

**CITY OF CORVALLIS**

**MIXED USE DEPARTMENTAL ADVISORY COMMITTEE AGENDA**

5:00 p.m., Wednesday, October 14, 2020

*This meeting will be held online.*

*The public may register to watch the meeting live on the internet via this link:*

<https://attendee.gotowebinar.com/register/2777883552205857296>

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- I. Discussion of the August 2020 Community Survey results, preliminary concepts, and development standards (90 min)
- II. Wrap Up – Next Steps (5 min)

TO: Mixed Use Departmental Advisory Committee for October 14, 2020 Meeting  
FROM: Rian Amiton, Senior Planner  
DATE: October 7, 2020  
SUBJECT: MUDAC Meeting #5



### Background

On August 28, 2020, staff posted a pre-recorded presentation online called “Mixed Use Zone Project August 2020 Update & Community Survey”. It can still be viewed online at: <https://vimeo.com/451285447>.

This video is in two parts:

- Part 1 summarizes the background and general framework of the Mixed Use Zone Project
- Part 2 presents a conceptual regulatory framework for community discussion and input

At the same time, the community was invited to respond to an online survey about mixed use zones, referred to as the “August 2020 Community Survey”. While the survey related to the pre-recorded presentation, it was designed so that anyone could respond.

### MUDAC Meeting #5

The objective of MUDAC Meeting #5 will be to determine, based on all of the input to date, whether any changes are necessary to the preliminary concepts and development standards shown on **Attachment A**. In the meeting, the Committee will consider each of the preliminary concepts and development standards individually to ensure that it is understood where there is consensus and where additional changes may be necessary.

### Attachments to this Memo

**Attachment A** presents the preliminary concepts and development standards. This is information that is shown near the end of the pre-recorded presentation. An additional column has been included in the table to show the standards in the current mixed use zones.

**Attachment B** summarizes the purpose, outreach strategy, and results of the August 2020 Community Survey.

**Attachment C** presents excerpts from the open-ended responses in the Community Survey that directly relate to the preliminary concepts and development standards table (Attachment A).

**Attachment D** contains additional comments that were received outside the context of the survey.

### Future MUDAC meetings

At least one future meeting (and possibly more) is anticipated to discuss permitted uses and more detailed development standards for each mixed use zone.

Attachments:

- A. Preliminary Concepts and Development Standards
- B. August 2020 Community Survey Results
- C. August 2020 Community Survey – Comments Excerpts Specific to the Preliminary Concepts and Development Standards
- D. Supplemental Comments
  - 1. League of Women Voters of Corvallis Community Planning Committee (received September 30, 2020)
  - 2. Susan Morre (received October 1, 2020)

