

TO: City Council for October 3, 2016
FROM: Paul Bilotta, Community Development Director 
DATE: September 26, 2016
THROUGH: Mark W. Shepard, P.E., City Manager 
SUBJECT: Airport Master Plan Comprehensive Plan Text Amendment (CPA15-3)



Action Requested:

Staff recommends Council conduct a public hearing to review the proposed Comprehensive Plan Amendments recommended by the Planning Commission to adopt the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan. The proposal also includes minor revisions to Article 11, Chapters 11.15 and 11.16, to reflect the 2013 Plan and update the list of Advisory Boards that are relevant to Article 11. After the public hearing, the Council is asked to deliberate and decide whether to approve the request as recommended by the Planning Commission, modify and approve the request, or deny the request.

Discussion:

In 2011, the Public Works Department initiated a process to update the Airport Master Plan. The City hired consultants, Coffman Associates, and appointed a project advisory committee composed of City staff, Airport Commission (now Airport Advisory Board) members, County staff, adjacent property owners, and representatives from the Oregon Department of Aviation and the Federal Aviation Administration, to direct the update. Four public meetings were held, with one public workshop, over the course of Plan development. The timeline of previous review and approvals is as follows:

- On February 11, 2013, the City Council and Planning Commission held a joint meeting where City staff and the consultants briefed the Council and Commission on changes proposed in the 2013 Plan.
- On December 17, 2013, the 2103 Plan was finalized and brought to the Urban Services Committee where it was unanimously recommended the City Council approve the plan and incorporate it in to the Comprehensive Plan.
- On January 7, 2014, the City Council approved the 2013 Plan and initiated the Comprehensive Plan Text Amendment to incorporate it as a supporting document.
- On February 16, 2016, the Benton County Commissioners reviewed the 2013 Plan and determined it is not in conflict with the County's Comprehensive Plan nor Development Code.
- On September 21, 2016, the Planning Commission reviewed the Comprehensive Plan Amendment request and recommended approval.

Because the City Council has already evaluated the 2013 Airport Master Plan itself, this staff report will not provide extensive detail on the 2013 Plan. The purpose of the Comprehensive Plan Text Amendment is to review the 2013 Plan according to applicable criteria in relevant guiding documents. If the plan is found to be consistent with those criteria, it may be incorporated as a supporting document to the Comprehensive Plan which allows the 2013 Plan to be referred to when decision-makers are evaluating discretionary land use development proposals. Other considerations and recommendations made

regarding operations, capital improvement planning, budgeting, and other aspects of the 2013 Plan have been used to govern decisions at the airport since its approval by City Council in January 2014.

Land Development Code Chapter 2.1 – Comprehensive Plan Amendment Procedures, states the chapter applies to property within the City Limits, and that areas outside of City Limits and within the Urban Growth Boundary are subject to the Corvallis Urban Fringe Management Agreement (CUFMA) (**Attachment E of Exhibit CC-B**). The CUFMA outlines the procedures for management of lands in the urban fringe, including calling for a joint meeting process and a procedure for resolving any conflicts between a proposal and either jurisdiction’s governing policies, or between the City and County. The CUFMA also states that development or plans in the urban fringe are subject to applicable City and Benton County Comprehensive Plans and development codes, as well as applicable Statewide Planning Goals. In this case, the Benton County Commissioners have reviewed the 2013 Plan and determined the Plan is not in conflict with the County’s Comprehensive Plan or Development Code. Additionally, at their February 16, 2016, meeting, the Commissioners decided it was not necessary for the County to participate further in the process to incorporate the 2013 Plan into the City’s Comprehensive Plan (**Attachment F of Exhibit CC-B**). After receiving this information from the County, City staff proceeded to draft the staff report for consideration by the Planning Commission and City Council.

On September 21, 2016, the Planning Commission reviewed the staff report prepared to evaluate the 2013 Airport Master Plan for consistency with the applicable Statewide Planning Goals and the City’s applicable Comprehensive Plan policies. The September 21, 2016, staff report to the Planning Commission (**Exhibit CC-B**) concludes that the 2013 Plan is consistent with applicable Statewide Planning Goals and Comprehensive Plan policies, and provided a motion to the Commission for the Commission to recommend the City Council approve the Comprehensive Plan Text Amendment and incorporate the Plan as a supporting document. The Planning Commission deliberated at the same meeting, and voted unanimously to recommend the City Council approve CPA15-3 (**Exhibit CC-A**).

Recommendation:

Staff recommends, that following the public hearing, Council deliberate and decide whether to approve the request as recommended, to make modifications and approve the request, or to deny CPA 15-3.

The September 21, 2106, staff report to the Planning Commission includes staff’s analysis of the 2013 Airport Master Plan relative to applicable policies. In summary, staff concluded that the 2013 Plan is consistent with all applicable policies, and recommend approval of CPA15-3 to amend Article 11 of the Comprehensive Plan and incorporate the 2013 Airport Master Plan as a supporting document.

For the Council’s reference, staff offers two motions for consideration; one to approve CPA15-3, and one to deny CPA15-3, as follows:

Motion to Approve

I move to tentatively approve CPA15-3 to amend Article 11 of the Comprehensive Plan, and to incorporate the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan. This motion is based on findings presented in the September 21, 2016, staff report to the Planning Commission, the deliberations and recommendation of the Planning Commission at their September 21, 2016, meeting, and on findings and deliberations made during the October 3, 2016, City Council meeting, subject to adoption of formal findings at a subsequent City Council meeting.

Motion to Deny

I move to tentatively deny the proposed CPA15-3, based on findings presented by the City Council during its deliberations, and subject to the adoption of formal findings at a subsequent City Council meeting.

Budget Impact:

No budget impact.

VPB:prj

Attachments:

Exhibit CC-A: Planning Commission Disposition

Exhibit CC-B: September 21, 2016, Staff Report to Planning Commission, with Attachments.



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

CORVALLIS PLANNING COMMISSION NOTICE OF DISPOSITION

ORDER 2016-051

CASE: 2013 Airport Master Plan – (CPA15-00003)

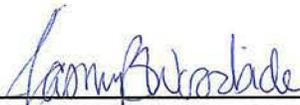
REQUEST: The Public Works Department seeks approval of a request to amend the Corvallis Comprehensive Plan to incorporate the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan, and to amend specific references in Article 11 - Transportation, to reflect the 2013 Plan and update the list of advisory boards that are relevant to the findings and policies in Article 11.

**APPLICANT/
OWNER:** Public Works Department
City of Corvallis

LOCATION: The Comprehensive Plan Text Amendment references the 2013 Airport Master Plan, which governs planning, land use, operations, and capital improvements at the Corvallis Municipal Airport (CVO). CVO is located outside of City Limits and within the Urban Growth Boundary, on property owned by the City of Corvallis.

DECISION: The Planning Commission conducted a public hearing on September 21, 2016, deliberated and reached a decision on the request. The Planning Commission recommends the City Council approve the Comprehensive Plan Text Amendment as presented in the September 21, 2016, staff report and based on findings in the staff report and in their deliberations on the matter. The Planning Commission's findings in support of their recommendation are reflected in the September 21, 2016, meeting minutes.

September 23, 2016
Signed



Jasmin Woodside, Chair
Corvallis Planning Commission

2013 Airport Master Plan
CPA15-00003
Order No. 2016-051

Exhibit CC A



Staff Report to Planning Commission

Planning Commission Hearing: September 21, 2016

Staff Contact: Sarah Johnson, Senior Planner

sarah.johnson@corvallisoregon.gov

541-766-6574

TOPIC: Comprehensive Plan Amendment

CASE: Corvallis Airport 2013 Master Plan (CPA15-3)

REQUEST: Amendment to the text of the Corvallis Comprehensive Plan to incorporate the recently updated Airport Master Plan as a supporting document.

APPLICANT/OWNER: City of Corvallis, Public Works Department
1245 NE 3rd Street
Corvallis, OR 97333

SITE LOCATION: The Corvallis Municipal Airport is accessed from SW Airport Avenue, approximately one mile south of the current City Limits. The airport property is located within the Urban Growth Boundary.

SITE AREA: The Corvallis Municipal Airport occupies approximately 1,520 acres, which includes 220 acres of land within the Airport Industrial Park.

**CORVALLIS
COMPREHENSIVE
PLAN DESIGNATIONS:** Public Institutional; General Industrial; Intensive Industrial;
Mixed Use Employment

**BENTON COUNTY
ZONE DESIGNATIONS:** Public; Special Use; Urban Industrial; Airport Overlay Zone

PUBLIC COMMENT: An advertisement was published in the Corvallis Gazette Times on September 9, 2016. As of the writing of this staff report, no public comment has been received.

ATTACHMENTS:

- A – Corvallis Comprehensive Plan Map
- B – Benton County Zoning Map
- C – 2013 Airport Master Plan (attached by reference –
electronic link here):
<http://archive.corvallisoregon.gov/0/doc/822794/Electronic.aspx>
- D – Proposed Comprehensive Plan Text Amendments
- E – Corvallis Urban Fringe Management Agreement
- F – Staff Report to Benton County Board of Commissioners,
and Minutes of the February 16, 2016, Board of
Commissioners Meeting

SITE AND VICINITY

The subject proposal pertains to all lands located within the boundary of the Corvallis Municipal Airport, **(Attachments A and B), which is located entirely outside the city limits of Corvallis, in the Urban Fringe.**

In November 1939, the citizens of Corvallis passed a bond issue to fund the development of a community airport. In 1940, the city purchased 491 acres for the development of an airport, at the present site of the airport. No significant work was done before the December 7, 1941 attack on Pearl Harbor and America's entry into WWII.

The U.S. Army took over the airport property and began construction in February 1942. The army airfield base was completed in May 1943. The U.S. Army Air Force operated the base for a year as first the Army Airbase - Lyndon Field and eventually Army Airbase - Corvallis, Oregon.

In May 1944, the Army left Corvallis Air Base and the U.S. Marine Corps took over. The Marines operated a transport squadron there until May of 1945 when the U.S. Navy took control of the base. The Navy operated the base until February of 1946 when the base was decommissioned. The Federal Government transferred the 1,597 acres of the base to the City of Corvallis for two dollars and two stipulations: the land could only be leased, not sold (or it reverted to the federal government), and any fissionable material found on the land was U.S. property.

The City of Corvallis has maintained the airport since then. The airport now encompasses 1,520 acres, of which 220 acres are designated as the Airport Industrial Park. The former Army wooden control tower was demolished in the 1950s along with the wooden water tower that was replaced with a metal water tower which was used until City water was provided in the 1980s. The water tower currently holds a cellular phone transmission system.

Corvallis Municipal Airport is owned and operated by the City of Corvallis. The airport falls under the responsibility of the Public Works Department, with an Airport Coordinator serving as the primary airport contact. The city does not have an individual manager on-site at the airport. Customer interactions and daily operations are instead handled by Corvallis Aero Service, the fixed base operator (FBO). Corvallis Aero Service is a full service FBO providing fuel, hangar rental, aircraft tie-down space, maintenance, annual inspections, catering services, pilots' lounge, courtesy car, aircraft charters, aircraft sales, flight training, and supplies. The city has created an Airport Advisory Board that advises the City Council on matters concerning the management and control of the airport and on the planning of the Airport Industrial Park. The Commission recommends rules, regulations, and policies; participates in planning and land use reviews; reviews land leases; and develops strategies for the long-term financial stability of the airport. The Commission is comprised of eight members, six of whom reside in the City of Corvallis and two who are employed in the City or reside in the Urban Growth Boundary, and one City Council representative.

APPLICANT'S PROPOSAL

The applicant requests a Comprehensive Plan Amendment to adopt the 2013 Airport Master Plan as a supporting document to the Corvallis Comprehensive Plan. The request also includes some minor revisions to Article 11 of the Comprehensive Plan in order to formally reference the 2013 Airport Master Plan as a supporting document, and to update the list of advisory boards that are relevant to findings and policies contained in Article 11 (**Attachment D**).

PROCESS AND REPORT FORMAT

The Planning Commission is asked to review the proposed Comprehensive Plan Amendment and recommend approval or denial of the request by the City Council. The recommendations for approval of the Comprehensive Plan Amendment and consideration of adoption of the Master Plan will then be forwarded to the City Council for review and issuance of a final decision.

The staff report addresses applicable Oregon Statewide Planning Goals, including Goals 1, 2, 3, 5, 6, 7, 9, 11 and 12, and applicable criteria from the Corvallis Comprehensive Plan. An assessment of the proposed Comprehensive Plan Amendment against review criteria contained in Corvallis Land Development Code (LDC) Section 2.1.30.06 is not included, because the Corvallis Municipal Airport and all lands addressed by the 2013 Airport Master Plan are located within the Urban Fringe, outside the current City Limits. As dictated by LDC Section 2.1.10, Comprehensive Plan Amendments involving such properties must be reviewed consistent with the Corvallis Urban Fringe Management Agreement (CUFMA), which is a binding agreement between the City of Corvallis and Benton County, (**Attachment E**).

