the City Engineer are permitted within Vision Clearance Areas.

d. **Backing or Maneuvering of Vehicles** - For developments requiring four or more parking spaces, vehicular backing or maneuvering movements shall not occur across public sidewalks or within any public street other than an alley, except as approved by the City Engineer. An exception to this provision may be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, for a total of six spaces, provided that these spaces are within driveway areas designed to serve individual units within the Duplexes and Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Evaluations of other requests for exceptions shall consider constraints due to lot patterns and effects on the safety and capacity of the adjacent public street and on bicycle and pedestrian facilities. See also Section 4.10.60.01 a.3 and Section 4.10.60.02.

e. **Screening** - All parking areas containing four or more spaces and all parking areas in conjunction with an off-street loading facility shall require screening in accordance with the zoning requirements and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Where not otherwise specified by zoning requirements, screening along a public right-of-way shall include a minimum five-ft.-wide plant buffer adjacent to the right-of-way.

f. **Lighting** - Lighting shall be consistent with the provisions outlined in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

g. **Setbacks** - Where vehicles will be backing out from a driveway to the public right-of-way, all off-street parking shall have a minimum 19 ft. setback from the sidewalk or future sidewalk to a garage or carport. Where no sidewalk location has been established, a 19-ft. setback from the right-of-way edge to the parking structure shall be used.

   Nothing in this Section shall imply or permit a lesser setback than that required by any other section of this Code.

h. **Sidewalks** - Sidewalks shall be required in accordance with the provisions of Section 4.0.30 of Chapter 4.0 - Improvements Required with Development.

i. **Driveways** -

   1. Driveways shall be surfaced as required by standards established by the City Engineer. No point along the driveway length shall traverse a slope in excess of 15 percent. The location and design of the driveway within the lot frontage shall provide for unobstructed sight per the Vision Clearance requirements in Section 4.1.40.c. Requests for exceptions to these requirements will be evaluated by the City Engineer, who will consider the physical limitations of the lot and the safety impacts to vehicular, bicycle, and pedestrian traffic.

2. Single-family (Attached or Detached) and Duplex development shall be limited to a maximum 20 ft.-wide curb cut. An exception to this provision may be granted in situations where steep terrain in excess of a 15 percent grade prevents compliance. Additional exceptions to this requirement may be obtained through the procedures outlined in Chapter 2.12 - Lot Development Option and Chapter 2.5 - Planned Development.

j. Access between Sites via Parking Lots and/or Drives - Where vehicular circulation between sites is appropriate to reduce off-site traffic impacts and/or to provide convenience for customers and/or delivery vehicles, vehicular connections between commercial developments shall be provided via parking lots and/or drives.

Section 4.1.50 - MODIFICATION TO PARKING REQUIREMENTS

Vehicle parking requirements may be modified as follows:

4.1.50.01 - Compact Car Spaces

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

Section 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING

All bicycle parking facilities required in conjunction with development shall conform to the standards in this Section. Bicycle parking shall be located on-site with safe, convenient access to the public right-of-way, and shall conform to the Bicycle Rack Specifications adopted by the City Engineer, as amended from time to time.

a. Location

1. Safe, convenient pedestrian access shall connect the bicycle parking area to the main entrance of the site's Primary Use.

2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas via curbing or other barriers to prevent damage to parked bicycles.

3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

4. Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the facility.

5. Bicycle parking facilities shall be placed in a location convenient to the main entrance of the site's Primary Use.

6. For security and convenience, bicycle parking facilities shall be located in areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.

b. Dimensions

1. Bicycle parking spaces shall each be a minimum of six ft. by two ft.

2. Overhead clearance in covered areas shall be at least seven ft.

3. A minimum five ft.-wide aisle shall be provided beside or between each row of bicycle parking.

c. Enclosures and Racks

1. Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored, or stationary objects (racks) to which bicycles may be locked.

2. Lockers and racks shall be securely anchored to the pavement or a structure.

3. Bicycle racks and covered bicycle parking shall be designed consistent with the standards of the City Engineer.

d. Covering

1. At minimum, 50 percent of the required bicycle parking shall be covered unless the facility is in a public park, the Riverfront (RF) Zone, or the Central Business (CB) Zone.

2. If vehicle parking is covered, a proportionate amount of bicycle parking shall also be covered. However, the minimum amount specified in "1," above shall be provided.

3. Covering for bicycle parking facilities shall be permanent and shall provide protection from precipitation.

4. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning. Bicycle parking facilities may also be located within buildings, provided the other requirements of this Section are met.

e. Lighting

1. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and visible from adjacent sidewalks and/or vehicle parking areas during all hours of use.

Lighting shall be consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

LDC Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting
Section 4.2.20 - GENERAL PROVISIONS

a. Required Landscaping -

1. Landscaping and Irrigation Plans - Where a landscape plan is required by this Code, by a particular proposal, and/or by Conditions of Approval, detailed planting plans, irrigation plans and other related plans shall be submitted for review and approval with Building Permit applications and/or prior to the recordation of a Final Plat, as applicable. Building Permits, including Foundation Permits, shall not be issued until the Director has determined that the plans comply with the purposes clause and specific standards in this Chapter, any specific proposal(s), and/or Conditions of Approval that apply to the particular project. On a case by case basis, and where no Significant Natural Features would be impacted, the Director may grant an exception and allow the issuance of permits. Required landscaping shall be reviewed and approved by the Director, and in no case shall landscaping be less than that required by this Chapter. Landscaping shall consist of ground cover, shrubbery, and trees.

2. Installation - All required landscaping and related improvements, such as irrigation, etc., shall be completed prior to the issuance of a Certificate of Occupancy. Additionally, all required landscaping and related improvements within the public right-of-way, and/or required by Conditions of Approval in conjunction with recording of the Final Plat, shall be completed or financially guaranteed prior to the recording of a Final Plat. If an applicant chooses to financially secure landscaping and related improvements in order to record a Final Plat, such financial security shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount at least equivalent to 120 percent of the cost of the installation of the landscaping and related improvements.

3. Coverage within Three Years - All required landscaping shall provide a minimum 90 percent ground coverage within three years. A financial guarantee shall be provided for new residential development, with the exception of areas within single-family or Duplex lots. A financial guarantee shall also be provided for new nonresidential development, and nonresidential redevelopment that involves a 3,000 sq. ft. or 20 percent expansion, whichever is less, except that 20 percent expansions less than 500 sq. ft. are exempt. The financial guarantee shall cover maintenance for a three-year period from the date that the landscaping was installed by the applicant and accepted by the City. This guarantee shall be established prior to the issuance of a Final Certificate of Occupancy and prior to recording of a Final Plat. Additionally, this guarantee shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount that is at least equivalent to 50 percent of the cost of

installation of required landscaping and related improvements, plus 20 percent of the 50 percent figure.

To release this guarantee at the end of the three-year period, the developer shall provide a report to the Director. This report shall be prepared by a licensed arborist or licensed landscape contractor and shall verify that 90 percent ground coverage has been achieved, either by successful plantings or by the installation of replacement plantings. The Director shall approve the report prior to release of the guarantee.

b. Appropriate care and maintenance of landscaping on-site and landscaping in the adjacent right-of-way is the right and responsibility of the property owner, unless City ordinances specify otherwise for general public and safety reasons. A City permit is required to plant, remove, or prune any trees in a public right-of-way. Pruning shall be in accordance with the American National Standards Institute (ANSI) A300 standards for Tree Care Operations. Landscaping, buffering, and screening required by this Code shall be maintained. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind.

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

2. Preservation -

   a) Significant Trees and Significant Shrubs to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing Significant Trees and Significant Shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

   b) Where the preservation of Significant Trees or Significant Shrubs is required by this Code, by a particular proposal, and/or by Conditions of Approval, no development permits shall be issued until a preservation plan has been reviewed and approved by the Director. The preservation plan shall be developed by a certified arborist and shall comply with the purposes clause and specific standards in this Chapter and any proposal(s) and/or Conditions of Approval that apply to the particular project. Additionally, Significant Trees and Significant Shrubs to be saved and methods of protection shall be indicated on the preservation plan submitted for approval. Methods of preservation shall be consistent with Section 4.12.60.f.

f. **Irrigation Systems** - With the exception of individual lots for single-family and Duplex development, irrigation systems shall be required, provided, and maintained for all required landscape areas in all zones, unless waived by the Director. These irrigation systems are for the purpose of ensuring survival of plant materials in required landscape areas. The Director may waive the requirement for irrigation systems in areas containing established trees and shrubs that are more than five years old, and are retained as significant vegetation in common, open space tracts and areas. Irrigation systems needed to establish trees and shrubs in Natural Resource and Natural Hazard areas are required. Where required, a detailed irrigation system plan shall be submitted with Building Permit applications. The plan shall indicate source of water, pipe location and size, and specifications of backflow device. The irrigation system shall utilize 100 percent sprinkler head-to-head coverage or sufficient coverage to ensure 90 percent coverage of plant materials in three years.

g. In no case shall shrubs, conifer trees, or other screening be permitted within Vision Clearance Areas of street, alley, or driveway intersections, or where the City Engineer otherwise deems such plantings would endanger pedestrians and vehicles.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. **Tree Plantings** -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

1. Street Trees -

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

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees. This standard shall not apply to alleys located within the Central Business (CB) and Riverfront (RF) Zones.

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

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the

front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

2. Along alleys, trees shall be planted on the sides of the alleys at a minimum of one tree per lot; and the trees shall be located within 10 ft. of the alley. This standard shall not apply to alleys located within the Central Business (CB) and Riverfront (RF) Zones;

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

4. Conditions of Approval for individual development projects may require additional tree plantings to mitigate removal of other trees, or as part of landscape buffering or screening efforts;

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

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

Table 4.2-1 - Street Trees

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

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Minimum one tree per eight cars

Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Minimum one tree per 12 cars

b. Areas Where Trees May Not be Planted -

1. Trees may not be planted within five ft. of permanent hard surface paving or walkways, unless special planting techniques and specifications are used and particular species of trees are planted, as outlined in Section 4.2.40.c or approved by the Director. These limitations apply most frequently in areas such as landscape parkways, pedestrian walkways, and plaza areas, where there may be tree grates.

2. Unless approved otherwise by the City Engineer, trees may not be planted:

   a) Within 10 ft. of fire hydrants and utility poles;

   b) Within 20 ft. of street light standards;

   c) Within five ft. from an existing curb face, except where required for street trees;

   d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line; or

   e) Where the Director determines the trees may be a hazard to the public interest or general welfare.

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Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

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

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

b. In addition to any pedestrian refuge areas, each landscaped island within and around parking lot areas shall -

1. Include one or more shade canopy trees;

2. Be a minimum length of eight ft. at its smallest dimension;

3. Include at least 80 sq. ft. of ground area per tree to allow for root aeration; and

4. Include raised concrete curbs around the perimeter.

c. Connecting walkways through parking lots shall have one or more canopy shade tree per 40 linear ft. Driveways to or through parking lots shall have one or more canopy shade tree per 40 linear ft. on each side. These trees shall be planted in landscape areas within five ft. of the walkways and driveways, respectively.

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

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

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

A chainlink fence with slats shall qualify for screening only if a landscape buffer is provided in compliance with Section 4.2.40, above.

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within Vision Clearance Areas, as determined by the City Engineer.

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

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

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

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

4.2.50.02 - Service Facilities and Outdoor Storage Areas

Trash dumpsters, gas meters, ground-level air conditioning units and other mechanical equipment, other service facilities, and outdoor storage areas shall be appropriately screened with a fence, wall, or plantings, consistent with the landscape screening provisions in this Section. When located adjacent to a residential zone, outdoor components associated with heat pumps, ground-level air conditioning units and similar kinds of equipment that create noise shall not be placed within any required setback area. Additionally, if such equipment is located adjacent to a residential zone and between five - 10 ft. of a property line, it shall be screened with a solid fence or

wall at least one ft. higher than the equipment. When such equipment is located adjacent to a residential zone and outside a required setback line, and is greater than 10 ft. from a property line, standard screening requirements in this Section shall apply.

Section 4.2.80 - SITE AND STREET LIGHTING

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

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

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

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

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

d. Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property. Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.

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

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

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

LDC Chapter 4.4 - Land Division Standards

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

4.4.20.02 - Blocks

a. **General** - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

b. **Size** - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

4.4.20.03 - Lot Requirements

a. **Size and Shape** - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed,

unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

b. **Access** - Each lot shall abut a street (not an alley) for a distance of at least 25 ft. unless it complies with the exceptions listed in “1,” “2,” or “3,” below:

1. Exception 1 - On a lot or parcel zoned RS-3.5, RS-5, RS-6, RS-9, or RS-9(U) and existing prior to December 31, 2006, the Minor Land Partition or Minor Replat process may be used to create flag lots that comply with all of the criteria in “a-d,”

    a. Each resulting lot or parcel contains an area equal to no more than 175 percent of the zone’s minimum lot size for a Single-family Detached dwelling;

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b. Front doors are less than 200 ft. from a street and are accessed by a sidewalk or multi-use path (distance measured along the centerline of the path to the nearest public street right of way or private street tract);

c. A street is not required through any part of the site per other requirements of this Code, such as the Block Perimeter standards in Section 4.0.60.n; and

d. The Access Way is consistent with Section 4.4.30.01, below.

2. Exception 2 - On a lot or parcel approved through a Minor Land Partition prior to December 31, 2006, that has not expired and for which an “urban conversion plan” was provided, the Minor Land Partition or Minor Replat process may be used to create flag lots that comply with the approved urban conversion plan and all of the criteria in "a and b."

a. Front doors are within 100 feet of the lot's (or parcel's) accessway;

b. The Access Way is consistent with Section 4.4.30.01, below.

3. Exception 3 - The lot meets the exemption in “a” or “b,” below:

a) Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:

1) Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path (distance measured along the centerline of the path to the nearest public street right of way or private street tract); and

2) Vehicular access is provided via an alley.

b) Commercial, Industrial, and Residential lots other than those described in “a,” above, provided:

1) Front doors are less than 200 ft. from a street and are accessed by a sidewalk or multi-use path (distance measured along the centerline of the sidewalk or over the “hard-surfaced” portion of the courtyard); and

2) Vehicular access is provided via an alley.

c. **Through Lots** - Through Lots shall be avoided except where essential to overcome specific disadvantages of topography and orientation. A planting

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

d. **Lot Side Lines** - Side lines of lots, as much as practicable, shall be at right angles to the street the lots face.

e. **Lot Grading** - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

f. **Building Lines** - Building setback lines may be established in a final plat or included in covenants recorded as a part of a final plat.

g. **Large Lots** - In dividing land into large lots that have potential for future further Subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

h. **Minimum Assured Development Area** - For property with Natural Resources or Natural Hazards subject to Chapter 2.11 - Floodplain Development Permit, Chapter 4.5 - Floodplain Provisions, 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, lots created through a Subdivision, Partition, or Property Line Adjustment process shall be consistent with the provisions of Chapter 4.11 - Minimum Assured Development Area (MADA).

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;

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

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

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

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

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

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

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

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

Section 4.6.40 - REDUCTION OR WAIVER OF STANDARD IN SUBDIVISIONS

A reduction or waiver from the requirements of Section 4.6.30 above may be granted by the Planning Commission to the minimum extent necessary to:

a. 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;

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

c. Address sites where site planning to achieve Solar Access is negatively affected by the construction of streets, 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.

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.

LDC Chapter 4.10 - Pedestrian Oriented Design Standards

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

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

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

a. **Orientation of Buildings** - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

1. Primary building entrances shall face the streets or be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long (distance measured along the centerline of the path from a public street right-of-way or private street tract), as shown in Figure 4.10-13 - Primary Building

Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway. This provision shall apply to development of attached single-family dwelling units (three or more) and to development of three or more units on a single lot in any configuration of building types as allowed by the associated zone.

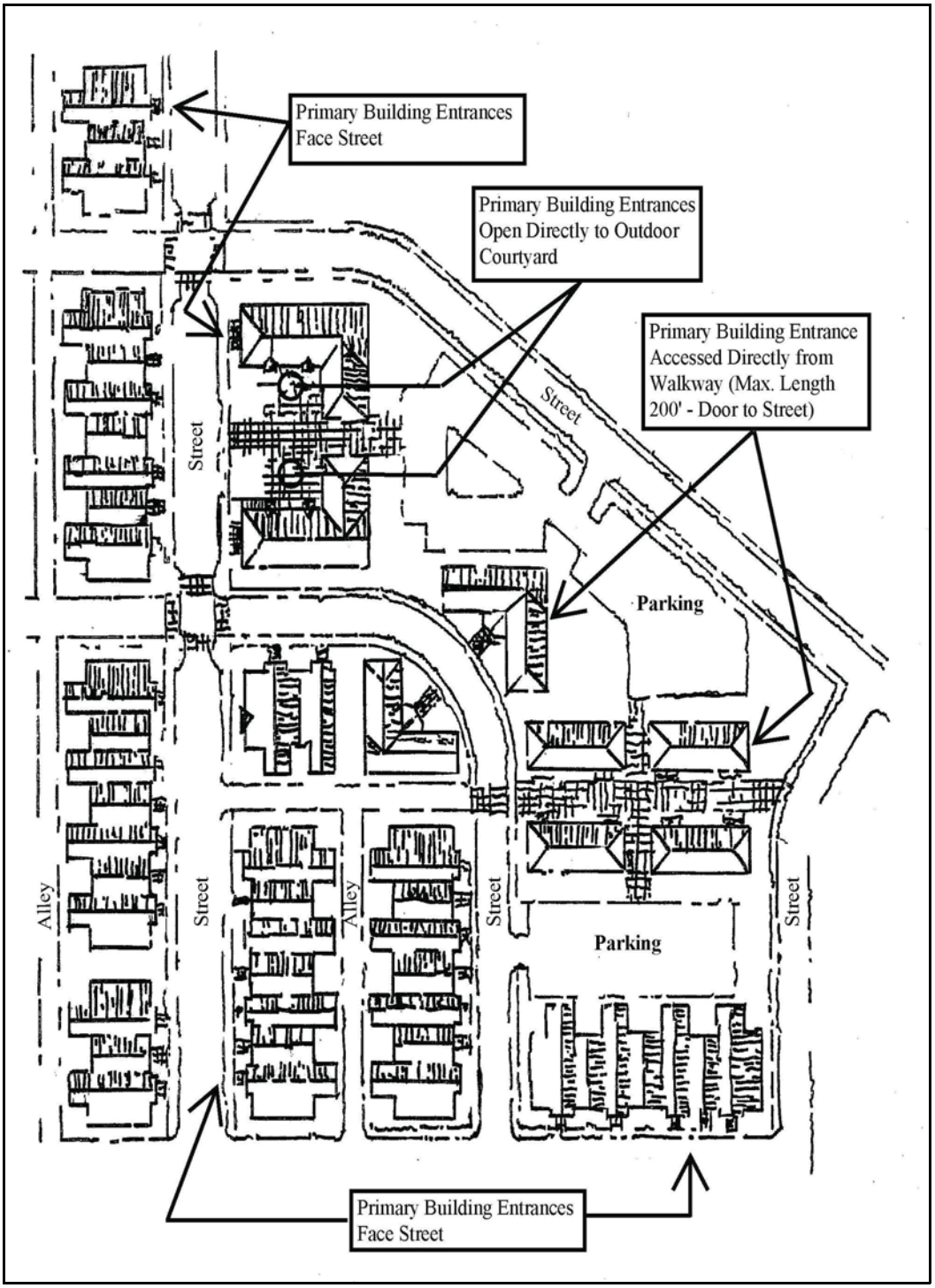

Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street

2. Occupied 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

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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.

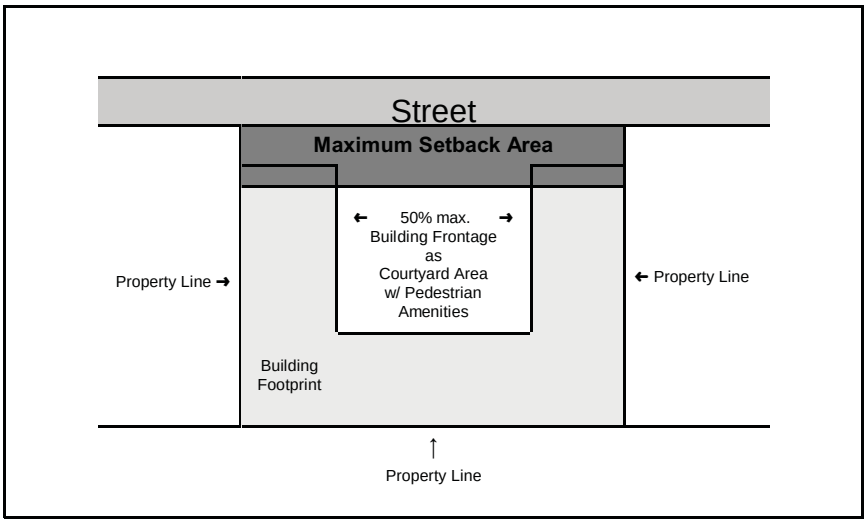

Figure 4.10-14- Open Courtyards

3. Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.

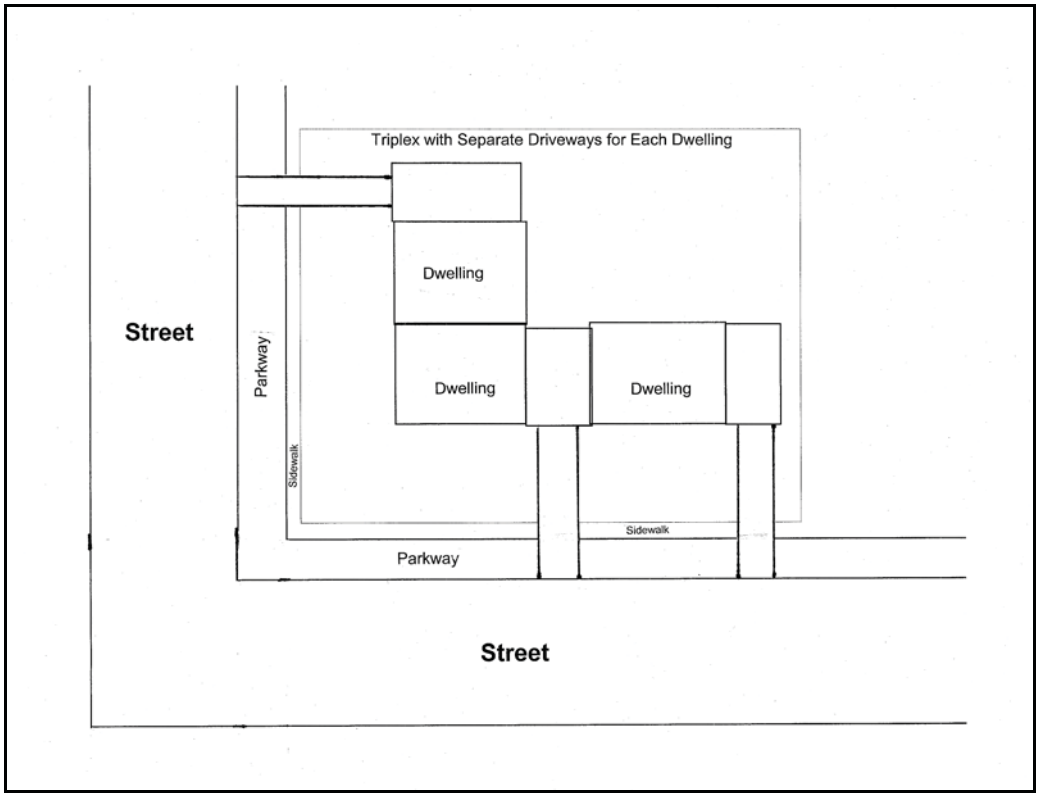

Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes

4. Exception:

a) For Flag Lots, as defined in *Chapter 1.6- Definitions* (or flag parcels) existing prior to December 31, 2006, the primary building entrance must be within 200 feet of the lot's accessway.

b) On Flag Lots, as defined in *Chapter 1.6- Definitions* (or flag parcels) zoned RS-3.5, RS-5, RS-6, RS-9, or RS-9(U), and platted consistent with Section 4.4.20.03.b.1 after December 31, 2006, the primary building entrance shall be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long and be otherwise consistent with Sections 4.4.20.03.b.1 and 4.10.60.01.a.1&3, above.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites

with At Least 100 ft. of Street Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage.

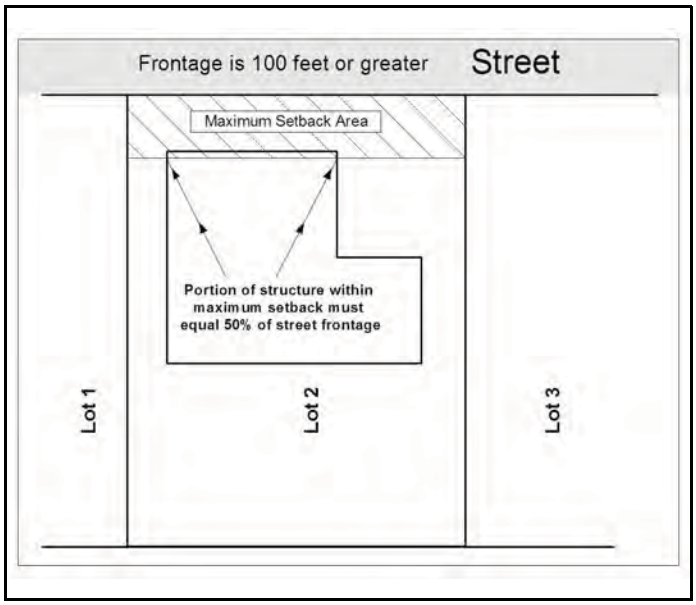

Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Street Frontage

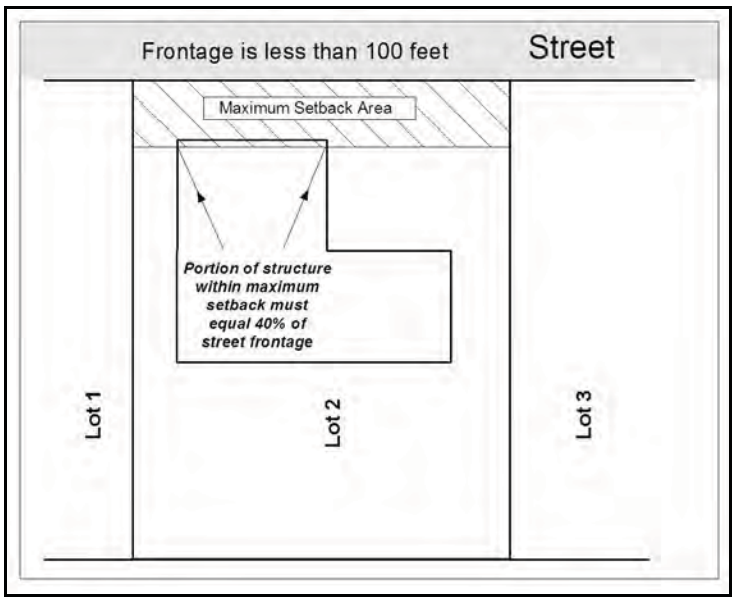

Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage

c. **Windows and Doors** - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

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

4.10.60.02 - **Parking Location**

a. **Standards**

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

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

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

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

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

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

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:

   a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;

   b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or

   c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.

3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need

not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.

7. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

8. Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

4.10.60.05 - **Service Areas and Roof-Mounted Equipment**

a. **Service Areas** - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five-10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 20 ft. from both on-site and off-site residential buildings. Transformers shall also be screened with landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.

4.10.60.06 - Pedestrian Circulation

a. Applicability

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

b. Standards

1. Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.

2. Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:

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

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

c. Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

d. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

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

f. Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum

six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

g. **Lighting** - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Corvallis Comprehensive Plan Policies

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

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

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

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

3.2.2 Within a land use district, primary uses and accessory uses permitted outright shall be considered compatible with each other when conforming to all standards of the district.

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

7.3.7 The City of Corvallis shall actively promote the use of modes of transportation that minimize impacts on air quality.

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

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

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

EXHIBIT P - 400

that may occur in these areas. These neighborhood characteristics are as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

9.7.3 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.