**Attachment A**

Preliminary Concept and Development Standards

	<b>Commercial Center – 3 (CC-3)</b>	<b>Commercial Center – 2 (CC-2)</b>	<b>Commercial Center – 1 (CC-1)</b>	<b>Commercial Mixed Use (CMU)</b>	<b>Residential Mixed Use – 20 (RMU-20)</b>	<b>Residential Mixed Use – 12 (RMU-12)</b>	<b>Standards in current mixed use zones (RS-12 and RS-20 also included to help inform RMU)</b>
<b>Formerly</b>	CB, RF	NC-Major	NC-Minor	MUCS, MUC	MUR	MUR	
<b>Comprehensive Plan Map Designation</b>	Central Business	Mixed Use Commercial	Mixed Use Commercial	Mixed Use Commercial	High Density Residential	Medium High Density Residential	CB, CBF, RF: Central Business NCs & MUCS: Mixed Use Commercial MUC: Not defined (presumably Mixed Use Commercial) MUR: Medium High Density Residential, High Density Residential, Mixed Use Residential RS-12: Medium High Density Residential RS-20: High Density Residential
<b>Base max. height</b>	85'	65'	45'	55'	65'	45'	CB & RF: 75' NC-Maj: 75' or 6 stories NC-Min.: 35' or 3 stories MUC and MUCS: 45' MUR: 65' or 5 stories RS-20: 65' (with limitations when abutting other residential zones) RS-12 & CBF: 35'
<b>Min. height</b>	2 stories	2 stories	2 stories	None	None	None	RF: 3 stories CB: 2 stories within the Pedestrian Core Area.
<b>Active pedestrian streets</b>	Arterial streets Collector streets Select local streets	Arterial streets Collector streets	Arterial streets Collector streets	No	No	No	RF: Only nonresidential (except for lobbies and stairs serving upper-floor residential)
<b>Off-Street vehicle parking requirement</b>	Eliminate	Eliminate or significantly reduce	Eliminate or significantly reduce	Typical	Typical	Typical	<ul style="list-style-type: none"> <li>• Reduced in the CB and RF</li> <li>• None required in a portion of CB</li> <li>• Reductions for on-street and parking agreements in MUC</li> <li>• On-street parking counts in NC zones.</li> </ul>
<b>Min / max commercial FAR</b>	No min or max	No min or max	No min or max	Less than 0.25 min No max	No min 0.2 max	No min 0.2 max	MUC & NCs: 0.25-1.0 MUCS: 0.25 or 0.40 min, no max MUR: 0.1-0.2 if a mixed use development; otherwise none
<b>Min. / max. res density</b>	No min or max	No min or max	No min or max	No min or max	20 units/acre min No max	12-20 units/acre	CB, RF, MUC: No min or max NC, MUCS: 20 units/acre min if stand-alone res; otherwise none MUR: 12 units/acre min if mixed use; otherwise 20 units/acre min RS-12: 12-20 units/acre RS-20: 20 units/acre min
<b>Stand-alone res permitted?</b>	No	No	No	No	Yes	Yes	Permitted in CB, MUR, RS-12, RS-20: Permitted NC zones: Permitted with sufficient commercial FAR elsewhere on site
<b>Min. Frontage Occupation<sup>1</sup></b>	70%	70%	70%	70%	60%	60%	RF: Building's occupied space shall extend to the street along =>75% of the property line at the sidewalk

**Mixed Use Building<sup>2</sup> Incentives:**

1. 10' maximum building height bonus
2. Reduce/eliminate off-street parking requirements

<sup>1</sup> "Frontage Occupation" – The percentage of the lot frontage within the maximum front setback for the Zone that is occupied by a building.

<sup>2</sup> For the purposes of establishing incentives, a "mixed use building" is a building in which at least 50% of the first floor Gross Floor Area is occupied by nonresidential uses, including uses that are accessory to nonresidential uses; and the cumulative upper-floor residential Gross Floor Area that is occupied by residential uses, including uses that are accessory to residential uses, is equal to at least 100% of the first floor Gross Floor Area.

# August 2020 Update Survey Results

## Mixed Use Zone Project

August 31 – September 30, 2020



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### Overview

This Mixed Use Project August 2020 Community Survey was provided in conjunction with a pre-recorded presentation. The survey, which was conducted online via SurveyMonkey from August 31 through September 30, 2020, was written so that the respondent did not have to have watched the presentation.

The recorded presentation was posted on the City’s Vimeo page, which included a link to the survey. The presentation and survey were also linked from the Mixed Use Zones page on the City’s website. Specific outreach was provided as follows:

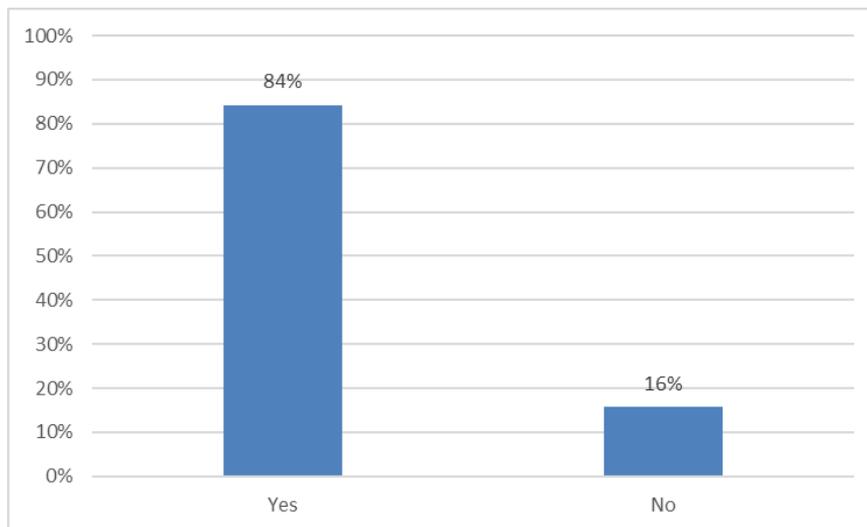
Via email: Mayor and City Council, Planning Commission, Housing & Community Development Advisory Board, Economic Development Advisory Board, Climate Action Advisory Board, Bicycle & Pedestrian Advisory Board, Downtown Advisory Board, Imagine Corvallis Action Network, League of Women Voters, Sustainability Coalition, Downtown Corvallis Association, Corvallis Chamber of Commerce.