The City of Corvallis and Benton County have reviewed the terms of the CUFMA. The parties have jointly determined it is not necessary for Benton County to participate in a

review of the proposed Comprehensive Plan Amendment, as the 2013 Airport Master Plan is consistent with the Benton County Code (BCC) standards regulating development in the Public (BCC Chapter 78), Urban Industrial (BCC Chapter 72), and Airport Overlay (BCC Chapter 86) zones, which apply to lands within the Corvallis Municipal Airport boundaries. Uses occurring at the airport are allowed within each of these zones, including the operation of "transportation terminals and warehouses" (BCC Chapter 72), and "airport and related facilities" (BCC Chapter 78). Additionally, it is acknowledged in the 2013 Airport Master Plan that operation and development of the Corvallis Municipal Airport must be consistent with the corresponding land use regulations imposed by Benton County. Lastly, although this Comprehensive Plan Amendment involves land within the Urban Fringe, neither the scope of the proposed amendment nor adoption of the 2013 Airport Master Plan have the effect of amending the Benton County Comprehensive Plan or the Benton County Code. The staff report and minutes from the February 16, 2016 meeting of the Benton County Board of Commissioners affirm this finding (**Attachment F**).

I. CONSISTENCY WITH APPLICABLE STATEWIDE PLANNING GOALS

Goal 1: Citizen Involvement – To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Findings of Fact:

The decision makers should note the following facts:

1. To assist with developing the 2013 Airport Master Plan, a Planning Advisory Committee (PAC) was formed. This group was comprised of 18 people who represented a broad set of stakeholders, including: owners of property abutting the Airport, businesses operating at the Airport, the Corvallis Airport Commission (now the Airport Advisory Board), City of Corvallis staff, Benton County, the Oregon Department of Aviation, and the Federal Aviation Administration. Four public meetings were held with the PAC between October 4, 2011, and July 26, 2012. This included one public information workshop that provided opportunities for the community to learn about preliminary study findings and offer input.
2. The City's acknowledged land use regulations implement Goal 1 by providing for a citizen participation process for land use decisions such as the subject request. The City's Land Development Code requires Comprehensive Plan Amendments to be reviewed first through a public hearing process by the Planning Commission, after which the Planning Commission makes a recommendation to the City Council on the proposal, followed by a public hearing before the City Council, which then makes the final decision regarding the Comprehensive Plan Amendment. Both

reviews require public notice and public hearings with the opportunity for written and oral testimony.

Conclusion:

Staff recommend the decision makers conclude that, based on the public process used to develop the 2013 Airport Master Plan, and the process by which the plan is reviewed for a Comprehensive Plan Amendment as delineated in the Findings above, the proposal is consistent with Statewide Planning Goal 1.

Goal 2: Land Use Planning – To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to ensure an adequate factual base for such decisions and actions.

Findings of Fact:

The decision makers should note the following facts:

1. The City has an established land use planning process and a policy framework as a basis for the decision on this request. The policy framework is found in the City's acknowledged Comprehensive Plan, which includes policies and goals relevant to the decision on this request. An analysis of how the 2013 Airport Master Plan is consistent with this policy framework is presented below, as required for the requested Comprehensive Plan Amendment.
2. Amendments to the City's Comprehensive Plan become part of the policy framework that serves as the basis for decisions and actions related to the use of land. The proposal is to replace the existing 2001 Airport Master Plan with the 2013 Airport Master Plan, as a supporting document to the Comprehensive Plan.
3. Contained within the 2013 Airport Master Plan is a discussion of the data gathered as part of the master planning process, and an analysis of that data as a rationale for the recommendations within the Plan. To the extent that the data factually substantiate those recommendations, the data within the 2013 Airport Master Plan also support policies related to the use of the Corvallis Municipal Airport
4. Goal 2 requires coordination with affected governmental units. Those governmental units are the local jurisdictions, state and federal agencies, and special districts that have programs, land ownerships, or responsibilities within the area included in the plan. Coordination as that term is defined in ORS 197.015(5) requires the City to provide adequate notice of the application to affected governmental units to allow them a reasonable opportunity to comment on the application, consider their comments, and to include, to the extent reasonable, those comments in the decision.

5. In relation to this specific application, City staff have coordinated with the Oregon Department of Aviation and Federal Aviation Administration regarding operational planning for the Corvallis Municipal Airport over the 20-year horizon of the 2013 Airport Master Plan. Direction from these agencies has been intentionally incorporated with the 2013 Airport Master Plan.
6. On August 10, 2015, City staff provided a Notice of Proposed Comprehensive Plan Amendment for the application to the Oregon Department of Land Conservation and Development (DLCD), as required by ORS197.610 and by OAR 660-018-000. No comments from DLCD staff have been received as of the writing of this report.
7. As noted above, other affected governmental units were included in the 2013 Airport Master Plan update. Stakeholder meetings included representatives from: the Benton County Board of Commissioners and the Benton County Planning Department; the Corvallis City Council, the Corvallis Airport Commission (now Airport Advisory Board), the City of Corvallis Planning Division, and the City of Corvallis Public Works Department. Comments from these entities were incorporated into the 2013 Airport Master Plan, where appropriate.
8. Consistent with the Corvallis Urban Fringe Management Agreement, the City of Corvallis and Benton County coordinate to review development activities occurring within the Urban Fringe, **(Attachment E)**. Although the 2013 Airport Master Plan provides direction on the operational and land use planning within the boundaries of the Corvallis Municipal Airport, it is subject to zoning designations imposed and regulated by Benton County. All development occurring at the Airport is subject to review and coordination with Benton County, pursuant to the applicable provisions from the Benton County Code. Nevertheless, the City of Corvallis is able to make recommendations to Benton County on development proposals, and implementing programs and projects which pertain to the Urban Fringe, for which the County has authority, including development related to the Airport Master Plan.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposed Comprehensive Plan Amendments, and the process used for evaluation of the proposal, are consistent with Statewide Planning Goal 2.

Goal 3: Agricultural Land – To preserve and maintain agricultural lands.

Findings of Fact:

The decision makers should note the following facts:

1. As noted above, land use designations applied to the Corvallis Municipal Airport by the City of Corvallis and Benton County are not specifically focused on

preservation and maintenance of agricultural lands. However, agricultural practices are permitted in the underlying Benton County zones.

2. Multiple parcels located within the Airport Overlay Zone implemented by Benton County are zoned Exclusive Farm Use; which is specifically intended to “preserve and protect lands for continued and future commercial agricultural production and related uses...”
3. Initiation or continuation of agricultural practices within the boundaries of the Corvallis Municipal Airport is permitted, so long as those activities do not conflict with airport operations, including the safe arrival, departure, and on-ground maneuvering of aircraft and related support vehicles.
4. As documented by the 2013 Airport Master Plan, undeveloped portions of the Corvallis Municipal Airport contain soils that are classified as “prime farmland” and “farmland of statewide importance” by the U.S. Department of Agriculture. Development of these areas for one or more purposes outlined in the 2013 Airport Master Plan will require compliance with the federal Farmland Protection Policy Act through completion of a Farmland Conversion Impact Rating assessment.
5. Properties located outside of the boundaries of the Corvallis Municipal Airport but within the Airport Overlay Zone implemented by Benton County can be utilized for agricultural practices, provided such practices are consistent with the applicable zoning designation and provisions of the Airport Overlay Zone.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposal is consistent with Statewide Planning Goal 3, above.

Goal 5: Natural Resources, Scenic and Historic Area, and Open Spaces – To protect natural resources and conserve scenic and historic areas and open spaces.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan includes an inventory of environmental resources that could be impacted by operation and expansion of the Corvallis Municipal Airport. Elements such as fish and wildlife habitat; wetlands; cultural, historic, and scenic resources were considered. This review is required by several federal laws due to funding received from the Federal Aviation Administration that supports operations at the Corvallis Municipal Airport.

2. As noted in the 2013 Airport Master Plan, the Corvallis Local Wetland Inventory Map shows the presence of wetlands within the Corvallis Municipal Airport boundaries. Even though the wetlands are not designated as "Locally Significant", it will be necessary to obtain permits from the Army Corps of Engineers and Oregon Department of State Lands prior to the removal or placement of fill within these wetlands.
3. As noted in the 2013 Airport Master Plan, minor tributaries of the Bonneville Slough and Muddy Creek originate or flow through the Corvallis Municipal Airport properties. While these tributaries are not locally protected by the City of Corvallis Land Development Code, they are subject to regulation under the federal Clean Water Act. As a result, compliance with relevant state and federal permitting requirements will be required with respect to ongoing operations and planned expansions of the airport.
4. An assessment of the potential for impacts to fish and wildlife habitat is included with the 2013 Airport Master Plan. Required compliance with federal laws including the Endangered Species Act, the Migratory Bird Treaty Act, and the Fish and Wildlife Coordination Act is identified as a component of operating and expanding the airport. Eleven federally-listed endangered or threatened species known to be present within Benton County are identified in the assessment. Additionally, seven species under consideration through the Benton County's Species Habitat Conservation Plan were also identified. Only one of these, the Streaked Horned Lark, is known to occur within the boundaries of the Corvallis Municipal Airport properties.
5. Current operations and planned expansions of the Corvallis Municipal Airport must comply with state and federal laws regulating the identification and protection of historic and cultural resources. A review of historic resources inventoried by the National Register of Historic Places and the Oregon Historic Sites Database concluded that no known resources are present within the boundaries of the Corvallis Municipal Airport. Regardless, as the airport expands, compliance with relevant state and federal laws will be required to ensure unknown resources are properly identified and protected.
6. Land use proposals that are determined to have potential impacts on natural resources, scenic areas, or historically important features are provided to the relevant agencies (i.e., Department of State Lands, Department of Environmental Quality, State Historic Preservation Office, etc.) as part of Benton County's land use review process. Feedback from those agencies is incorporated into land use decisions, where appropriate.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the 2013 Airport Master Plan supports the protection of natural resources, scenic and historic areas, and open spaces, consistent with Statewide Planning Goal 5.

Goal 6: Air, Water, and Land Resources Quality – To maintain and improve the quality of the air, water and land resources of the state.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan includes an inventory of environmental resources that could be impacted by operation and expansion of the Corvallis Municipal Airport. Elements such as air and water quality, and the handling of hazardous materials and wastes were considered. This review is required by several federal laws due to funding received from the Federal Aviation Administration that supports operations at the Corvallis Municipal Airport.
2. Through this inventory, it is noted that Benton County is currently in attainment status for all six criteria air pollutants monitored by the U.S. Environmental Protection Agency as part of the National Ambient Air Quality Standards (NAAQS). In addition to these standards, operations at the Corvallis Municipal Airport must also comply with state and local air quality regulations, as required by the Federal Aviation Administration.
3. The Corvallis Municipal Airport is currently served by public water, sanitary sewer, and stormwater lines. Airport operations and planned facility expansions will rely on these facilities. The City of Corvallis currently has a National Pollutant Discharge Elimination System (NPDES) permit to discharge stormwater from the airport property. Water quality tests are conducted four times per year and monthly visual inspections are made to confirm compliance with state and federal water quality standards.
4. As detailed in the 2013 Airport Master Plan, several areas within the Corvallis Municipal Airport have been impacted by hazardous waste. Corrective action has been taken to treat and reclaim contaminated soils and groundwater consistent with state and federal regulations. Compliance with these regulations is required as part of continued operations and planned expansions of the airport.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposal is consistent with Statewide Planning Goal 6.

Goal 7: Areas Subject to Natural Hazards – To protect people and property from natural hazards.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan includes consideration of natural hazards that could adversely impact operations of the Corvallis Municipal Airport. Specifically noted is a portion of the 100-year floodplain associated with Muddy Creek, which crosses through the southern portion of the airport properties. This floodplain area and a smaller area associated with a tributary of the Bonneville Slough are designated as “Highly Protected” on the Corvallis Natural Hazards Map. Compliance with development regulations implemented locally by the City of Corvallis and Benton County in response to requirements of the National Flood Insurance Program will be required as part of ongoing operations and planned expansions of the airport.

Conclusion:

Based on the facts noted above, Staff recommends the decision makers conclude that the proposed Comprehensive Plan Amendment is consistent with Statewide Planning Goal 7.

Goal 9: Economic Development – To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan identifies operational and land development capabilities that support the economic vitality of the community. For example, existing aeronautical services provided by the Corvallis Municipal Airport facilitate business travel, cargo transport, emergency medical transport, flight training, recreation, and leisure travel.
2. The scope of facility improvements and property acquisition recommended for the Corvallis Municipal Airport over the 20-year horizon of the 2013 Airport Master Plan is tied to projected demand during the near term (i.e., 2011-2016), intermediate term (i.e., 2017-2022), and long term (i.e., 2023-2032) given expected increases in the volume and types of aircraft that could utilize the airport. Identified improvements will sustain existing service levels for classifications of aircraft that

currently utilize the airport as well, as enable service of larger, business-class aircraft.

3. In addition to providing timely cargo and emergency medical services for Corvallis and Benton County, the Corvallis Municipal Airport offers advantageous economic growth opportunities by facilitating efficient business travel for key regional employers.
4. The Airport Industrial Park is intended to support airport functions and economic development goals of the City of Corvallis and Benton County, as discussed in Chapters 1 and 6 of the 2013 Airport Master Plan.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposal is consistent with Statewide Planning Goal 9.

Goal 11: Public Facilities and Services – To develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan identifies and describes public facility improvements recommended for maintaining acceptable levels of service over the 20-year planning horizon.
2. Based on the set of recommended improvements, the proposed Comprehensive Plan Amendment will not preclude extension of infrastructure to adjacent properties, if and when the need for such facilities arises.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposal is consistent with Statewide Planning Goal 11.