10.2.11 Developers shall be required to participate financially in providing the facilities to serve their projects as a condition of approval.

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

10.2.13 The City shall maintain mechanisms to ensure fair share participation by benefitted properties in the construction of public facilities.

10.4.2 Private utility facilities shall be planned and sited consistent with the City's Comprehensive Plan, development standards, prudent management of the City-owned right-of-way, and laws governing franchised utilities.

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.

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

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

12.2.1 The City shall encourage the investigation, development, and use of renewable energy resources by both the public and private sectors in order to reduce the community's immediate and long-range need to import energy.

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.

12.2.7 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.

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

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(541) 766-6929
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Land Development Code Administration Decisions

Date: April 25, 2008

Administrative Parking Reductions- Thresholds

Summary: Land Development Code Section 4.1.20.q (Parking Reduction Allowed) states that the City may grant reductions to minimum parking requirements to a development in response to its proximity to transit and/or to the construction of additional bicycle parking spaces. Because of the use of the word "may" rather than the word "shall," the allowed reductions cannot be considered mandatory. This decision clarifies when such reductions will be or will not be allowed.

Background:

Land Development Code Section 4.1.20.q states:

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.

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Attachment D.1

In the past, the reductions identified in "1" and "2," above, have been granted with little consideration of the potential effects on surrounding streets and properties. Generally, this was because previous development patterns and types of development were presumed to have limited inherent effects. Some recent types and patterns of Duplex, Attached, and Multi-dwelling developments have called into question the granting of one or both of the reductions. Parking requirements for Duplex, Attached, and Multi-dwelling development are contained in Land Development Code Section 4.1.30.a.2, which states:

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.**

Based on this standard, Duplex, Attached, and Multi-dwelling units having more than three bedrooms require no additional parking spaces beyond the number required for three-bedroom units. The recent Duplex, Attached, and Multi-dwelling developments in question have contained two, three, or more units with four or five bedrooms each. In instances where both of the reductions have been allowed, the number of required spaces for a three or more bedroom unit often has dropped from 2.5 to 2 spaces per unit. In some instances where Duplex, Attached, and Multi-dwelling developments were constructed with four or five bedrooms per unit, the City has received complaints from the surrounding residents and/or owners that on-street parking is negatively affected by the number of occupants in such units who own cars. These issues have also been raised during public hearings regarding similar types of development. The negative impacts of parking reductions for such developments have included compromising of the effectiveness of on-site parking as well as increased overflow parking on the surrounding streets.

Discussion:

There are a number of potential benefits that result from both the allowed parking reductions and the existing parking requirements for Duplex, Attached, and Multi-dwelling units. The parking reductions are aimed at encouraging the use of alternate modes of transportation (transit and bicycle use and walking). However, it is also true that simply not requiring additional parking for bedrooms in excess of three encourages alternate mode use and may be viewed as the equivalent of parking reductions for such developments. The provisions also reduce impervious surfaces in the community, which can have beneficial storm water and other effects.

However, these benefits must be weighed against the above-referenced negative impacts resulting from these developments. The negative impacts can be increased by a number of factors in the area of the development. These factors include location of the development on a street that has limited parking availability (e.g., no parking, parking on one side only, numerous driveway cuts), substandard parking facilities on nearby developments, and others. Consequently, this decision describes the situations in which the referenced parking reductions may or may not be allowed.

Decision:

1. If a parcel fronts on a street where parking is allowed on both sides of the street and Duplex, Attached, or Multi-dwelling development averaging three or fewer bedrooms per unit is proposed, the parking reductions described in LDC Section 4.1.20.q will be allowed if the relevant thresholds in that section are met.

2. If a parcel fronts on a street where parking is allowed on one side of the street and Duplex, Attached, or Multi-dwelling development averaging three or fewer bedrooms per unit is proposed, one of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed if the associated relevant threshold in that section is met.

3. If a parcel fronts on a street where no parking is allowed none of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed.

4. Where Duplex, Attached, or Multi-dwelling development averaging more than three bedrooms per unit is proposed, none of the 10 percent parking reductions described in LDC Section 4.1.20.q will be allowed.

Review and concur:

Ken Gibb 3/12/08

Ken Gibb, Community Development Director

EXHIBIT P - 406

Written Testimony

Received on or Before December 1, 2011 -

Included in the December 2, 2011 Staff Report

EXHIBIT P - 407

Attachment E.1

Richardson, Robert

From:	David Eckert [deckert@willamettewatershed.com]
Sent:	Tuesday, November 29, 2011 12:00 PM
To:	Richardson, Robert
Cc:	Debra Higbee-Sudyka; kentonofbenton@gmail.com; Michael Pope; Barry Wulff; Encke, Bruce (CB Program Manager); Benson, Iris; Heath Keirstead; Mike McInally; information@neighborhood-naturalist.com; Goodrich, Charles; kmoore@oregonstate.edu
Subject:	Re: Harrison Street Apartments (PLD11-00004 and SUB11-00001) 2750 NW Harrison Blvd.
Attachments:	Harrison Street Apartments Proposed Trees.docx

Robert and All -

I have attached a review of the trees you listed on the proposed landscape plan for Harrison Street Apartments. I also added short descriptions for each tree in your email list in the thread below. Two of the 10 tree species listed are native to this area.

The landscape design plan does not take into account the Oregon environment or culture, but creates a cookie-cutter landscape plan that could be designed by computer for an apartment house in Iowa, Southern California or Levittown. In fact, the design would have a lot more relevance to the environment and culture of Virginia, than it does in Oregon. Four of the ten trees are either native to Virginia or are patented cultivars from Virginia trees. Two are native (one is a patented cultivar) to Asia. One is from Europe. The tenth tree is native to Oregon, but not this region of Oregon. Since the growth of OSU is predicated upon out-of-state and out-of-country students, let's give the visiting students a taste of the Willamette Valley and Corvallis for the years they stay here. This won't cost the developer another dime – just time. And there are experts in town who will help.

Please forward this information, along with my initial email to the developer and Good Samaritan Hospital.

Thank you for your work.

Dave Eckert
(541) 230-1237

On 11/29/11 10:01 AM, "Richardson, Robert" <Robert.Richardson@ci.corvallis.or.us> wrote:

> Hi David,
> The proposed landscape plan is somewhat conceptual at this point. I've attached it for your reference. The applicant proposes the following trees:
>
> Street Trees
> Doric Red Maple – Patented cultivar of an Eastern U.S. tree
> Flowering Ash – European tree
> Sourwood – Southeastern U.S. Tree
>
> Parking Lot Trees
> Autumn Flame Maple – Patented cultivar of an Eastern U.S. Tree

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Attachment E.2

Yellow Wood - Southeastern U.S. tree
Village Green Zelkova – Patented cultivar of an Asian tree

Courtyard Trees
Vine Maple – NATIVE to mid-Willamette Valley
Pacific Dogwood – NATIVE to mid-Willamette Valley
Crape Myrtle – Asian tree

Parking Lot Buffer Trees
Incense Cedar – Found in the Oregon Cascade Mountains. Not native to the lowlands of Corvallis

Shrubs, grasses, and groundcover species are not specified.

I will give your email to the Planning Commission for their consideration. Please contact me if you have any other questions regarding this proposed development.

Best,
Bob Richardson
Associate Planner,
City of Corvallis
(541) 766-6908

From: David Eckert [mailto:deckert@willamettewatershed.com]
Sent: Monday, November 28, 2011 11:11 AM
To: Richardson, Robert
Cc: Debra Higbee-Sudyka; kentoninbenton@gmail.com; Michael Pope; Barry Wulff; Encke, Bruce (CB Program Manager); Benson, Iris; Heath Keirstead; Mike McInally; information@neighborhood-naturalist.com; Goodrich, Charles; kmoore@oregonstate.edu
Subject: Harrison Street Apartments (PLD11-00004 and SUB11-00001) 2750 NW Harrison Blvd.

Robert -

I am making the following inquiry and request regarding the Harrison Street Apartments proposal on property owned by Good Samaritan Hospital on Harrison between 26th and 29th Streets.

Question: Is the landscaping design plan emphasizing mid-Willamette Valley native plants?

Comment: Local native plant landscape design will benefit the community in many ways and **should not increase any upfront costs** for the developer.
Local native plant landscape design **will reduce the long-term maintenance costs** with regard to water use, fertilizers, insecticide sprays and plant replacement for the owner.
Benefits for the community include:

1. The landscaping will look and feel like the mid-Willamette Valley, rather than everywhere-U.S.A. It is important to establish a sense of place for the students who are visiting for a few years. The native landscaping can provide a sense of place even more than the buildings or design layout.

EXHIBIT P - 409

2. The plants require less watering and man-made fertilizers and pest control agents, thus reducing the burden of infrastructure on the community and reducing safety hazards on the residents.
3. The plants are adapted to our climate and generally have a greater survival rate than non-natives.
4. The plants have adapted to our soils and are most productive at reviving its fertility.
5. The plants provide their buds, flowers and fruit (all plants have all three) at the right time and the right nutrient balance that provides sustenance at the right time for the birds and butterflies that have evolved here or migrate through here — thus benefitting our local ecosystem.
6. Three local organizations stand ready to assist the developer in local native landscape design:
    - Institute for Applied Ecology
    - Corvallis Native Plant Society
    - OSU Department of Horticulture
7. The plant material for local native plants needs to come from local growers (to be local native plants), which multiplies the economic benefit of the development to the community. Two local nurseries that collect local seed and propagate local native plants are Seven Oaks Native Nursery (Albany, just across the river off Peoria) and Willamette Gardens (Corvallis).

There are no good economic reasons for the developer to oppose this proposal, other than habit and unwillingness to change. The benefits to the community are many. The developer is asking for variances from the Planning Department and thus needs to offer the community compensatory benefits. This simple request is not a burden on the developer and I can think of no reason the developer should resist this proposal.

Thank you for any attention you provide to this question and comment.

I will be providing this question and comment at the public hearing and will state for the record that I submitted my request on this date.

Dave Eckert
228 NW 28th Street
Corvallis, OR 97339
(541) 230-1237

EXHIBIT P - 410

Harrison Street Apartments Proposed Trees

*** = native to the Corvallis/mid-Willamette Valley area**

Street Trees

Doric Red Maple – A patented cultivar of the Red Maple. The red maple is found in nature (East Coast of U.S. as far west as Oklahoma), from which the "Doric" was cultivated is noted by many texts as an overplanted street. The red maple is ***not*** native to Oregon or any state near Oregon.

Flowering Ash – Native to southern Europe and Asia Minor. The Flowering Ash is ***not*** native to Oregon or any state near Oregon.

Sourwood - Sourwood ranges from the southern tip of Illinois to the gulf coast in Louisiana to Florida. The Sourwood is ***not*** native to Oregon or any state near Oregon.

Parking Lot Trees

Autumn Flame Maple - A patented cultivar of the Red Maple and the Silver Maple. Both maples are found in nature (East Coast of U.S. as far west as Oklahoma). The Autumn Flame Maple is one of the most popular urban street trees planted throughout the United States. Overplanting encourages susceptibility to disease. The red maple and the Silver Maple are ***not*** native to Oregon or any state near Oregon.

Yellowwood – Native to the Southeastern United States. The Yellowwood is ***not*** native to Oregon or any state near Oregon.

Village Green Zelkova – A patented cultivar of the Japanese Zelkova. The original species is native to China, Korea, Japan, and Taiwan. The Zelkova is **not** native to Oregon or any state near Oregon.

Courtyard Trees

*** Vine Maple** – Vine Maple is an excellent example of a local native tree. I recommend that the Vine Maple stock originate from one of our local native nurseries that use locally collected seed.

*** Pacific Dogwood** – Pacific Dogwood is an excellent example of a local native tree. I recommend that the Pacific Dogwood stock originate from one of our local native nurseries that use locally collected seed.

Crape (or Crepe) Myrtle – Imported from Asia. The Crape Myrtle is **not** native to Oregon or any state near Oregon.

Parking Lot Buffer Trees

Incense Cedar – Native only to the Cascades area of Oregon. It is ***not*** native to the Corvallis area or the lowlands of the Willamette River Valley

Harrison Street Apartments Proposed Trees

*** = native to the Corvallis/mid-Willamette Valley area**

Street Trees

Doric Red Maple – A patented cultivar of the Red Maple. The red maple is found in nature (East Coast of U.S. as far west as Oklahoma), from which the "Doric" was cultivated is noted by many texts as an overplanted street. The red maple is ***not*** native to Oregon or any state near Oregon.

Flowering Ash – Native to southern Europe and Asia Minor. The Flowering Ash is ***not*** native to Oregon or any state near Oregon.

Sourwood - Sourwood ranges from the southern tip of Illinois to the gulf coast in Louisiana to Florida. The Sourwood is ***not*** native to Oregon or any state near Oregon.

Parking Lot Trees

Autumn Flame Maple - A patented cultivar of the Red Maple and the Silver Maple. Both maples are found in nature (East Coast of U.S. as far west as Oklahoma). The Autumn Flame Maple is one of the most popular urban street trees planted throughout the United States. Overplanting encourages susceptibility to disease. The red maple and the Silver Maple are ***not*** native to Oregon or any state near Oregon.

Yellowwood – Native to the Southeastern United States. The Yellowwood is ***not*** native to Oregon or any state near Oregon.

Village Green Zelkova – A patented cultivar of the Japanese Zelkova. The original species is native to China, Korea, Japan, and Taiwan. The Zelkova is **not** native to Oregon or any state near Oregon.

Courtyard Trees

*** Vine Maple** – Vine Maple is an excellent example of a local native tree. I recommend that the Vine Maple stock originate from one of our local native nurseries that use locally collected seed.

*** Pacific Dogwood** – Pacific Dogwood is an excellent example of a local native tree. I recommend that the Pacific Dogwood stock originate from one of our local native nurseries that use locally collected seed.

Crape (or Crepe) Myrtle – Imported from Asia. The Crape Myrtle is **not** native to Oregon or any state near Oregon.

Parking Lot Buffer Trees

Incense Cedar – Native only to the Cascades area of Oregon. It is ***not*** native to the Corvallis area or the lowlands of the Willamette River Valley

Memorandum

To: Mayor and City Council

From: Bob Richardson, Associate Planner RAR

Date: March 19, 2012

Subject: Revised Staff Recommended Conditions of Approval

The March 9, 2012, Staff Report to the City Council contains staff recommended conditions of approval. Conditions of Approval numbers 2 and 32, provided below, are essentially the same. To avoid duplication, Staff recommend deleting Condition of Approval 32.

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-inches between 60-degree angled parking. Wheel stops shall be provided where required by Corvallis Off-Street Parking and Access Standards.

~~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.~~

Memorandum

To:	Mayor and City Council
From:	Bob Richardson, Associate Planner RAR
Date:	March 19, 2012
Subject:	Written Testimony, March 9 – March 19, 2012 Harrison Street Apartments (PLD11-00004, SUB11-00001)

Enclosed with this memorandum is written testimony received after the release of the March 9, 2012, Staff Report to the City Council, and before 5:00 PM on March 19, 2012.

From: Sandy&Jack Smith/Wolcott
To: Richardson, Robert
Subject: HARRISON APPTS ARE DANGEROUS!
Date: Monday, March 19, 2012 4:58:14 PM
Importance: High

3-19-12

To the Corvallis City Council:

Briefly: I live immediately across from the 2nd access point for the proposed Harrison Apartments and you need to know how dangerous the mulit-intersection of Arnold Way, Van Buren Street and 27th Street really is. People zoom across Arnold Way to get to 27th and turn on Jackson St.! People do not expect the corner when they come down Arnold from Harrison (or the primary access point on Short St). This is only going to get worse with the shortage of parking this project will create.

I know you can only vote on a very limited set of issues, SO I URGE YOU TO CAST YOUR VOTE VERY CAREFULLY, USING ALL YOUR WISDOM FOR THE GOOD OF OUR NEIGHBORHOOD! We live here and will have to deal with the results of you vote every day. The students will come and go, our children will still be here – please give them a safe environment. This does not "enhance community livability"

PLEASE DENY THIS APPLICATION so we can have more time to plan responsibly for growth. Having the same number of parking spaces for a 3 bedroom appt. as a 5 bedroom appt. is wrong! We are happy to share with students, but not at this scale and risk of parking overload!

Jack Wolcott

Corvallis

From: Randy Chakerian
To: Richardson, Robert
Subject: re Harrison Dorm (sic) proposal
Date: Monday, March 19, 2012 4:56:29 PM

To the City Council:

I write in opposition to the Harrison Apartments proposal.

I have lived in Corvallis for more than 30 years, and in the Harding neighborhood for more than 20 years. This project is not in my back yard, but it is on a route I frequently travel. My wife and I have often thought that its location would be very attractive for a building with some ground-floor shops and restaurants, with apartments above.

But this is a terrible location for a student dorm, which is what this project is: It's not an apartment house, it's not even a fraternity or a sorority -- it's much more densely-packed than those buildings. Based on its proposed floor plan, no one but students will ever consider living there. It's a dorm.

There are good places for dorms. In fact, the proposal has pictures of five privately developed dorms in Corvallis -- all located south of campus, near the railroad tracks. A dorm is completely out of place on Harrison Street. Putting this building on this site would be like putting Dr. Ray's residence in the middle of the MU Quad; or putting Dr. Mullins' residence at the intersection of Samaritan Drive and Elks Drive. It is simply out of place, incompatible.

However you decide, I hope you will salvage something from this proceeding by clarifying the LDC so it comports more closely with the Comprehensive Plan and the Vision 2020 statement, defining "massing" with as much precision as you can muster and "open space" with greater precision so that it won't be cynically mocked by developers. Really, a "rooftop garden" is open space?

Thank you for your willingness to engage in difficult decisions.

Randy Chakerian

Corvallis

To: Corvallis City Council
From: Kelly Amsberry,
Date: March 19, 2012
Re: Proposed Harrison Apartment Development

TESTIMONY IN OPPOSITION

"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!"

The paragraph above is from my first testimony to the Planning Commission on December 14, 2011, and after three months of testimony, revisions, and seemingly endless rhetoric, I still feel strongly that the old hospital site is an ideal location for a large, multi-family housing complex. However, even after the developer's latest round of 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.

The proposed development is not consistent with the goals of the Corvallis Comprehensive Plan which serves as the guide for infill or redevelopment in existing neighborhoods. Harrison Apartments, as proposed, are suitable strictly for undergraduate students, and do not promote the diversity required in article 9.2 (Neighborhood-oriented Development) of the Plan. The crowded, dormitory-like character of the Apartments is not compatible in appearance, or in utilization, with the current nature of the neighborhood, which is a mix of multi-family and single family homes. The industrial appearance of the buildings (as shown in the developer's proposal) is jarringly incongruous with the existing adjacent structures, and the excess height and bulk of the complex would radically change the feel of the neighborhood.

The developer's inclusion of a rooftop garden in the revised plans as a venue for increasing outdoor common space does create additional space, but it will certainly 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. The addition of this roof top party room, and the developers' expectation that problems here will be handled by our police force, is in direct opposition to the last few years of our neighborhood's efforts (through a "nuisance ordinance," increased cooperation with OSU and better community policing) to return the responsibility of tenant behavioral problems to landlords, rather than expecting our police force to continually deal with these types of issues. It is frustrating to see out-of-town developers cavalierly disregard our progress toward the solution of this problem, and create a situation which exemplifies the type of thing we are trying to eliminate!

Finally, the series of poorly-thought-out revisions proposed by the developer in response to citizen concerns have destroyed any architectural continuity possessed by the development as initially proposed. The current plan is a jumble of functional and design components, none of which adequately address the concerns that have been raised. Our Planning Commission was very responsible in rejecting this development, and I hope the City Council will respect their efforts and uphold their decision.

I would like the City Council, the Corvallis Planning Commission, the developer, Good Samaritan, and the community to step back from the current acrimonious situation and start fresh. Let's get rid of the current severely flawed plan, and create a plan for an apartment complex that will provide much needed housing for students and other citizens, produce income for Good Samaritan and be an asset to our community.

From: Jami Sterling
To: Richardson, Robert
Subject: FW: Harrison Apartments
Date: Monday, March 19, 2012 3:32:43 PM

Mr. Richardson
I just arrived back from vacation and had I not been gone for 2 weeks and buried getting thru those darn stacks that accumulate when one is gone, along with another conflicting meeting, I would be in attendance at the meeting regarding the Harrison Apartments tonight.
I would like to go on record with what I would say if I were testifying this evening –
I am again writing in support of the project and do hope council will approve and help this development move forward.
I don't need to remind anyone of the additional need for housing in and around the university and downtown areas.
As a local real estate professional providing housing I can assure you the need is certainly there. While no doubt investors and we as property managers are encouraged with the growth in the population and the demand for housing, which in turn pushes rents up, we also want to do our part with encouraging adequate housing for all. This project seems to be a very logical development with everything in place for a showcase high end quality apartment community and is in my opinion of how to grow in a smart and managed fashion. The property in Eugene that was developed by this group is a perfect picture of what and how to enhance housing and growth in and around its development which in turns helps the overall community.
I respectfully urge the Council to support the proposal.
Thank you

Jami Sterling, CPM
President/CEO
Principal Broker
977 Willagillespie Rd
Eugene, OR 97401
(541)684-8141
STERLING | MANAGEMENT GROUP, INC.

From: Michael Mix
To: Richardson, Robert
Subject: Harrison Apartments Proposal
Date: Monday, March 19, 2012 3:29:00 PM

March 19, 2012

Robert, despite further changes in the revised proposal, the basic issues remain the same. There is simply no for justification for approving the misguided Harrison Apartments proposal that would build a huge student dormitory, which would result in more people, noise, cars, traffic, and congestion, in a residential area of Corvallis. Nor can I understand any possible rationale by which the decision of the Planning Commission could be overturned.

An additional point; I feel that Good Samaritans' appeal to its employees to write letters supporting their position is highly unethical and unworthy of their administrators.

Please include this statement in the record.

Respectfully, Michael Mix

From: mindyp
To: Richardson, Robert
Subject: Harrison Street Apartments
Date: Monday, March 19, 2012 3:03:08 PM

Please allow NO variances to code for these "apartments". I have seen my neighbors be unable to obtain variances due to the cost – thus individual citizens cannot get variances, but developers can.

Also, please ensure that there will be enough police enforcement of noise ordinances, particularly due to the "party roof". While the developer will install a sign instructing tenants to be off the roof after a certain time, there will be no on-site manager to enforce it. Also, noise ordinances are in force during the day. As Corvallis grows in student population, Corvallis must provide the infrastructure to handle it. The time to start is with this building.

Mindy Perez

Elizabeth B. White

Corvallis. Oregon 97330

omcast.net

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MAR 19 2012

Community Development
Planning Division

March 17, 2012

Corvallis City Council
Corvallis City Hall
5th and Madison
Corvallis, OR 97333

City Council:

I have the pleasure to serve on the Downtown Commission. This past Wednesday I sat and listened to a presentation on a plan for a downtown riverfront hotel. The developers have worked diligently to design a project that is compatible with its surroundings in size and architectural style. The hotel will not only meet all code requirements, but the developers have found a solution for more-than-required parking that, at the same time, ADDS public parking spaces and, further, has offered additional public spaces on the site. The developers have listened to downtown representative groups like the Downtown Parking Committee and the Corvallis Downtown Association and made adjustments to their plans to avoid concerns. They has worked cooperatively with the neighboring property owner, the Benton Historical Society, to make sure the hotel and the new museum will "work" together. In fact the two have come up with a mutual win-win solution for loading and unloading arrivals of hotel guests and of museum visotors/groups. All this, and the hotel will still be a viable and profitable project. It can be done!

The Harrison Apartments developer, on the other hand, seems unconcerned with the neighborhood and with the problems that will be created if the project goes forward as planned. I am a resident/home owner in the College Hill neighborhood. I live two blocks from the proposed development. The College Hill neighborhood has a wonderful mix of ages, occupations, students/non students, rentals and owner occupied homes. University students, faculty and employees walk and bike through the neighborhood to campus every day. Most residents of this neighborhood are long-term home owners. Rentals tend to be owner-managed single family houses or duplexes. It is the "ownership" of the residences that creates the stability and livability of the neighborhood.

I am not opposed to any apartment complex on the Samaritan land. Adding more mixed housing close to campus would be a boon. However, the Harrison Apartments, as proposed, adds 200 individual students into this neighborhood. It will throw the neighborhood out of balance. The project, as proposed, is more of a dorm than an apartment complex. It will only serve single, transient college students. It is not configured in any way for couples, families or even non-students. It will not be bringing in residents who have "ownership" as a neighborhood or community member.

I ask you to deny this appeal for the following reasons:

1) Non-Compatibility: The project is not compatible with the surrounding area. The "dorm style" living does not fit into the area surrounding this property. In addition, the mass of the buildings as proposed will overwhelm the nearby buildings. No buildings for miles to the east, west or north are anywhere near the imposing size of the Harrison Apartments. The larger campus buildings to the south are more comparable, but are separated from the site by the College Hill neighborhood and the low profile commercial buildings along Monroe. [Compared to the developer's Eugene projects of similar size, the Harrison Apartments are not contiguous with a campus. The Eugene projects, although on private property, are alongside the U of O campus without a residential neighborhood between them and campus buildings. In fact, they are across the street from the massive basketball arena.]

2) Egress: Traffic congestion as result of the project is a safety issue. Traffic flow for egress into the parking will be along narrow "back" streets of the College Hill neighborhood in a convoluted path. There is no left turn off Harrison, the main arterial, at the site. Cars coming to the project will need to turn left at the light (with a left turn refuge lane) at 25th and then wind along the always fully parked 25th Street to Jefferson to 27th. Along those streets the parked cars often do not allow two cars going opposite directions to pass. One or the other needs to wait at a wide spot. It is also necessary to creep out at the intersections of Jefferson and 26th and Jefferson and 27th because parked cars block the view of north and south bound traffic. Alternatively, one can drive past the project site to 30th, where the next left turn is allowed. Cars then would turn left onto 30th, left onto Van Buren, right onto Arnold and left onto 27th. Three left turns across streets full of bicycles, pedestrians, and already busy campus traffic.

3) Cars and Parking Stresses: Harrison Blvd. is an "arterial" yes, but it is not a commercial street. The services residents require are not within easy walking distance (Fred Meyers is closest - about a mile away) and there is no direct bus service from the location to shopping and back. Bus riders from Harrison Apartments going to Fred Meyers would need to catch a bus on Monroe, transfer at the downtown (5th and Monroe) transit center to a bus that goes up Kings. Then, of course, reverse the trip home. Even with "incentives" for student to not have cars, the Harrison Apartments denizens will want transportation to get to any shopping. [The developer compares Harrison Apartments to their projects in Eugene. Those two projects are along Franklin Blvd, a major commercial street. The projects are within a block of a grocery store and other shopping and food service.]

   The Harrison Apartment residents will bring cars. If there are not enough spaces or if the residents choose not to pay the extra rent for a parking space, they will need to park their cars on the nearby streets. The area to the south and west is a residential parking district restricted to two hours for nonresidents – but only from 8:00 AM to 5:00 PM. The streets will now be filled with resident and visitor cars in the evenings and weekends. The area north of Harrison will take the brunt of the extra cars because it is still "free" parking, without restricted hours. The streets in all directions around the

Harrison Apartments will solid be rows of parked cars twenty-four hours a day. This will certainly impact the neighborhood.

4) Congestion and Road Conditions: Harrison is already a congested road that is getting heavier use than it can handle. Is the city going to widen Harrison if it allows higher density projects along it? Certainly the increase traffic that this project alone will bring should be considered. Would the placement of this project close to Harrison make it impossible to widen Harrison?

   Another street that will be heavily impacted will be Monroe. A drive on Monroe between 26th and 9th on any weekday is dicey right now. Cars cannot go a block without pedestrians and bicycles crossing in front both at intersections and in mid-block. It can be assumed that the 200 residents of Harrison Apartments (as well as the almost 200 new residents of the project being built at 29th and Polk) will add to this melee.