Via social media: Facebook, NextDoor, Twitter.

Other: The Corvallis Public Information Officer’s monthly newsletter.

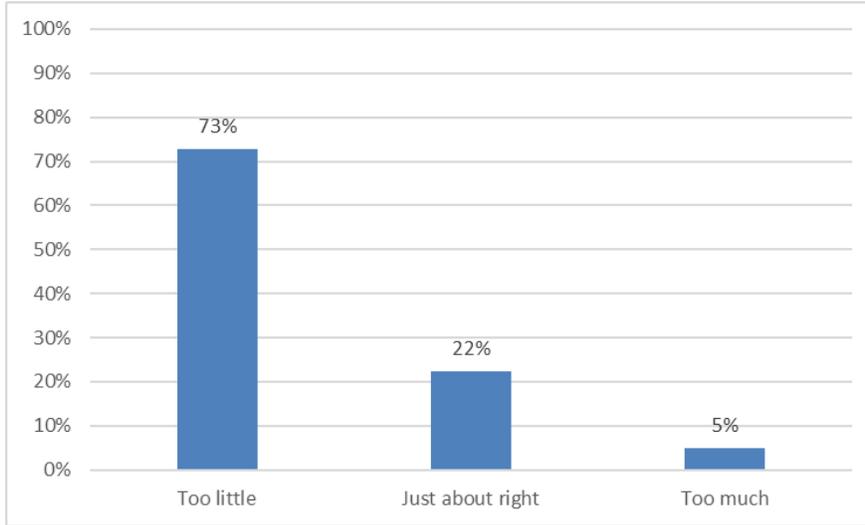
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### Q1. Did you watch the recorded August 2020 Mixed Use Project Update presentation?