Goal 12: Transportation – To plan, provide and encourage a safe, convenient, and economic transportation system.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan identifies operational capabilities of the Corvallis Municipal Airport that help provide a safe, convenient, and economic transportation system.
2. The scope of facility improvements and property acquisition recommended for the Corvallis Municipal Airport over the 20-year horizon of the 2013 Airport Master Plan is tied to projected demand during the near term (i.e., 2013 -2017), intermediate term (i.e., 2018-2022), and long term (i.e., 2023-2032) given expected increases in the volume and types of aircraft that could utilize the airport. Identified improvements will sustain existing service levels for classifications of aircraft that currently utilize the airport, as well as enable service of larger, business-class aircraft.
3. Sustaining the operational capabilities of the Corvallis Municipal Airport over the 20-year planning horizon will support transportation systems at the local, state, and national levels, as expected through its designation as a general aviation airport in the National Plan of Integrated Airport Systems.
4. The Venell Farms Railroad Company railroad line is located just east of the Corvallis Municipal Airport. The 2013 Airport Master Plan identifies rail transportation as an important economic development asset and accessory use to airside and industrial park operations, and concludes that maintenance of rail access to the Airport is important for retaining long-term operational capability. As discussed in the Master Plan, state funding for improvements to a railroad spur that extends into the Corvallis Municipal Airport was sought by the City through the ConnectOregon IV program, but the project was not selected from among the 65 submitted applications. The City acknowledges the importance of retaining rail access to the airport as a means of diversifying shipping options, encouraging economic development, and attracting new development to the Airport Industrial Park. Continued effort to rehabilitate the existing rail spur is consistent with the overall operational capabilities of the airport.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposed Comprehensive Plan Amendment is consistent with Statewide Planning Goal 12.

OVERALL CONCLUSION ON COMPLIANCE WITH APPLICABLE STATEWIDE PLANNING GOALS

Based on the discussion, findings, and conclusions above, staff recommend the decision makers conclude that the proposed Comprehensive Plan Amendment is consistent with applicable Statewide Planning Goals identified above.

II. CONSISTENCY WITH APPLICABLE COMPREHENSIVE PLAN POLICIES

Article 1 – Introduction and General Policies

- 1.2.3 Amendments to the Comprehensive Plan can only be approved where the following findings are made:
- A. There is a demonstrated need for the change;
 - B. The advantages to the community resulting from the change shall outweigh the disadvantages.
 - C. The change proposed is a desirable means of meeting the public need.

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan has been prepared as an update to the 2001 Airport Master Plan, to provide guidance for future development of the airport and ensure it meets the needs of existing and future users. The Airport Master Plan has been closely coordinated with other existing and on-going planning studies in the area, and with the aviation plans developed by the Federal Aviation Administration and the Oregon Department of Aviation. Findings presented in the Airport Master Plan are based on factors that are likely to affect air transportation demand in the Corvallis area over the next 20 years, and establish new operational and basing forecasts for that period. In response, the Airport Master Plan recommends improvements intended to enhance the airport's ability to satisfy future aviation needs, including: runway extension and/or realignments, increases in runway and taxiway weight-bearing capacity, and navigational approach upgrades. Such improvements are prioritized based on projected operational demands, and available funding sources have been identified when possible. Finally, the Airport Master Plan addresses both aviation and non-aviation related land uses on airport property in the context of the existing regulatory framework, which is largely dictated by Benton County zoning.
2. Adoption of the 2013 Airport Master Plan as a supporting document to the Corvallis Comprehensive Plan will allow for consideration of the planning objectives and findings it presents as part of land use decisions that fall under the City of Corvallis' jurisdiction. Factors presented in the 2013 Airport Master Plan cannot be

considered applicable review criteria by the City of Corvallis when reviewing formal land use applications unless it is adopted as part of the Comprehensive Plan.

3. Formal incorporation of the 2013 Airport Master Plan in the Corvallis Comprehensive Plan supports and enhances the cohesive approach to land use planning utilized by the City and Benton County within the Urban Fringe. The improvement recommendations it presents account for the City's long-term economic and land use goals for the Airport and the Airport Industrial park, but are also based on the applicable land use regulations from the Benton County Code.
4. Failing to adopt the 2013 Airport Master Plan as a supplemental document to the Corvallis Comprehensive Plan would diminish its relevance with respect to future land use planning and development decisions that may be made by the City or Benton County.
5. Given the findings presented above, adopting the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan is a desirable means for ensuring regulatory contiguity between the City's and Benton County's land use planning framework.

Conclusion:

Based on the Findings of Fact presented above, staff recommend the decision makers conclude that the incorporation of the 2013 Airport Master Plan into the Comprehensive Plan responds to a public need, that the advantages of the Amendment outweigh the disadvantages, and that the Amendment is a desirable means of meeting the public need, consistent with Policy 1.2.3, above.

Article 2 – Citizen Involvement

2.2.9 The City shall seek participation from citizens within the entire Urban Growth Boundary in all land use planning.

Findings of Fact:

The decision makers should note the following facts:

1. Steps taken by the City of Corvallis to involve citizens in the preparation of the 2013 Airport Master Plan are described above in response to Statewide Planning Goal 2.

Conclusion:

Based on the facts noted above, staff recommend the decision makers conclude that the proposed Comprehensive Plan Amendment is consistent with Policy 2.2.9.

Article 3 – Land Use Guidelines

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.**

3.2.7 All special developments, lot development options, intensifications, changes or modifications of nonconforming uses, Comprehensive Plan changes, and district changes shall be reviewed to assure compatibility with less intensive uses and potential uses on surrounding lands. Impacts of the following factors shall be considered:

- A. Basic site design (i.e., the organization of uses on a site and its relationship to neighboring properties);**
- B. Visual elements (i.e., scale, structural design and form, materials, etc.);**
- C. Noise attenuation;**
- D. Odors and emissions;**
- E. Lighting;**
- F. Signage;**
- G. Landscaping for buffering and screening;**
- H. Transportation facilities; and**
- I. Traffic and off-site parking impacts.**

Findings of Fact:

The decision makers should note the following facts:

1. The 2013 Airport Master Plan is intended to guide operations and development of the Corvallis Municipal Airport.
2. The recommended improvements and land acquisitions account for natural resources and natural hazards within and adjacent to the boundaries of the Corvallis Municipal Airport, promote efficient development and use of energy through demand-based expansion of airport facilities, and provide efficient aeronautical transportation options for Corvallis and the surrounding region.

3. Chapter 5 of the 2013 Airport Master Plan presents specific procedures for development occurring within and adjacent to the Corvallis Municipal Airport boundaries. Factors considered through establishing those procedures include the optimal placement of new aircraft hangars, the need for safe automobile circulation and parking, the re-purposing of existing airport structures, and establishment of new uses that may enhance the operational capacity of the airport. The specific development procedures include, as may be relevant, compliance with standards implemented by Benton County through the Airport Overlay Zone, compliance with the Airport Industrial Park Master Plan, and compliance with limitations on the types of “air-side” and “land-side” uses that may occur consistent with Federal Aviation Administration regulations. In general terms, the regulatory requirements outlined in Chapter 5 ensure that development occurring within and adjacent to the Corvallis Municipal Airport will be compatible with its designation as a general aviation airport in the National Plan of Integrated Airport Systems.
4. Airport properties contain a mix of the Benton County Urban Industrial, Airport Industrial Park (Special Use), and Public zones. Surrounding properties are zoned a mix of Urban Industrial, Flexible Industrial, and Exclusive Farm Use. Benton County Code (BCC) governs development at the Corvallis Municipal Airport and the Airport Industrial Park, and uses permitted through BCC are found to be compatible with surrounding zoning and uses. All development of Air-side and Land-side properties is required to comply with applicable Benton County zoning and development standards.

Conclusion:

Based on the facts noted above, staff recommend decision makers conclude that adoption of the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan is consistent with Policies in Article 3 of the Comprehensive Plan.

Article 4 – Natural Features, Land, and Water Resources

- 4.2.1 **Significant natural features within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process. These shall include:**
 - A. **Seasonal and perennial streams and other natural drainageways, wetlands, and flood plains;**
 - B. **Lands abutting the Willamette and Marys Rivers;**
 - C. **Land with significant native vegetation as defined in the Oregon Natural Heritage Plan (1998), which may include certain woodlands, grasslands, wetlands, riparian vegetation, and plant species;**

- D. Ecologically and scientifically significant natural areas;
 - E. Significant hillsides;
 - F. Outstanding scenic views and sites; and
 - G. Lands that provide community identity and act as gateways and buffers.
- 4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.
- 4.3.1 The City should work with landowners and Benton and Linn Counties and their soil and conservation districts to develop and implement strategies to preserve high quality agricultural and forest lands near the City and outside the City's Urban Growth Boundary.
- 4.7.1 Developments shall not be planned or located in known areas of natural hazards without appropriate safeguards.
- 4.7.2 Benton County, Linn County, and the City of Corvallis shall identify and work to correct health and safety hazards within the Urban Growth Boundary.
- 4.8.1 Development in the floodway fringe shall be controlled by local regulations in order to minimize potential damage (on-site, upstream, and downstream) to life and property; to allow for transport of flood waters; and to protect the economic, environmental, and open space qualities of the land and adjacent water bodies.
- 4.8.2 Land designated as 100-year floodplain shall be treated as follows:
- A. Development of new buildings on undeveloped lands (where such development does not fall within the definition of infill contained in Article 50) shall be prohibited in the 100-year floodplain of Corvallis streams, with the exception of the Willamette River, the Marys River, and the Millrace. If pre-existing parcels are entirely within the 100-year floodplain or if this policy renders an otherwise buildable parcel unbuildable, exceptions may be considered to allow limited development. (FP-2)
 - B. Streets, alleys, driveways, and parking lots on undeveloped lands, with the exception of the Willamette River, the Marys River, and the Millrace, should be located outside the 100-year floodplain and wetlands unless it can be demonstrated that they are constructed in a manner that does not restrict or otherwise alter proper floodplain functions, will cause no harm to the properly functioning condition of the stream, and that no other reasonable option is available. (FP-3)
 - C. Infill and redevelopment in the 100-year floodplain of Corvallis streams, with the exception of the Willamette River, the Marys River, and the Millrace, shall maintain or improve stormwater functions and floodplain functions existing prior to the proposed infill or redevelopment, using techniques such as flow-through designs, more pervious surface area, and reduced building footprints. Development standards shall be created to allow additions to existing structures consistent with those structures' design, provided the additions fall below the threshold of "substantial improvement" contained in the Land

Development Code and are constructed consistent with FEMA standards. (FP-4)

- D. Area-specific development standards for the 100-year floodplain of the Marys River, the Willamette Rivers, and the Millrace shall be instituted to maintain stormwater functions, be proportional to the impact of the development on the receiving water bodies, and minimize impacts to other properties.
 - E. New City infrastructure, including streets and sanitary sewers, should be located outside the 100-year floodplain and wetlands unless it can be demonstrated that they will cause no harm to the properly functioning condition of the stream and that no other reasonable option is available. (FP-8)
- 4.9.1 Significant watercourses, lakes, and wetlands shall be preserved, or have their losses mitigated, in order to: maintain clean water, support natural vegetation, protect the aquatic habitat, retain existing significant public vistas, and provide wildlife habitat and recreation sites. Site-specific buffering and setback requirements may be required, as necessary, to achieve protection.
 - 4.10.1 Development within the Urban Growth Boundary shall conform to the Corvallis Drainage Master Plan which includes the site-specific provisions included in the 1996 South Corvallis Drainage Master Plan and subsequent updates of these Plans.
 - 4.10.2 Significant riparian lands within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process, and the City shall work to preserve and enhance native stream corridor vegetation on both public and private lands. (QL-6)}
 - 4.10.7 To minimize the negative impacts of development, stormwater runoff after development should be managed to produce no significant reduction of water quality than prior to development unless more appropriate provisions are identified in adopted comprehensive storm water management plans.
 - 4.11.1 Consistent with State and Federal policy, the City adopts the goal of no net loss of significant wetlands in terms of both acreage and function. The City shall comply with at least the minimum protection requirements of applicable State and Federal wetland laws as interpreted by the State and Federal agencies charged with enforcing these laws.
 - 4.11.5 Local wetland inventories, initiated by the City, completed consistently with State guidelines, and approved by the State shall also represent City-approved inventories that meet Statewide Planning Goal 5 inventory requirements.
 - 4.11.8 City wetland management plans for significant wetlands, as defined by the State through the Statewide Planning Goal 5 process or by a formally adopted plan, shall require protection of these lands consistent with State provisions.
 - 4.13.1 Significant natural plant communities and significant habitats for fish and wildlife within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process.