5) Timing: The timing of this project is certainly an important consideration. Talks between the City and the University about growth, traffic, parking, impacts on close-to-campus neighborhood, and the Vision for the City are just beginning. The Harrison Apartments is a perfect example of a project that will have wide-spread impact - potentially both positive (providing needed housing for the increased student population) and negative (traffic, safety, pressure on established residential neighborhoods). Rather than let this go forward at this time, the impact needs to be more carefully considered and consequences weighed in its wider context. This project is unique and cannot be compared to any other projects that exist in Corvallis at this time. I believe it would be bad faith for the City Council to overturn the Planning Commission's carefully considered decision.

Please note that in two Planning Commission hearings citizens testified about 30 to 1 against this project. In fact, the few people who testified in favor spoke of the character of the developer and not the merit of this project for Corvallis. I am not even sure the people who testified in favor were Corvallis residents. I find it deplorable that the Samaritan Regional Medical Center - partners in the project - is now soliciting support from Board members and employees. The Samaritan Regional Medical Center abandoned this neighborhood, letting the old hospital building deteriorate for years. I hope that Council members will weigh the testimony of the neighbors who will have to live with this project in their back yards against hospital employees who live and work in the north end of town and may never even drive past the Harrison Apartments.

I urge you to uphold the Planning Commission's denial of this project and turn down the appeal.

Very truly yours,

Elizabeth White

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MAR 19 2012

Community Development
Planning Division

Bob Richardson
Corvallis Planning Division
Corvallis, OR 97330

March 17, 2012

Dear Mr. Richardson:

Though it is inevitable that growth in our city will occur, especially as the University expands, one would hope that consideration of neighborhoods and property owners would be fully addressed.

The proposed building of apartments at the site of the old Good Samaritan Hospital is out of scale, out of character for the neighborhood and will compound an already untenable traffic problem.

The city officials should make the developers abide by the ALL the zoning laws with no exceptions. The number of parking spaces must meet all the city building codes with no exceptions.

With the new Affordable Health Care Act, there will be no need for the hospital to offset the cost of charity care it provides to uninsured patients.

Respectfully submitted,

Meda A. Younger

Corvallis, OR 97330

From: Mullens, Carrie on behalf of City Manager
To: "Francis Potts"
Cc: Richardson, Robert
Subject: RE: My Support for the SHS Remodeling of the Old Heart of the Valley Structure
Date: Monday, March 19, 2012 2:49:33 PM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Francis Potts [mailto:
Sent: Monday, March 19, 2012 2:35 PM
To: City Manager
Subject: My Support for the SHS Remodeling of the Old Heart of the Valley Structure

MEMO

TO: The City of Corvallis Manager's Office
Mayor Julie Manning and/ or Council President Mark O'Brien

RE: My Support for the Remodel of the Old Heart of the Valley Structure

FR: Rev. Mr. Francis Potts / St. Mary's Church
501 NW 25th Street, Corvallis, OR

Date: March 19, 2012

I am writing in support of the SHS proposal to remodel the old Heart of the Valley Nursing Home on Harrison Street, which is locally near to Saint Mary's Church, at 501 NW 25th Street, Corvallis. I would like the City Council to know of my thoughts.

I have been reading in the local GT newspaper of the City Planning Development department denial to the remodeling of the old Heart of the Valley Nursing Home, owned by SHS / GSRMC. To me the denial to give the needed permits to remodel this old structure is not right. I say this because I believe that SHS / GSRMC is offering to do the greater good for the neighbor – by speaking to the University need for more housing for its student population. I am not in favor of the City Planning Developments decision **last month** to deny SHS the permits to remodel the facility.

It is clear to me that the project would address an overall community need for additional rental housing close to campus. It will also help to beautify the area on Harrison street based on the architectural drawings the newspaper exhibited.

I have spoken to friends in the local housing community adjoining Harrison Street, and in the local neighborhood area who work at GSRMC, who have explained to me that the Council's decision will be based on the related land use issues outlined from the early meeting with the City Planning Development dept. Knowing the good well of SHS / GSRMC and their intent to give back to the local community, **I believe the City of Corvallis Manager's Office needs to support and approve the remodeling of the old Heart of the Valley building structure.** PLEASE do the greater good and help this part of the neighborhood adjoining Harrison Street by granting the needed permits to build.

Sincerely,

Rev. Mr. Francis Potts, MTS, BCC

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ROBERT G. RINGO

CORVALLIS, OREGON 97333

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MAR 19 2012

CITY MANAGERS OFFICE

March 19, 2012

Mark O'Brien
Acting President
Corvallis City Council
501 SW Madison
Corvallis, OR 97333

Dear Mark:

I am writing this letter in support of the hospital proposal to use the property on Harrison Street in an appropriate way.

I came to Corvallis in September 1951 and have lived in Corvallis or nearby continuously since that time. I raised five children and served the community in numerous activities.

The property was used as a hospital for several years until it finally became obsolete. The proposal to remove the building and replace it with housing is the best use of the property and should be done.

The hospital has an obligation to use its assets in an appropriate way. This project will help provide funding for medical care for those in need. It will also provide housing for faculty, employees or students of OSU in a manner that they would not need to use a vehicle.

I would strongly urge the Council to support the request and plan of the hospital.

Very truly yours,

Robert G. Ringo

Cc: Steve Jasperson

Corvallis Chamber of Commerce

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MAR 19 2012
CITY MANAGERS OFFICE

March 19, 2012

We're all for business.

Thank you to our Leading Investors for your support.

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Jeanne Smith & Associates, P.C
Mobile Computing Solutions
T. Gerding Construction Co.

Mr. Robert Richardson, Associate Planner
Planning Division, City of Corvallis
501 SW Madison Street,
Corvallis, OR 97333

Dear Mr. Richardson:

I am writing to support of the proposed re-development of the property at 2750 NW Harrison Boulevard, also known as the Harrison Apartments. We believe this project meets a high standard of quality, design, and sustainability, and provides desperately needed housing near the University.

We support the transit and pedestrian orientation, the LEED Gold development goal, and the efforts made to meet or exceed Corvallis City development code. The developers have also pledged to use local contractors, creating nearly 200 much needed jobs in a segment that has been hit hard by the economic downturn.

As a regular discussion point at City Council meetings, it is well known that affordable housing in Corvallis is hard to come by, particularly near the University. Current vacancy rates in the city are approximately 1 percent, which is really "no vacancy." This development would be an important addition to the mix of housing options, and is ideally located so close to campus.

The Harrison Apartments is a project that should be approved. The building now is vacant and deteriorating. This is the time to create housing, create jobs, and recognize the benefits that smart, well-designed housing brings to the entire Corvallis community.

We urge the City Council to support this project.

Sincerely,

Marcy Eastham
Executive Director

420 NW Second Street, Corvallis, Oregon 97330 | 541.757.1505 | corvallischamber.com

From: Vicki Ciciriello
To: Richardson, Robert; Ward 8
Subject: Harrison Apartments Proposal
Date: Monday, March 19, 2012 2:43:08 PM

Re: HARRISON APARTMENTS PROPOSAL

Mr. Richardson,

I have lived in Corvallis for six decades. My father was General Superintendent for R.C. Wilson Construction, the local company which did most of the remodeling to the original building of the old Good Samaritan Hospital (as it has always been known to us 'old timers'), added the west wing and completed several smaller remodeling projects over the years. Additionally, I was born there in 1949. For these reasons, I have always taken a special interest in this building.

During my lifetime in this town, I have seen some terrible decisions made by various city and county authorities, which may have followed the rules, but flew in the face of common sense and consideration of neighboring property values and the rights of the owners of those properties. The current height of three floors, even with the addition of the planned peaked roof, fits the neighborhood. It wouldn't drastically change anything. Adding a fourth floor to the height, with the added roof height, overwhelms the surrounding area and is completely out of place and proportion. While the proposed building may fit the code, it defies all common sense.

I ask you, and anyone else making this decision, to take the time to drive by the building and **look. Look** at it with that additional height in mind and think about proportions.

And while you're driving by, make a complete circuit of the building and try to figure out where all the cars brought by the tenants of the building will park. While it's a nice idea that cars will be discouraged, there's no way students will leave their cars at home. Students don't spend all their time in Corvallis. They drive to neighboring cities, the coast, the mountains, and even back home!

I don't know what the answer is for this piece of property, but I do know that for various agencies with the power to approve, this is a time to look beyond the code and use some common sense.

Vicki Petrequin Ciciriello

Corvallis, OR 97330

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

<web>Harrison Street Apartmnet proposal- Against

- *To*: ward3@xxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: <web>Harrison Street Apartmnet proposal- Against
- *From*: creasens@xxxxxxxxx
- *Date*: Mon, 19 Mar 2012 09:42:35 -0700
- *Reply-to*: <creasens@xxxxxxxxx>

This is an inquiry e-mail via Contact Us form:
Barbara Markello
creasens@xxxxxxxxx
prefer phone contact: no

This is a copy of a 'letter to the editor' I sent Sat to GT. I have great concerns about Good Sam's intentions regarding the income received from these apts.

In GT (3-15-12) article,?Good Sam Rallies Support?, two major concerns prompted the writing of this letter.

One concern is the, perhaps unintended, pressure Good Sam has placed on its employees to write letters of support for its student housing project instead of fully understanding and addressing the reasons for the neighborhood objections.

It seems inappropriate and a conflict of interest to ask employees of Good Sam (which has power over wages and the hiring/ firing of those same employees) to write letters regarding this issue.

The second concern is this statement, ?Good Sam would use its share of revenues to help offset the cost of charity care it provides to uninsured patients.? This is wrong on two levels. First, income from cash strapped college students shouldn?t be used to supplement a broken health care model. College students are the most vulnerable population to exploit in this way. The other level is Good Sam?s lack of creativity in addressing the present broken health care model. With health care emphasis moving from care-based to preventative model, any revenue Good Sam receives from this project should reflect this preventative model (ie. Contributing to the student food pantry to promote healthy diets, or supporting preventative measures to help Corvallis?s most vulnerable population avoid costly ER visits).

Good Sam?s plan seems short sighted and does not fully recognize the magnitude of the health care crises we are all in.

- Prev by Date: **Announcing Vendor and Sponsorship opportunities for LEADS Conference**
- Previous by thread: **Announcing Vendor and Sponsorship opportunities for LEADS Conference**
- Index(es):
  - **Date**
  - **Thread**

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Wednesday, March 14, 2012

CASE: # PLD11-00004, SUB11-00001

Dear Sir or Madam,

I am writing to object to the proposed Harrison Dormitory. Firstly, this property is too massive to be located on the margin of a historic district. The builder has clearly gone to great lengths to comply with the letter of the building code but has neglected the intent of the code, which is to locate properties within the city in a sensible manner. Your duty is not to rubber-stamp projects that merely comply with code but to apply common sense in determining the merits of a project. Clearly, this building stands out like a sore thumb and does not merit approval at its proposed location.

Building a property this large, which will be the tallest residential property in the area, right on the margin of the historic district sets a terrible precedent. Once you allow one developer to build a large property right on the margin of this historic district it will be difficult to deny future permit requests of this magnitude. This process devalues historic properties on the margin and insidiously chips away at the cohesiveness of the historic district.

I am also concerned about increased traffic and off-site parking impactsthat this project would engender. I dispute the traffic report prepared by the owner on the basis that only one person would occupy each room. The traffic report prepared by the builder is based on an unrealistic assumption of property usage. In reality, students, or rather "residents", will double-up and there will be a large impact to parking and traffic. With the closure of Harding School, many grade school students including our son rides his bike to school through the gauntlet of distracted students vying for parking. This project will amplify this traffic problem as children cross Harrison Street north en route to Jefferson and Franklin.

Finally, one of the reasons we moved to Corvallis is because it has preserved a family-friendly community. Corvallis regularly ranks high in national metrics livability and security because it values sustainable living practices and community balance. To maintain this recognition, Corvallis must grow smartly to preserve its character. This building does not fit the character of this part of the town. Buildings such as this have a large traffic and parking footprint and are not scalable such that more properties like this could be built. So, it will always be out of character of this neighborhood. There is room in Corvallis for apartment buildings of this magnitude, but not next to a historic district.

Thank-you.

Sincerely,

Steve Drake

From: Richard Sandler
To: Richardson, Robert
Subject: Opposition to Harrison Project
Date: Monday, March 19, 2012 1:30:09 PM

Bob -

I am writing to you again to voice my opposition to the proposed development on Harrison St. I am not opposed to student housing in Corvallis and on this site. However, I am very much opposed to the project as it is currently planned by the developer and Good Samaritan .I think that the proposal does not meet the Corvallis Comprehensive Plan, due to its HUGE size and its compatibility to the neighborhood. I also very much worry about the impact on off-site parking! I want Corvallis to be a great place to live for all sorts of people and this project does not, in my opinion, further this goal.

Thanks,
Richard Sandler

Corvallis, OR

From: Romeo SEBROWSKI
To: Richardson, Robert
Subject: In Opposition to Harrison Apts.
Date: Monday, March 19, 2012 12:39:39 PM

As a long-time College Hill home owner, I am writing in opposition to the Harrison Apartments. I don't see that it meets the Corvallis' Comprehensive plan. The Building is too tall & the style is does not blend with the existing neighborhoods and sets a bad precedent for future developments.

The Off-site parking increase will be a further inconvenience to the existing owners & residents in College Hill as a result of these plans. Putting that many cars in such a confined area is not Ecologically sound either. I also feel that he value of my home would be negatively impacted by this proposed Building. I believe that trying to put that many beds in this complex is ill conceived and very sort sited on the part of the developer and any who approve of the current proposal.

Thank you for your consideration of this Matter.

Sincerely,

Romeo Sebrowski
Harrison Blvd.
Corvallis, OR

From: Sandy&Jack Smith/Wolcott
To: Richardson, Robert
Subject: Harrison Apartments public hearing
Date: Monday, March 19, 2012 12:03:23 PM

Hello Bob,

I write again in opposition to this development as proposed.

It does not meet the Corvallis Comprehensive Plan in that it does not "enhance community livability"...our city motto. It is too large and not compatible with the surrounding neighborhood. As a neighbor one block away from this development, I know the plan as proposed will have an extreme negative impact on traffic and parking.

I moved into this neighborhood with realistic expectations of density and student housing. Corvallis does need more student housing, and in this neighborhood, and on that site, just not this plan! If approved, this will set precedent for future off-campus, dormitory developments in the future.

Respectfully,
Sandy Smith

Corvallis, Ore. 97330

From: Mullens, Carrie on behalf of City Manager
To: "Mike Huntington"
Cc: Richardson, Robert
Subject: RE: Harrison Street proposal
Date: Monday, March 19, 2012 10:58:36 AM

Thank you for your comments. They will be added to the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Mike Huntington [mailto:
Sent: Monday, March 19, 2012 10:54 AM
To: City Manager
Cc: sjasperson@
Subject: Harrison Street proposal

Dear City of Corvallis,

I feel the modified proposal from Good Samaritan Health Service is very reasonable and request your approval.

Sincerely,

Mike Huntington MD
Trustee, Good Samaritan Hospital Foundation

From: Mark Giordono
To: Richardson, Robert
Subject: Testimony re: proposed Harrison apartments
Date: Monday, March 19, 2012 10:24:26 AM

Hi Bob,

Please include my input in the record.

While meeting the letter of the law, the proposed Harrison Street apartment complex violates the intentions and needs of the community. It's a 4 story tall, football field length monolith, plopped next to 2 story historic homes & fraternities. Not the community's intended use for the location...

The developers are choosing to build a gigantic luxury dorm instead of much needed high density apartments for working families and students. It's ironic that instead of investing in just as profitable appropriate housing, the local hospital corporation is choosing to cram students into a complex that will disrupt the health of the community.

The complex's outscaled size, unfitness for working families (the proposed room layout and physical property are unwelcoming for children) and negative impact on local neighborhoods (excess traffic, noise and disruption of sunlight) will only accelerate Corvallis' decline as a liveable city.

I urge the Council to deny the application as is and encourage & support a more appropriate high density apartment complex in the area.

Sincerely,
Mark Giordono

From: Karin and Tim
To: Richardson, Robert
Subject: Harrison apartments testimony
Date: Monday, March 19, 2012 10:11:07 AM

To whom it may concern:

I submitted testimony twice before stating my objections to the Harrison Street Project, because I feel like it does not fit into neighborhood, and it adds to an already chaotic parking situation.

I am writing to again register my opposition to this project, even with the changes made. Having walked through the area last week, I was visually assaulted with the number of student residents dominating the area. And this is even without the Wilson Woods project completion. Unless OSU/city comes up with a parking structure to accommodate the cars that will be generated by this project, or unless the city changes its parking code to drastically limit the number of cars that can park in this new project, there is NOWHERE for the increase in cars generated by this project to go.

As well, and I realize this is subjective, and probably not against code, but I experienced an incredible sense of claustrophobia as I walked by all these tall student dwellings dominating the landscape. Maybe high density is a good thing, but not when the population and the physical dwellings are all so homogenous. Adding to this will certainly drive out the few remaining community members adjacent to this project.

Finally, I have a complaint on moral grounds: I received in the mail last week a slick sixteen page brochure addressed to me as a supporter of this project, urging me to once again write a letter of support for this project. #1) I am not a supporter and never have expressed any support so how/where did the developers get my name as a supporter? #2 If the developer can afford to send out these brochures,, they they can afford to scale back their project to better fit in with the community.

Thanks for taking my testimony.

Karin Krakauer

Corvallis OR 97330

From: Marilyn Henderson
To: Richardson, Robert
Subject: Harrison Apartment Development
Date: Monday, March 19, 2012 9:22:42 AM

To whom it may concern:

Once again, I wish to express my opposition to the proposed Harrison Apartments development. Everyone understands that this property needs to be developed and that a multi-unit project meets high-density zoning requirements. However, the proposed project far exceeds the minimum number of units required (closer to double). The project is clearly designed to meet students' needs and could more accurately be defined as a dormitory. It is not in the interest of the surrounding traditional neighborhood or the city as a whole to build this type of accommodation. It does not meet the goals of the Corvallis Comprehensive Plan that new buildings be compatible with a neighborhood. A **multi-family** development is sorely needed and would be a boon to this area. The building as proposed at four stories would loom over the surrounding homes. It is monolithic and inappropriate in this setting. The "roof garden" has potential to become a party deck destroying neighborhood livibility. One can't depend on promised enforcement of this only being utilized at certain hours. There are additional issues of parking and traffic in this already-congested area. Please do not set a precedent of approving more erosion of Corvallis' traditional neighborhoods.

Marilyn Henderson

Corvallis, OR 97330

From:	Moursund, D. Andrew (Andy)
To:	Richardson, Robert
Cc:	Stone-Moursund, Mary; Gary Angelo
Subject:	Harrison Street Apartments
Date:	Monday, March 19, 2012 9:09:08 AM

D. Andrew Moursund

Corvallis, OR 97330

19 March, 2012

To Whom it May Concern,

I'm not in favor of the proposed Harrison Street Apartments. The proposal is not in alignment with the Corvallis Comprehensive plan. The structure, grotesque in size, simply does not fit in with the surrounding neighborhoods. In addition, very high-density "dorm style" student housing is not consistent with the desire for multi-family housing. This proposal certainly would not enhance community living. Not only should this proposal be denied, but this should prompt the city to clarify and extend its building codes to explicitly address building "mass" with respect to surrounding structures.

Respectfully,

D. Andrew Moursund

From: Louie, Kathy
To: Richardson, Robert
Subject: FW: <web>Harrison Apartment redevelopment
Date: Monday, March 19, 2012 8:13:17 AM

For the record ...k

-----Original Message-----
From: Ward 8
Sent: Sunday, March 18, 2012 11:09 AM
To: Louie, Kathy
Subject: Fwd: <web>Harrison Apartment redevelopment

FYI
----- Forwarded Message -----
From: hzhiggins@
To: ward8@council.ci.corvallis.or.us
Sent: Sunday, March 18, 2012 10:13:27 AM
Subject: <web>Harrison Apartment redevelopment

This is an inquiry e-mail via Contact Us form:
Helen Higgins
hzhiggins@
prefer phone contact: no

Dear Councilor Traber:

I am writing in support of the proposed re-development of the property at 2750 NW Harrison Boulevard, also known as the Harrison Apartments. I believe this project meets a high standard of quality, design, and sustainability, and provides desperately needed housing near the University and increasing our overall housing inventory.

As the Executive Director for our local Boys & Girls Club, I see firsthand the struggle that families are facing to find accessible, affordable housing in our local community. We have many OSU students with school age children and we hear often about the lack of affordable housing inventory. This project will responsibly add additional capacity to our community to address our largest community crisis.

Corvallis is looking for job creation opportunities that employ local people, and the developers pledge to use local contractors, creating much needed jobs in a segment that has been hit hard by the past economic downturn.

Affordable housing in Corvallis is hard to come by, particularly near the University. Current vacancy rates are approximately 1 percent, which is really no vacancy. This development would be an important addition to the mix of housing options.

The Harrison Apartments is a project that should be approved. As a long-time resident of Corvallis, I believe we need to approve projects like this that are improving the livability of the entire community. This is a smart, well-designed housing solution and I urge the City Council to approve this project as a sign of commitment from our elected City leadership to make efficient and effective decisions that will move Corvallis forward in solving our housing crisis.

Thank you for all you do for our community Biff!!

Helen Higgins

1000 friends of Oregon

133 SW Second Ave, Suite 201 • Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org
Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • (541) 474-1155 • fax (541) 474-9389
Willamette Valley Office • 220 East 11th Avenue, Suite 5 • Eugene, OR 97401 • (541) 653-8703 • fax (503) 575-2416
Central Oregon Office • 115 NW Oregon Ave #21 • Bend, OR 97701 • (541) 719-8221 • fax (866) 394-3089

March 19, 2012

Mr. Robert Richardson, Associate Planner
Planning Division, City of Corvallis
501 SW Madison Street, Corvallis, OR 97333

Re: Harrison Apartments

1000 Friends of Oregon is a nonprofit, membership organization that works with Oregonians to support livable urban and rural communities, protect family farms and forests, and provide transportation and housing choice. We have been a leader in advocating for linking transportation and land use to reduce dependence on the automobile and create livable communities.

The proposed Harrison Apartments puts high density housing within a high density residential zone, affords several housing options, and increases the availability of housing that is walkable or bikeable to the Oregon State University campus and downtown Corvallis. More available housing within the pedestrian friendly core of the University area reduces the automobile-dependence of residents and promotes healthier alternatives, like biking and walking. A diversity of housing options in and around Harrison Street contributes to the vibrancy of the community and enables people to choose the type of housing that suits them best. Providing abundant housing in an area desirable to students helps relieve pressure from the student population on other segments of the housing market, particularly single family houses in the rental market that might otherwise be affordable housing.

The Harrison Apartments project is a bike and pedestrian friendly development, and promoting bikeable and walkable neighborhoods is critical to making Corvallis a better place to live. If you can make the majority of your trips by bike or on foot, options like car-sharing programs become much more feasible. If you only use a car a few times per week, sharing a car becomes the economical alternative. Reducing the per capita vehicle mile travelled within Corvallis is one way the city can accommodate the growth it is already experiencing without increasing congestion and diminishing other aspects of the city's high quality of life.

1000 Friends of Oregon supports transit and bike friendly development. We support the reuse of urban land in ways that allow people to live close to where they work, learn, shop, or play. We support a diverse mix of housing options, from single family houses to multi-family apartments. The Harrison Apartments proposal furthers these objectives and we encourage the City Council to support the project proposal.

Thank you for consideration of our comments.

Sincerely,

Jason Miner
Executive Director

From: Mullens, Carrie on behalf of City Manager
To: "Tom Pape"
Cc: Richardson, Robert
Subject: RE: Harrison Apartment Hearing
Date: Monday, March 19, 2012 7:48:34 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Tom Pape [mailto.
Sent: Saturday, March 17, 2012 9:39 AM
To: City Manager
Subject: Harrison Apartment Hearing

To the Corvallis City Council Members,

I am writing in support of the Harrison Apartment projects. This project will provide a much needed housing solution to the growing student population in Corvallis. Good Samaritan Regional Medical Center and the project developers have worked with City staff to address the issues of scale and as now proposed the structure is shorter than the maximum allowed by city code. The required transportation study has shown that traffic volumes are within the standards of the city's transportation plan. Additional bike spaces have been added which now exceed the requirement, demonstrating the Hospital's desire to encourage green transportation. In addition there is an underground parking structure which will provide the full number of spaces necessary for this project. Our City must move forward and encourage more projects that will allow us to thrive and grow. It is important to provide an environment that meets housing needs as well as meeting codes and standards. This project meets all requirements and with the additional work by Samaritan and the developers will add a beautifully designed structure into the existing neighborhood. It's time for the Council to do their job – this project meets all applicable codes and standards. Your vote to approve this important project is vital to our community.

Becky Pape

Corvallis, OR 97333

From:	Mullens, Carrie on behalf of City Manager
To:	"FRED BRUCK"
Cc:	Richardson, Robert
Subject:	RE: Proposed Harrison St. Apt. Complex
Date:	Monday, March 19, 2012 7:48:09 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: FRED BRUCK [mailto
Sent: Saturday, March 17, 2012 11:11 AM
To: City Manager
Subject: Proposed Harrison St. Apt. Complex

My wife and I are in support of the proposed apartment complex on the old hospital site. As 10 year residents of Corvallis, we feel it is in the best interest of the city and the university to have additional student housing in this area, and this is a perfect location for it.

The current site is run down and an eyesore as it sits now, and the new buildings would be a big improvement. As long as the project is in compliance with current zoning standards, we feel it should be approved. The project would add to the tax base and fill an important need in this city - more student housing.

We urge you, the city council and the Planning Commission to support it and approve the current proposal.

Regards,

Fred & Sarah Bruck
Corvallis, OR

From:	Mullens, Carrie on behalf of City Manager
To:	"Gloria Chaves"
Cc:	Richardson, Robert
Subject:	RE: Harrison Student Housing
Date:	Monday, March 19, 2012 7:46:52 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Gloria Chaves [mailto:
Sent: Saturday, March 17, 2012 2:42 PM
To: City Manager
Subject: Harrison Student Housing

Student housing is needed but I can also understand the worries the complex would bring to the neighborhood and beyond. Hopefully the City and the concerned neighbors can reach an agreement satisfactory to all and the project will move forward.

From: sherrijohnson717@comcast.net
To: Richardson, Robert
Subject: Harrison Street apts
Date: Monday, March 19, 2012 7:34:55 AM

Dear Bob Richardson and Corvallis Planning Commission,

I am writing about provide testimony on new Harrison Street Apt plans.

I feel that Corvallis needs housing for our diverse community, not just housing targeted to students. New apts should be built to be attractive to all types of community members and variation in numbers of bedrooms per apartment is crucial! Corvallis should not be allowing the large number of new projects that are designed for only students.

I also strongly feel that any housing near the University should require one parking space per bedroom in the planning.
Even if parking districts are created, residents of this apt complex will dominate the street parking for blocks around, unless they provide onsite parking. 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.

thank you
Sherri Johnson

Corvallis

From Sherri Johnson

email:

From: Stillger/Mills
To: Richardson, Robert
Subject: Letter regarding Harrison Street Apartments
Date: Sunday, March 18, 2012 8:33:28 PM

March 18, 2012

Dear City Councilors:

I support the development of student housing at the location of the former Corvallis Hospital. I think it is logical and sensible to place housing close to campus. I do however have two objections to the proposed development.

First, the buildings are ugly. The developers allude to their use of a modern twist in paying homage to older existing homes and buildings in the adjacent neighborhoods. They cite, specifically, the tudor style. I live in -- and love -- my 1929 tudor style house. I also appreciate the beauty of many modern buildings and homes. I have reviewed project's original and subsequent proposals and acknowledge the changes they have made to soften the facades of the buildings and to lower the roof lines. Nevertheless, the result is more of a nod to 1970s "modern" than it is to anything else. If the City cannot intervene to fix ugly, then the City needs to change its code.

My second objection involves traffic and parking. In a perfect world, the students who come to OSU would get to Corvallis from their hometowns by air, rail or other modes of public transportation. The reality is that Corvallis does not offer these options. OSU students actually get here in their personal vehicles. I agree with the developer's claim that the students will most likely not use their vehicles to get to and from campus, but they *will* bring them, they will park them, and they will use them to get everywhere else.