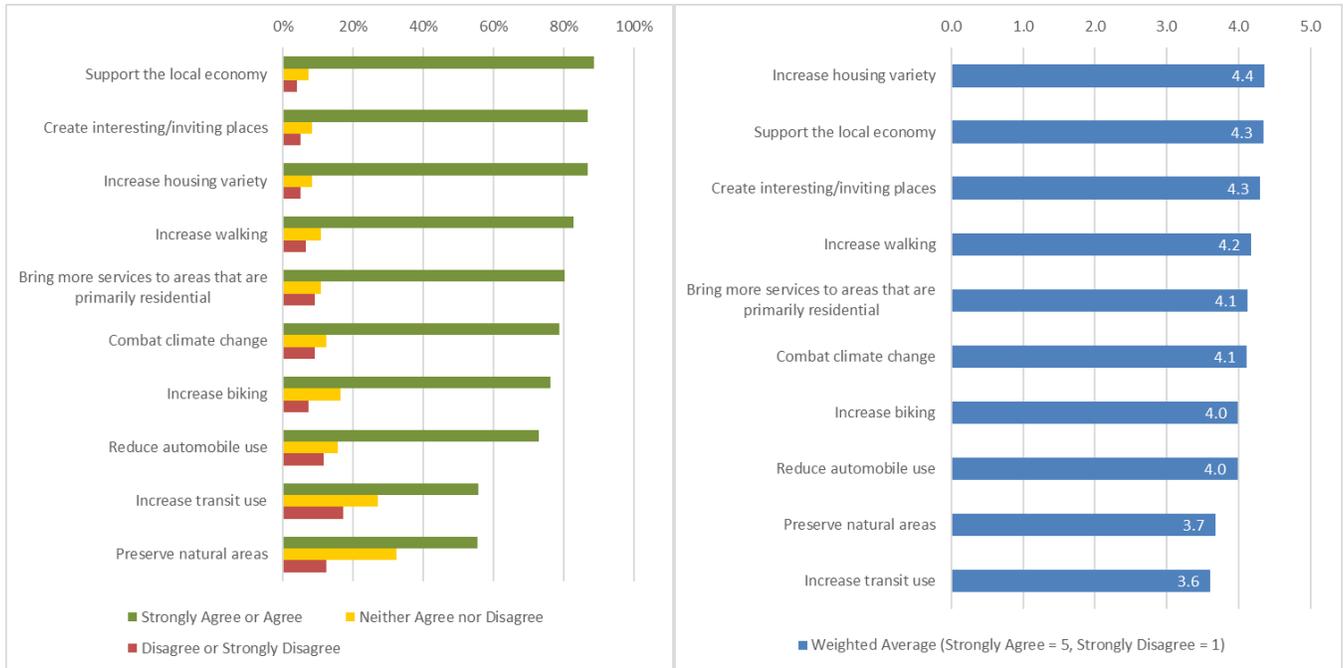
## Attachment B

Q2. In your opinion, the current amount of mixed use development in Corvallis is:



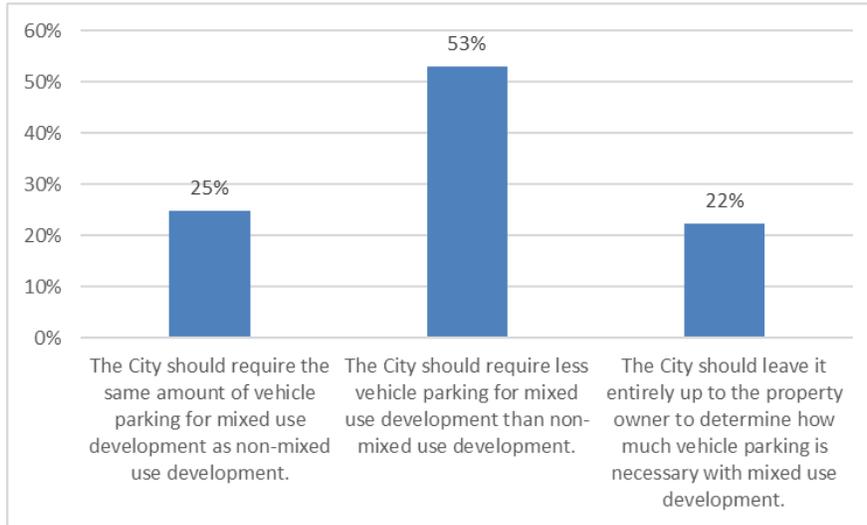
Q3. In your opinion, mixed use development is an important approach to helping the community:

*[Choices: Strongly Agree, Agree, Neither Agree nor Disagree, Disagree, Strongly Disagree]*