Findings of Fact:

1. The City of Corvallis adopted a comprehensive Natural Features Inventory project, and provisions for protections of Natural Resources and Natural Hazards in its 2006 Land Development Code, as amended. The Natural Features protections in the LDC are intended to implement the Policies in Article 4, above.
2. Benton County governs development and protections in Natural Features areas in the Urban Fringe through the Natural Features Overlay (2005), in coordination with the City through the Corvallis Urban Fringe Management Agreement. These provisions are consistent with the policies in Article 4.
3. With the exception of "Highly Protected 100-Year Floodplain", none of the natural resources or natural hazards that were identified through the Natural Features Inventory project and subsequently selected for protection through the LDC are located within the Corvallis Municipal Airport properties.
4. As noted above in response to Statewide Planning Goal 5, the presence of habitat for state or federally listed endangered or threatened species has been inventoried within the Corvallis Municipal Airport boundaries, as have the habitats described through the Benton County Species Habitat Conservation Plan. The only associated habitat known to occur within the Airport boundaries is that of the Streaked Horned Lark.
5. Facilities improvements recommended through the 2013 Airport Master Plan do not impact portions of the Corvallis Municipal Airport that contain Highly Protected 100-Year Floodplain.
6. Compliance with state and federal regulations pertaining to the removal or fill of wetlands that are not locally protected will be required as part of constructing some improvements recommended through the 2013 Airport Master Plan. The review of any potential wetland impacts will be coordinated with Benton County, the Oregon Department of State Lands, the Oregon Department of Fish and Wildlife, the Oregon Department of Environmental Quality, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Wetland impacts will be mitigated as deemed necessary through the regulatory permitting process.
7. As permitted in the corresponding land use zones implemented and regulated by Benton County, agricultural practices may occur within the boundaries of the Corvallis Municipal Airport consistent with the operational and safety standards identified in the 2013 Airport Master Plan. The continuation or initiation of agricultural practices on lands outside the boundaries of the Corvallis Municipal Airport but with the Airport Overlay Zone is also permitted subject to standards imposed by Benton County.

8. Quarterly monitoring of stormwater run-off generated within the boundaries of the Corvallis Municipal Airport will continue as part of recommended operational and facility improvements identified in the 2013 Airport Master Plan. The City of Corvallis will be able to implement any additional water quality measures deemed necessary to comply with state and federal water quality standards specified through the National Pollutant Discharge Elimination System and Clean Water Act.

Conclusion:

Based on the facts noted above, staff recommend decision makers conclude that adoption of the 2013 Airport Master Plan as a supporting document to the Comprehensive Plan is consistent with Policies in Article 4 of the Comprehensive Plan.

Article 7 – Environmental Quality

- 7.2.1 The City of Corvallis shall continue to comply with or exceed all applicable environmental standards and shall cooperate with State and Federal regulatory agencies in the identification and abatement of local environmental quality problems, including air, water, and noise pollution on an individual and cumulative basis, as per State and Federal regulations.
- 7.2.6 The City will encourage new development to be sensitive to the environment by having the development avoid significant negative impacts on:
 - A. Air and water quality;
 - B. Noise or light pollution; and
 - C. The hazards related to some types of waste materials.
- 7.3.1 All development within the Corvallis Urban Growth Boundary shall comply with applicable State and Federal air quality standards.
- 7.3.4 The transportation element of the Comprehensive Plan shall guide Corvallis' future efforts towards maintaining air quality standards for transportation-related matters.
- 7.4.1 New development shall comply with applicable State and Federal noise emission standards and the City shall encourage State and Federal agencies to continue a vigorous implementation of these provisions.
- 7.4.5 The City shall continue to assure that the land uses surrounding the airport are of compatible types and consistent with the Airport Master Plan. (See Section 11.9 - Air.)
- 7.5.1 All development within the Corvallis Urban Growth Boundary shall comply with applicable State and Federal water quality standards.

7.5.2 The City shall continue cooperation with Federal, State, and regional agencies involved with the management and quality of Corvallis' water resources.

7.6.4 The City shall ensure that special precautions or limitations are taken for the storage of hazardous substances, particularly in the 100-year flood plain.

Findings of Fact:

1. The 2013 Airport Master Plan includes an inventory of environmental resources that could be impacted by operation and expansion of the Corvallis Municipal Airport. Elements such as air and water quality, and the handling of hazardous materials and wastes were considered. This review is required by several federal laws due to funding received from the Federal Aviation Administration that supports operations at the Corvallis Municipal Airport.
2. Through this environmental resources inventory, it is noted that Benton County is currently in attainment status for all six criteria air pollutants monitored by the U.S. Environmental Protection Agency as part of the National Ambient Air Quality Standards (NAAQS). In addition to these standards, operations at the Corvallis Municipal Airport must also comply with state and local air quality regulations, as required by the Federal Aviation Administration.
3. The Corvallis Municipal Airport is currently served by public water, sanitary sewer, and stormwater sewer lines. Airport operations and planned facility expansions will rely on these facilities. The City of Corvallis currently has a National Pollutant Discharge Elimination System permit to discharge stormwater from the airport property. Water quality tests are conducted four times per year, along with monthly visual inspections, to confirm compliance with state and federal water quality standards.
4. As detailed in the 2013 Airport Master Plan, several areas within the Corvallis Municipal Airport have been impacted by hazardous waste. Corrective action has been taken to treat and reclaim contaminated soils and groundwater consistent with state and federal regulations. Compliance with these regulations is required as part of continued operations and planned expansions of the airport.
5. Facilities improvements recommended through the 2013 Airport Master Plan do not impact portions of the Corvallis Municipal Airport that contain Highly Protected 100-Year Floodplain.
6. Potential impacts from noise and light sources related to operation of the Corvallis Municipal Airport are accounted for through the 2013 Airport Master Plan. Uses allowed within the boundaries of the airport and adjacent Airport Industrial Park are deemed compatible with operational requirements stipulated by the Federal Aviation Administration. As required through provisions of the Airport Overlay Zone implemented by Benton County, uses allowed within the Zone must be

accompanied by a legally binding covenant that acknowledges the potential for noise impacts generated by operations at the Corvallis Municipal Airport.

Conclusions:

Staff recommend that the decision makers conclude that, based on the findings noted above, the 2013 Airport Master Plan is consistent with the applicable policies in Article 7 of the Comprehensive Plan.

Article 8 – Economy

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

- 8.9.8 The City shall encourage the development or expansion of industries in the vicinity of the Corvallis Municipal Airport, provided that such industries meet the requirements of the Airport Industrial Park Master Plan.**

Findings of Fact:

1. The Corvallis Municipal Airport accommodates multiple aeronautical service categories including business travel, cargo transport, emergency medical transport, flight training, recreation, and leisure travel. Flights arriving and departing from the airport are expected to increase at an average rate of 1.14 percent annually over the planning horizon of the 2013 Airport Master Plan. This includes aircraft that are based at the Corvallis Municipal Airport as well as those flights originating from elsewhere. Although the 2013 Airport Master Plan does not quantify economic and employment growth associated with an increase of airport operations, data collected on the type of flights originating or terminating at the airport indicate that roughly 52 percent are associated with itinerate (i.e., on-demand) services associated with business travel, cargo transport, and emergency medical transport.

2. The Corvallis Airport boundaries also include the Airport Industrial Park. A variety of commercial and industrial uses are currently operating or permitted in the Industrial Park, with a requirement that the property is leased to the business owner, and the revenue generated by development at the Industrial Park support the Airport.

3. As discussed in the 2013 Airport Master Plan, operational and facilities improvements recommended for the Corvallis Municipal Airport will not conflict with opportunities to further develop properties within the Airport Industrial Park.

Conclusions:

Staff recommend that the decision makers conclude that, based on the findings noted above, the 2013 Airport Master Plan is consistent with the applicable policies in Article 8 of the Comprehensive Plan.

Article 10 – Public Utilities, Facilities, and Services

- 10.2.1 The City shall prepare, adopt, and periodically update a long-term Capital Improvement Plan for the entire planning period. This Plan shall meet the State public facility plan requirements.**
- 10.2.6 The type, location, and phasing of public facilities and utilities shall be based on actual needs, desired levels of service, cost-effectiveness, and/or property owner willingness to pay for infrastructure.**
- 10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.**

Findings of Fact:

1. The 2013 Airport Master Plan identifies and describes public facility improvements recommended for maintaining acceptable levels of service over the 20-year planning horizon.
2. The scope of facility improvements and property acquisition recommended for the Corvallis Municipal Airport over the 20-year horizon of the 2013 Airport Master Plan is tied to projected demand during the near term (i.e., 2013-2017), intermediate term (i.e., 2018-2022), and long term (i.e., 2023-2032) given expected increases in the volume and types of aircraft that could utilize the airport. Identified improvements will sustain existing service levels for classifications of aircraft that currently utilize the airport as well as enable service of larger, business-class aircraft.
3. To the extent that public utilities and infrastructure may need to be extended or expanded in order to accommodate recommended facilities expansions at the Corvallis Municipal Airport, such extensions are allowed consistent with provisions in the Land Development Code.
4. Chapter 6 of the 2013 Airport Master Plan presents a Capital Improvement Plan specifically for the Corvallis Municipal Airport.

Conclusions:

Based on the facts and analysis above, staff recommend the decision makers conclude that the 2013 Airport Master Plan is consistent with the applicable Comprehensive Plan Policies in Article 10.

Article 11 - Transportation

- 11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.
- 11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.
- 11.2.6 The City shall maintain a long-range transportation plan that will be periodically reviewed and updated.
- 11.2.7 The City shall establish a Capital Improvement Program for the transportation system which:
 - A. Is subject to annual review;
 - B. Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans;
 - C. Defines the locations of rights-of-way necessary for the creation of a community-wide transportation system;
 - D. Establishes a priority for improvements to the system;
 - E. Provides for the needs of all modes of transportation within the rights-of-way; and
 - F. Considers the economic impacts upon properties resulting from transportation improvements.
- 11.9.1 The City should further develop facilities and services at the Corvallis airport. The City shall continue efforts to secure permanent, scheduled air-taxi service.
- 11.9.2 The City shall work to ensure that land uses surrounding the airport both in and outside of the City and Urban Growth Boundary are developed in a fashion that maintains the City's ability to enable the airport to function as an important element of the transportation system.
- 11.9.3 Expansions of the Urban Growth Boundary and other land use actions affecting property around the Corvallis airport shall fully protect airport functions, viability, and expansion potential.
- 11.9.4 Future airport development shall be in accordance with the Corvallis Airport Master Plan.

11.9.5 The Corvallis Airport Master Plan shall be updated every ten years.

11.9.6 All land leases shall be in accordance with Federal Aviation Administration (FAA) regulations, and any potential sale of property in the airport industrial park shall be in accordance with the City of Corvallis Land Disposition Policy as approved by the FAA.

11.9.7 Development in the airport industrial park shall be in accordance with the City of Corvallis Airport Industrial Park Development Plan.

Findings of Fact:

1. The 2013 Airport Master Plan has been prepared through careful consideration of immediate and long term aeronautical travel needs for Corvallis and the surrounding region expected over the 20-year planning horizon. Facility improvements recommended for the Corvallis Municipal Airport are consistent with operational and safety standards established and regulated by the Federal Aviation Administration.
2. As required by local, state, and federal regulations, recommended operational and facility improvements presented in the 2013 Airport Master Plan must be completed in a manner that minimizes impacts on protected natural features and mitigates unavoidable impacts.
3. Potential impacts from noise and light sources related to operation of the Corvallis Municipal Airport are accounted for through the 2013 Airport Master Plan. Uses allowed within the boundaries of the airport and adjacent Airport Industrial Park are deemed compatible with operational requirements stipulated by the Federal Aviation Administration. As required through provisions of the Airport Overlay Zone implemented by Benton County, uses allowed within the Zone must be accompanied by a legally binding covenant that acknowledges the potential for noise impacts generated by operations at the Corvallis Municipal Airport.
4. As noted in response to Article 10 of the Comprehensive Plan, Chapter 6 of the 2013 Airport Master Plan presents a Capital Improvement Plan specifically for the Corvallis Municipal Airport. Projects proposed at the airport will be included with the annual review of the City of Corvallis Capital Improvement Plan. Factors described in Policy 11.2.7 will be considered as appropriate.
5. The 2013 Airport Master Plan identifies operational and facility improvements necessary to sustain existing service levels as well as accommodate demand projected over the 20-year planning horizon; however, establishing regularly scheduled air taxi service is not expected due to existing and forecasted market share of aeronautical travel demand.

6. Chapter 5 of the 2013 Airport Master Plan presents specific procedures for development occurring within and adjacent to the Corvallis Municipal Airport boundaries. Those procedures include, as appropriate, compliance with development standards implemented by Benton County through the Airport Overlay Zone, compliance with the Airport Industrial Park Master Plan, and compliance with limitations on the types of “air-side” and “land-side” uses that may occur based on Federal Aviation Administration regulations. In general terms, the regulatory requirements outlined in Chapter 5 ensure that development occurring within and adjacent to the Corvallis Municipal Airport will not adversely impact its safe and efficient operation.

OVERALL CONCLUSION ON CONSISTENCY WITH APPLICABLE CORVALLIS COMPREHENSIVE PLAN POLICIES

Based on the discussion, findings, and conclusions above, staff recommend the decision makers conclude that the proposed Comprehensive Plan Amendment request, as described in **Attachment D**, is consistent with the applicable Policies in the Corvallis Comprehensive Plan.

OVERALL CONCLUSIONS AND RECOMMENDED ACTIONS

Analysis of the proposed Comprehensive Plan Text Amendment indicates that the request complies with the processes for consideration set forth in the Corvallis Urban Fringe Management Agreement, applicable Comprehensive Plan policies, and Statewide Planning Goals.

Based on this review, it is recommended that the Planning Commission adopt these findings as presented by staff, and recommend that the City Council approve CPA15-3, and to amend the Comprehensive Plan to reflect the adoption of the 2013 Airport Master Plan as a supporting document to the Corvallis Comprehensive Plan. Further, the Planning Commission is also asked to recommend that the City Council approve the proposed text amendments to Article 11 of the Comprehensive Plan, (**Attachment D**).