I reviewed the traffic studies in the project proposal. These are limited to select portions of NW Arnold Way, NW 27th Street, and NW Van Buren. These studies ignore the arterials and the intersections that those who live in the development will use. In particular, they do not address the critical traffic impacts that the Harrison Apartment dwellers will have on NW Harrison Boulevard, NW 29th Street, and NW 30th Street, nor do they address the intersections of these streets. The additional cars will not touch down magically on Arnold, 27th, and Van Buren. They will have to access these streets from Harrison, 29th and 30th. The impacts on these streets and their intersections must be considered and, if improvements are needed, the developers should be required to pay their share. This is a standard that is applied to the university – it should also be applied to private developers.

I appreciate this opportunity to bring these concerns before the City Council and I am hopeful that you will address them. I strongly support student housing close to campus – but the impacts this development will have on our community have not been adequately addressed.

Sincerely,

Christine Stillger

Corvallis

From: troy garrett
To: Richardson, Robert
Subject: Harrison apartments
Date: Sunday, March 18, 2012 3:26:36 PM

I am writing in support of the Harrison apartments. This project will bring needed, environmentally responsible student housing close to the OSU campus and public transportation. It will relieve some of the pressure in the single family rental market in Corvallis and will have on site management, in contrast to the many town home developments that have been built near by. Corvallis needs this project and the city council should act accordingly.

Sincerely,
Troy Garrett

Corvallis, OR 97330

From: Frank Moore
To: Richardson, Robert
Subject: Harrison apartments
Date: Sunday, March 18, 2012 9:24:41 AM

I'll can't attend Monday's public hearing so I wanted to express my strong opposition to the proposed dormitory / apartment building. It is too big and too tall for our residential neighborhood. This kind of structment should be built on the university campus, not in a family neighborhood.

Frank Moore

Corvallis

From: Kim Sargent
To: Richardson, Robert
Subject: Harrison Apartment proposal
Date: Saturday, March 17, 2012 9:16:09 PM

Dear Mr. Richardson,

I am writing in regard to the Harrison Apartment proposal. I am a landlord with properties on Van Buren, 15th and Stamm. I know first hand that the student parking situation to out of control. We do not need the Harrison Apartments and all the cars it will bring.

Have you ever traveled west on Harrison at 3pm? Traffic moves very very slowly until 35th.

Students are parking farther away, on a school morning you will find cars parked all along the streets east of Stamm Pl, but at the same time, the Reser Stadium parking lot is empty. Why can't students park at Reser instead of our neighborhoods?

I vote "no" on the Harrison Apartment proposal

Sincerely,

Kim Sargent

From: Rob Schneider
To: Richardson, Robert
Subject: Harrison Street Apartments
Date: Saturday, March 17, 2012 8:17:00 PM

Hi Bob,

I felt compelled to send a letter in support of the proposed Harrison Apartments. I've followed the story in the paper and watched the builders try to work with the neighbors. They have bent over backwards to be a good neighbor. I feel any more is too much and not reasonable.

Change happens and this is a good change for Corvallis. Please support this project.

Thanks,

Rob

Rob Schneider

From: Sandra Helmick
To: Richardson, Robert
Subject: Support from a neighbor for Harrison Apartments
Date: Saturday, March 17, 2012 2:55:34 PM

My residence is five blocks from the proposed development. Nonetheless, I support the concept.

The complaints from my neighbors sound like NIMBY, even though they deny that position.

I believe there are misunderstandings. For example, the description "dormitory" is considered by some to be the ancient arrangement of many rooms with baths down the hall. The apartment design for this structure could serve non-students; indeed, these arrangements of private bedroom/baths with congregate living/kitchen areas are becoming popular for senior housing.

The location of this property makes student housing eminently logical. While some opponents call for multi-family housing in this community that has a shortage of affordable homes, providing additional student housing close to campus will likely make houses in neighborhoods distant from OSU more available to non-student owners or renters.

I believe the issue of parking is not as simple as presented by the opponents. The neighborhoods near campus are zoned for resident permits. Residents of the proposed complex could not get a permit to park on the street in these neighborhoods. Therefore, they are limited to two hours a day which is not much help to them. (If the resident permit area needs to be expanded, that could be accomplished.)

The fact that there will be an on-site manager relieves me of concerns that I have regarding most student rentals. Corvallis police have been very responsive in recent years when there are problems of student noise in my neighborhood. It is to the landlord's advantage to have on-site supervision rather than risk the fines that might be levied if noise is not controlled.

It is in the public interest that the owner of the land, Good Samaritan, receive reasonable compensation for this project, given their commitment to the health of the community.

For these, and many other reasons, I fully support the project for Harrison Apartments and I look forward to welcoming my new neighbors.

Sandra Helmick

Corvallis, OR 97330

From: SM Coakley
To: Richardson, Robert
Subject: Harrison Apartments
Date: Friday, March 16, 2012 9:09:31 PM

Dear Council,

I am not opposed to apartments being built on the old hospital site but ONLY if no zoning variances are granted. While a worthy project in support of students attending OSU, that should not come at the expense of the surrounding neighbors and neighborhoods. There is no justification for any variances. And the project should be scaled to fit the site and neighborhood. I am surprised and distressed that Good Sam would try to guilt the community into approving this project based on that "Good Sam would use its share of revenues to help offset the cost of charity care it provides to uninsured patients." (G-T A6 3-15-12). Surely the day-to-day life quality of those surrounding the proposed complex deserve to have that preserved by the city and by the hospital.

Stella Coakley

Corvallis, OR 97330

From: Gail Wolcott
To: Richardson, Robert
Subject: Harrison Street construction
Date: Friday, March 16, 2012 8:05:32 PM

Hi, Bob. My reply to you was returned again, so I am trying my wife's gmail account. We'll see if that works. If not, I'll put it in writing.

Comments for the record concerning the Harrison Street construction appeal:

I am opposed to approval of the proposed Harrison Street construction, which will be about a block from my home in the College Hill Historic District. I think the large number of additional residents will create further driving

congestion and parking problems in the surrounding neighborhood.

That, however, is not my main concern. The bulky exterior design is bad enough, but I have seen the interior design for this project, and it is not an apartment building, it's a dorm; a 279 bedroom dorm.

I live a block away, between the SAE Fraternity House and the Acacia Fraternity House. They are good neighbors. That is because they are supervised and have group responsibility. I see no realistic guarantee of supervision

in the huge Harrison Street Dorm. Residents don't even have to be university students, and the claim that there will only be one person per bedroom is unenforceable. In addition, they have a rooftop party area where light

and noise can travel freely. Seems like a great place to live if you're a party animal, but a lousy place to live near if you are a residential neighbor.

I think it should be put somewhere other than next to the College Hill Historical District; perhaps on university

propery, or in Eugene. I also think the zoning in this area should be changed if the present zoning allows this type of construction that overwhelms the existing neighborhood.

John Wolcott
Corvallis

ERIC C. THOMPSON

CORVALLIS, OREGON 97333

March 16, 2012

City Council Members
C/O Corvallis City Manager's Office
501 SW Madison Avenue
Corvallis OR 97333

Sent Via Email: city.manager@ci.corvallis.or.us

Re: Former Good Samaritan Hospital at NW 27th Street and NW Harrison Blvd.

Dear City Council Members:

This letter is **in support** of removal of the old Good Samaritan Hospital and replacing it with student housing.

Let me preface my comments with the following personal references of the current building on the site:

1) I was born at in this building;
2) My Grandparents died in this building;
3) As a student, I lived two blocks from this building and passed it every for four years on my way to and from OSU;
4) My son is now an OSU student living 1 block from the site. He lives in a building with 70 other students and they have only 3 parking spots. The few students that have cars have been parking at the old hospital site everyday for free.

So you see, I have some personal and sentimental feelings in regard to the old hospital site, but I am still in favor of its removal and replacement with student units. As we know, real estate goes through several phases during its life span and one is obsolescence which, in my opinion, is the state of this building.

I am tired of the "Not in My Back Yard" people complaining and making such a ruckus. I have lived on West Hills Road all my life near the recent development of Grand Oaks single family and multi-family housing. I did not complain when the Grand Oaks development was added to the community which increased my neighbors by more than 2,000 individuals.

I believe the student housing project will benefit not only the university, but also the community by replacing a non-used and obsolete building with a new, usable and need building for housing.

Sincerely,

Eric C. Thompson

From: Laurent, Marcia
To: Richardson, Robert
Cc:
Subject: Comments for the record concerning the Harrison Street Construction appeal
Date: Friday, March 16, 2012 3:00:20 PM
Importance: High

Hi Bob,
Please see Mr. Wolcott's comments at the bottom of this email.

I will be forwarding his email issues to MIS.

Thank you,
Marci Laurent

-----Original Message-----
From:
Sent: Friday, March 16, 2012 2:47 PM
To: Planning
Subject: <web>Web Request
Importance: High

This is an inquiry e-mail via Contact Us form:
John Wolcott

prefer phone contact: no

>
> ----- Original Message -----
>
> From:
>
> Sent: 03/16/12 02:11 PM
>
> To:
>
> Subject: failure notice
>
>
> Hi. This is the qmail-send program at mailout-us.gmx.com.
> I'm afraid I wasn't able to deliver your message to the following addresses.
> This is a permanent error; I've given up. Sorry it didn't work out.
>
> :
>
140.211.12.10_does_not_like_recipient./Remote_host_said:_550_Blocked/Giving_up_on_140.211.12.10./
>
> --- Below this line is a copy of the message.
>
> Return-Path:
> Received: (qmail 20950 invoked by uid 0); 16 Mar 2012 21:11:25 -0000
> Received: from 24.21.141.116 by rms-us011.v300.gmx.net with HTTP
> Cc: "Gary Angelo, president, College Hill Neighborhood Assn. "
>
> Content-Type: multipart/alternative;
> boundary="========GMXBoundary15508133193228339139 2"
> Date: Fri, 16 Mar 2012 17:11:23 -0400
> From: "John Wolcott"

> Message-ID:
> MIME-Version: 1.0
> Subject: Harrison Street construction
> To: Robert.richardson@ci.corvallis.or.us
> X-Authenticated: #76426470
> X-Flags: 0001
> X-Mailer: GMX.com Web Mailer
> x-registered: 0
> X-GMX-UID: LMkRb/Bd3zOlNYdP5XAhSch+IGRvb8Dx
> X-GMX-Antivirus: 0 (no virus found)
>
> --========GMXBoundary15508133193228339139 2
> Content-Type: text/plain; charset="utf-8"
> Content-Transfer-Encoding: 8bit
>
> Comments for the record concerning the Harrison Street construction appeal:
>
> I am opposed to the approval of the Harrison construction, which will be about a block from my home in the Historic District. I think the size of it will add additional driving conjestion and parking problems in the surrounding neighborhood. That, however, is not my main concern.
>
> The bulky exterior design is bad enough, but I have seen the interior design for this project, and it is not an apartment buil

Marci Laurent
Administration Division
Community Development Department
541.766.6981

3/14/12

RECEIVED
MAR 16 2012
Community Development
Planning Division

SCANNED
Date: 3/16/12 By: RAR

Planning Division,

I am writing to express my concerns regarding the proposed Harrison Apartments project. I understand the need for additional student housing, but the variances GSRMC and their developers are asking for are too much, in my opinion. I agree with the neighbors that the scale of the building, lack of parking and traffic problems are a major concern. My main concern above those already stated is the impact the sheer size of the building will have blocking neighborhood homes with shade, thus not allowing for solar energy to be utilized if so chosen. Solar energy is still in its infancy and I feel that particular variance is nothing but wrong.

Do not let GSRMC bully your decision, do what is right by all the community, please.

Thank you. Sincerely, [illegible]

From: Susan P. Looney
To: Richardson, Robert
Subject: Opposition Letter for 3/19/2012
Date: Friday, March 16, 2012 12:25:25 PM

From: Susan P Looney

Corvallis, OR 97330

March 16, 2012

E-Mail directed to robert.richardson@ci.corvallis.or.us

LETTER IN OPPOSITION to the proposed Harrison Apartments

I am a long-time homeowner on NW 33rd Street and am writing to oppose building of the Harrison Apartments for the following reasons:

1. It does not meet the Corvallis Comprehensive Plan!
2. The building planned is too large to be compatible with our surrounding older neighborhoods.
3. Dormitory student living space is not multi-family housing.
4. Off-site parking will be a nightmare on my street. It will be as it is on Game Days, which is tolerable a few times a year, but this situation will be every day September thru June.
5. The value of my home would be negatively impacted by this proposed Building.

We want to enhance our neighborhoods and do all we can to assure they remain beautiful. We strive to nurture our landscapes and trees and maintain the pride of ownership that exists today. We want to promote quietness, lack of motor vehicles as much as possible, and maintain the lovely sense of the College Hill neighborhood for years into the future.

To do the above, we must tread very carefully with regard to Good Samaritan's designs on this Harrison Blvd. property. Their proposed building will break precedent if it is established as they want, and once that occurs we will have lost control over our neighborhood's remarkable and coveted vision.

People beware, these are important decisions.

Sincerely,
Susan P Looney

PS - you have my permission to quote this email or any part of it at the March 19 LaSells Stewart Center meeting. I am sorry to be out of town that evening.

From: Kunert, Steven
To: Richardson, Robert
Subject: FW: Harrison Apartments
Date: Friday, March 16, 2012 12:06:29 PM

Dear Mr. Richardson:

We write to express our steadfast opposition to the proposed Harrison Apartment plan. Our concerns are the same as the many who have already spoken, and there are many like us who recognize the detriments this complex as proposed would mean to those who reside nearby and those who must drive Harrison Avenue regularly—the adverse effect on traffic flow will be immense.

As residents of Corvallis for 15 years, we are concerned with keeping the quality of life this fine city possesses. This proposal goes against preserving quality of life in this neighborhood. The developers would have been more accepted had they proposed a reasonably sized retirement facility instead.

Thank you for your consideration.

Respectfully Yours,

Steve and Amy Kunert

Corvallis, OR 97330

From: Seishiro Hokazono
To: Richardson, Robert
Subject: Re: Harrison Apartment venture by Good Samaritan
Date: Friday, March 16, 2012 10:27:51 AM

Thank you for considering many interests as the hospital takes on this projects.

I would like to express the support of high density housing within the proximity of the OSU.

1. Parking concern is legitimate, however, consider this. Having many housing outside of city, and having them come to the city is the same outcome. So how do you change it? I would highly recommend that the parking spot on the apartment to have high fees for bringing in more cars. Most families would have two cars per one house unit. So, first car to bring per unit, not per room, is free, then from the second one, it is lets say, 300 dollars per month per vehicle? Please come up with the idea to keep the car usage down. This is much better control for the neighborhood, since the neighborhod would not have any control over students living outside of city, driving into the city.

2. Not having enough room in the City of Corvallis IS making many people clunch their jaws for annoyance and other traffic issues. We must be working toward high density housing very close to OSU campus. If we fail to do that, we are going down on the path of urban sprawl and more traffic within the city. Please think of New York City, I know, it is a different city, but it works. Having many things within walking distance creates no need for cars. Please think outside of box

3. We have enough smart engineers to figure out exact shading on this building for sun right.

4. Instead of outcrying for not building it, we should all put an input for what is bothering the nearby residents, and work with it. But at the same time, nearby residents need to keep not only their interests, but interests of everybody, having more students living outside of the city is NOT THE ANSWER!!

Thank you for reading my e-mail,

Seishiro Hokazono

PS. Can you please look at this article?
http://zeta.math.utsa.edu/~yxk833/connecting.html

From: [redacted]
To: Richardson, Robert
Subject: Harrison Apartments
Date: Friday, March 16, 2012 10:08:56 AM

I too am objecting to Samaritan Health building an apartment complex on their Harrison St. property. That area is already congested with multiple living buildings and the parking in the area in the blocks around the proposed apartment is and has been a problem for several years. Building the complex there would just make matters worse. I also wonder why Good Sam. thinks they can properly solve the parking problem when they have not solved the terrible parking problem they have Good Samaritan Healh Center,'

Laura L. Davison

[Date Prev][Date Next][Thread Prev][Thread Next][Date Index][Thread Index]

<web>Student housing

- *To*: ward1@xxxxxxxxxxxxxxxxxxxxxxxxxx
- *Subject*: <web>Student housing
- *From*: sweed7@xxxxxxx
- *Date*: Thu, 15 Mar 2012 11:09:55 -0700
- *Reply-to*: <sweed7@xxxxxxx>

```
This is an inquiry e-mail via Contact Us form:
LaVerne Johnson
sweed7@xxxxxxx
   prefer phone contact: no

There will never be a better place for student housing than the Good Sam site.
Location, location, location. The planning commission reasoning was rediculous!
```

- Prev by Date: **EfficientGov Announces Intelligence Award Winner**
- Next by Date: **Why all the interest in Pinterest + more!**
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- Next by thread: **Why all the interest in Pinterest + more!**
- Index(es):
  - **Date**
  - **Thread**

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501 SW Madison Ave. PO Box 1083 Corvallis, OR 97339-1083 ph: 541-766-6900 Fax: 541-766-6936

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From: Bibi Momsen
To: Richardson, Robert
Subject: Harrison apartment project etc.
Date: Friday, March 16, 2012 9:12:20 AM

Dear Mr. Richardson:

I am sure that the Harrison Apartments project will go through because of a poor overall plan for Corvallis, plus the fact that Samaritan Medical is behind it, with lots of influence, plus money.

I do not think this is a wise use of an area near the older section of town, on a street already heavily travelled, and with the increase in parking problems which will result.

Corvallis needs to think through what the town and the college mean to each other. If student housing is continuing to encroach on the older section of town, with no thought to the area around the college, Corvallis will lose much of what is attractive about it.

The school district is losing students, developing a problem with funding. A lot of this is due to the fact that there is very little affordable housing in town. In one of the classes where I volunteer, four students (plus their siblings) have relocated to Albany since January because the families could no longer afford the housing available here in Corvallis. Why could not one section of Harrison Apartments be devoted to low income housing?

Not only the schools, but businesses who hire low wage earners, will soon find there are few workers from whom to choose because of the housing exodus.

OSU has a lot of land that has not been developed. The university should be encouraged to use that land for student – single and married family – housing. It should then mandate that a greater percentage of students live in OSU housing, perhaps by subsidizing the units.

The area to the north and west of the university should have strict parking codes. The fact that a two-bedroom apartment can house four students, means four cars to park, when there is usually only one parking spot built for such an apartment. Even two parking spots for a two-bedroom apartment will not be enough to keep extra cars off the streets. I have almost given up going to the Senior Center because there are no parking spots available, due to student parking in the area.

Corvallis is at the point of make or break. Soon I will make the decision whether this town is worth staying in, or whether I will move. One of the major factors in this decision will include city planning, and whether it is the antithesis of what a vibrant community should be.

Thank you.

Bea Momsen

From: Mullens, Carrie on behalf of City Manager
To: "Jacqueline Joss"
Cc: Richardson, Robert
Subject: RE: Harrison Samaritan project
Date: Friday, March 16, 2012 7:58:12 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Jacqueline Joss
Sent: Friday, March 16, 2012 6:36 AM
To: City Manager
Subject: Harrison Samaritan project

I am writing to offer my full support of the proposed housing project on Harrison.
It would fill an important housing need. The proposed changes have addressed all the concerns cited.
It will benefit the community and I do not feel it would affect people who live in the area.
Being so close to campus, most residents/ students who would rent there will likely walk anyway, so I don't think traffic issues will be as big as people fear they will be. Doing this housing project would cause less disruption than any other commercial project would cause. My kids go to school at Zion, so I have a personal interest in this not having an effect on surrounding areas, and I have no concerns whatsoever.
Thanks for your support. This will help Corvallis at large, the University, Samaritan, who is a major employers of many Corvallis people and very dedicated at giving back to the community. We need to be proactive to help all of Corvallis.
Thank you for your consideration
Jacqueline Joss

Jacqueline Joss, Pharm.D.
Anticoagulation Clinic @ Samaritan Int.Med.
Clinic: 541 768 6369

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From: [redacted]
To: Richardson, Robert
Subject: In favor of Harrison Apartments
Date: Friday, March 16, 2012 7:45:35 AM

Dear Mr. Richardson,

I wanted to let you know that I am in favor of the city granting permission to the entities who want to build this housing for OSU students. OSU is one of the main economic forces in this city and it is correct for us to provide adequate housing for the students. The residents of that neighborhood had nothing to say while that eyesore of a closed hospital sat in their neighborhood for years--This new building will be an improvement for that neighborhood and for the city.

Joyce Willcox

Corvallis, Oregon

TO: Bob Richardson, Corvallis Planning Department

FROM: Ed Glick

Date: March 16, 2012

RE: Zoning Laws Protect Corvallis' Livability

Dear Mr. Richardson,

As a former nurse at Good Samaritan Regional Medical Center I want to express my concern about an attempt by Steve Jasperson, CEO of Good Sam, to use employees as leverage to vacate zoning laws in Corvallis in order to enhance revenue. This attempt seems unrelated to Good Sam's core Mission which is to provide health care services to the community. It also seems contrary to the community need to have zoning laws to protect the very things which make Corvallis livable, healthy and safe..

What good are zoning laws if organizations with money and influence can simply discount them? Why even have zoning laws at all?

Corvallis needs zoning laws which clearly draw boundaries around unfettered growth, otherwise it will become a congested, poorly planned, crowded city with too many people and too many cars. Automobiles represent a huge challenge to the future of Corvallis, it will likely be a huge gridlocked parking lot.

I recommend the adoption of strict zoning laws which realistically evaluate the number of people and cars which will be allowed in an area. As well, Corvallis needs bike paths-not bike lanes- which separate bicyclists and pedestrians from cars. As someone who rides 100 miles per week, I can say that riding a bike in Corvallis is dangerous. Cars and

bikes should not be sharing the same surface. I suggest a process of closing roads to accommodate pedestrians and bikes, and building dedicated bike paths. Corvallis needs to build this infrastructure through a plan which gives highest priority to getting people out of cars, limiting car access and building human-friendly alternatives. Additionally, blocking a neighbors solar access for an apartment building is not acceptable.

As someone who has lived in Corvallis for many years, and still spends much time there, I ask you to strengthen the zoning laws, not weaken them. Deny Good Sam's request for a variance and strengthen livability laws.

Thank you,

ED Glick

Monmouth, OR 97361

From: [redacted]
To: Richardson, Robert
Subject: Approve Harrison Apartments Proposal
Date: Thursday, March 15, 2012 9:02:44 PM

To Bob Richardson, Corvallis Planning Division:

The purpose of this letter to recommend approval of the Harrison Apartments proposal located at the site of the former Good Samaritan Hospital at 27th and NW Harrison Blvd.

I am convinced that the Planning Commission's issues have been addressed. The current proposal now meets or exceeds the city's code requirements and the standards of the city's transportation plan.

Although I reside outside the Corvallis city limits, I do own/rent a condo near Reser Stadium that provides student housing. As a landlord and condo homeowner association board member, I attempt to deal responsibly with the concerns noted by the College Hill neighborhood related to noise, parking, garbage, etc. From my perspective, this project's plan includes many measures that will effectively manage these concerns. Key among them is an on-site property manager.

The site of this proposed project does not serve the Corvallis community in its current state. Good Samaritan Regional Medical Center is a key partner associated with this project. Good Samaritan has always served in the best interests of the Corvallis community and will no doubt continue to do the same with this project.

I urge the city council to approve this Harrison Apartments proposal on March 19th. It is time to allow this project to move forward without further delay.

Respectfully,

David Chrostek

Corvallis, Oregon

From: Richard Johnston
To: Richardson, Robert;
Subject: Housing for students and impacts on neighbors
Date: Thursday, March 15, 2012 8:06:48 PM

I write regarding Good Sam's proposal to construct a student housing project on the site of the old Corvallis General Hospital:

I feel for the neighbors of this project and would ask Good Sam how it squares its actions with the long-standing physicians' principle to "FIRST, DO NO HARM." Let OSU build attractive and livable on-campus housing for its projected wave of incoming students - and help pay for the expected increase in city services.

Sincerely,

Richard S. Johnston

Corvallis, OR 97330

From:	Thomas jensen
To:	Richardson, Robert
Subject:	responsible development
Date:	Thursday, March 15, 2012 7:43:14 PM

To Whom it may Concern,

This letter is to promote reasonable, well thought out development in Corvallis. The Harrison Apartments project is neither. It is imperative that all standards are me and that no variances are given. The loss of solar access to the neighborhood will negatively affect humans, animals, and vegetation. The proscribed setback is to be met not only in order to maintain solar access, but to provide easement for the City's future development and to maintain development setback in that eventuality.

Parking standards must be met, even exceeded, to provide adequate parking for the student housing without impacting the neighborhood. There is a finite amount of curb space, adequate for the neighborhood as it was originally developed, if it remains a *neighborhood*. Commuter student parking saturates the surrounding blocks on a daily basis, and the Wilsonwood Apartments are expected to put upwards of 50 more cars parking in the neighborhood because of their on-site parking/bedroom disparity.

Allowing for the potential overflow of approximately ninety vehicles from Harrison Apartments(bedrooms minus parking provided), as well as the extra cars not willing to pay a monthly on-site parking fee, commuter students will be pushed to other areas and year-around non student residents will be hard pressed to find a parking space at any time of day. The notion of a parking district is unrealistic in that there won't be enough parking for the people already living there, making a parking permit more of a lottery than a guarantee of parking.

Drainage standards must be met. The recent flooding demonstrates the infrastructure shortfall when the intersections of 27th Street and Tyler Avenue, and 27th Street and Polk Avenue became high water areas because the system couldn't accommodate the drainage. Further impacting the system by not requiring Harrison Apartments to meet drainage standards will overwhelm a system already near and exceeding capacity.

There is a need for student and non student housing in Corvallis. Off campus developments focusing on student housing marginalizes those who aren't students not only in name, but also in design. These developments need to meet all standards at least, and no variance should be allowed. The developers of Harrison Apartments are capable of designing a structure that will meet the standards. That they can't recoup their investment in the time period they would like is irrelevant.

This $17million structure, with my conservatively low average of $600/room/month and 280 rooms, would take less than 8.5 years to cover the investment. Although these figures don't account for interest, a 200 room building at the same rent rate, but on a fifteen year projection, would generate $21.6million. Imagine how costs could be reduced if the developers were like home buyers and operated on a 20 or 30-year mortgage. A longer term payoff would promote extended owner vigilance, something not necessarily occurring with properties that quickly meet the investment, from then on existing to reap rent as the structures decline.

Please vote "no" on this intended development. Thank you, Tom Jensen

From: Moore, Kathleen Dean
To: Richardson, Robert
Cc: Deb Kadas
Subject: Opposed to Harrison Street Apartments -- more strongly than ever!
Date: Thursday, March 15, 2012 5:41:12 PM

Dear Bob,

I've written to you twice before, expressing my opposition to the Harrison Street Apartments. As the process starts over, I'm writing to re-affirm that I am strongly opposed to the development My reasons are a matter of principle and practicality.

Reasons of principle:

1. The university should not be allowed to externalize its costs on neighbors. If the university wants to increase student numbers, and thus increase its profits, it should use its own land to build dormitories. Imposing the costs – in noise, crowding, degradation of the quality of life – on neighborhoods, is wrong. I'm quite sure that if the city does not cave in on this, the university will find a way to house students.
2. The development does not honor the rules and restrictions that were put in place by a long and thoughtful democratic process of planning. Nor does it honor the 'spirit' of the planning process, which is to conserve livability and shared values. People in the neighborhood follow the rules, because we recognize they are there for the common good. Corporate developers should have to follow the rules, too. Otherwise, what is a planning process, and where are equal rights?