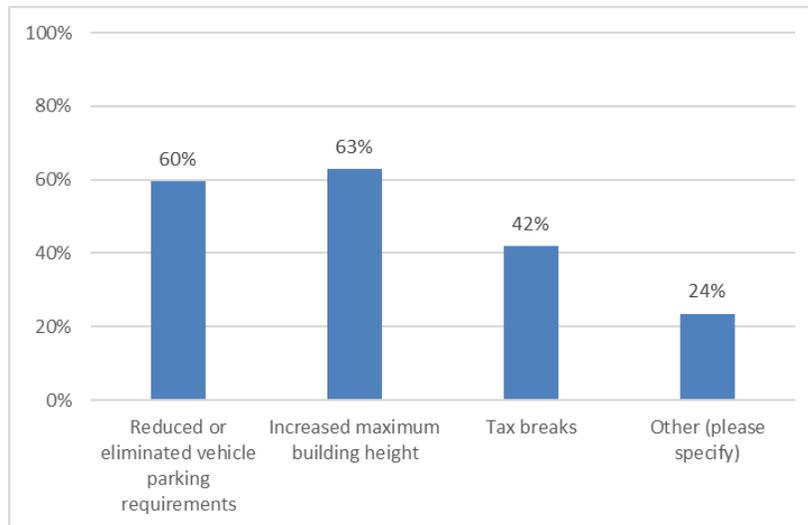
## Attachment B

Q4. Studies show that mixed use developments tend to need less vehicle parking than other forms of development because housing and services are located within walking distance from each other, and they tend to be located on strong transit corridors. What should be the Corvallis regulatory approach be to vehicle parking requirements?



Q5. Which of the following incentives do you think should be offered to encourage mixed use development? (You may select multiple incentives.)

*[The responses to "Other", provided below the chart, are unedited, presented in the order in which they were received, and have been numbered for reference purposes.]*



1. A. Use the City's webpage to promote these mixed use establishments as beneficial to society (free commercial and residential advertising), B. Site a City bus stop within 200' of all mixed use establishments, C.

## Attachment B

City pays for the engineering/construction of high quality, covered bike parking., D. City starts a recognition program honoring the best mixed-use establishments, and the buildings can put the emblem on the side of the building (e.g., similar to how buildings brag about being "LEED" certified.)

2. all of this is neighborhood dependent. We have to take location into account.
3. Building heights should be inline with the surrounding neighborhood to maintain existing neighborhood environment.
4. Incentives to transition multi tenant student houses back to single family units
5. None. City should not be providing incentives.
6. Offsets from future carbon taxes, not property tax breaks.
7. Reduce the SDC and permit charges. These fees are out of control and in turn discourage anyone from investing in Corvallis. The fees discourage people from investing here. We are NOT open to this plan.
8. Creating additional public use spaces in lieu of the full parking requirements. ie. sq footage for parks and greenspaces or outdoor dining pavillions/food cart pods in lieu of parking. Also a credit back of a percentage of development fees for showing that hiring and materials purchasing occurred within xx miles of Corvallis. Reduce the amount of money spent on the project that goes out of the area.
9. reduce the complexity of aesthetic and non value add planning requirements and reduce costs of development charges
10. Tax break for preservation of open spaces
11. Get rid of homeless
12. Nothing! Let the market deal with this and fix the damn streets and sidewalks
13. get rid of the bums in our parks and downtown
14. keep parking for cars.
15. Reduce city planning fees.
16. Reduce parking for residential space
17. low interest revolving loan fund for net zero buildings
18. simplified permitting
19. Is the assumption that the people that live in these facilities will have one car or no car? What about people that may wish to travel from farther to visit a business that is part of the mixed-use facility? How does this factor into the equation?
20. State and federal funding for Respite Care for Homeless
21. reserve access and increase ease of use for buses, taxis, bikes.
22. Encourage bicycle use, more bike paths
23. Increased or eliminated residential density caps.

## Attachment B

24. Vehicle parking requirements should be eliminated everywhere!
25. incentives in support, funding for low-cost housing (families, workers)
26. senior only options, to reduce noise and problems, increase stability of occupants, lessen student related surges
27. Workforce housing tax incentives.

Q6. Do you have any other comments to assist the Mixed Use Zone project? (Note: Your comments will all be shared with the Mixed Use Departmental Advisory Committee.)  
*[The following responses are unedited, presented in the order in which they were received, and have been numbered for reference purposes.]*

1. I did not see any mention of pedestrian oriented design standards. Currently, they produce some of the bizarre fake windows and unappealing sidewalk motifs.
2. As central commercial zones become more pedestrian-oriented it may be worthwhile to explore higher intensity parking facilities, e.g. multistory parking garages, to accommodate shoppers who still travel by car.  
  