Staff offer the following Motion for Planning Commission consideration:

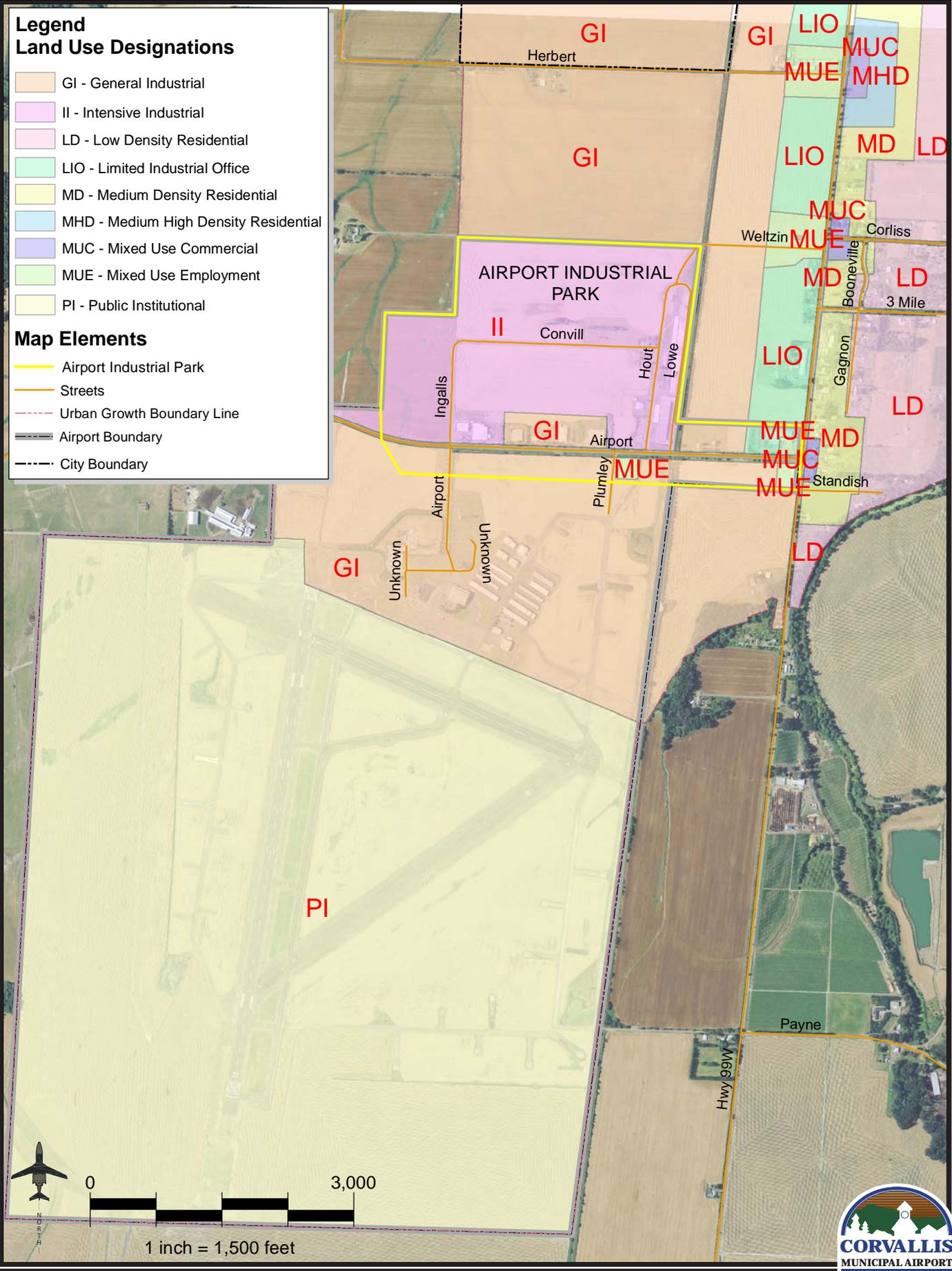
Motion: I move that the Planning Commission forward a recommendation to the City Council, to approve the requested Comprehensive Plan Amendment to adopt the 2013 Airport Master Plan as a supporting Document to the Corvallis Comprehensive Plan. I also move that the Planning Commission forward a recommendation to the City Council to approve the proposed changes to Article 11 of the Comprehensive Plan, as presented in the staff report (**Attachment D**). These motions are based on the criteria, discussions, and conclusions contained within the September 21, 2016, staff report to the Planning Commission, and based upon the findings presented by the Planning Commission during their deliberations.

Legend
Land Use Designations

-  GI - General Industrial
-  II - Intensive Industrial
-  LD - Low Density Residential
-  LIO - Limited Industrial Office
-  MD - Medium Density Residential
-  MHD - Medium High Density Residential
-  MUC - Mixed Use Commercial
-  MUE - Mixed Use Employment
-  PI - Public Institutional

Map Elements

-  Airport Industrial Park
-  Streets
-  Urban Growth Boundary Line
-  Airport Boundary
-  City Boundary



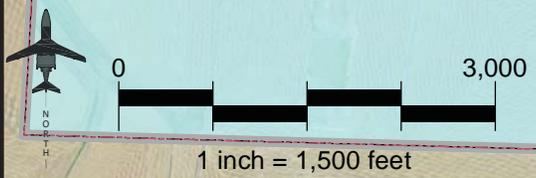
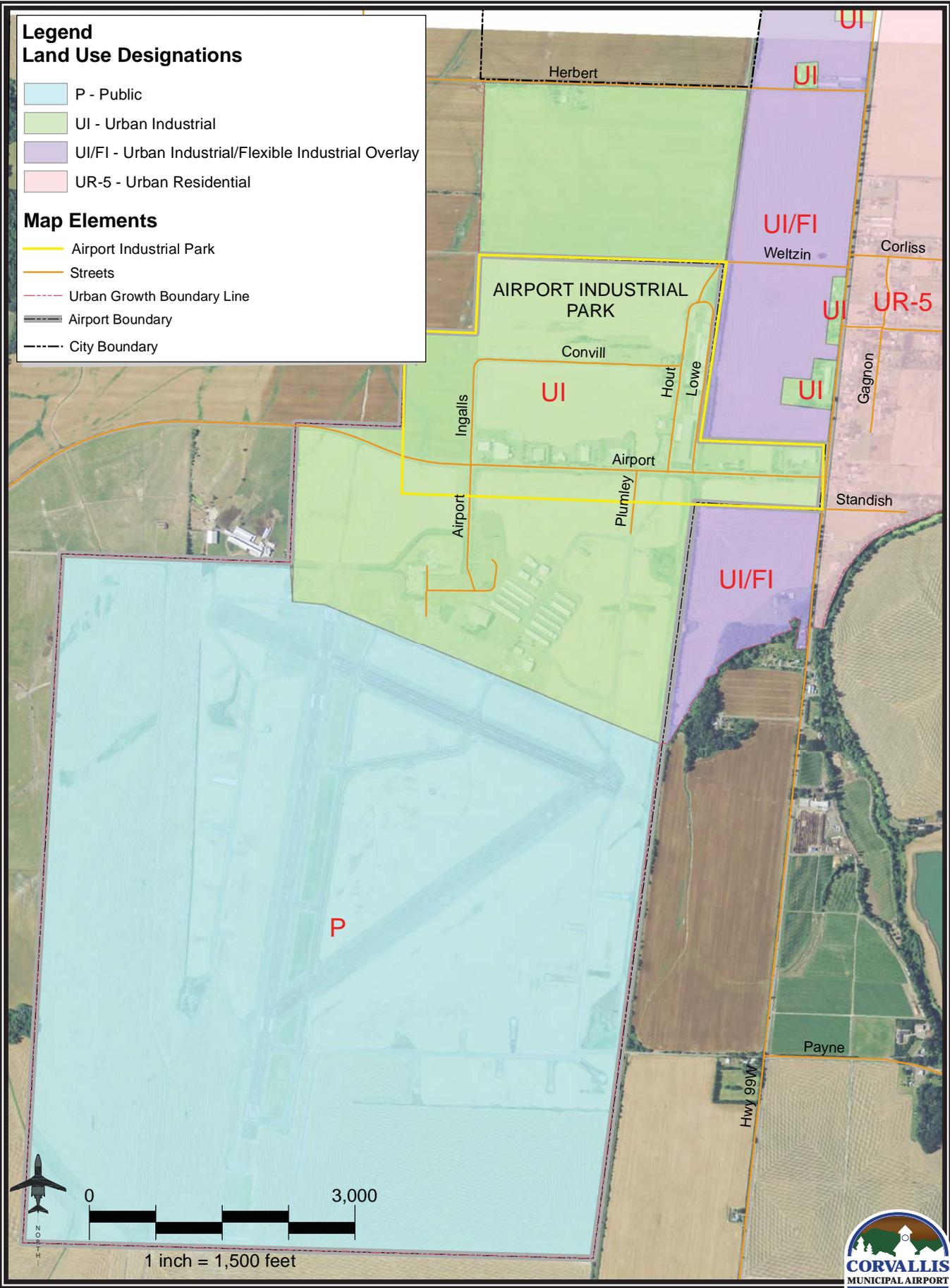
Source: Corvallis Comprehensive Plan

Legend
Land Use Designations

- P - Public
- UI - Urban Industrial
- UI/FI - Urban Industrial/Flexible Industrial Overlay
- UR-5 - Urban Residential

Map Elements

- Airport Industrial Park
- Streets
- Urban Growth Boundary Line
- Airport Boundary
- City Boundary



Source: Benton County Development Code

Attachment B

Attachment C – 2013 Airport Master Plan (dated September 2013):

<http://archive.corvallisoregon.gov/0/doc/822794/Electronic.aspx>

To request a hard copy of the 2013 Airport Master Plan, please contact the City of Corvallis Planning Division at planning@corvallisoregon.gov or

541-766-6908

Article 11. Transportation

11.0 Background

Findings and policies in this Article were first developed for the 1978 Comprehensive Plan. Transportation master plans that contained new findings and policies were completed in 1983 and 1996, and these findings and policies were incorporated into the Comprehensive Plan. Detailed information relating to transportation issues is contained in the 1996 Corvallis Transportation Master Plan and its periodic reviews and updates. A project list taken from this plan and intended to meet the requirements of public facilities planning rules is referenced as follows:

Tables 10-2 and 10-3 on pages 10-3 through 10-6 of the Corvallis Transportation Plan adopted by the City Council in 1996.

This project list is further refined and prioritized in Chapter 11 - Transportation Alternatives Analysis to specifically address transportation needs for the next 20 years.

Facility plans for the provision of transportation facilities within the Urban Growth Boundary are prepared by the City in cooperation with Benton County for roads under County jurisdiction. Yearly updates of the Capital Improvement / Investment Program shall be the City's short-term list of projects required by public facilities planning rules.

11.1 Relevant Vision Statement Elements

"Public and private sector collaboration has resulted in a regional transportation system which makes it easy for employees to walk, cycle or ride mass transit to work. The regional system also links with the north-south high-speed rail system for those traveling to Eugene, Salem, or Portland. Public and private incentives exist which encourage employees to use mass transit. This, in turn, has reduced the reliance on the automobile as well as eased traffic congestion and air pollution. Congestion, particularly through the downtown, was also eased with the extension of the north-south bypass."

"In addition, the Corvallis Regional Airport offers service with daily flights to points in Oregon, Washington, California, and beyond. A base for air freight services, particularly in conjunction with the airport's industrial park, serves as a relief airport for Portland and Eugene and provides hangar space and support services for locally-based corporate planes."

"Air pollution has been lessened, thanks to changing attitudes and actions by residents, strict environmental regulations, an increased emphasis on non-polluting forms of heating and transportation, conservation and technological advances. The number of daily auto trips and the length of those trips has been significantly reduced by: close coordination of land use and transportation decisions creating a careful mix of uses within neighborhoods;

designing and building neighborhoods that are safe, easy, and convenient to walk and bicycle in; and building pedestrian connections between neighborhoods."

"The paratransit system has been expanded, and public transit works more successfully with increased ridership and more frequent service between compact pedestrian-friendly neighborhoods. The result is cleaner air, quieter neighborhoods, and a healthier populace. Trees have been planted throughout the community to take advantage of their aesthetic qualities, to provide cooling during the summer, and for their ability to help cleanse the air we breathe."