Reasons of practicality:

1. Such a dramatic increase in the density of people in a small, crowded location will inevitably have impacts on traffic, parking, noise, which all have an effect of the desirability of living in a neighborhood. We have worked hard to preserve lovely neighborhoods, which are a gift to the city and the university. It is in the interests of the city to help people take care of their neighborhoods, rather than answer our investments with an inappropriate development that increases corporate profits, while it increases costs to us.
2. Again and again, we hear stories of families who send students to OSU because Corvallis is such a nice town -- safe, green, etc. And in fact, it's generally true that Corvallis (unlike other college towns) is not surrounded by a zone of unmaintained, degraded student rentals, and it's not isolated by high-speed and multi-lane highways. These are values that ALL of us should be protecting – not just the neighbors, but the city, the university, (and even Good Sam, which is, despite its hypocrisy, about human thriving).

I should add that I was offended by the news that Good Sam has asked its employees to write in, weigh in, etc. It demonstrates that despite the warm feelings we all have for Good Sam and good health, it is a corporation that is trying to make money by breaking the rules and externalizing its costs (not unlike so many for-profit corporations).

Thank you for doing all you can to stop this development.

Kathleen Dean Moore

Corvallis, OR 97330

From: Louie, Kathy
To: Richardson, Robert
Subject: FW: <web>Harrison Apartments
Date: Thursday, March 15, 2012 2:58:23 PM

Here you go ... k

-----Original Message-----
From: Ward 7
Sent: Thursday, March 15, 2012 2:21 PM
To: cardwellr
Cc: Ward 7; Louie, Kathy
Subject: Re: <web>Harrison Apartments

Hello Rick,

Thank you for writing. It is an honor to represent ward 7. I appreciate residents who take the initiative to be informed of current Corvallis City concerns, and voice their opinions.

I will ask Kathy Louie to include your letter in the upcoming hearing by Council on the Harrison Street Project, so that all of the Councilors will receive it.

Jeanne

Jeanne Raymond
Corvallis City Council
Ward 7

----- Original Message -----
From: cardwellr
To: ward7@council.ci.corvallis.or.us
Sent: Thu, 15 Mar 2012 07:04:12 -0700 (PDT)
Subject: <web>Harrison Apartments

This is an inquiry e-mail via Contact Us form:
Rick Cardwell
prefer phone contact: no

Jeanne:

First, I wanted to mention that I live in your ward and thank you for your service to us and the City.

OSU is the most important reason I retired here, and I fully accept OSU's mission to educate as many students as they can. So, I am wholly in favor of finding them satisfactory housing. Therefore, I think the City should work hard to foster housing for students. The Harrison Apartment proposal looks good to me. I sensed the "committee" was political and did not represent all of Corvallis. I was very disappointed and would like the Council to take more leadership in these matters. You are the ones we elected. All the Corvallis committees are not elected.

Thanks for reading and thanks again for your service.

Rick Cardwell

From: jaspersons@comcast.net
To: Richardson, Robert
Subject: Harrison Apartment proposal
Date: Thursday, March 15, 2012 2:25:29 PM

I would like to go on record as being in favor of the Harrison Apartment proposal. The series of changes to their plans in response to citizen concerns, reducing the number of zoning variances down to 2 shows the good faith of the developers. The two remaining variances are for very minor issues that deal with lawn details. In addition, the project is accomodating neighbors on a parking agreement for their cars to access off-street parking on the property. The project serves the community in a number of ways: it provides new, updated, safe and managed housing for OSU students; it also provides Good Samaritan a share of revenues that will help offset the millions of dollars of charity care it provides yearly to uninsured patients.

Sincerely,
Lynda S. Jasperson
Corvallis, OR

From: dorothea
To: Richardson, Robert
Date: Thursday, March 15, 2012 12:32:53 PM

I can't believe that Good Sam needs to earn more money by destroying part of this charming city. I can' understand why they have to build a FOUR STORY in the space. They could have a smalller building that would not destroy our image - and not be so concerned about profit.

d. m. franzosa

From: Carlson, Angela R.
To: Richardson, Robert
Subject: Harrison development
Date: Thursday, March 15, 2012 3:33:32 PM

Good Samaritan is making another rather transparent attempt to disguise what amounts to a dormitory, without any supervision from the university. Even with the modifications, this development is much too big for the neighborhood and still doesn't really have enough parking places. Angela Carlson

From:
To: Richardson, Robert
Subject: Letter in opposition to the Harrison Apartments
Date: Thursday, March 15, 2012 12:10:20 PM

Dear Mr. Richardson,

The citizens of Corvallis did not choose to increase the enrollment of Oregon State University by 10,000 students in the next decade or so. This was a decision by OSU management, not the faculty nor the City of Corvallis. It is not the responsibility of the neighborhoods adjacent to campus to absorb this student population. If OSU chooses to significantly increase its student population, then it should also assume the responsibility of providing on campus housing for each additional student and to provide parking for their vehicles. The proposed Harrison Apartments provide housing for less than 3% of OSU's anticipated growth and the negative impact on NW neighborhoods is disproportionately higher. As a campus neighbor and retired OSU faculty member, I am opposed to the construction of the Harrison Apartments and any other large scale off campus student housing project.

OSU owns tens if not hundreds of acres between 35th and 53rd streets. This is an ideal location for any and all needed student housing.

Charles K. Sollitt
Professor Emeritus
Oregon State University

RECEIVED
MAR 15 2012
CITY MANAGERS
OFFICE

MEMO FROM GIL BECK

Corvallis, Oregon

To: City Manager
501 SW Madison Avenue
Corvallis, Oregon 97333

Date: March13, 2012

Subject: Housing Project
27th & Harrison
Formerly the site of The Good Samaritan Hospital

Gentlemen

This proposed project has been thru a growth process while seeking approval by the city.

I would appear that all city requirements are now met by the current proposed plans.

Therefore it would be my hope that the City Council will grant project approval in their March 19th meeting.

I feel this is a positive project and meets the housing and parking needs of the area.

Gilbert.Beck

From: RJ Morris
To: Richardson, Robert
Subject: Harrison Street Project
Date: Thursday, March 15, 2012 11:39:11 AM

Good Sam's "encouraging" its employees to write letters supporting their Harrison Street project is like corporate Boards "suggesting" their employees support the board's favorite political party or candidate. The Council's decision should be based on the city's building code and the project's impact on the neighborhood, not on letters to the newspaper or the political clout of its sponsor. Students surely need housing, and it can complement the neighborhood if it is properly designed. It should not degrade it.

Robert Morris

From: John Antle
To: Richardson, Robert
Subject: Letter Opposing Harrison Apartments Project
Date: Thursday, March 15, 2012 11:11:21 AM

March 15, 2012
Robert Richardson
City of Corvallis

Dear Mr. Richardson,
As residents and property owners in the Corvallis Historic District, we write to express our opposition to the proposed Harrison Apartments project. Specifically, we object to the proposed scale and type of project. Given the scale of the project, we do not think that it is consistent with the Corvallis Comprehensive Plan which strives to "enhance community livability." Moreover, the project is for a dormitory, not for multi-family housing, and would cause severe negative impacts to the character and livability of the neighborhood. It would increase the amount of off-site parking in streets and the already substantial congestion in the area.
We also want to emphasize that we are not opposed to any development in the area. We would support a proposal that was consistent with the Corvallis Comprehensive Plan and that would not entail dramatic negative impacts on the surrounding neighborhood.
Sincerely,
John Antle and Susan Capalbo

Corvallis

From: amukatis
To: Richardson, Robert
Subject: Harrison Street housing complex
Date: Thursday, March 15, 2012 10:35:40 AM

Dear Mr. Richardson,

I am strongly against the development of the Harrison Street property into student housing. I retired in 1999 from OSU, and several years before that I had so much trouble finding a parking space on campus, that I started parking around Harrison and 29th and walking to campus. Then parking there became difficult, and I began to park across from St. Mary's Church and walking from there. Parking was almost always available, but now many times when I drive by the Church, it seems that there is little or no parking. So when I now go onto campus I almost always ride a bike or take public transportation because of the ridiculous parking situation.

The solution should be to build adequate housing on campus and to limit student's bringing a car to school whether living on or off campus unless there are special circumstances. In addition, if at all possible, I think we should have a zoning law that does not allow more than two unrelated people to live in the same apartment/house. Exceptions could be made for campus living situations, and off-campus fraternity houses could be grandfathered in. In fact I would think that all cities should have such an ordinance.

Not only will the building of these and similar multi-bedroom residences off campus cause deterioration to the parking situation, it is setting up conditions for disturbances of the peace in calm and pleasant neighborhoods.

Sincerely,

Werner A. Mukatis
Associate Professor of Environmental
and Business Law, Emeritus
Oregon State University

Corvallis, OR 97330

From: Louie, Kathy
To: Richardson, Robert
Subject: FW: Harrison Project
Date: Thursday, March 15, 2012 10:26:53 AM

For the record ...k

From: Terry Barker
Date: March 15, 2012 10:06:48 AM PDT
To: Traber Biff <
Subject: Harrison Project

Biff: In all the years I was on the council and planning commission the biggest battle was either "NIBY" or parking. The developers always wanted to put more building on the land and less parking. That is almost always a bad idea. Even that close to the University the students will still be bringing their cars to town with them.

I urge you to hold the line on parking. Letting them get away with too little will aggravate an already bad situation and once it is allowed it cannot be reversed.

Good luck.

From: Bill Dougherty
To: Richardson, Robert
Subject: Harrison Apartments Proposal
Date: Thursday, March 15, 2012 10:16:32 AM

Plans to build a 279 bedroom complex on Harrison Boulevard will only add to an increasingly severe traffic problem on Harrison, especially during rush hour. The Boulevard is simply not wide enough to handle current traffic flows during rush hour, much less the increased traffic form the project's new residents. Why is it the City's responsibility to shoulder negative effects of increasing enrollment? Why doesn't OSU construct the residences on OSU land, using OSU revenue? I think you may find that the answer to this question is that OSU does not want to be saddled with the debt if enrollment growth peters out over the 30 years that a bond issued to finance the construction takes to mature. Why should the City be forced to deal with failed development projects?

Additionally, does the City think that residents of Corvallis don't see the relationship between the timing of this proposal and the election of the new mayor? It is real obvious to me and smacks of "polite" corruption, in the class of elected state legislators voting on their own PERS retirement plans.

Bill Dougherty
Corvallis

From: Dave Anderson
To: Richardson, Robert
Subject: Harrison Apt proposal
Date: Thursday, March 15, 2012 10:11:28 AM

Hello.

Thank you for the opportunity to comment on the Harrison Apartments proposal . The existing buildings are in terrible shape and an eye sore. As you know they are partially torn down, have piles of debris scattered, some missing windows and some boarded windows etc. etc. They are an embarrassment to the city and should also be an embarrassment to the neighbors. It would be terribly sad if we had to look at eyesore in the future. A few more cars on the street is not a high price to pay to clean up that mess. I hope the council approves the apartments.

I have no connection to the hospital or the neighbors.

thank you

David M. Anderson

Corvallis, OR 97330

From: [redacted]
To: Richardson, Robert
Subject: Support of Harrison Apartments
Date: Thursday, March 15, 2012 10:10:44 AM

Mr. Richardson,

I want to register my support of the Harrison Apartments. That the city will have to accommodate an increase in the OSU student population is an accepted fact. The proposed apartments seem to be well planned, privately financed and fit the high density housing model the city supports. Relative to other student housing (e.g. Witham Oaks), this project seems to have a minimum impact.

It seems that for every well planned new construction project, there is a vocal minority that rises up in vehement objection. I suspect that there core competency is rising up rather than careful consideration.

Respectfully,

Mitch Willcox
[redacted]
Corvallis, OR

From: Mullens, Carrie on behalf of City Manager
To: "Nicole Hobbs"
Cc: Richardson, Robert
Subject: RE: Former Good Samaritan Hospital Location at 27th and NW Harrison Blvd
Date: Thursday, March 15, 2012 8:42:51 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Nicole Hobbs [mailto:
Sent: Thursday, March 15, 2012 8:23 AM
To: City Manager
Subject: Former Good Samaritan Hospital Location at 27th and NW Harrison Blvd

I would like to send a letter of support for the student housing project at the former Good Samaritan Hospital location on 27th & Harrison Blvd. Having been a student at OSU for both my undergraduate and master's degree I feel that this housing proposal will allow students to live close to campus in clean student housing. Currently there are not many options for nice student housing with proximity to the OSU campus. OSU is a vital part of the Corvallis community, and this project can only add to the surrounding neighbor hood.

Sincerely,

Nicole Hobbs

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From:
To: Richardson, Robert
Subject: Comment for Mar. 19, 2012 hearing on Harrison St. Apartments.
Date: Thursday, March 15, 2012 8:22:06 AM

This comment refers to the Harrison St. Apartments at the old hospital building.

Four stories of apartments for this structure is out of character with the surrounding neighborhood. It will stick out like a sore thumb, a **cancer** on our community being foisted on us by Good Samaritan Hospital; ironic.

Three stories would be much more acceptable.

William Gilbert

Corvallis Oregon 97330

From: Mullens, Carrie on behalf of City Manager
To: "Paul Marriott"
Cc: Richardson, Robert
Subject: RE: Old Good Samaritan Hospital Site Housing Project
Date: Wednesday, March 14, 2012 2:44:21 PM

Thank you for your comments. They will be added to the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Paul Marriott [mailto:
Sent: Wednesday, March 14, 2012 2:05 PM
To: City Manager
Subject: Old Good Samaritan Hospital Site Housing Project

To Whom it may Concern:

I am in support of City Council approving the proposed structure at the old Good Samaritan Hospital Site on Harrison Blvd. From my reading, I feel that the objections to approving this project previously have been dealt with correctly and effectively, and would welcome this new addition to our City. It appears to be a first-class project.

Warm Regards,

Paul R. Marriott

Marriott
ORGANIZATION, INC.
Financial Services

Paul R. Marriott, President
Marriott Organization, Inc.
P. O. Box 3; Corvallis, OR 97333
541-757-9911, Telephone
800-724-8224, Toll-free
541-757-9912, Fax
Registered Principal with and
Securities offered through First Allied Securities, Inc.,
A Registered Broker/Dealer - Member FINRA/SIPC

From: Mullens, Carrie on behalf of City Manager
To: "Brad Canfield"
Cc: Richardson, Robert
Subject: RE: I support the building project at 27th and NW Harrison
Date: Wednesday, March 14, 2012 1:09:15 PM

Thank you for your comments. They will be added to the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

-----Original Message-----
From: Brad Canfield [mailto:
Sent: Wednesday, March 14, 2012 1:08 PM
To: City Manager
Subject: I support the building project at 27th and NW Harrison

I am writing in support of the housing project at 27th and NW Harrison. I am long-time Corvallis resident and a graduate of OSU. Student housing is very much needed, and the housing project will certainly be an improvment over what is currently on the site. I believe the partners in the project will do a good job of addressing any potential concerns and ensuring the project is a benefit to the surrounding neighborhood.

Brad Canfield

From:	Mullens, Carrie on behalf of City Manager
To:	"Virginia Logan"
Cc:	Richardson, Robert
Subject:	RE: Support for Harrison Apartments
Date:	Wednesday, March 14, 2012 9:51:51 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us
-----Original Message-----
From: Virginia Logan [mailto:]
Sent: Wednesday, March 14, 2012 8:45 AM
To: City Manager
Subject: Support for Harrison Apartments

Dear City Councilors,

We are writing to ask for your support of the housing project being proposed at 27th and NW Harrison Blvd.

We believe the developer and land owner have demonstrated a committment to work with the community and City staff to design a very appropriate project for the neighborhood that will provide a quality housing experience for the growing OSU student population.

We feel the Planning Commission's decision to deny the proposal was based on factors of emotion and pressure from a few, perennially loud and negative neighbors bent on imposing their will to the detriment of the whole community.

We encourage you to stick to the technical issues under review and not get swept up in the emotions of a few. WE RECOMMEND APPROVAL OF THE PROJECT.

Thank you for your consideration.

Joe & Virginia Logan

Corvallis, OR 97333

From:	Mullens, Carrie on behalf of City Manager
To:	"Noelle Dowling"
Cc:	Richardson, Robert
Subject:	RE: Harrison Appartment issue
Date:	Wednesday, March 14, 2012 8:11:14 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us
-----Original Message-----
From: Noelle Dowling [mailto:
Sent: Tuesday, March 13, 2012 9:49 PM
To: City Manager
Subject: Harrison Appartment issue

Please allow these to be built. We need growth, and students need places to live. Our community needs jobs, and to keep growing. Stagnation only brings budget cuts.

And why is solar power an issue? How many houses in the area use solar.....not very many. Green is good, but jobs and community growth is more important.....

I have lived in this area, and walked most places.....as I am sure many of the residents will also do.

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March 13, 2012, 2012

Dear City Councilors,

I am writing in support of 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 in some measure 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

Corvallis, Or

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.

From:	Mullens, Carrie on behalf of City Manager
To:	"Sheryl Hill-Tanquist"
Cc:	Richardson, Robert
Subject:	RE: Harrison st housing proposal
Date:	Tuesday, March 13, 2012 4:52:57 PM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Sheryl Hill-Tanquist [mailto:
Sent: Tuesday, March 13, 2012 4:05 PM
To: City Manager
Subject: Harrison st housing proposal

Regarding Samaritans Harrison street housing project

I encourage you to move forward if the housing can be provided within the cities zoning standards, but not otherwise.

Marshall Hill-Tanquist

Corvallis, OR 97330

From:	Mullens, Carrie on behalf of City Manager
To:	"Stanley Nudelman"
Cc:	Richardson, Robert
Subject:	RE: Harrison Boulevard Housing Proposal
Date:	Tuesday, March 13, 2012 3:52:02 PM

Thank you for writing. Your comments will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Stanley Nudelman [mailto:
Sent: Tuesday, March 13, 2012 3:40 PM
To: City Manager
Cc: Steve Jasperson
Subject: Harrison Boulevard Housing Proposal

I am writing to support the proposed development of the Harrison Apartment. I am a hospital employee but I don't feel I have a conflict of interest in that I am also an owner of property around Central Park and have been interested in the traffic, parking, and housing issues that this project has presented, and I was recently appointed as a member of the "Traffic Parking" group as part of the joint OSU/Corvallis cooperative project.

I feel the hospital has come a long way in complying with zoning, city codes, parking, and solar access requirements. Though the former residents were not as mobile as the new residents may be and often did not drive, the former nursing home had three shifts of employees, and frequent guests as well as doctor visits to see their patients (I was one of the latter and saw lots of traffic.) I do not anticipate more traffic will result from this new facility. Also having more students living within walking and biking distance to campus will help eliminate the need for student housing further from campus which always results in more car traffic.

Thank you for your consideration. Sincerely, Stanley Nudelman, MD

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From:	Mullens, Carrie on behalf of City Manager
To:	"Vicky Lee, MD"
Cc:	Richardson, Robert
Subject:	RE:
Date:	Tuesday, March 13, 2012 3:51:28 PM

Thank you for your time. Am I correct in assuming your comments are regarding the Harrison Street Apartments? If yes, I will include them in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Vicky Lee, MD [mailto:
Sent: Tuesday, March 13, 2012 3:01 PM
To: City Manager
Subject:

I will vote: NO, This will cause more traffic, cause more parking problem, cause the city unsafe, and make the unique of Corvallis disappearing.
Thank you.

Vicky Lee, MD PhD

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From: Mullens, Carrie on behalf of City Manager
To: "Simon Justice"
Cc: Richardson, Robert
Subject: RE: Development on the old hospital site
Date: Tuesday, March 13, 2012 2:26:10 PM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Simon Justice [mailto:
Sent: Tuesday, March 13, 2012 2:20 PM
To: City Manager
Subject: Re: Development on the old hospital site

Dear Sir,
I would like to express my support for the proposed development of the old hospital site on Harrison into student housing. While I understand the reticence of local residents to have such a development in their neighborhood I feel that this would be an appropriate use for the site. It's not as if GSRMC is proposing to turn a green-field or residential site into student housing but an existing brown-field site into a new and much needed use. Corvallis certainly needs good, affordable housing for its growing student population. The location is perfect in that it is close to campus and presumably already zoned for non-residential use. I hope the Council can find a way to approve the modified application.

Yours sincerely,
The Rev. Simon Justice
Good Samaritan Episcopal Church
333 NE 35th Street
Corvallis
OR 97330

From:	Mullens, Carrie on behalf of City Manager
To:	"Mara McManus"
Cc:	Richardson, Robert
Subject:	RE:
Date:	Tuesday, March 13, 2012 1:50:10 PM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Mara McManus [mailto:
Sent: Tuesday, March 13, 2012 11:15 AM
To: City Manager
Subject:

To whom it may concern,

I am writing to express my support for the proposed housing project at the site of the former Good Samaritan Hospital at 27th Street and NW Harrison Boulevard in Corvallis.

I believe that the project developers, in conjunction with City staff, have addressed the remaining concerns expressed by the Planning Commission:

· The apartment buildings will be four stories, fewer than the allowed five, and 19 feet shorter than is allowed by city code.

· Traffic volumes on the streets surrounding this site will be well within the standards of the city's transportation plan.

· An appropriate number of underground parking spaces will be available for a development of its size. Also, 183 bike parking spaces, in excess of the required 166, along with a car sharing program for residents, will reduce the need for personal vehicles.

· A new design, incorporating a change in roof pitch and a move away from Harrison Boulevard, has eliminated the need for a solar access waiver, and will provide 6 hours of solar access in the winter for the buildings to the north. (This exceeds the 4-hour requirement.)

Please consider the above and approve the proposed housing project at the scheduled appeal on March 19th.

Sincerely,

Mara F. McManus, resident of Corvallis

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contact the sender by reply e-mail and destroy all copies of the original message.

From: Mullens, Carrie on behalf of City Manager
To: "Robert & Susan Poole"
Cc: Richardson, Robert
Subject: RE: Letter of support for Corvallis City Councilors
Date: Tuesday, March 13, 2012 1:49:44 PM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Robert & Susan Poole [mailto
Sent: Tuesday, March 13, 2012 11:13 AM
To: City Manager
Subject: Letter of support for Corvallis City Councilors

March 13, 2012

President Mark O'Brien and Corvallis City Councilors,

As an OSU Faculty Retiree, as a trustee of Good Samaritan Hospital Foundation and as a resident of Corvallis, I urge your approval of the proposed construction for the housing option on Harrison Blvd.

As you know, Good Samaritan owns the property at the former hospital site on Harrison Blvd. and is a partner in the housing project. The hospital board supported the recommendation to retain ownership of the property in the hope that future earnings from its ensuing use would help support the hospital's health care mission. With increased demands for health services, in a climate of declining reimbursements for medical services coupled with a need that more care be provided at low or no cost, hospitals have an enormous challenge to find sources of revenue. Good Sam Foundation looks to this housing opportunity as a compliment to fundraising in support of valued hospital services.

The proposal is to build a 90-unit that will house up to 270 residents. Because of the near-campus location, it is anticipated that many of the residents will be OSU students. While OSU is experiencing record enrollment, the opportunity for student housing is especially welcome, particularly with its close proximity to the Corvallis campus. There are OSU "first year students" who
are not freshman, but who have taken community college classes or have had prior university experience and do not wish to live in campus residence hall/dormitory living arrangements. There are a growing number of "older than average/25+ students"
who are working toward their undergraduate and graduate degrees. *Good Samaritan*
residence/apartments will be an ideal option for these students.

The design calls for much of the parking to be hidden below a landscaped courtyard. Although the project developers worked closely with City planning staff and have received staff support for the project, the Planning Commission denied the proposal at its February 1st meeting. Now an amended underground parking structure has been added to the design, providing the full number of parking spaces required for a development of this size. No parking variance is being requested with the proposed design. The apartments will also feature 183 bike parking spaces, in excess of the required 166.

The proposed apartments will generate fewer trips than occurred when the site was used as a hospital! The proposed development will not have direct access to Harrison Blvd, which is a main thoroughfare. Average daily traffic volumes on the streets around the site have been studied, and with the new apartments, the traffic volumes on the surrounding streets will be well within the standards of the city's transportation plan.

The Harrison residence/apartment project proposed by Good Samaritan deserves the endorsement of the Corvallis City Council!

Respectfully,

Susan Poole

Susan Poole

Corvallis, Oregon 97333

From: Mullens, Carrie on behalf of City Manager
To: "Tina Thurman"
Cc: Richardson, Robert
Subject: RE: 27th and Harrison Housing
Date: Tuesday, March 13, 2012 9:55:45 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Tina Thurman [mailto: [illegible]
Sent: Tuesday, March 13, 2012 9:54 AM
To: City Manager
Subject: 27th and Harrison Housing

Dear City Managers,

I am writing in support of the Housing Project proposed for the 27th and Harrison site of the old Corvallis Hospital/Nursing Home. I own a rental on 28th street not far from this proposed building site. Over the past several years when our rental has become vacant we have more applications than we can handle. It has not been easy denying all the applicants save one. The housing market in that area of town is desperately needed for the college student population.

Thank you for listening,

Tina Thurman

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From: Mullens, Carrie on behalf of City Manager
To: "Sara Thomas"
Cc: Richardson, Robert
Subject: RE: Good Sam Harrison Street appts
Date: Tuesday, March 13, 2012 9:54:14 AM

Thank you for your comments. They will be added to the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Sara Thomas [mailto
Sent: Tuesday, March 13, 2012 9:43 AM
To: City Manager
Subject: Good Sam Harrison Street appts

I support the building of the Harrison Street Apartments by Good Sam. Student housing is part of our town and our economy and their current plan is within the parameters set for student housing, there is no reason to block it. I live nearby at 3029 NW Johnson Ave, Corvallis, OR 97330.
Thank you.
Sara Thomas.

From: Mullens, Carrie on behalf of City Manager
To: "Vicki Beck"
Cc: Richardson, Robert
Subject: RE: Support of the Harrison Street Housing Project and GSRMC
Date: Tuesday, March 13, 2012 8:13:35 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Vicki Beck [mailto:
Sent: Monday, March 12, 2012 4:59 PM
To: City Manager
Subject: Support of the Harrison Street Housing Project and GSRMC

I am writing in support of the Harrison street housing project. I attend Zion Lutheran Church and have no concerns with the planned housing project for the "old Hospital" building. According to our administrative reports, all efforts have been made to accommodate the local community concerns and it is appropriate to move forward with housing that is needed for the increasing OSU student population.
Thank you,
Vicki

Vicki Beck RN MN ,HACP
Director of Quality Resources
Good Samaritan Regional Medical Center
vbeck@samhealth.org
office 541-768-4761

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From: Mullens, Carrie on behalf of City Manager
To: "sguss"
Cc: Richardson, Robert
Subject: RE: Former Samaritan - Harrison
Date: Tuesday, March 13, 2012 8:13:12 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: sguss [mailto:
Sent: Monday, March 12, 2012 5:54 PM
To: City Manager
Subject: Former Samaritan - Harrison

TO WHOM IT MAY CONCERN:

I write in support of the apartment buildings to replace the old hospital at 27th & Harrison Blvd in Corvallis. As a Corvallis home owner and long time resident, it is especially important to me for our city to move forward in a judiciously planned and well thought out way, which these apartment buildings represent.

After reading that the requirements and Council recommendations are met (perhaps EXCEEDED), in my opinion the construction project can proceed. I might add that perhaps residents of the apartments be encouraged to use public and bicycle transportation only. This adjustment reduces traffic congestion even further. Corvallis likely needs this thoughtful and well planned development. It is important for that area to be replaced in a useful and pragmatic way. Further, we need the housing for projected increases in enrollment at OSU. We need the jobs. We need an example for others demonstrating we are cooperative and forward thinking as a progressive-minded community.

Respectfully Submitted,
Thomas O. Guss, Ph. D.

Corvallis

From:	Mullens, Carrie on behalf of City Manager
To:	"Michael Hobert"
Cc:	Richardson, Robert
Subject:	RE: Good Samaritan property on NW Harrison,
Date:	Tuesday, March 13, 2012 8:12:50 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

-----Original Message-----
From: Michael Hobert [mailto:
Sent: Monday, March 12, 2012 7:27 PM
To: City Manager
Subject: Good Samaritan property on NW Harrison,

Dear Mr. O'Brien,

I hope the City will reverse the decision to not allow development of housing as proposed on the Harrison Street site. More near-campus housing, with off-street parking sounds like a good step toward meeting increased demand for student housing. Certainly, I prefer the current plan to development of outlying areas, or the increased use of predominantly single dwelling housing (such as my neighborhood in SW Corvallis) for student rentals.