The incentives for mixed-use development in new construction are sensible, but don't seem sufficient to encourage redevelopment of existing structures in current neighborhood center zones, e.g. the former Albertsons location, for mixed-use. Are there any tools like housing vouchers that could be used to guarantee residential tenancy for such redevelopment?
3. In Portland they have found people still have cars who live in buildings with no off site parking. Causes problems for neighbors and nearby businesses. Some off site parking should be required or the city should build a parking structure.
4. I have no idea what the height in feet means measured in number of 'floors'.  
  
Nothing about accessibility. Important as we all age.
5. I answered #4 to offer more discretion to the property owner because if the city required less parking outright then it would appear to dilute the value of the incentive to reduce or eliminate parking requirements.  
  
Additional reasoning is my belief that property owners would prefer to maximize the productivity of their development so they probably wouldn't install more parking than is necessary for the expected or intended use. It also would limit the amount of micromanagement on the City's behalf regarding parking requirements per intended use.
6. I am all for mixed use development in Corvallis, I think it's a great idea! However, I think that downtown Corvallis is in DESPERATE need of a multi-story parking garage that is open to the public, and would not want to see additional mixed-use development take place unless a public parking garage was also added in the downtown area.

## Attachment B

7. I don't think there should be any new developments without proper parking. It is a dream world to think that everyone that uses these areas live close enough to walk.
8. I think this is a great project. We need more mixed-use development in Corvallis.
9. I am still concerned about parking, but I have no good ideas. I just know from experience that if a unit can have 4 adults living in it, we need to expect there to be 4 cars attached to it. Maybe having a long-term parking garage on the outskirts would be a concept? And make sure it's serviced by bus? Some students may like a secure place to store a vehicle but would rely on bike/bus/walking for local trips..
10. Thank you for this great draft plan! We also need safe biking infrastructure to go along with these mixed use plans. Separated and buffered bike lanes, Dutch-style intersections that protect cyclists, narrower lanes to keep cars from exceeding the speed limit. Let's plan for sidewalks to be wide enough for two or more shoulder to shoulder people AND a sidewalk cafe.
11. Thank you for offering the video and survey! I like the proposal!
12. I hope Corvallis becomes a city where walking and biking are encouraged through Mixed Use Zoning, less parking, biking/walking corridors, and hopefully even shutting down some streets to cars. Thank you.
13. As far as I can tell, this project is a massive waste of time and money! It seems to apply to less than 5% of the city area and makes negligible changes. Calling it a major project is just dishonest. We need to eliminate residential-only zoning, allowing small businesses to locate in residential areas for the use of local residents. Issues of noise can be dealt with using noise restriction ordinances rather than use restrictions, etc.
14. I believe in mixed use development and have seen it have VERY positive impacts in other places I've lived, but I am skeptical about its potential in Corvallis -- a rural town with a university. The general mindset here seems to be very resistant to change.
15. The lack of mixed-use areas was apparent to us when we moved to Corvallis from Minneapolis in 2007. Neighborhoods benefit not only from the walkability-bikeability of mixed use zones, but it creates places for neighbors to gather and form relationships.
16. What zone would be applied to the Monroe Ave. business district? Currently this is primarily Minor-NC, but CC-2 zoning with little to no minimum parking seems more appropriate than CC-3.
17. I like the consolidation of zones - makes the system easier to understand.  
I like the concept of frontage occupation. Will make for a more vital downtown.  
I'm not sure about limiting first floor residential. This is ideal for seniors and people with disabilities.  
Realistic acknowledgement that we will need less brick and mortar retail.
18. Encourage students to bike and walk...this would solve a lot of parking problems downtown....  
take a trip to Holland to see first hand how they keep traffic flowing with traffic circles....mandate solar panels on all new construction....
19. Include incentive for incorporating plants/ green space??