11.2 Transportation System Planning

Findings

- 11.2.a With some exceptions, the present transportation system for the City of Corvallis is generally adequate for local, as well as through, traffic.*
- 11.2.b The timing, location, and expansion of the transportation system are important factors affecting future urbanization.*
- 11.2.c The majority of the community's future movement will occur over street rights-of-way, whatever the mix of transportation modes. While the private motor vehicle will continue to be the primary mode of transportation over the planning period, other modes, such as public transit, bicycles, and pedestrian movement will increase in importance over the planning period.*
- 11.2.d A major concern of the community regarding the transportation system is the need to maintain and improve the livability of residential areas in the face of increasing population and transportation requirements.*
- 11.2.e Present methods of assessing abutting properties for major arterials and other major streets take into account adopted land use policies. The primary basis is that benefitted properties are expected to equitably participate in street improvements. This periodically leads to conflicts between transportation and land use activities.*
- 11.2.f The needs of those people who, because of age, economic status, or physical or mental disability have limited transportation choices require special consideration in the planning of the transportation system.*
- 11.2.g Motorized transportation is a major consumer of increasingly scarce energy resources.*
- 11.2.h Certain highway corridors to and through Corvallis are considered major entryways or gateways to the community.*

11.2.i *A problem with existing trails, multi-use paths, and pedestrian ways has been the lack of continuity in some areas where these facilities exist for a short distance and then terminate with no logical connection to other facilities.*

Policies

- 11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.
- 11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.
- 11.2.3 The City shall develop and promote alternative systems of transportation which will safely, economically, and conveniently serve the needs of the residents.
- 11.2.4 Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.
- 11.2.5 The transportation system shall give special consideration to providing energy efficient transportation alternatives.
- 11.2.6 The City shall maintain a long-range transportation plan that will be periodically reviewed and updated.
- 11.2.7 The City shall establish a Capital Improvement Program for the transportation system which:
 - A. Is subject to annual review;
 - B. Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans;
 - C. Defines the locations of rights-of-way necessary for the creation of a community-wide transportation system;
 - D. Establishes a priority for improvements to the system;
 - E. Provides for the needs of all modes of transportation within the rights-of-way; and
 - F. Considers the economic impacts upon properties resulting from transportation improvements.

11.2.8 The following highway corridors shall be considered primary and important entryways or gateways into Corvallis:

Highway 99W from the north (north of the City Center)
Highway 99W from the south (south of the City Center)
Highway 20 from the northeast (between North Albany and the City Center)
Highway 34 from the east (between Tangent and the City Center)
Highway 20/34 from the west (between Philomath and the City Center)

11.2.9 Special attention shall be given to major entryways or gateways into Corvallis to ensure that they reflect and contribute to a positive and desirable image of the community.

11.2.10 Development proposals shall be reviewed to assure the continuity of sidewalks, trails, multi-use paths, and pedestrian ways.

11.2.11 The City shall coordinate with the Oregon Department of Transportation (ODOT) in implementing its highway improvement program.

11.2.12 The transportation system shall reflect consistency with the Corvallis Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.

11.2.13 Uniform construction standards which accommodate all transportation modes shall be maintained for the City's transportation system.

11.2.14 Oregon Department of Transportation should fund, maintain, and improve all State highway facilities (highways 99W, 34 and 20) to meet level-of-service standards contained in the Oregon Highway Plan. When specific construction plans are proposed, ODOT should prepare comprehensive roadway designs that recognize urban usage for surface transportation modes, including facilities for pedestrians, bicycles, transit, drainage, curbs, and gutters.

11.2.15 Corvallis will invest in planning and coordinate with the State and counties to develop highly detailed transportation and access plans that firmly fix the location of future arterial and collector streets for each developing sector within the Corvallis Urban Growth Boundary.

11.3 Auto Traffic and Circulation

Findings

11.3.a *Corvallis' developed transportation network lacks completed circumferential routes.*

11.3.b *Adequate transportation facilities are key to the development of commercial, industrial, and research areas.*

- 11.3.c Direct access from the airport industrial area to the rest of the community is currently limited to South 3rd Street.*
- 11.3.d The development potential of the airport industrial area, the Sunset Research Park and shopping area, and south and west Corvallis would be greatly improved with the completion of a circumferential street in the southwest quadrant of the City.*
- 11.3.e The citizens of the community desire that the transportation system maximize access without decreasing livability.*
- 11.3.f Residential uses along arterial streets must be carefully designed to be compatible with long-range transportation planning.*
- 11.3.g There is a need to weigh the costs and benefits between improved transportation access for the community as a whole and maintaining livability of established residential areas which have developed along major streets. In addition to the level-of-service (LOS), livability, sustainability, and accessibility should be considered.*
- 11.3.h Oregon Revised Statutes (ORS 368.093, Section 3), requires that a governing body of a City consult with and consider the needs of the Fire Department when adopting road specifications and standards.*
- 11.3.i A street pattern that is roughly rectilinear with frequent connections can disperse auto traffic, reduce the distance of local trips, and provide better connections for pedestrians and bicyclists.*
- 11.3.j There are good methods available that can be used to discourage through traffic in residential areas. On arterial and collector streets, capacity improvements can be made, such as adding lanes, turn lanes, and signals. On local streets, parking changes can be made, signs and traffic calming features can be installed, such as bulbed intersections.*
- 11.3.k If traffic congestion increases on arterials and other major streets without improvements to or expansion of the system, including the use of transportation demand management and transportation system management techniques, traffic pressure increases on local streets and detracts from residential livability.*
- 11.3.l The acquisition of adequate rights-of-way is required prior to, or during, the development process for economical and efficient implementation of street plans.*
- 11.3.m Adequate setbacks would increase safety and improve the movement of traffic along major arterials and other major streets.*
- 11.3.n Control of access will improve the capacity of an arterial / collector street and reduce accidents, pollution, and congestion.*

11.3.o Residential land uses require access for emergency and service vehicles.

11.3.p Improvement and expansion of the transportation system is accomplished through the Capital Improvement Program and the development process. Improvements and expansions are expected to meet adopted community plans and standards.

Policies

- 11.3.1** In areas where undeveloped industrial land depends on access from arterial or collector roadways nearing capacity, the City shall encourage businesses to explore options such as using rail transportation services and flex time for employees that minimize off-site transportation impacts.
- 11.3.2** Circumferential routing of major streets with controlled access and adequate setbacks shall be developed to facilitate the movement of through traffic.
- 11.3.3** Access control plans shall be developed for major streets on which direct access from abutting properties impairs the safe operation of the street.
- 11.3.4** The City shall maintain the carrying capacity and viability of major arterials and other major streets by developing, adopting, and implementing access control standards that restrict or reduce curb cuts and other direct access points, require adequate rights-of-way, setback lines, and road improvements as part of the development process.
- 11.3.5** Local streets shall be designed and built to discourage high speed through traffic.
- 11.3.6** Adequate street widths and routes shall be provided for emergency and service vehicles while maintaining accessibility to abutting properties.
- 11.3.7** The City shall work with Benton County to ensure that all development within the Urban Growth Boundary shall conform to, and participate in the implementation of, the adopted City of Corvallis Transportation Plan.
- 11.3.8** Streets shall be classified as "arterial highway," "arterial street," "collector street," "neighborhood collector," or "local street." These classifications shall reflect their use. New development may designate two levels of local street, local connector and local. Each development project shall be reviewed for its logical progression and connection from local streets to neighborhood collector, or collector streets, to arterials for site access. Each development project shall provide improvements necessary to make logical connections. Emphasis should be placed on creation of a roughly rectilinear street pattern that encourages dispersion of local traffic through a number of streets and minimizes the use of cul-de-sacs.

- 11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.
- 11.3.10 In addition to level-of-service and capacity demands, factors such as livability, sustainability, and accessibility shall be considered in managing the City's transportation system.
- 11.3.11 Private driveway access shall be limited on all existing and future arterial streets to reduce interference, improve safety, and preserve traffic capacity. New residential driveways shall not directly access arterial streets where alternate access can be developed. At the time of development or redevelopment, opportunities to restrict or combine access points along arterials should be pursued.
- 11.3.12 New local streets, neighborhood collectors, collector streets, and arterial streets shall be located and designed to manage traffic volume and speed to minimize negative impacts on abutting land uses.
- 11.3.13 In existing neighborhoods, changes in traffic control, such as the use of diverters and traffic circles for local streets, shall be considered through use of a neighborhood traffic management corridor plan. The area affected by the change in traffic control shall be determined by traffic engineering studies.
- 11.3.14 The City shall evaluate planted medians as an extra-capacity feature (needed for safety and traffic calming) for arterials and collectors otherwise requiring a continuous center turn lane, and the appropriateness of reimbursement through system development charges.

11.4 Auto Parking

Findings

- 11.4.a *Corvallis has a number of areas in which parking problems exist.*
- 11.4.b *Inappropriately designed and placed on-street parking increases congestion and reduces the safety of streets.*

- 11.4.c Inappropriate on-street parking on collector and arterial streets can reduce the efficiency of traffic movement, increase the likelihood of accidents, and can have a negative impact on adjacent land uses.*
- 11.4.d On-street parking can add to congestion, and decrease safety; however, properly developed on-street parking in residential areas can discourage through traffic, reduce vehicle speeds, and generally improve neighborhood livability.*
- 11.4.e Single-level, off-street parking near major traffic generators and other major facilities uses inordinate amounts of land.*
- 11.4.f Many older, established areas have inadequate off-street parking.*
- 11.4.g Parking problems can in part be alleviated by a shift to other modes of transportation such as transit, bicycles, and walking.*

Policies

- 11.4.1** The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.
- 11.4.2** The City shall adopt and implement measures that discourage nonresidential vehicular parking on residential streets and in other adversely affected areas.
- 11.4.3** All traffic generators shall provide adequate parking.
- 11.4.4** Multiple-level parking facilities near major traffic generators should be encouraged where practical.
- 11.4.5** The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.
- 11.4.6** New industrial and commercial development shall provide preferential car pool and van pool parking near primary building entrances.
- 11.4.7** The City shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities. Factors such as good transit and pedestrian access should be considered.

11.5 Bicycle

Findings

- 11.5.a The size and terrain make much of Corvallis suited to the use of bicycle for alternative transportation and recreation purposes.*
- 11.5.b A recognized need in Corvallis is a well-designed, interconnecting network of multi-use trails which connects parks and recreation facilities, open space, schools, residences, and employment centers.*
- 11.5.c The County and City should jointly plan to provide trails and multi-use paths within or near the Urban Fringe.*
- 11.5.d When properly designed, bikeways can be considered for multi-use purposes.*
- 11.5.e The development of bikeways on arterial and collector streets may result in the loss of on-street parking for abutting properties.*

Policies

- 11.5.1** Bikeways shall be conveniently located, be adequately constructed, have minimal stops and obstructions, and have safe crossings on major streets.
- 11.5.2** Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.
- 11.5.3** On-street parking should be managed where it conflicts with bicycle corridors.
- 11.5.4** Acquisition of land and/or easements for bikeways and trails shall be evaluated along with the need of land for parks and open space.
- 11.5.5** Selected bikeways shall be designed to accommodate multi-use activities.
- 11.5.6** Bikeways shall be developed to provide access to all areas of the community.
- 11.5.7** All new collector and arterial streets shall be designed to accommodate bicycle facilities.
- 11.5.8** All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.
- 11.5.9** The City shall work with local businesses to accommodate the conversion of adjacent on-street automobile parking to bicycle parking where appropriate.

- 11.5.10 When economically feasible, bicycle facilities shall be physically separated from pedestrian facilities.
- 11.5.11 Where bicycle and pedestrian facilities are combined, adequate width for the combined uses shall be provided.
- 11.5.12 Safe and convenient bicycle facilities that minimize travel distance shall be provided within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.
- 11.5.13 The City shall provide adequate covered bicycle parking facilities at major transit stations.
- 11.5.14 The City shall work to acquire abandoned railroad rights-of-way for multi-use paths to serve bicycle, pedestrian, and equestrian uses.
- 11.5.15 The City shall work to maintain and preserve the scenic aspects of current and future separated multi-use paths.
- 11.5.16 The City shall install bicycle carrier racks on City buses and encourage the provision of bike carrier racks on inter-City buses such as the Linn - Benton loop bus.

11.6 Pedestrian

Findings

- 11.6.a Pedestrian movement has not been adequately planned in the past.*
- 11.6.b Pedestrian crossings on many major streets are unsafe.*
- 11.6.c Architectural barriers restrict access for handicapped persons.*
- 11.6.d The 1990 Census identifies the pedestrian mode as the second highest mode used in Corvallis to get to work, while Oregon State University has identified it as the most common mode for students accessing the campus.*
- 11.6.e Many barriers to pedestrian use exist in the community, including multi-lane roadways with no pedestrian refuge, long blocks requiring extended out-of-direction travel, and lack of sidewalks or other pedestrian facilities in some areas.*

Policies

- 11.6.1** The City shall require safe, convenient, and direct pedestrian routes within all areas of the community.
- 11.6.2** The community shall give special consideration to providing access for handicapped people.
- 11.6.3** Pedestrian access shall be addressed in the review of proposed cul-de-sac developments. The City shall require pedestrian rights-of-way interconnecting the ends of such streets where feasible .
- 11.6.4** New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.
- 11.6.5** All arterial and collector streets shall have sidewalks constructed at the time of initial street improvement to encourage pedestrian use.
- 11.6.6** Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.
- 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.
- 11.6.8** The Oregon Department of Transportation shall construct sidewalks at the time of highway improvements as an integral part of the improvement and pay the sidewalk improvement costs with ODOT project funds.
- 11.6.9** Maintenance policy decisions shall consider and encourage pedestrian facility use.
- 11.6.10** Flexibility in pedestrian facility standards may be allowed for retrofitting of local streets in substandard locations when the deviation from standards can be shown to better pedestrian accessibility.
- 11.6.11** The City shall encourage timely installation of pedestrian facilities to ensure continuity and reduce hazards to pedestrians throughout the community.
- 11.6.12** New commercial development shall be oriented toward adjacent existing and planned sidewalk facilities to encourage pedestrian, bike, and transit activity.
- 11.6.13** New commercial and residential development shall generally provide for a maximum block perimeter of 1,500 feet, except where it would negatively impact significant natural features.