Please consider approval of Samaritan's plan.

Thank you,

Michael Holbert

From: Mullens, Carrie on behalf of City Manager
To: "Nancy Seifert"
Cc: Richardson, Robert
Subject: RE: Harrison Street Apt proposal
Date: Tuesday, March 13, 2012 8:12:25 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Nancy Seifert [mailto:
Sent: Monday, March 12, 2012 7:28 PM
To: City Manager
Subject: Harrison Street Apt proposal

Greetings:
As an assistant professor at OSU and a Good Samaritan Regional Medical Center Board member, I would like to **show my support for the project being considered on Harrison Street**.

This is a **win/win as the project built on Good Samaritan Property would benefit students, OSU, Corvallis and GSRMC.**

Oregon State University is a world class institution and is realizing increases in enrollment, for example, Public Health has realized an increase of 22% just this year. A housing project of this type would provide our growing enrollment of MPH and PHD students a convenient, transportation friendly, hidden parking, and modern place to live and study.

I appreciate your consideration of allowing this apartment complex that has worked toward all specifics required by the city council and in several instances have exceeded code and city council requirements.

Most sincerely,
Nancy Seifert, Ph.D.

~~~~~~

Nancy L. Seifert, PhD, MS, FACHE
Assistant Professor, Health Management and Policy
School of Social and Behavioral Health Sciences
Oregon State University
425 Waldo Hall
Mail: 401 Waldo
Corvallis, OR 97330-6406
541 737.2323 Office
503.580.3934 Mobile
541-737-4001 Fax
Nancy.Seifert@Oregonstate.edu
~~~~~~

From: Mullens, Carrie on behalf of City Manager
To: "Susan Rose"
Cc: Richardson, Robert
Subject: RE: the Good Sam property
Date: Tuesday, March 13, 2012 8:12:02 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Susan Rose [mailto
Sent: Monday, March 12, 2012 8:22 PM
To: City Manager
Subject: the Good Sam property

To the Corvallis City Council,

Good Samaritan owns the property at the former hospital site and is a partner ina housing project which has been in the development phase for more than two years. The hospital board supported the recommendation to retain ownership of the property in the hope that future earnings from its ensuing use would help support the hospital's health care mission in a time of increasing uncertainty concerning health care reimbursement and funding. The proposal is to build a 90-unit, LEED-certified apartment complex (two separate buildings) that will house up to 270 residents. Because of the near-campus location, it is anticipated that many of the residents will be OSU students. The contemporary design calls for much of the parking to be hidden underneath a landscaped courtyard. Although the project developers have worked closely with City planning staff and have received staff support for the project, the Planning Commission denied the proposal at its February 1 meeting.

Since the Planning Commission meeting, project developers have again worked with City staff to revise the proposal in a way that will address the remaining concerns as follows:

- The scale and "massing" of the buildings is in compliance with zoning standards and the zoning standards of all adjacent properties. Five stories

are allowed. The apartment buildings will be four stories and almost 19 feet shorter than is allowed by city code.

- An independent transportation impact analysis has shown the proposed apartments will generate fewer trips than occurred when the site was used as a hospital. The proposed development will not have direct access to Harrison Boulevard, a main thoroughfare. Average daily traffic volumes on the streets around the site have been studied, and with the new apartments, the traffic volumes on the surrounding streets will be well within the standards of the city's transportation plan.
- An underground parking structure has been added to the design, providing the full number of parking spaces required for a development of this size. No parking variance is being requested with the proposed design. The apartments will also feature 183 bike parking spaces, in excess of the required 166, as well as a car sharing program for residents, to reduce the need for personal vehicles.
- By changing the roof pitch and moving the apartments away from Harrison Boulevard, we have eliminated the need for a solar access waiver. The new design will provide for a full 6 hours of solar access in the winter for the buildings to the north (exceeding the 4-hour requirement).

This project would address an overall community need for additional rental housing close to campus. The increasing number of students in the area make it difficult for working adults ,(that do not wish to, or can not own a home in Corvallis due to finances, health or age or other reasons), to live in affordable housing in the city of Corvallis, increasing the need for cars or forcing people to move out of the area. Please reconcider the proposal for this housing project. Help keep health care and housing affordable in Corvallis in these hard economic times.

Sincerely,
Susan Rose
6 yr resident of Corvallis

March 12, 2012

Mr. Robert Richardson, Associate Planner
Planning Division
City Of Corvallis

Re: Harrison Student Housing Project

I am writing in support of the Harrison Student Housing Project. As many must remember Corvallis is a University town OSU was established in 1868. Over the years the University has grown and continues to grow. We enjoy all that a University brings to a town such as sporting events, world class musicians, theater, etc. OSU has also had some very famous and well known alumni who have made major contributions and achievements in business, politics, the arts and athletics. OSU is the number one employer in Corvallis and is one of 13 Universities that has a land, sea and space grant. In addition it is only one of two universities in the U.S. that has a Sun grant (Cornell being the other university with this distinction). Many of our residents are professors, faculty and support personnel of the University and yes we have students that make our town as diverse as it is coming from all over the globe to attend a school with a prestigious background. It appears odd that such a town would take a stand of a divisive nature against students that come here for a world class education. I have heard many unkind remarks from residents about our students. We have growing pains but we must be proactive in OSU's growth. Student housing has become an issue for many, because of the lack of low cost housing for our students and families rental housing has taken over permanent occupancy and spilled over into many neighborhoods. The proposed Harrison project appears to be only one answer to the lack of sufficient student housing for a growing student population. This former site of Good Samaritan/Heart of the Valley is no longer in use and to me is a current black eye in the neighborhood. It is proposed to be transformed into a aesthetically pleasing workable solution to address the lack of student housing. All of the requests by the city and local residents have been met in the current plan. The buildings scale is in compliance with the city's zoning standards. A transportation impact study has been completed with no impact found. Parking has been addressed with an underground parking location. Solar access is no longer an issue. The only problem that I can see that is an issue with the surrounding residents is the location. I call it NIMBY (Not In My Back Yard).

Let's be supportive of this project and not throw up another roadblock because residents do not want this project built in their neighborhood. The University and it's students are a big part of our Corvallis community and we are a University town whether we like it or not.

Respectfully submitted
Barbara Hibner Mullins

From: Mullens, Carrie on behalf of City Manager
To: "Audrey DeKam"
Cc: Richardson, Robert
Subject: RE: I am writing in support
Date: Monday, March 12, 2012 1:12:12 PM

Thank you for your comments. They will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Audrey DeKam [mailto:
Sent: Monday, March 12, 2012 12:58 PM
To: City Manager
Subject: I am writing in support

I am writing in support of the housing development at the site of the former Good Samaritan Hospital at 27th and NW Harrison Blvd. As a former instructor, as well as an alumna, of OSU I know the difficulties students face in finding *quality* housing. Samaritan Health Services is proposing a LEED-certified building—this extra effort and expense exemplifies the strong desire to create a long-lasting, healthy building for Corvallis residents.

While I taught at OSU, I often heard many of my students bemoan how run-down and unsafe their living situations were—leaky furnaces, unfixed pipes, mold—conditions of many rentals in this community are subpar. In a LEED-certified building, we can trust that students benefit from high indoor air and health quality. This is a step in the right direction for *everyone*. Please support the forward movement of this project.

Sincerely,

Audrey M. DeKam
Account Manager
Marketing & Public Relations
Samaritan Health Services
(541) 768-6182

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From:	Mullens, Carrie on behalf of City Manager
To:	"Ron DeYoung"
Cc:	Richardson, Robert
Subject:	RE: Support for the proposed Harrison housing project
Date:	Monday, March 12, 2012 12:47:15 PM

Thank you for taking the time to write. The Planning Commission denied this application and it has been appealed to the City Council. Your comments will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

-----Original Message-----
From: Ron DeYoung [mailto:
Sent: Monday, March 12, 2012 12:38 PM
To: City Manager
Subject: Support for the proposed Harrison housing project

Dear Planning Commission:

I urge that the Planning Commision support the planned housing project on Harrison & 27th as the best use of that property and a service to the cross section of people in need of housing. Suitable housing is often a challenge in this town and this planned LEED structure housing with a below ground, off-street parking structure and a landscaped courtyard is something that I have contemplated as I look at downsizing from my present home but wishing to remain in this wonderful community.
Corvallis is a great place to live and such suitable housing for people in my soon-to-retire demographic would help me to have options in our vibrant community. It is in walking distance of many services and stores and is served by a great transportation system, permitting us to age in place in the community that we've grown to love.
I have watched and read of the sides and opinins involved in this project and believe the right thing to do is approve the plant; it has addressed the issues of solar access, parking and the mass concerns, all of which are well within the city's applicable codes.
It is the right plan for this location; another housing option is needed for our great little city.
Thank you

Ron DeYoung

From: Mullens, Carrie on behalf of City Manager
To: "Martha Krupp"
Cc: Richardson, Robert
Subject: RE: Harrison Apts
Date: Monday, March 12, 2012 12:22:51 PM

Thank you for sharing your opinion. Your comments will be added to the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Martha Krupp [mailto
Sent: Monday, March 12, 2012 11:33 AM
To: City Manager
Subject: Harrison Apts

I am writing in support of Samaritan Health System's proposal to build apartments on the old hospital site.
I agree with Elizabeth Waldron's proposal in the G-T letters today , to limit cars for OHSU students. Bicycles and walking are far better alternatives, as well as the City bus system, for most students.
I also disagree with the people who say the townhouses are replacing single family homes. The townhouses all appear to be well-kept, unlike the houses surrounding campus that are rundown and have couches on the porches or front yards, as well as multiple vehicles parked every which way! The drawback is the rent.
I would much rather see the townhouses then view the neighborhood in the first block west of 9th street, on Walnut Blvd. How about townhouses here, with a reasonable rent so families can afford them?

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From: Mullens, Carrie on behalf of City Manager
To: "Michael Bohan"
Cc: Richardson, Robert
Subject: RE: Apartment Complex at Old Hospital Site
Date: Monday, March 12, 2012 12:22:23 PM

Thank you for writing. Your comments will be added to the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Michael Bohan [mailto
Sent: Monday, March 12, 2012 11:52 AM
To: City Manager
Subject: Apartment Complex at Old Hospital Site

Thank you for the opportunity to comment on the proposal. My family and I have lived in Corvallis for four years now, and I believe this apartment proposal will be a blessing to the community. I recall how difficult it was for my family to find affordable housing when we first moved here. My first impression was that the city may have been trying to support existing landlords by making it difficult to build new affordable housing in the city. Long time residents had told us that they believed that the city often attempted to block new projects in order to protect established interests.

I am concerned that a lack of affordable housing in Corvallis applies an unfair financial disadvantage on many families and students, forcing many to live in adjoining communities instead, locating tax revenues outside of Corvallis, forcing longer commuting times, placing more traffic on the routes into and out of the city, and significantly increasing fuel consumption, at a time when many concerned citizens are looking to reduce those pressures. I was surprised, therefore, to hear that the planners had initially denied this project, but I understand that the owners and builders have satisfactorily overcome the objections, and so I am hoping that the project will be approved without further delay at the next meeting.

Thank you in advance for your prompt approval of the project. Mike Bohan

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From: Mullens, Carrie on behalf of City Manager
To: "Lennie Marcott"
Cc: Richardson, Robert
Subject: RE: Support for Housing Project at 27th & Harrison
Date: Monday, March 12, 2012 11:17:27 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Lennie Marcott [mailto
Sent: Monday, March 12, 2012 11:07 AM
To: City Manager
Subject: Support for Housing Project at 27th & Harrison

Dear Councilor O'Brien and fellow members of the Corvallis City Council -

I am writing in support of the proposed housing project at 27th and Harrison.

I understand there were concerns with the proposal related to scale, parking, traffic, and solar access standards. I believe the new plan addresses each of these concerns and exceeds the requirements. The plan has been modified to include underground parking (addressing the parking issue), the building has been moved away from Harrison Blvd (eliminating the need for a solar waiver), the scale of the 2 buildings is in compliance with zoning standards (they are 4 stories versus the 5-story maximum), and an independent study of traffic impact has concluded that the apartments would generate fewer trips than did the hospital previously on the site.

As a homeowner in northwest Corvallis, I have watched waves of student tenants move further and further from campus due to the shortage of rental housing near OSU. The proposed project would help with some of the housing shortage that is affecting longtime residents and home owners. While we appreciate the value of higher education and the economic boost students have on our town, it is preferable to have fellow owners, rather than tenants, in the homes adjacent to ours.

In addition to the above-stated reasons, I support the project due to the potential future earnings for our hospital system. The tenuous climate of healthcare reimbursement requires hospitals and health care organizations to be more proactive about funding sources in the future. I have been impressed with Samaritan's foresight and desire to secure additional sources of funding. This practical planning helps ensure Samaritan Health Services' ability to carry on its important mission of delivering quality health care to the community of Corvallis and the surrounding regions.

Respectfully,

Lennie Marcott
Corvallis Homeowner
SHS Employee

From: Mullens, Carrie on behalf of City Manager
To: "scott carroll"
Cc: Richardson, Robert
Subject: RE: Harrison Street Development
Date: Monday, March 12, 2012 10:29:24 AM

Thank you for your comments. They will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: scott carroll [mailto:
Sent: Monday, March 12, 2012 10:28 AM
To: City Manager
Subject: Harrison Street Development

My family supports the housing project that is being proposed at the site of the former Good Samaritan Hospital at 27th and NW Harrison Blvd.

Scott Carroll

Corvallis OR

From: Mullens, Carrie on behalf of City Manager
To: "Barry Smith M.D."
Cc: Richardson, Robert
Subject: RE: Regarding Harrison Housing Project
Date: Monday, March 12, 2012 10:12:19 AM

Thank you for your comments. They will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Barry Smith M.D. [mailto:
Sent: Monday, March 12, 2012 10:01 AM
To: City Manager
Subject: Regarding Harrison Housing Project

To Corvallis City Council,

I am unable to attend in person the upcoming public meeting on the Harrison Housing Project on the site of the old hospital. Thus, I wanted to send an e-mail reviewing some comments in my absence. Corvallis is attempting to be a city embracing sustainability. One way to be sustainable is to limit the footprint of each resident. This housing project makes an attempt to do just that. It puts more residents into a smaller footprint in a location that encourages using city transportation or non motorized transport. It has the potential to reduce private vehicle use (as it would be costly and difficult for residents to live there while all using private vehicles) which has a real local environmental impact. The building is attractive, especially compared to the old hospital on the current site. This is a much better option given the location than watching home after home become a rental with junk on the front porch and cars packed in the driveway. It also places residents close enough to make good use of the local businesses in and around the city core.

This fits with what the City of Corvallis has stated it wants to be. A smart, sustainable and livable community. There will always be a "not in my neighborhood" mentality that needs to be listened to, but also scrutinized. Please look at this project in the eyes of what we need and whether it meets the goals of the Corvallis community at large. If not this, then what other options will our growing student housing needs have?

Sincerely,

Barry C. Smith

Corvallis, OR 97330

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distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

From: Mullens, Carrie on behalf of City Manager
To: "Lyle Dalton"
Cc: Richardson, Robert
Subject: RE: Harrison Housing project
Date: Tuesday, March 13, 2012 8:10:41 AM

Thank you for your comments. They will be included in the record.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Lyle Dalton [mailto
Sent: Tuesday, March 13, 2012 6:51 AM
To: City Manager
Subject: Harrison Housing project

To whom it may concern:

I am writing to ask the city council to support the proposed housing project at the site of the former Good Samaritan Hospital at 27th and NW Harrison Blvd. While I realize that it may add to congestion and livability issues in the area, I feel that the project would do much to relieve housing shortages around the OSU campus, as well as providing additional support for the hospital's health care mission in a time of increasing uncertainty concerning health care reimbursement and funding. I am assured that the project developers working with city staff have addressed the planning commission's concerns regarding incompatibilities of the development with the area adequately.

This development would have a positive effect on my personal ability to provide a living for my family while serving the community.

Lyle B. Dalton

Lyle B. Dalton, CBET
Clinical Engineering Dept.
Good Samaritan Regional Medical Center
3600 NW Samaritan Dr.
Corvallis, OR. 97330
541-768-5604

Resident, Ward 9

From:	Mullens, Carrie on behalf of City Manager
To:	"Debbie Farley"
Cc:	Richardson, Robert
Subject:	RE: March 19 City Council meeting
Date:	Monday, March 12, 2012 9:49:54 AM

Thank you for taking the time to write. Your comments will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Debbie Farley [mailto:
Sent: Monday, March 12, 2012 9:34 AM
To: City Manager
Subject: March 19 City Council meeting

Re: Good Samaritan's proposal to build a 90-unit, LEED-certified apartment complex on Harrison Blvd.

I am a resident of Corvallis and I am in support of the project that Good Samaritan Hospital is proposing. I have been a property owner in Corvallis for over 19 years. I feel that the additional apartments Good Samaritan is proposing to build are desperately needed "on campus". This will help relieve some of the family neighborhoods of some of the student housing and make it easier for the students living closer to the college.
The revenue from the property taxes will be much appreciated in helping to support our community. Please reconsider and approved said proposal.

Thanks for your time.

Debbie Farley

Corvallis, OR 97330

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From: Mullens, Carrie on behalf of City Manager
To: "Sandra Taylor"
Cc: Richardson, Robert
Subject: RE: Samaritan housing project
Date: Monday, March 12, 2012 10:11:57 AM

Thank you for your comments. They will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Sandra Taylor [mailto:
Sent: Monday, March 12, 2012 10:04 AM
To: City Manager
Subject: Samaritan housing project

I am writing in support of the student housing project that Samaritan is a partner in. We need more student housing that is close to the campus. It is hard to believe that the issues holding up this approval are truly significant enough to miss this opportunity. I urge you to support this project.

Sandra Taylor

Corvallis, Oregon

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From:	Mullens, Carrie on behalf of City Manager
To:	"Veronica McShane"
Cc:	Richardson, Robert
Subject:	RE: Letter of support for housing project at Harrison and 27th
Date:	Monday, March 12, 2012 9:23:12 AM

Thank you for taking the time to write. Your comments will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

-----Original Message-----
From: Veronica McShane [mailto:
Sent: Monday, March 12, 2012 9:15 AM
To: City Manager
Subject: Letter of support for housing project at Harrison and 27th

Dear Corvallis City Councilors,

As a lifelong resident of Corvallis, I am a writing in support of the housing project that is being proposed at the site of the former Good Samaritan Hospital, at NW Harrison Blvd. and 27th. Throughout the proposal process, I have remained informed regarding the concerns of other local residents as they relate to this project. I have recently learned that since the Planning Commission's February 1 denial of the proposal, project developers and city staff have collaborated to address the remaining concerns. I am hopeful that the project revisions, as described below, will allow this valuable housing project to be approved.

To address concerns related to the scale and "massing" of the proposed building(s)... project developers have ensured that the buildings are in compliance with zoning standards, and will stand nearly 19 feet shorter than permitted by city code.

To address concerns related to traffic and parking... a transportation analysis has shown that the proposed housing will have less traffic impact than when the site was used for its original purpose, as our local hospital. Further study has demonstrated that traffic volumes will remain within the standards of Corvallis' transportation plan. Underground parking, bike parking in excess of requirements, and a car sharing program have all been included to minimize the impact of additional vehicles.

To address concerns related to solar access... developers have modified the roof and location of the building(s) in relation to Harrison Blvd., allowing for an additional two hours of solar access beyond what is required.

As evidenced by the modifications which directly address resident concerns, it is clear that project developers are eager to move forward with a project that is acceptable to all parties. It is my sincere hope that this project will be approved, fulfilling an important need for rental housing in our community.

Regards,

Veronica McShane

Corvallis, OR 97333

From: Mullens, Carrie on behalf of City Manager
To: "Jo Bailey"
Cc: Patterson, Jim; Richardson, Robert
Subject: RE: Proposed Apartment Site for Resident Students of GSRMC
Date: Monday, March 12, 2012 8:40:22 AM

Thank you for taking the time to submit comments. They will be included in the Council meeting materials.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Jo Bailey [mailto
Sent: Monday, March 12, 2012 8:04 AM
To: City Manager
Subject: Proposed Apartment Site for Resident Students of GSRMC
Importance: High

To Whom It May Concern:

Please support the proposed apartment building for residence of medical students at the site of the former Good Samaritan Hospital at 27th and NW Harrison Blvd.

The planned building will be within and/or exceed all coding guidelines for the City of Corvallis, in addition to bringing in revenue for the city with this many medical students living, supporting, and pursuing their education here in Corvallis. These students will be an asset to any community, in hopes they stay and practice here in the valley.

These students could possibly be buying the local real estate, eating at the local restaurants, shopping at local venues, among hundreds of other life-enjoying experiences Corvallis has to offer.

Respectfully,

Mrs. Jo L. Bailey

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From:	Mullens, Carrie on behalf of City Manager
To:	"Kimberly McGregor"
Cc:	Richardson, Robert
Subject:	RE: Proposed housing project at the former Good Samaritan Hospital Site
Date:	Monday, March 12, 2012 9:11:31 AM

Thank you for taking the time to write. Your comments will be shared with Council.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Kimberly McGregor [mailto:
Sent: Monday, March 12, 2012 9:07 AM
To: City Manager
Subject: Proposed housing project at the former Good Samaritan Hospital Site

To Whom it May Concern,

I am writing to support the Good Samaritan Hospital in their proposal of the intended housing project which likely will provide housing to mainly OSU students. The plan and intentions serve the community as a whole and will be an attractive housing option for students as well from out of town. It appears that some of the concerns have been addressed and the underground parking structure is ideal. The "scale and massing" of the buildings seems a bit of a minor issue I believe also addressed.

Please reconsider all the pros of this project so it can move forward without further delays. Delays are a waste of everyone's time and effort especially when the project seems very doable.

Samaritan Health provides a great service to everyone in this community especially those with no insurance which is unfortunately is becoming an increasing population.

Sincerely,

Kim McGregor MD
Hematology/Oncology

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From: Mullens, Carrie on behalf of City Manager
To: "Kathleen Adams"
Cc: Richardson, Robert
Subject: RE: Hariison Housing at previous Good Samaritan Hospital site
Date: Monday, March 12, 2012 9:09:40 AM

Thank you for taking the time to write. Your comments will be included in the Council materials.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Kathleen Adams [mailto:
Sent: Monday, March 12, 2012 8:49 AM
To: City Manager
Subject: Hariison Housing at previous Good Samaritan Hospital site

To whom it may concern:

I am writing to support approving the housing/apartment that has been proposed on Harrison where the hospital had been. We are a University town and therefore need to supply them with the housing necessay as the University grows. Thank you Kathleen Adams, PT CHT

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From:	Mullens, Carrie on behalf of City Manager
To:	"Cliff Hall aka Farmerhall"
Cc:	Patterson, Jim; Richardson, Robert
Subject:	RE: Harrison Street Housing Project
Date:	Monday, March 12, 2012 8:41:45 AM

Thank you for taking the time to submit comments. They will be included in the Council meeting materials.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Cliff Hall aka Farmerhall [mailto
Sent: Monday, March 12, 2012 8:39 AM
To: City Manager
Subject: Harrison Street Housing Project

I would like to express my support for the redesigned appartment complex at the old Good Samaritan Hospital site on Harrison Street.
It will be a LEED certified structure and it is my understanding that the changes proposed by the developers address the major concerns expressed at recent hearings.
At a time when we as a community are facing providing housing and services with limited resources, further delay only adds additional costs to the project.
Let us move ahead and keep Corvallis on a path of controlled growth and prosperity.
Thank you for your attention.

Clifford A. Hall, MD

From:	Mullens, Carrie on behalf of City Manager
To:	"Sue Guss"
Cc:	Patterson, Jim; Richardson, Robert
Subject:	RE: the old hospital building on Harrison
Date:	Monday, March 12, 2012 8:41:23 AM

Thank you for taking the time to submit comments. They will be included in the Council meeting materials.

Carrie Mullens
City Manager's Office
City of Corvallis
541.766.6901
carrie.mullens@ci.corvallis.or.us

From: Sue Guss [mailto:
Sent: Monday, March 12, 2012 8:19 AM
To: City Manager
Subject: the old hospital building on Harrison

TO WHOM IT MAY CONCERN:

I would like to express my opinion in support of the apartment buildings to replace the old hospital at 27th & Harrison Blvd in Corvallis. As a Corvallis home owner and lifelong resident, it is especially important to me for our city to move forward in a judiciously planned and well thought out way, which these apartment buildings represent.

After reading that all the requirements have been met (and indeed EXCEEDED) it is not reasonable for this construction project to be held up any longer. Corvallis needs this thoughtful and well planned development. We need the housing. We need the jobs. We need an example for others that shows us to be a cooperative and forward thinking progressive-minded community.

Please take this opportunity to prove yourselves worthy of my vote.

Sincerely,
Sue Guss

Corvallis, OR 97330

Please consider the environment before printing my email

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TO: RECORDER

Mr. President and Council Members, my name is Gary Angelo, President of the College Hill Neighborhood Association, speaking on their behalf.

Traditional Neighborhoods:

"Development standards have been created on the characteristics of traditional Corvallis neighborhoods." Corvallis Vision 2020 p.11

College Hill West Historic District directly abuts the proposed development site. Homes up to 100 years old are still owner-occupied and well maintained. Pride in our homes and neighborhood is a hallmark that has attracted owners committed to keeping this a gem of the city and promoted by Corvallis Tourism in the "Walking Tour" guide for visitors. This proposal threatens degradation of this traditional and valuable community resource by its scale, design and density impacts.

Neighborhood Identity:

"Neighborhoods have a clear ... focus... the focus may contain shopping, services, and small businesses or a civic facility such as a park." Corvallis Vision 2020 p.11

Our neighborhood extends beyond the Historic District. It includes a **rich balance** of single-family homes, multi-family housing, shopping, the Senior Center, Chimtimini Park , as well as numerous fraternities and sororities. Historically, the neighborhood has been one of attractive scale and identity.

Maintaining the delicate balance of such a diverse neighborhood presents a challenge, but one with many rewards. This proposal threatens to upset this balance by building an oversized dorm-like building of a dissimilar design, while targeting an already well-represented population, tipping the scales in one demographic direction.

Neighborhood Livability:

"Livability is of primary concern for maintaining healthy neighborhoods." Corvallis Vision 2020

Livability concerns such factors as the safety and security of citizens and property; diverse, attractive neighborhoods; cleanliness; and visual and physical open space. Excessive noise, parking constraints for homeowners and their visitors, lack of property maintenance, and damage to personal property are detractors from livability. Targeting short-term residents over longer-term residents upsets the balance in demographics. The dorm-like design and target population of this proposal will likely increase the frequency of these detractors and contribute to livability degradation.

Neighborhood-Oriented Development:

- *"To create lifetime housing options... within neighborhoods;*
- *To increase the desirability of long-term tenure...;"*

Comprehensive Plan, Art 9.2

The Comprehensive Plan includes this wording due to a shortage of affordable multi-family housing within Corvallis. Features such as "long-term tenure" and "compatibility" in neighborhoods are lacking in this proposal. The floor plan designs and leasing by bedroom are not consistent with "long-term tenure" and not suitable nor affordable for small or single-parent families. This is a dormitory wolf in multi-family sheep clothing.

(CONCLUSION:)

CHNA does not deny the former hospital site should be used for dense housing, but this proposal does not meet the spirit of Vision 2020, nor does it meet the compatibility requirements in the Comp Plan and LDC relative to this traditional neighborhood.

Based on these considerations and Plan/Code violations, the City Council should DENY the building proposal as it currently stands. Thank you very much for your time and consideration.

3/19/12
Mike Corwin

Thank you for allowing me to speak tonight in favor of this project.
Let me open with the fact that there has also been considerable and significant written testimony submitted by many community leaders. I know human nature dictates that there is nothing quite as impactful as testimony in person, but I hope the council will consume and give equal credence to the words from those who could not be here tonight.

The project team has done great due diligence in community engagement, working with city personnel and local code requirements. The result is an excellent LEED-certified design, a Corvallis first for a housing project.

Reading the minutes of the February planning commission meeting, I believe the commissioners deliberated long and hard... and to paraphrase one of them, "I do not think the denial will hold up. The developer has done a good job, at great expense, responding to the concerns expressed by the community. The project is consistent with the zoning and our Comprehensive Plan and therefore it is our responsibility to approve it."

At a time when we are seeking sound solutions to the growth of our major employer, Oregon State University, this new project will be located at a prime site for students to reside in a quality manner within easy walking distance of campus. Their provision for increased parking spaces, the "WeCar" program, and a significant accommodation for bicycle parking has been made after multiple discussions with the local neighborhood and work with City planning staff.

And now the team's latest revisions have further addressed the major concern expressed during the planning commission meeting. The planning department has confirmed that solar access is no longer an issue with the new setbacks and height reductions. Again, they have listened and worked with staff on our city's very comprehensive land code---to the point that the two remaining variances are actually positive accommodations for the neighborhood. Thus, you understandably have another recommendation for approval from your planning department.

This city council has made remarkable strides toward recognizing the need for economic development locally and setting the work in motion toward a plan for a solid relationship between city and Oregon State University. The development will be an asset to both efforts.

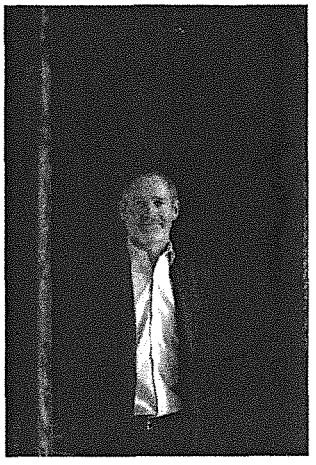
Harrison Apartments will greatly improve an unsightly property well within the proximity of OSU. It is a $17 million project which will have a large positive impact on jobs (a third party study has determined as many as 170 jobs) as well as the long term use of local products and services from our community. And the finished project will undoubtedly be subject to a large and needed increase in property taxes on the site.

The fact that this project team has done everything asked of it and is providing further progress toward economic development and another solid and smart answer for a growing OSU enrollment, I respectfully ask you to vote in support of the Harrison Apartments project. I thank you for your time and serious future considerations toward making this project a reality.

---Mike Corwin, , Corvallis, OR 97333

project^ecological development

Project^ is a values-driven real estate company providing resources, practices and stewardship for its partners, maximizing the environmental, social, and economic benefits inherent in meaningful places.



Tom Cody
Managing Partner

Tom is the founder and managing partner of project^. An industry leader in public/private partnerships and sustainable transit-oriented buildings, Tom has successfully developed 21 projects ranging from $3 million to $300 million. He has initiated and managed all aspects of large-scale development projects including multi-family, student housing, academic facilities, flex, office, retail, industrial, and large scale urban mixed-use. Some of Tom's most notable projects have been ground-breaking urban redevelopment projects and public/ private partnerships with colleges and universities and private non-profits.

Tom received a Masters degree in Urban Planning from Harvard University and a Bachelor of Science degree in Urban Planning and Development from the University of Southern California. Tom is a long-standing member of the Urban Land Institute (ULI); a regular speaker and industry expert on urban development, sustainability, and placemaking; an invited Juror on ULI's Award for Excellence (The Americas); a member of ULI's Sustainable Development Council; and a certified City Planner.

Anyeley Hallová
Partner

Anyeley Hallova is a development professional with a range of experiences from mixed-use sustainable developments to large-scale urban master plans. Anyeley's passion is creating unique developments that reflect the flavor of the local culture, respect the natural environment, and build community. Her past work includes transit-oriented developments along the Beltline Transit Corridor in Atlanta; greenway plans to facilitate land acquisition for the Trust for Public Land; the San Diego Civic Center project; Gilbert Hall residence hall; downtown master plan for Nassau, the Bahamas; and Courtside and Skybox Apartments.

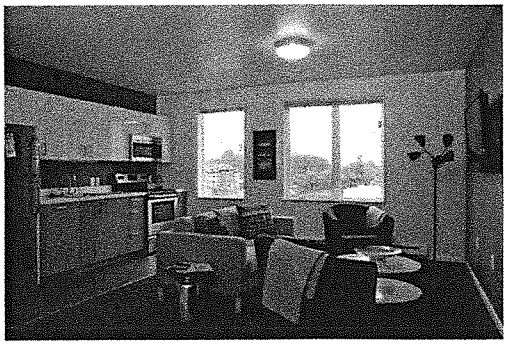
Anyeley has a Masters degree in Landscape Architecture from Harvard University, a Masters in City Planning from the Massachusetts Institute of Technology, and a Bachelor of Science degree in Environmental Systems Technology from Cornell University. Anyeley is published researcher and writer on cultural/agricultural landscapes and developing public consensus. Her civic work includes a mayoral appointment to the City of Portland's Adjustment Committee and the Community Involvement Committee for the Portland Plan. She is also a guest design critic at major Universities including Louisiana State, Harvard, Auburn, Georgia Tech, and Portland State and a current juror for the ULI Gerald D. Hines Student Urban Design Competition.

SCANNED
Date: 3/20/12 By: RAR

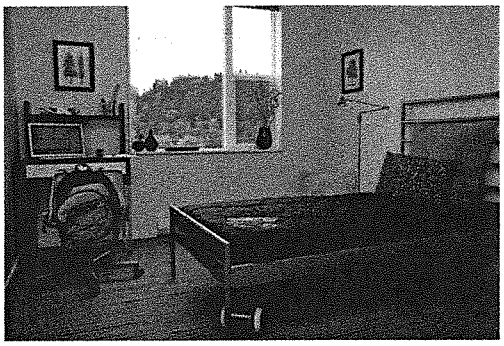
courtside apartments

eugene/
oregon

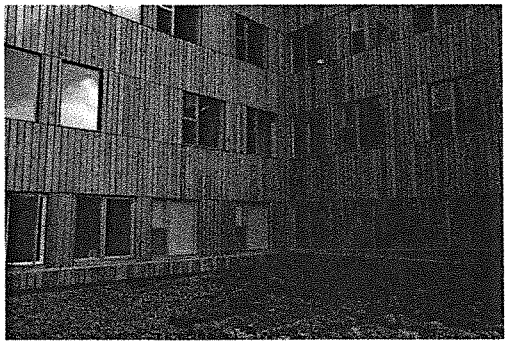
groundfloor retail and lobby entry



living room



typical bedroom



green roof

lobby w/ custom artwork

the club lounge

USES
Student Apartments, Retail

SIZE
65,000sf / 47 apartments

COST
$11M

COMPLETE
Fall 2010

PARTNERS
California Bank & Trust

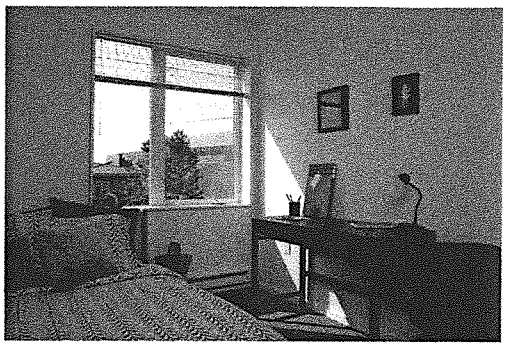
The student housing market generally, lacks innovation and excitement. Courtside is a new and energetic counterpoint. The design focuses on bright, modern, and energy efficient apartments with European kitchens and the latest technology and conveniences. The unit mix is made up of three and four-bedroom apartments where each resident has their own bedroom and shares a bath with no more than one other resident. Courtside has attractive common areas where residents can study and socialize including a Club Lounge, Media Lounge, and Lobby with a custom mural. On the ground floor of Courtside are car parking, a bike storage room, a leasing office for Skybox and Courtside, and Little Big Burger –a popular burger joint. In 2011 the building was awarded LEED Gold certification from the US Green Building Council.

skybox apartments

eugene/
oregon

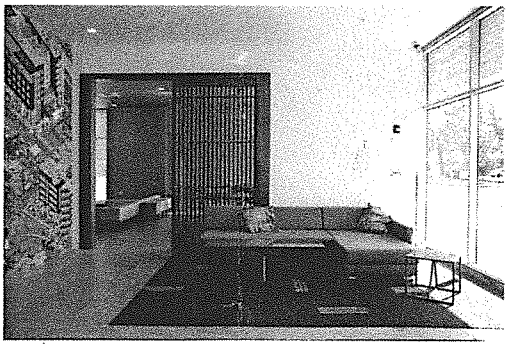
groundfloor retail and lobby entry

living room



typical bedroom

game room



lobby w/ custom artwork

the library

USES
Student Apartments, Retail

SIZE
93,000sf / 76 apartments

COST
$17M

COMPLETE
Fall 2011

PARTNERS
California Bank & Trust

Skybox is a student housing project located in the emerging Arena District immediately east of the University of Oregon. Skybox builds on the student community of its sister project, Courtside. Community amenities include a rooftop study and event area giving residents a direct view of the new Matthew Knight Basketball Arena. A game room at the street level gives residents additional space to intersect and unwind. Skybox features an eco roof and roof garden that filters and retains storm water, limiting the amount of runoff from the building. Skybox was awarded LEED Gold certification from the US Green Building Council and was named a 2012 Top Project by the Oregon Daily Journal of Commerce.

3/19/12

Testimony at City Council Hearing, 19 March 2012
Harrison Apartments (PLD11-00004)

Councilors-

My purpose in testifying tonight is my concern that the decision of the Planning Commission to denying this application was more about simply not liking the proposed development than it was about the applicant's adherence to the requirements of our Land Development Code. Let's be clear: The proposed development fully complies with all of the zoning criteria that are the issues that opponents object to. The variances requested having to do with landscape buffers, site drainage, parking aisle widths and solar access are not really what is at issue here.

Whatever you or I may think about it, the site is outright zoned RS-20, which allows significantly greater density and building height than is being proposed. The provisions for the number of parking spaces and other traffic impacts are in full compliance with our codes. The applicant has gone much further than meeting the minimal requirements for approval by investing in a well-thought-out, high-quality design that I believe could serve as a model for future off-campus student housing. Unlike the many poor-quality student housing developments which have sprung up around campus in recent years which merely required obtaining a building permit, it is only because this site is constrained by a Planned Development Overlay that the application was required to be subject to a public hearing.

The entire purpose of the Planned Development process is to provide flexibility and creativity for unique sites and situations, not as an added constraint of satisfying current public opinion and biases.

Our Land Development Code is the product of a lengthy and public process by our entire community. To deny this application which fully satisfies the intent of our development code on the grounds of requested minor variances which are not really the issue of opposition, is a mistake. I urge you to overturn the Planning Commission's decision.

-Chick Gerke

Corvallis, OR 97333

TESTIMONY
IN OPPOSITION

To: City Council
City of Corvallis

From: Deb Kadas

ue

Corvallis

Date: March 19, 2012

Re: Proposed Harrison Apartments

To: City Council, City of Corvallis
From: Deb Kadas,
Date: March 19, 2012
Re: Proposed Harrison Apartments

THE OPPORTUNITY:

The ever-changing housing needs of the Corvallis community (and not just students) are growing and the old Good Samaritan Hospital site is ideal for redevelopment. These lots are zoned RS-20 in a convenient location, and if consolidated, could provide highly-desirable, multi-family housing to meet the needs of all Corvallis citizens.

THE ISSUE:

The Harrison "Apartments" proposal is for two monstrous dormitories. These types of buildings belong on a college campus, not in a residential neighborhood. The proposed lot consolidations and subsequent construction of these massive dormitories would negatively impact the livability of the surrounding neighborhoods.

Neighborhood livability is not a "special interest"...it is a community-wide interest. In fact, our Corvallis city motto reads:

"Enhancing Community Livability"

As the decision-making body, the City Council may use discretion and consider ALL city policies and standards. This proposal violates our City's Land Development Code, Comprehensive Plan, Corvallis Vision 2020 goals, and it conflicts with the goals of the OSU/City Collaboration effort.

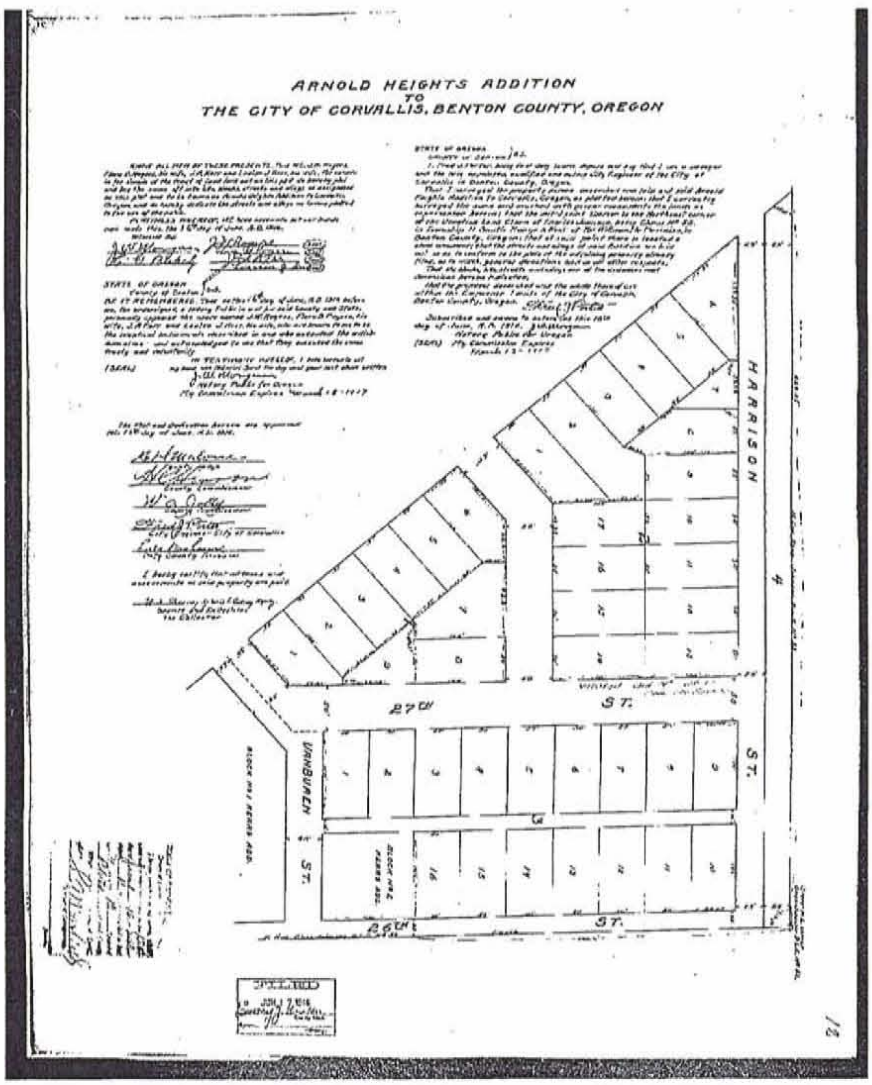
> LDC 2.5.40.04 – Review Criteria for Planned Developments states: "Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, <u>and any other applicable policies and standards adopted by the City Council."</u>

THE LDC CODE VIOLATIONS:

LDC 2.5.40.04. requires Planned Developments to demonstrate compatibility with surrounding uses. Good Sam's proposed student dormitory would NOT be compatible with surrounding neighborhoods, and would negatively impact them, especially in the following areas:

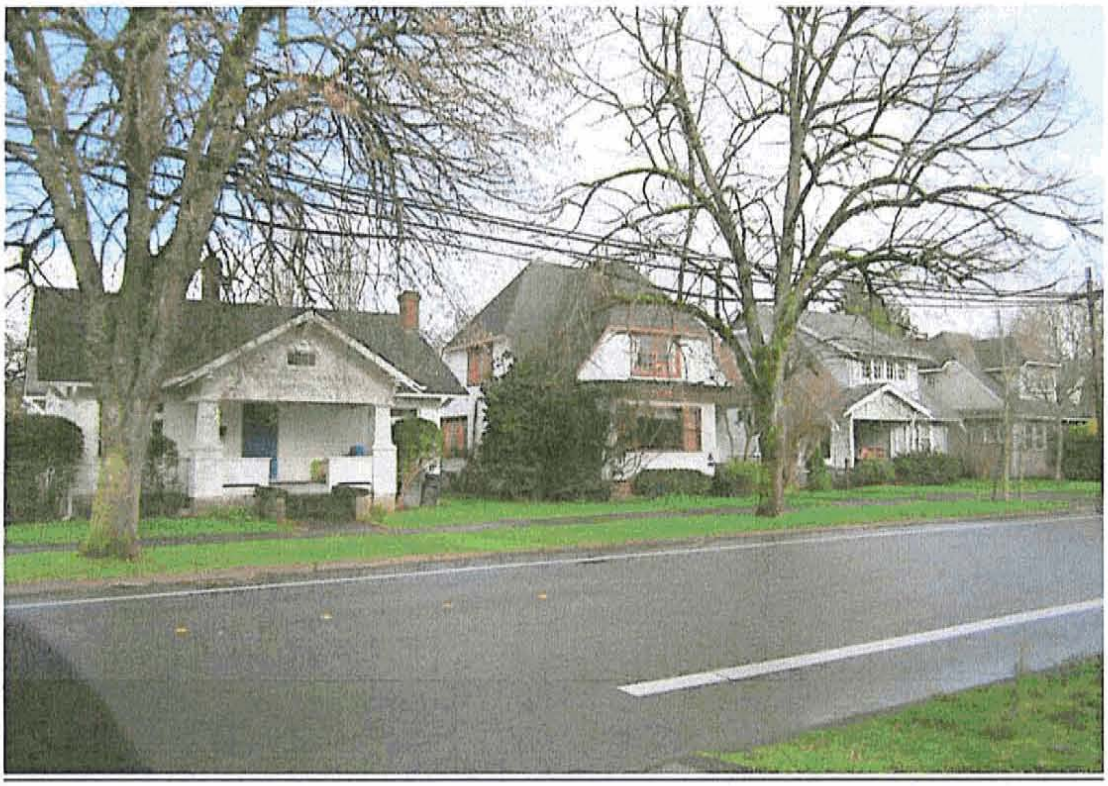
2.5.40.04.a.2 Basic Site Design

Arnold Heights was originally platted in 50 x 100' lots for residential use. Consolidating lots and shoehorning two buildings longer than football fields on to this site is incompatible with surrounding neighborhoods. Patterns of development in this older, traditional neighborhood are important and are being ignored.



Arnold Heights Addition Map

The first step in reviewing site design compatibility would be to analyze the surrounding site designs. Arnold Heights has a street pattern, created, in part, by the original smaller lot sizes. This site design pattern breaks up the streetscape, providing physical and visual relief.



Views of Arnold Street

In contrast, the proposed lot consolidation and construction of massive buildings completely destroys the previous patterns of development, and ignores the repetition of smaller existing building facades alternating with open spaces, driveways, alleys and green spaces.

Good architecture of the past, understood the importance of site design and a building's relationship to neighboring properties. When it comes to an infill project in and/or bordering older, residential neighborhoods, we can look at the work of past architects for clues.

Overhead view of buildings in area.
Even the <u>largest housing,</u> the Greek Houses to the left (east), of this proposal are dwarfed by the massiveness of the proposed buildings.

These older apartment buildings, are good examples of compatible site design for multi-family housing in a residential neighborhood. They have graceful transitions, articulate in and out from the street, and have a variety of heights and setbacks to be compatible with their surrounding neighborhood.

Monroe Court

Rose Terrace Apartments

LDC 2.5.40.04.a.3 VISUAL ELEMENTS
(scale, structural design and form, materials, etc.)

LDC 2.5.40.04.a.3 SCALE:
It is easy to be deceived by the applicant's close-up illustrations. The scale of these two massive buildings is totally incompatible with the surrounding neighborhood. **No where will you find any building that is BOTH that tall and that long.** The proposed buildings would completely dwarf the 1, 1-1/2 and 2 story homes in the surrounding neighborhoods. Even the very largest fraternities and sororities are 2-story, with 3rd stories (if they have them) located in dormers in roofs.

To help councilors visualize the scale of the proposed monstrosity, I urge you to go for a walk on campus.

This building is Fairbanks Hall.
It is 160' long, 51' deep, and 3 stories, with the 4th inside the pitched roof.
At 362 feet, the proposed dormitories would be over double this in length and have a total footprint four times larger, than this building...
AND have a full fourth story, PLUS a pitched roof on top of that.

This OSU dormitory is West Hall.
It is 188 feet long and approximately 50 feet high.
How does the scale of two buildings, each twice the length of this....

...belong directly behind this???
(Corner Arnold & Short. Notice old Good Sam building in background.)

LDC 2.5.40.04.a.3 STRUCTURAL DESIGN & FORM:
The architectural design and form proposed is nothing short of Monolithic Modern, and is not at all compatible with the surrounding older neighborhood. One doesn't have to look far to find examples of multi-family housing that have design and form which blend in with their surrounding neighborhood.

The Wilder Apartments

The Avalon Apartments

NEW infill construction can also compatible with older neighborhoods. **The Newman Center won the hearts and support of their neighbors by coming up with this compatible, urban-infill housing project.**

While few love the recent explosion of townhouses, even these buildings are more compatible in their design, with real porches, 4th stories in gabled roofs, double-hung windows, horizontal wood siding, and painted trim.

LDC 2.5.40.04.a.10
TRAFFIC & OFF-SITE PARKING IMPACTS:

Off-site parking impacts are incompatible with the existing surrounding neighborhoods. While this proposal meets the number of spaces required by code, neighbors, OSU students and employees, and Monroe Street business owners will tell you that parking problems already exist. The situation is so dire, that the city and OSU are committing time and resources to attempt to mitigate this problem.

Fact: Students bring cars to college. Even though this proposed development is close to campus, the students will still bring their cars for shopping, dating and commuting to/from home. Neighbors will tell you that if there isn't room for a student car on-site, they will park on lawns or in backyards.

This rental home in College Hill was so desperate for parking that they paved 90% of their backyard.

If there is no room left on the proposed site, or if the students want to avoid paying the apartment's additional parking fees, the students will then park on neighborhood streets. **The 82+ spaces not required for this development will have a dramatic negative impact on off-site parking, adding a minimum of 1/3 mile of additional parallel parked cars.**

THE COMPREHENSIVE PLAN VIOLATIONS:

The Corvallis Comprehensive Plan, Article 9, serves as a guide when infill or redevelopment occurs in existing neighborhoods.

The following policies from the CCP are relevant to the current application, and demonstrate the application's incompatibility with the existing neighborhoods.

Goals of Article 9.2 / Neighborhood-Oriented Development

Promote greater variety of housing types within desirable neighborhood contexts:

- To create lifetime housing options and choices within neighborhoods;
- To increase the desirability of long-term tenure in all types of housing; and
- To increase acceptance / desirability / compatibility of diverse housing within neighborhoods.

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

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

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

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

9.3.7 To the maximum extent possible in residential areas, glare from outdoor lighting shall be shielded and noise shall be limited.

9.4.3 The City shall investigate mechanisms to assure the vitality and preservation of Corvallis' residential areas.

9.4.4 The City shall encourage the repair and maintenance of existing dwelling units and shall pursue opportunities to focus financial assistance programs in specific areas of the City on a census tract or neighborhood basis.

9.4.6 The City shall maintain minimum standards for multi-family units that encourage the development of units designed for long-term family living. Factors which need to be considered include privacy, child and adult recreation areas, variety of building design, play space / open space, and landscaping.

9.4.9 Residential development should consider and accommodate to the maximum extent possible, the future needs of senior citizens.

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

9.7.1 The City shall encourage the rehabilitation of old fraternity, sorority, and other group buildings near OSU for continued residential uses.

9.7.2 The City shall encourage OSU to establish policies and procedures to encourage resident students to live on campus.

CORVALLIS VISION 2020 VIOLATIONS:

Corvallis community stakeholders spent years developing a vision for our city. This vision includes neighborhood enhancement, not neighborhood destruction.

> "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 to improve transportation choices, provide housing for a diverse population within safe attractive neighborhoods, and maintain resource lands, natural areas, and recreational open spaces."

CONFLICTS WITH THE OSU/CITY COLLABORATION EFFORT:

City and OSU leaders agree that focused and collaborative efforts are needed to address the increasing negative impact of OSU growth on community livability, especially in those neighborhoods near campus.

It doesn't make sense to approve Good Sam's plans to consolidate lots and construct massive dormitories in the very neighborhoods the collaboration is attempting to assist. **At a minimum, councilors should insist this development be impact-neutral.**

RELATED LAND DEVELOPMENT CODES:

When attempting to define mass, height and scale, Council might look to other land development codes that were written in anticipation of university growth impacts to surrounding neighborhoods, and specifically to the College Hill West Historic District.

Ironically, local leaders writing code expected the growth ON the OSU campus to be the biggest threat to the livability of surrounding neighborhoods. While LDC 3.36 governs the OSU Zone, it clearly anticipated the need for adjacent developments to be compatible in height, length, and other design features.

LDC 3.36.30.04.n

> n. Proposes a new building within the 100-ft. transition area on the northern boundary of Sector A, B, and/or C from the western boundary of Sector A to 26th Street. In order to create a graceful edge between the campus and northwest neighborhoods, any proposed building subject to this Section shall be subject to the following criteria:
>
> 1. **Maximum building height shall be 35 ft**. provided the following is satisfied: shadows from the new buildings shall not shade more than the lower four ft. of a south wall of an existing structure on adjacent property between 10 a.m. and 2 p.m. on March 21;
>
> 2. **Structures shall not have a continuous horizontal distance exceeding 60 ft. along the boundary;**
>
> 3. **Along the vertical face of a structure, off-sets shall occur at a minimum of every 20 ft. by providing any two of the following:**
>
> > **a) Recesses of a minimum depth of eight ft.;**
> > **b) Extensions a minimum depth of eight ft., a maximum length of an overhang shall be 25 ft.;**
> > **c) Off-sets or breaks in roof elevations of three or more ft. in height.**
>
> 4. Building materials shall be consistent with the OSU standards for such materials, and shall also be compatible with adjacent residential houses and structures;

5. **New development shall be designed to minimize negative visual impacts affecting the character of the adjacent neighborhood by considering the scale, bulk and character of the nearby structures in relation to the proposed building or structure;**

6. Roofs shall be gabled or hip type roofs, minimum pitch 3:1, with at least a 30-in. overhang and using shingles or similar roof materials;

7. A vegetative buffer shall be installed in a manner consistent with Section 3.36.50.06.c;

8. Outdoor building components such as transformers and other types of mechanical equipment that produce noise shall not be permitted within the required setback;

9. Buildings proposed for the Transition Area described within this Section that are in an **area adjacent to the College Hill West Historic District** shall have an advisory review completed by the Historic Resources Commission (HRC), or its successor. The HRC shall provide comment and recommendations to the Planning Commission for consideration;

OSU's Orchard Court Housing, which borders College Hill West Historic District, is a combination of duplexes, four-plexes and 2-story eight-plexes.

<u>THE SOLUTION:</u>
REDUCE THE SIZE OF THE BUILDINGS

Neighbors welcome a nice, new multi-family housing development, but it needs to be compatible. **Smaller, well-designed buildings on this 2-acre site could still meet the RS-20 zoning and other city codes, provide needed high-density housing near OSU, AND be compatible (in terms of mass, scale and design) with the surrounding neighborhood.**

1. <u>Scale/Mass/Structural Design</u>: Reducing the size means that the buildings would be smaller, and would thereby make the mass, scale and structural design compatible with the surrounding neighborhoods.
2. <u>Parking</u>: Reducing the number of units/tenants would mean there would be a parking spot for every tenant, ensuring no negative off-site parking impacts.
3. <u>Site Design:</u> Reducing the size of the buildings, and having more of them, means that existing patterns of development (with smaller buildings and open space, lawns, walks, etc. between them) would be maintained . More apartment buildings, all smaller in size, would maintain site design compatibility with existing neighborhoods.

This picture of Sackett Hall illustrates how a series of smaller buildings on the Good Samaritan site might look, in terms of size and scale.