11.7 Transit

Findings

- 11.7.a Public transit offers the community a mechanism to reduce traffic and pollution as well as to increase energy efficiency.*
- 11.7.b Work, school, medical, and shopping trips are the most conducive to mass transportation.*
- 11.7.c Within the Urban Growth Boundary, the present transit system is inadequate in the areas of coverage and frequency of service. A determination of the community's transit needs could best be developed through a route and schedule analysis.*
- 11.7.d A viable transit system is dependent upon efficient access to the population service area and adequate funding.*
- 11.7.e Local, national, and statewide commercial buses, and private operators now provide inter-city public transportation in the region. These existing carriers will continue to play an important part in the public transportation system of the area.*
- 11.7.f A regional transit system may be needed within the planning period to provide adequate access to regional recreational areas.*
- 11.7.g Additional public transportation connections between Corvallis and other areas of the Willamette Valley will need to be improved within the planning period.*
- 11.7.h Albany, Corvallis, and Philomath will need to develop mechanisms to provide public transportation between jurisdictions, perhaps expanding service provided by the Linn - Benton Loop System.*

Policies

- 11.7.1** An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.
- 11.7.2** The City of Corvallis shall cooperate with neighboring jurisdictions to provide a regional transportation system which facilitates convenient, energy efficient travel. This shall address the needs of persons who, for whatever reason, do not use private automobiles.
- 11.7.3** The City of Corvallis should participate in a trial operation of a Philomath - Corvallis transit system before making long-term commitments to this regional service.

- 11.7.4 Arterial and collector street designs shall include evaluation for transit facilities such as bus stops, pullouts, shelters, optimum road design, and on-street parking restrictions as appropriate to facilitate transit service.
- 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.
- 11.7.6 Park-and-ride lots on the periphery of Corvallis shall be investigated by the City as an alternative solution to parking and congestion problems.
- 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.

11.8 Rail

Findings

- 11.8.a Rail passenger service to Corvallis is included in the State Rail Plan but is currently not available in Corvallis.*
- 11.8.b Rail freight service to the area is provided by Willamette and Pacific Railroad.*
- 11.8.c Railroad crossings constitute a pedestrian / auto safety hazard in heavily urbanized areas.*
- 11.8.d The availability of good, reliable and cost-effective rail service to industrial sites is an important element in promoting economic development.*

Policies

- 11.8.1 Rail service should be considered as an alternative for future transportation planning.
- 11.8.2 Corvallis shall pursue methods to increase the safety of railroad crossings.
- 11.8.3 The City shall work with industry and rail service providers to retain rail service to this community's industrial areas.
- 11.8.4 The City shall work with government, passenger rail service providers, and other agencies to obtain passenger rail service for Corvallis.

11.9 Air

Findings

- 11.9.a The Corvallis airport has the potential to become a significant general aviation facility.*
- 11.9.b Improper use of lands abutting the airport would reduce the ability of the airport to function as an element of the transportation system.*

Policies

- 11.9.1** The City should further develop facilities and services at the Corvallis airport. The City shall continue efforts to secure permanent, scheduled air-taxi service.
- 11.9.2** The City shall work to ensure that land uses surrounding the airport both in and outside of the City and Urban Growth Boundary are developed in a fashion that maintains the City's ability to enable the airport to function as an important element of the transportation system.
- 11.9.3** Expansions of the Urban Growth Boundary and other land use actions affecting property around the Corvallis airport shall fully protect airport functions, viability, and expansion potential.
- 11.9.4** Future airport development shall be in accordance with the Corvallis Airport Master Plan.
- 11.9.5** The Corvallis Airport Master Plan shall be updated every ten years.
- 11.9.6** All land leases shall be in accordance with Federal Aviation Administration (FAA) regulations, and any potential sale of property in the airport industrial park shall be in accordance with the City of Corvallis Land Disposition Policy as approved by the FAA.
- 11.9.7** Development in the airport industrial park shall be in accordance with the City of Corvallis Airport Industrial Park Development Plan.

11.10 Water

Findings

- 11.10.a The Marys and Willamette Rivers are not utilized in the transportation system servicing Corvallis.*

Policies

- 11.10.1** The Marys and Willamette Rivers should be considered as potential resources in future transportation planning.

11.11 Central City Transportation Issues

Findings

- 11.11.a Heavy truck traffic creates severe problems for local businesses because of the noise, exhaust emissions, congestion, and safety hazards.*
- 11.11.b Congestion and noise caused by heavy truck traffic are detrimental to the function of the shopping area within the Central Business District. To address these concerns the development of the northern leg of the bypass will be needed in a timely manner.*
- 11.11.c The 1995 Downtown Parking Study indicates that a surplus of almost 700 spaces within the downtown core exists; however, within the core, several blocks are experiencing parking shortages. Additional shortages in the core area and along the riverfront are anticipated within the next ten years.*
- 11.11.d The City's parking requirements have hindered some owners from developing or redeveloping their property in the downtown.*
- 11.11.e Some downtown streets are not designed well for bicycle travel.*
- 11.11.f Downtown retail uses have expanded beyond the boundaries of the current "downtown free parking area," restricting customer parking in some areas.*

Policies

- 11.11.1** The City shall seek alternative routing, including completion of the northern leg of the bypass, and size and weight limits to better manage heavy truck traffic within the core area without significantly reducing the livability of other areas of Corvallis.
- 11.11.2** The downtown transportation system should be oriented primarily towards providing access and parking for area employment centers and commercial activities, as well as providing for the transportation needs of the residents of the downtown area. Within the core area of the central business district, the emphasis shall be on pedestrian movement. Transportation system improvements in the core area will be consistent with the Downtown Streetscape Plan (1988).
- 11.11.3** The City shall work with the Downtown Parking Commission and shall develop, adopt, and implement a parking plan for the Central City which re-evaluates the distribution of free and metered parking, develops an equitable mechanism for new development to contribute to shared parking in lieu of on-site parking, and may include provisions for multi-level parking structures.

11.11.4 On a periodic basis, the City shall update the Corvallis Transportation Plan that considers all elements of the transportation system, with attention to the special needs of the Central City.

11.11.5 The City shall seek ways to improve bicycle travel to and through the downtown area.

11.12 Oregon State University Transportation Issues

Findings

11.12.a *The existing traffic pattern serving Oregon State University has an impact on the community. These impacts include additional through traffic in neighborhoods and higher-speed traffic in residential areas.*

11.12.b *Existing non-university traffic patterns include traffic flow through the campus which has an impact on the campus community.*

11.12.c *Off campus on-street parking of university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by encouraging increased use of the free transit pass program, increased bicycle and pedestrian travel, and by developing and implementing a parking plan.*

Policies

11.12.1 The University and the City shall work together to improve traffic patterns through and around Oregon State University which will reduce negative impacts on existing residential areas and the campus.

11.12.2 The University shall develop and implement a transportation and parking plan that reduces the negative traffic and parking impacts on existing residential areas.

11.12.3 All-day parking of University-related vehicles on streets in proximity to the University shall be discouraged.

11.12.4 The City shall work with the University to minimize Oregon State University-related off-campus parking problems.

11.12.5 The City shall work with OSU to develop a plan to decrease traffic and parking impacts in and around the University during major events.

11.13 South 3rd Street Transportation Issues

(For discussion of South 3rd Street transportation issues, see the South Corvallis Area, Section 13.11.)

11.14 West Corvallis Transportation Issues

(For discussion of West Corvallis transportation issues, see the West Corvallis - North Philomath Plan, Section 13.12.)

11.15 Supporting Documents

Item	Date	Location of Document
Corvallis Transportation Plan	1996	Corvallis - Benton County Public Library
Corvallis Transportation Demand Management Plan	1998	Corvallis - Benton County Public Library
Benton County Transportation System Plan	1998	Corvallis - Benton County Public Library
Corvallis Downtown Parking Study	1995	Corvallis Planning Division Library
Oregon Transportation Plan	1990	Corvallis - Benton County Public Library
Oregon Highway Plan	1991 (1998)	Corvallis - Benton County Public Library
Oregon Bicycle and Pedestrian Plan	1996	Corvallis - Benton County Public Library
Oregon Public Transportation Plan	1997	Corvallis - Benton County Public Library
South Corvallis Area Plan	1998	Corvallis - Benton County Public Library
West Corvallis - North Philomath Plan	1998	Corvallis - Benton County Public Library
Corvallis Airport Master Plan	2003-2013	Corvallis Public Works Department
Corvallis Airport Industrial Park Development Plan	draft	Corvallis Public Works Department
Corvallis Land Disposition Policy Municipal Code Section 1.04.060	1995	Corvallis - Benton County Public Library
Downtown Streetscape Plan	1988	Corvallis Planning Division Library

11.16 Advisory Boards

Citizens Advisory Commission on Transit
Bicycle and Pedestrian Advisory Commission Board
<u>Airport Advisory Board</u>

11.17 Mandated Reports / Plans / Inventories

Central City parking plan
Access control standards and plans
OSU traffic and parking plan

CORVALLIS URBAN FRINGE MANAGEMENT AGREEMENT

1. The City of Corvallis, Oregon and Benton County, Oregon hereby establish a joint management procedure pursuant to ORS 197.190 for the implementation of the Corvallis Urban Growth Boundary and plan for the Corvallis Urban Fringe; both of which form an integral part of the Corvallis Comprehensive Plan. The area situated inside the Corvallis Urban Growth Boundary and outside the Corvallis City limits shall be referred to as the Urban Fringe.
2. The City and County further agree to utilize the provisions of this agreement, the Corvallis Comprehensive Plan, as amended, the Benton County Comprehensive Plan, as amended, as the basis for review and action on Comprehensive Plan amendments, development proposals and implementing regulations which pertain to the Urban Fringe.
3. The City and County recognize that Oregon statutes and Statewide Planning Goals require a generalized, coordinated Comprehensive Plan map and policy statement for the Urban Fringe. The City and County agree to the following process for amendment of the Corvallis Comprehensive Plan text, map and Urban Growth Boundary as they pertain to the Urban Fringe.

A plan may only be amended semi-annually or after a determination by both City and County that there exists a significant community need to consider an amendment. If the determinations of the City and County differ, then the application for amendment will be considered at the next semi-annual review. The County will accept all applications for amendments and refer such applications to the City to allow for concurrent review.

The City and County staffs will jointly set the public hearing schedule for the amendment application(s). A joint public hearing will be held before the Corvallis and Benton County Planning Commissions. Following the close of the public hearing, the Planning Commissions shall deliberate either jointly or separately and forward a separate recommendation to their respective governing body.

If the Comprehensive Plan amendment is legislative in nature, the Benton Government Committee shall meet to discuss outstanding issues and recommend resolution of the matter to the City Council and County Commissioners.

A joint public hearing will be held before the Corvallis City Council and the Benton County Board of Commissioners. Within 30 days following the close of the public hearing each governing body shall reach a preliminary decision. Notice of the preliminary decision shall be forwarded to the other governing body. If the positions of the two jurisdictions are

identical, then the preliminary decision shall become final by passage of an ordinance by each governing body. If the positions of the two jurisdictions differ, either party may accept the decision of the other. If either party does not accept the decision, a joint meeting of the City Council and the Board of Commissioners will be held within 30 days of the last preliminary decision to resolve the differences prior to final action by either jurisdiction.

The procedures in this Section (No. 3) shall not apply to amendments of the Plan text, map, or Urban Growth Boundary that may be required by the Land Conservation and Development Commission.

4. The Benton county Board of Commissioners shall not initiate the creation of any special districts pertaining to the Urban Fringe for the provision of utilities, transportation, recreation, or other public facilities or services unless such districts:
 - a. Are approved by both parties; and
 - b. Recognize the City as the ultimate provider of urban services; and
 - c. Require improvements to full City standards; and
 - d. Lie within 1,000 feet of the City limits.

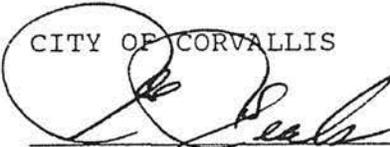
5. The Benton County Board of Commissioners shall not approve the creation of any special districts pertaining to the Urban Fringe for the provision of utilities, transportation, recreation, or other public facilities or services unless such districts:
 - a. Recognize the City as the ultimate provider of urban services; and
 - b. Require improvements to full City standards.