CONCLUSION:

I have lived in Corvallis for 36 years, and I've witnessed many positive changes to Corvallis. Change and development, when done right, is a very positive thing for our community.

When I invested in my home 17 years ago, parking was not a problem, my children could walk to the neighborhood school 2 blocks away, I could walk to my partime job at OSU, and my family could walk to the neighborhood wading pool, library, pizza parlor, and corner grocery. It has been the kind of sustainable lifestyle that I thought our city claimed a priority in preserving and creating.

Now, house by house, block by block, the inner-city core neighborhoods (still filled with affordable family housing) are being threatened by student housing developments such as this. Existing sustainable, urban family lifestyles are being destroyed, and homeowner interests and property values are being sacrificed.

If this project is approved, **City Council will be setting a precedent** that will actually promote urban sprawl by sending families fleeing. **Developers will be allowed to destroy existing, urban, diverse family neighborhoods and replace them with monoculture student-dorm housing projects.** Like so many college towns before us, Corvallis stands ready to lose what has made it a charming community to live, work and play in.

The opportunity for a win-win here is great. We can maintain our existing neighborhoods AND have dense housing close to campus. There is absolutely no reason why this development can't be smaller, meet the intent of our Land Development Code and Comprehensive Plan, be compatible with surrounding older neighborhoods, and still make a profit.

ACTION REQUEST:

Based on the numerous compatibility code violations, including the inappropriate site design, structural design, scale and off-site parking impacts of the proposed buildings, the City Council should DENY the lot consolidation and the building proposal, as currently designed.

Thank you very much for your time and consideration.

Deb Kadas

Harrison Street Apartments

PLD11-00004, SUB11-00001

City Staff Presentation

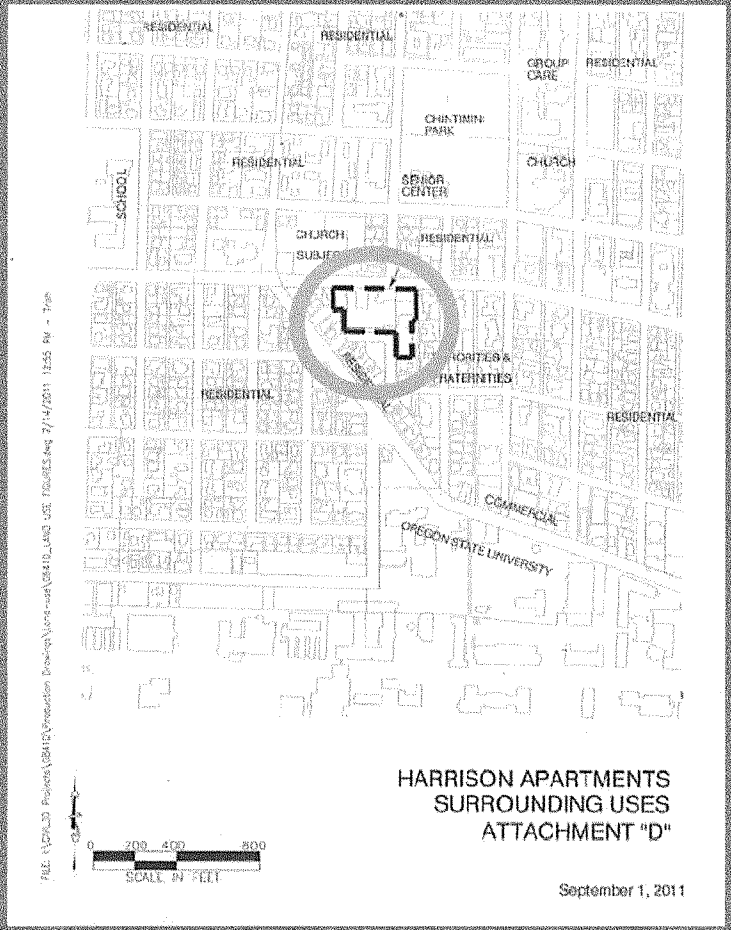
Bob Richardson, Associate Planner

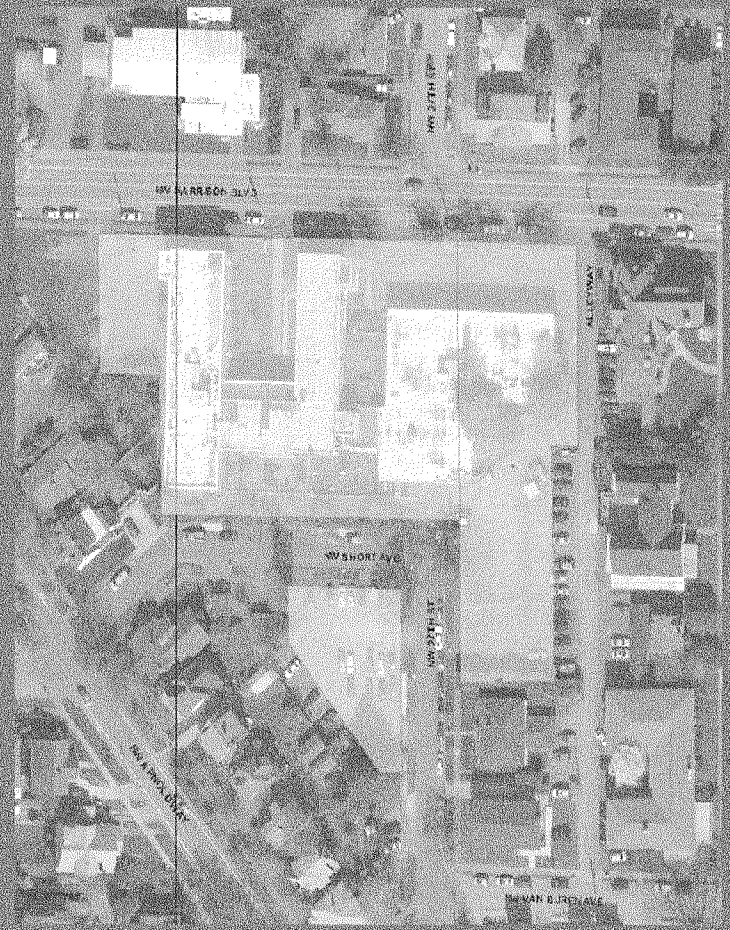
March 19, 2012

Summary of Proposed Application

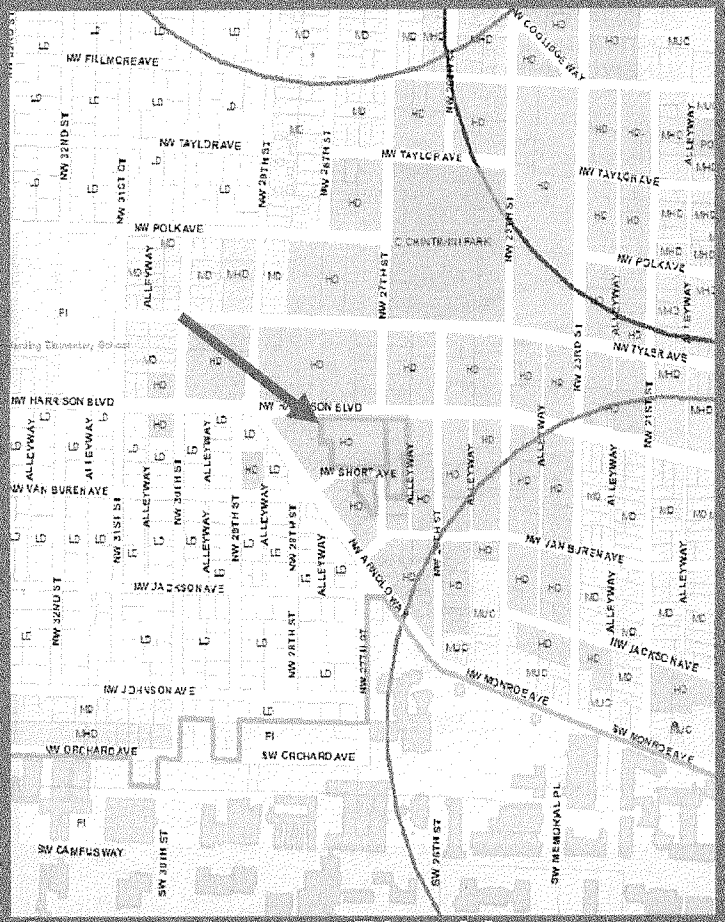
- Planned Development Major Modification and Major Replat
- Construct 90-unit apartment complex at 2750 NW Harrison Blvd
- Request to vary from 2 LDC Standards, and use other standard for parking lot drive aisle widths

Site and Surrounding Uses

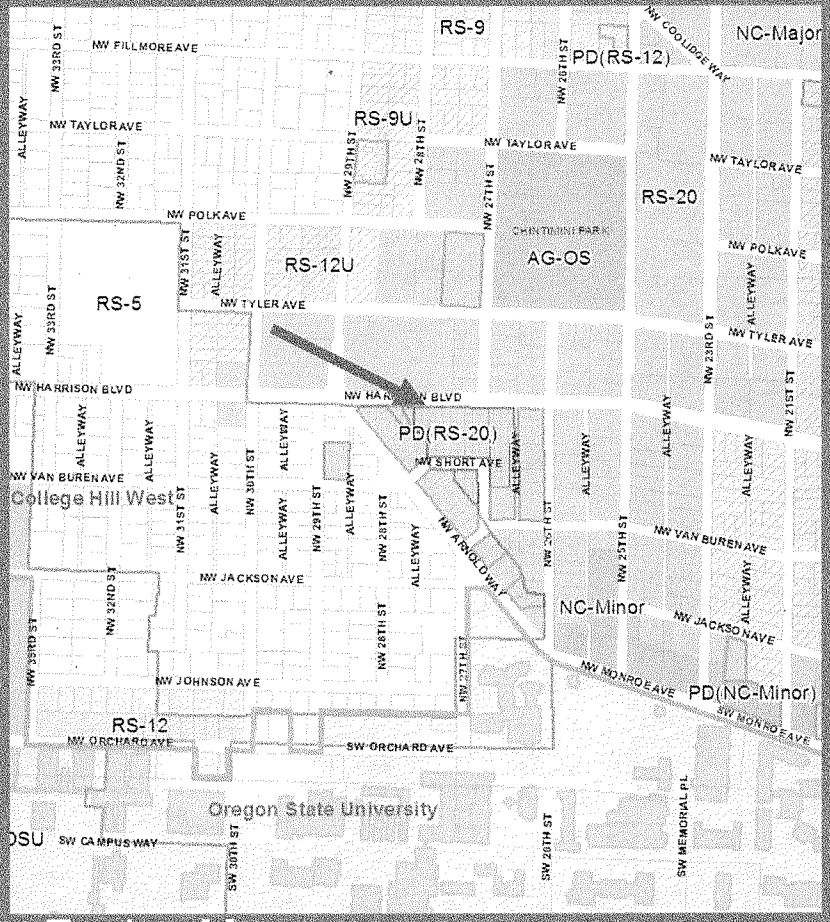




Comprehensive Plan & Zoning Maps



Comprehensive Plan Map



Zoning Map

Full Staff Presentation

Presentation Overview

- Requested Variations
- Planning Commission Reasons for Denial
- Appellant Response to PC Decision
- Staff Recommendations

Requested Variations & Parking Standard

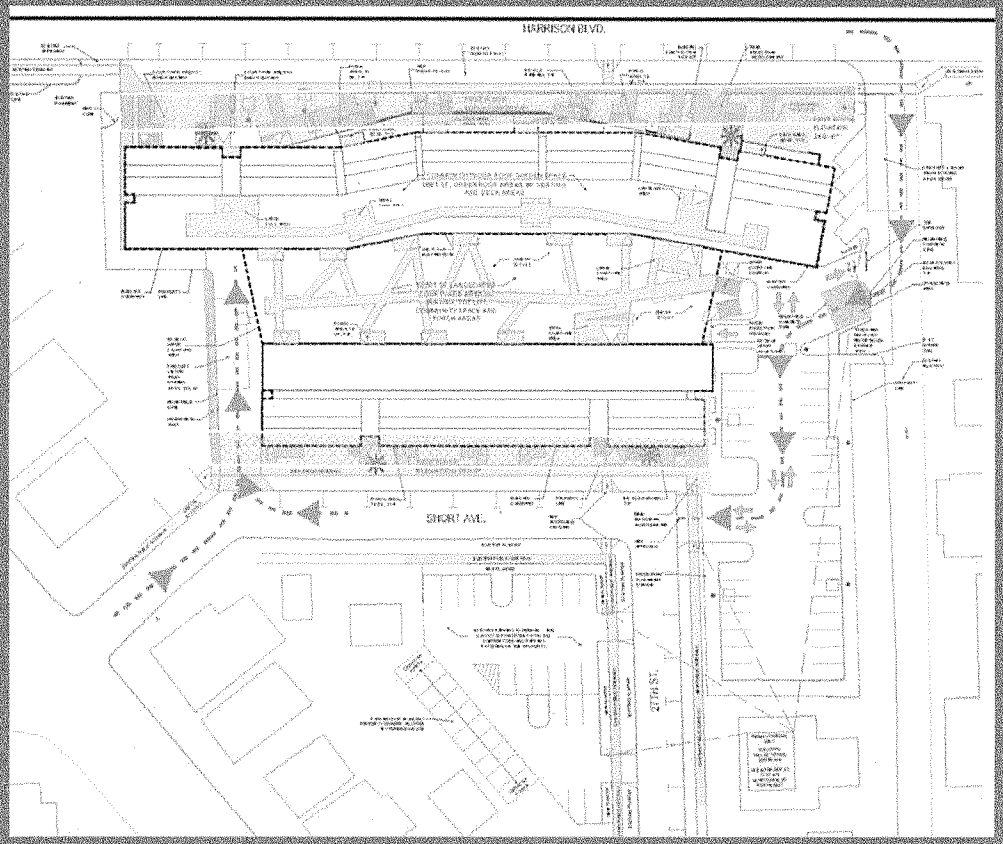
- LDC Standards
  - 20-ft wide through-lot planting screen easement
  - 5-ft wide parking lot landscape buffer
- Corvallis Off-Street Parking and Access Standards
  - Reduce Parking lot drive aisle widths

Requested Variation #1

- Omit 5-ft wide landscape buffer along west and south side of 27th St. parking lot

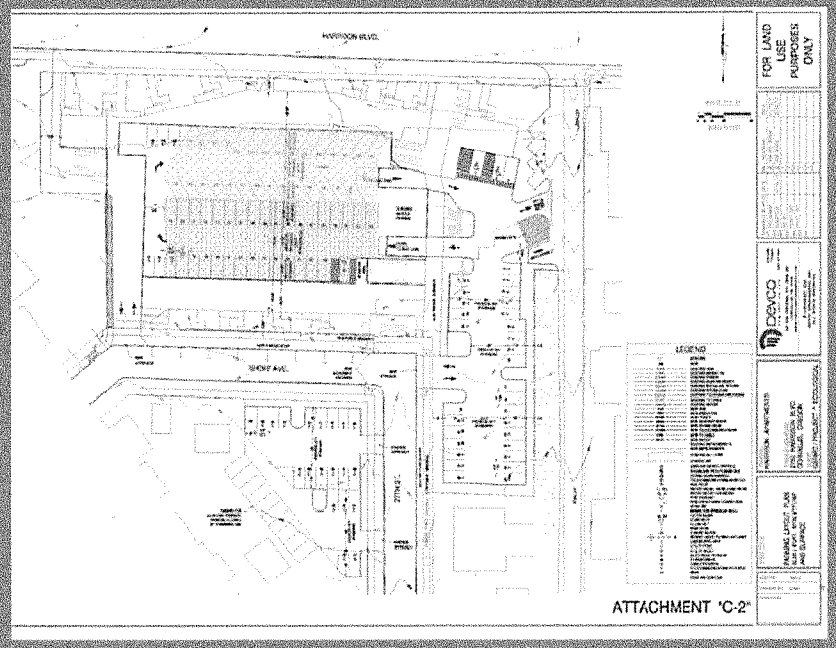
Requested Variation #2

- Omit 20-ft wide through-lot planting screen easement



Proposed Parking Standard

- 23-ft between 90-degree angled parking
- 15-ft 9-in between 60-degree angled parking



Planning Commission Reasons for Denial

- Solar Access and Visual Compatibility
- Noise Attenuation
- Traffic and Off-site Parking

Appellant Responses to Decision

- Solar Access and Visual Compatibility
  - Condition of approval to require solar access protection
    - Modifies building design and massing
- Noise Attenuation
  - Condition of approval to limit use of rooftop garden between 9 PM and 8 AM
- Traffic and Off-site Parking
  - Additional traffic study
  - Provide required parking with no proposed reductions

Lori Stephens

March 19, 2012

Dear members of the Corvallis City Council :

The Corvallis Planning Commission cited three main reasons for denial of the Harrison Apartments Planned Development Application. After the redesign, the project as now proposed is still not in compliance with the Corvallis Land Development Code. The application should be denied for the very same three reasons the Planning Commission denied the application:

- Incompatible visual elements, notably the scale and massing of the building as it relates to NW Harrison Blvd (LDC Section 2.5.40.4.a.3);
- Incompatible traffic and off-site parking impacts (LDC Section 2.5.40.4.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 (LDC Section 4.6.60).

The following written and visual testimony addresses these items as they pertain to the proposed Harrison Apartments starting with solar access, then visual elements, followed by traffic and off-site parking.

Reason for denial 1- Solar Access: Failure to satisfy solar access performance standards in LDC Section 4.6.30.a, and failure to qualify for a solar access waiver (LDC Section 4.6.60).

The original design did not meet the city's solar access standard LDC Section 4.6.30.a, which clearly states Planned Developments shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with

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

As part of my testimony to the Planning Commission, I had modeled the development (based off plans submitted to the city) along with surrounding structures (based off measurements and photos). I have the capability of running solar access sun studies. These studies showed the buildings were not in compliance with the code. Commissioner Howell suggested in the future that the developer obtain an unrelated 3rd party source to complete a solar analysis. One would assume this 3rd party source to provide a certified, fair and accurate solar analysis to determine solar compliance. The revised application before you did not obtain a 3rd party solar analysis to run their sun study. They used the architect's CAD software to run a rudimentary and unverifiable sun study.

It appears the applicants did not take into account the topography of the site which may make the finished first floor of their building 2-3 feet higher than the finished first floors of some buildings across Harrison Blvd. Even without taking this into account, my sun study of their revised design showed only 3 hours of Solar Access and not the required 4 hours between the hours of 9:00am and 3:00pm on November 21st (LDC 1.6, Right to Solar Access Protection). Taking into account the elevation change, it is likely the closest building across the street from the the project only receives one hour of sun.

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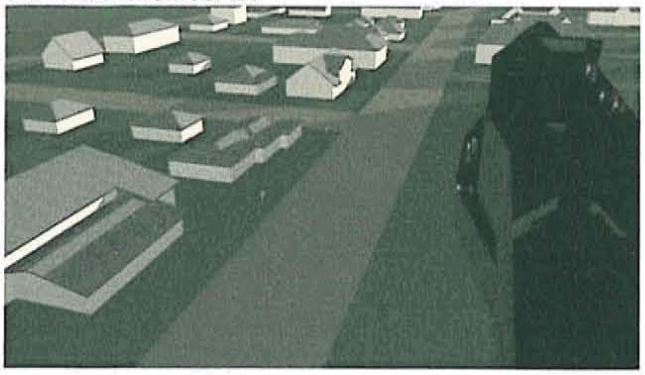
email info@broadleafarchitecture.com ◎ web http://www.broadleafarchitecture.com

Below are sun study images I generated based on the developer's drawings and grading plan:

9:00am November 21st



10:00am November 21st

11:00am November 21st

12:00pm November 21st

1:00pm November 21st

2:00pm November 21st

3:00pm November 21st

Also, it is clear that the applicants do not qualify for a solar access waiver per LDC Section 4.6.60 because the lot is not a hillside development nor does the shape of the site require a waiver (4.6.60.a); since they meet minimum landscaping and setback they do not require a waiver (4.6.60.b); nor is it negatively impacted by the City Transportation Plan (4.6.60.c).

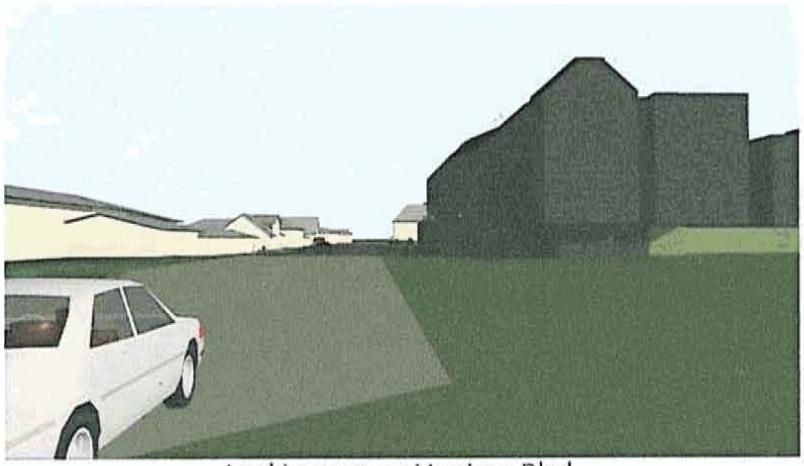
Reason for denial 2 - Incompatible visual elements, notably the scale and massing of the building as it relates to NW Harrison Blvd (LDC Section 2.5.40.4.a.3).

"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. I 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." Ronald Sessions, Planning Commissioner.

LDC Section 2.5.40.4.a.3, states the application shall demonstrate compatibility in.....

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

The applicant states that the building is of an appropriate scale and compatibility. Simply stating it is so does not make it so.



Looking east on Harrison Blvd.

Scale:

The proposed buildings are out of scale with the smaller, human scale of the surrounding neighborhood. The developer states that, "Through its features (angling the building and adding vertical indents), the building is designed so that it is perceived as 5 separate and smaller buildings." This statement implies the developer knows that the appropriate scale for compatibility with the neighborhood is to build 5 separate and smaller buildings. Angling the building and putting minor indents along the building will not turn the large building into 5 separate and smaller buildings. It is still a tall, long, mass of a structure. Just saying your building is compatible with the surrounding neighborhood does not make it so. Also stating that people will only see the first 30 feet does not make your building 30 feet tall if it is nearly twice that height.

The building fronting Harrison is roughly 52 feet high to the peak and roughly 362 feet long. Currently, the largest residences in the neighborhood are two to three story greek houses to the east. This "dormitory" 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.

Structural Design and Form (or massing):

New buildings are required to demonstrate compatibility with the surrounding neighborhood in structural design and form.

Form: The shape and structure of something as distinguished from its material. (Merriam-Webster Dictionary).

Looking at the form of the building first, the shape and structure of the proposed development is not compatible with the surrounding neighborhood. Building forms in the surround neighborhood have footprints with right angles. Proposed compatible buildings should articulate in form at right angles to themselves or be composed of smaller and separate buildings in order for their form to be compatible with the neighborhood. The shape of the main Harrison Boulevard building utilizes random angles for its footprint and makes the design of the facade have no overall cohesiveness (which is characteristic of some forms of modern architecture). The building articulates at odd angles to itself instead of stepping back from itself at right angles which is the pattern in the area. The structural design and form are simply incompatible with the neighborhood. Angling the building makes the massing of it appear as one long building and not as smaller units that fit the footprint and scale of the neighborhood. Angling of a building in this random way implies the applicants are not relating to the context of their surroundings.

Looking at the design of the building, I would call it "box" modern which is not compatible with the neighborhood. Many of their claims to compatibility are modern "interpretations" of design in the neighborhood. Basically, you design what you want and after the fact justify what you've done by marketing it as a modern interpretation. For instance, they have a random pattern of window sizes that make up their facade. Some of these windows they have offset in a type of shadow box frame. This design does not relate to the neighborhood in any, yet they simply term it a modern interpretation of "ganged" or "grouped" windows that you find in the neighborhood and hope that people won't question it.

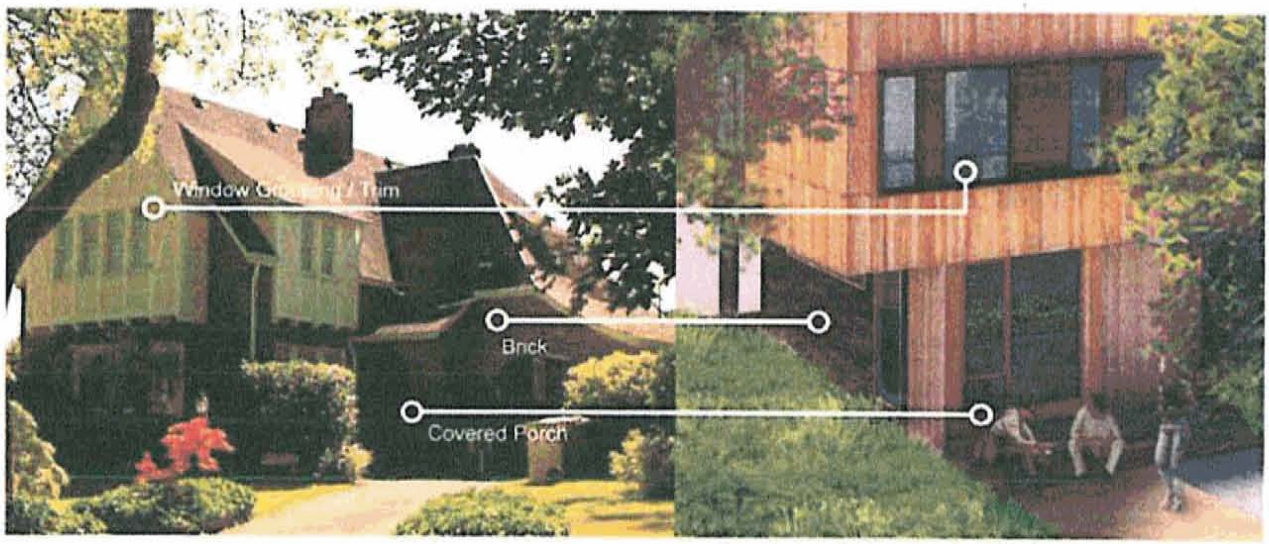


Figure 17: Windows and materials

Reason for denial 3- Incompatible traffic and off-site parking impacts (LDC Section 2.5.40.4.a.10).

LDC Section 2.5.40.4.a.10, states the application shall demonstrate compatibility in.....
10. Traffic and off-site parking impacts;

From the meeting minutes of February 15th:

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.

Other concerns brought up at the Planning Commission hearings were:

- The blocking of access to and from the site by the large vendor food trucks that make deliveries to the greek houses and park on Short Street. This issue has not been addressed; and

- The large amount of compact spaces incorporated into this design that will force larger vehicles out onto the public streets which are already overcrowded.

- The design of the parking and sheer volume (units of student housing) of the proposal will negatively effect traffic and and negatively impact off-site parking.

Since being denied by the Planning Commission, the developers still have not addressed this issue of traffic and off-site parking. All they have done is add a one day traffic study that was extrapolated in their favor. A one day traffic study on a project of this magnitude does not reflect the volume of traffic this proposal will bring to the area for an entire year.

Conclusion:

The proposed Harrison Apartments do not meet the following LDC codes:

- Incompatible visual elements, notably the scale and structural design and form (massing) of the building as it relates to NW Harrison Blvd (LDC Section 2.5.40.4.a.3).
  Specifically:
  The proposed scale and structural design and form (massing of height and width) of the buildings are visually incompatible with buildings in the surrounding neighborhood; and
  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.

- Incompatible traffic and off-site parking impacts (LDC Section 2.5.40.4.a.10).
  Specifically: Issues of site access and off-site parking impacts need to be addressed.

- Failure to satisfy solar access performance standards in LDC Section 4.6.30.a, and failure to qualify for a solar access waiver (LDC Section 4.6.60).
  Specifically: A non-affiliated 3rd party solar study should be conducted which takes into account the grading of the site and the finish floor height of the proposed buildings and buildings impacted by solar shading to the north of the site.

Sincerely,

Lori Stephens
Architect, AIA

Broadleaf Architecture PC
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