6. The City and County further agree to the following process for review and action on development proposals and implementing programs which pertain to the Urban Fringe:
 - a. The City shall make recommendations on development proposals, and implementing programs and projects which pertain to the Urban Fringe, for which the County has authority, including the following:
 - 1) Amendments to the zoning ordinance text and map;
 - 2) Planned unit developments;
 - 3) Conditional use permits;
 - 4) Land division;
 - 5) Public facility master plans;
 - 6) Public improvement projects;
 - 7) Utility extensions;
 - 8) Recommendations for the designation of health hazard areas;
 - 9) Capital Improvement Program;

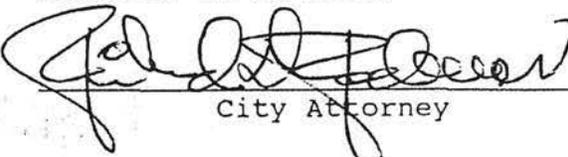
- 10) Special district formation.
 - b. The County shall make recommendations on development proposals and implementing programs which pertain to the Urban Fringe, for which the City has authority, including the following:
 - 1) Public facility master plans;
 - 2) Requests for annexation;
 - 3) Capital Improvement Program.
 - c. The jurisdiction which has the authority for making a decision on one of the items in either 6a or 6b shall formally request the other jurisdiction to review the proposal and recommend action. This request for review and recommendation shall allow the reviewing jurisdiction a minimum of twenty-one (21) days to respond. If no response is received or no extension is requested, it will be assumed that the reviewing jurisdiction has no comment.
 - d. Nothing contained within this section is intended to alter the legal decision-making authority of either the City or the County.
7. The City shall be responsible for the preparation of a Public Facilities Plan for the Urban Growth Boundary as required by OAR 660-11-000 and ORS 197.712 (2)(e). The City shall consult with the County and consider incorporating into the Public Facilities Plan County recommendations and proposals for design standards, extensions, and improvements to County roads within the Urban Growth Boundary.
8. Annexation applications to the City which are for areas outside the Urban Growth Boundary shall not be considered. Procedures for amending the Urban Growth Boundary prior to accepting such annexation applications are outlined in Section 3.
9. The City and County shall establish a planning area which shall extend beyond the Urban Growth Boundary wherein the County will give the City the opportunity to review and make recommendations on County plans, ordinances, and development proposals prior to action by the County.
10. The City and County agree to establish a significant service area boundary within two (2) years of the adoption date of this agreement.
11. The City and County agree to conduct reviews of the allocation of industrial land within the Corvallis Urban Fringe. The reviews shall be conducted by the Benton County Planning Commission and by the Corvallis Planning Commission. The reviews shall result in reports for submission to the respective governing bodies within one (1) year.

12. This agreement may be amended at any time by mutual consent of both parties after referral to the City and County Planning Commissions for recommendation.
13. This agreement may be terminated by either party provided that the following procedure is used:
 - a. A public hearing shall be called by the party considering termination. That party shall give the other party notice of hearing at least 40 days prior to the scheduled hearing date. This 40-day period shall be used by both parties to seek resolution of any differences.
 - b. Public notice of the hearing shall be in accordance with applicable state and local statutes and goals.
 - c. An established date for termination of the agreement shall be at least 180 days after public hearing in order to provide ample time for resolution of differences, reconsideration of the decision and the adoption of a replacement Urban Fringe Management Agreement which complies with statewide goals, statutes, and administrative rules.
14. This agreement amends the agreements between the City of Corvallis and Benton County signed June 3, 1981 and October 18, 1982.

Dated this 20th day of December, 1990.

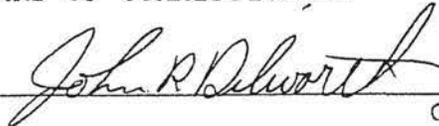
CITY OF CORVALLIS


 GERALD SEALS, CITY MANAGER

APPROVED AS TO FORM:


 City Attorney

Date: 12-20-90

BENTON COUNTY
 BOARD OF COMMISSIONERS


 CHAIR

APPROVED AS TO FORM:


 County Counsel

Date: 12-19-90

RECEIVED

FEB 03 2016

AGENDA CHECKLIST
BENTON COUNTY BOARD OF COMMISSIONERS
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Item #
4.2

Benton County Counsel

This document must be completed for each agenda item submitted for consideration by the Board of Commissioners at any meeting where a Board quorum is expected.

Suggested Placement for this Agenda Item:

- [X] BOC Tuesday Meeting
[] Other:

Suggested Agenda Date: February 16, 2016

Contact Person: Kristin Anderson

Phone Extension: 6298

Person Attending BOC Meeting (REQUIRED):

Greg Verret, Kristin Anderson,

Department Submitting: Community Development
Short Title of Agenda Item: Consent Calendar:
Amending City of Corvallis's Comprehensive Plan
to include the City's Airport Master Plan

Person(s) Who Should Receive Signed Documents
After Meeting: Kristin Anderson

This Item Involves: (Check all that apply for this meeting.)

- [] Order/Resolution
[] Ordinance/Public Hearing:
[] 1st Reading [] 2nd Reading
[] Public Comment Anticipated:
Estimated Time
[] Document Recording Required
[] Contract/Agreement
[] Appointments
[] Update on Project/Committee
[] Discussion Only
[X] Discussion & Action
1 minute Estimated Time
[] Special Report:
[] Oral [] Written

If appropriate, have Boards/Committees been involved?

[] Yes [] No [X] Not Applicable

If yes, address under Salient Issues, page 2.

If appropriate, has this agenda/item been advertised?

[] Yes [] No [X] Not Applicable

Names of Publications

Dates of Publication:

Reviewed By: (Signature and Date Required)

Greg Verret 2/3/2016 Department Head

Required for all BOC meetings

JA 2-3-16 Chief Operating Officer

Required for all BOC meetings

County Counsel

Required for all legal documents

Budget Office

If appropriate

Human Resources

Required for all personnel actions

Jessica Riley 2/3/16 BOC Administration

Required for all BOC meetings

Provide one original or send electronically to Board Staff.

DO NOT USE STAPLES!

AGENDA CHECKLIST
BENTON COUNTY BOARD OF COMMISSIONERS
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DATE OF MEETING:

February 16, 2016

TITLE OF AGENDA ITEM:

Consent Calendar: Amending City of Corvallis's Comprehensive Plan to include the City's Airport Master Plan

IDENTIFIED SALIENT ISSUES:

The Board of Commissioners decided at their February 2, 2016 meeting to put this item on the February 16 Consent Calendar.

Background

The Corvallis Municipal Airport is located approximately 0.4 miles south of Corvallis City Limits, within an approximately 1,510 acre area of land. Federal law requires that all this land remain under the ownership of the City of Corvallis, however, the entirety is subject to County zoning. Approximately 220 acres is zoned "Special Use – Airport Industrial Park" and contains land that the City leases to private industries; approximately 200 acres is zoned "Urban Industrial" and is used for hangars, aircraft maintenance, fueling, and other airport-related functions; and approximately 1,090 acres is zoned "Public" and used for two runways, taxis, and associated infrastructure, as well as farm land leased to private farmers. Approximately 18,000 acres concentric with the two runways and extending outwards onto many different properties and zones have an "Airport" overlay zone on top of the base zone.

The Federal Aviation Administration has requirements for Airport Master Plans, and the City of Corvallis began the process of updating the 2001 Airport Master Plan in 2011. The process included an "open house" workshop for the general public, as well as inclusion of federal, state, and local agencies, airport tenants, nearby property owners, and general public representatives. Benton County Planner, Kristin Anderson, served on the 18-member Planning Advisory Committee.

The goals of the Airport Master Plan included forecasting air transportation demand over the next 20 years, determining projected needs of airport users, recommending improvements (e.g., increasing runway surface strength), analyzing potential funding sources for airport operations, and recommending appropriate uses on airport land.

Comprehensive Plan Amendment

The City Council approved the Airport Master Plan in 2013, and the City is now working on amending the Corvallis Comprehensive Plan to include the Airport Master Plan. **City of Corvallis Staff and Benton County Staff have reviewed the terms of the Corvallis Urban Fringe Management Agreement, and both agree that it is not necessary for Benton County to participate in a review of the proposed Corvallis Comprehensive Plan Amendment if the 2013 Airport Master Plan is consistent with Benton County Code applicable to these zones. The City and the County agree that the Master Plan is consistent, and furthermore, the Master Plan states that the airport's operations and developments must be consistent with the County regulations.**

Lastly, City and County Staff believe that although this Corvallis Comprehensive Plan Amendment involves land within the Urban Fringe, neither the scope of the proposed amendment nor adoption of the 2013 Airport Master Plan require amending the County's Comprehensive Plan because it is not necessary to: (1) rezone any of the properties affected by the Master Plan in order to comply with the County Comprehensive Plan (Benton

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County Comprehensive Plan, page 17-1, item 2.a.); or (2) to amend the text of the County Comprehensive Plan in order to “correct an error, improve the accuracy of information, expand the data contained in the Plan, bring the Plan into compliance or more into compliance with statewide land use planning goals, or to reflect a public need in compliance with the State goals” (Benton County Comprehensive Plan, page 17-2, item 3.a.).

In summary, City and County Staff believe that in relation to the 2013 Airport Master Plan, it is appropriate to *not* participate in the City’s process of amending the City’s Comprehensive Plan and that it is appropriate to *not* amend the County’s Comprehensive Plan.

OPTIONS:

- A. Formally agree with City and County Staff that in relation to the 2013 Airport Master Plan, it is appropriate to *not* participate in the City’s process of amending the City’s Comprehensive Plan and that it is appropriate to *not* amend the County’s Comprehensive Plan.
- B. Request additional information.
- C. Not formally agree with City and County Staff that in relation to the 2013 Airport Master Plan, it is appropriate to *not* participate in the City’s process of amending the City’s Comprehensive Plan and that it is appropriate to *not* amend the County’s Comprehensive Plan.

FISCAL IMPACT:

If County Staff does not need to participate further in the process, then Staff time would be extremely minimal.

If County Staff needs to participate in the City’s Comprehensive Plan amendment and/or initiate County Comprehensive Plan amendment, then total time would exceed 40 hours.

STAFF RECOMMENDATIONS:

Concur with the City Staff and County Staff determination that in relation to the 2013 Airport Master Plan, it is appropriate to *not* participate in the City’s process of amending the City’s Comprehensive Plan and that it is appropriate to *not* amend the County’s Comprehensive Plan.

SUGGESTED MOTION:

I MOVE TO: Formally agree with City and County Staff that in relation to the 2013 Airport Master Plan, it is appropriate to *not* participate in the City’s process of amending the City’s Comprehensive Plan and that it is appropriate to *not* amend the County’s Comprehensive Plan.

MINUTES OF THE MEETING
BENTON COUNTY BOARD OF COMMISSIONERS
Tuesday, February 16, 2016
Board of Commissioner's Building
205 NW 5th Street, Corvallis, Oregon
12:00 a.m., Board Room

Present: Annabelle Jaramillo, Chair; Anne Schuster, Commissioner; Jay Dixon, Commissioner; Dennis Aloia, Chief Operating Officer; Vance Cronney, County Counsel

Staff: Bill Emminger, Health; Joe Mardis, Debie Wyne, Public Works; James Morales, Records and Elections; Kevin Perkins, BOC Recorder

I. Opening

Chair Dixon reconvened the meeting at 12:00 p.m.

- A. Introductions**
- B. Pledge of Allegiance**
- C. Announcements**

There were no announcements.

II. Comments from the Public

No comments were offered.

III. Review and Approve Agenda

No amendments were made to the agenda.

IV. Consent Calendar

- 4.1 In the Matter of Approving a Notice of Intent to Apply for a Grant for North Albany Park – Lisa De Graaf, Natural Areas & Parks**
- 4.2 In the Matter of Amending City of Corvallis' Comprehensive Plan to Include the City's Airport Master Plan – Kristin Anderson, Community Development**
- 4.3 Decision by Clerk to Print and Distribute Voters' Pamphlets for Elections Held in Benton County – James Morales, Records**
- 4.4 Appointment of Environmental Issues Advisory Committee Member David Smith as County Liaison to Corvallis Sustainability Coalition – Laurie Starha, Public Works**

MOTION: Dixon moved to approve the Consent Calendar of February 16, 2016. Schuster seconded the motion, which **carried 3-0**.

Morales discussed the impact of a bill that affecting the reply by mail process; the bill also has a condition requiring the placement of ballot drop sites on college campuses. The changes to the

vote-by-mail system would have very little impact on the County because the increased costs would be paid for by the State and Benton County already has a ballot drop box on the OSU campus.

PH 1 In the Matter of a Public Hearing Vacating All of a 40 Foot Public Highway as Shown on Subdivision Plat Imperial Walnut Orchards – Joe Mardis, Public Works

Dixon opened the public hearing at 12:08 p.m.

Staff Report

Mardis stated that this petition was put forward by the owners, who have all signed the petition. The subject property has never had a road built on the right of way and all of the previously platted lots have been consolidated into a single EFU-zoned parcel; therefore there will be no future need for a road. The neighboring properties will not lose access and there is no future need for the County to retain the right of way.

Public Testimony

No testimony was offered.

The public testimony and public record portion of the public hearing was closed.

The public hearing was closed at 12:10 p.m.

MOTION: Schuster moved to approve vacate all of a 40-foot Public Highway as shown on subdivision plat Imperial Walnut Orchards, pursuant to ORS 368.326 to 368.341. Dixon seconded the motion, which **carried 3-0**.

V. Departmental Reports and Requests

5.1 Discussion and Consideration In the Matter of Approving the Revised Fee Order for Community Development, Public Works and Environmental Health – Greg Verret, Community Development; Bill Emminger, Environmental Health

Verret stated that in December the Board approved a change in fees for land use activities that was to go into effect on the go-live date of the new ePermitting software; however, the software roll-out date has been pushed to March 14, 2016. He asked that the Board amend the order to state that the updated fees will take effect no later than April 15, 2016.

MOTION: Dixon moved to approve the Order changing the effective date for identified fees in Community Development, Public Works and Environmental Health to the effective date of the ePermitting software system but no later than April 12, 2016. Schuster seconded the motion, which **carried (3-0)**.

VI. Other

No other items were discussed.

VII. Adjournment

Jaramillo adjourned the meeting at 12:42 p.m.

Annabelle Jaramillo, Chair

Kevin Perkins, Recorder

** NOTE: Items denoted with an asterisk do NOT have accompanying written materials in the meeting packet.*