## Attachment B

20. This simplification and streamlining will hopefully reduce confusion. I hope it also can help to restore Corvallis' perception as not being welcoming to developers and builders.
21. ADA parking should be considered. Also, need to incorporate small pockets of mini-parks along the walking routes that have benches, fountains, grottoes, natural features, historical placards, etc. so that people can stop and rest or meet for a game of chess on the sidewalk.
22. Im interested in having a mixed use development in south corvallis. We need to provide lower cost housing, that provides community, and safe non car places people can live.
23. Finding land/building for respite care for homeless is my priority
24. The emphasis/bias on downtown core seems shortsighted. It's easy to imagine a future where other areas make more sense without unequal advantages to downtown
25. To encourage walk-ability within a community people need places to walk to. In addition to mixed use development in downtown Corvallis, perhaps pedestrian malls are needed as community center destinations in districts throughout Corvallis especially as neighborhoods continue to be built.
26. Have just two zones. One, MU-CR is designed to increase residential in existing or developing, mainly, commercial zones. MU-RC is designed to increase commercial in existing or developing residential zones.
27. Am curious about the requirment for 100% of upper story coverage to match first floor uses. I would think most development would probably do that as an economic matter, but we eliminate the possibility of interesting and innovative designs that feature stepping back and creating upper level outdoor spaces that would add to variety.
28. This should not only be for new buildings. Incentives and mandates should be designed so that existing buildings should be retrofitted to these mixed use standards,
29. I support the consolidation
30. How much land in the mixed use zones is already developed?
31. I think you need to think about people will not come to places there is no parking.
32. Turn the Majestic Theater into a mixed us building with a residences, parking garage. The Theater is a waste of money to the city.
33. get rid of the bums in our parks and downtown
34. It would be very helpful if we could clean up the areas that have become garbage hips due to the homeless population. They have invaded what used to be a beautiful downtown and beautiful recreation area around the Marys River and turned it into a garbage dump. Before corvallis starts worrying about expanding it's mixed use his own project, it needs to figure out how to better deal with the homeless population and the pollution it brings.
35. Look what planning has done for South Corvallis over the last twenty odd years.
36. I live in Southtown and am really excited about the proposal. I hope it doesn't take forever.

## Attachment B

37. Nothing is going to get better until we clean it up. It looks horrible, we live downtown and are so disappointed with the cities responses to trash, drugs and crime. We call it the Truman bubble- there are about 3 blocks along the river where we don't feel we are intruding on homeless camps. Corvallis has made it clear it does not value a thriving downtown.
38. Do everything in your power to stop the greed-fueled developing that is ravaging what is left of our community's open space.
39. Keep consolidating. The subzone concept is both new and confusing.
40. Eliminate homeless camps and make pan handling illegal.
41. I think all cross streets in the downtown core should be included in the frontage requirements and no 1st floor residential along with 1st, 2nd,3rd, &4th Streets
42. Anything to increase housing capacity! Housing costs are absurd.
43. More Mixed use in south town and better road design in Southtown on third.
44. Mixed use is nice, but nothing will fix what's already an issue with Corvallis and a lot of west coast cities and that's mentally ill and addicted living in the streets. Until that's addressed, none of this will matter.
45. The rules don't take into account some types of businesses and the common sense approach to how a retail business may be different depending on the types of clients. I've always thought that parking based on the square footage is ridiculous. Some people need a car to buy larger items - and need close parking - other types of businesses don't need to have close parking. The design also makes a big difference if you have large delivery trucks - placing a business on the street to encourage pedestrians sounds like a good idea - but most people still drive to shop and if a delivery truck must use the parking lot it can cause more problems. There was a reason many businesses had their parking out front, then the business and then delivery room in the back. There must be some flexibility for property developers/owners to design a building for that. Not because it will encourage people walking. Mixed use building needs to think about that. I can think of numerous buildings built along the street or had to put in a sidewalk "the old special occasions building" for access from the sidewalk - CRAZY stupid. La Rockita south town - looks like a warehouse from the street. the new mixed use on 9th street - looks pretty but to have an office with windows and doors on the street side seems dumb when most are going to come from the parking lot. I don't want a business with doors on each side - it takes up valuable space inside. Please just make sure people are using common sense in this process.
46. Love to see mixed use zoning. But within a small city, the business located there will probably be accessed not only by the residents but by others throughout the city due to their uniqueness. Limiting parking for a unique restaurant will create a tremendous burden on the residents due to traffic constraints.  
  
Oregon city's livability codes have created tremendous burden on all types of development. If you want good development reduce the red tape of planning, reduce the costs of development."
47. In addition to the higher rise buildings, please include and incentivize the building of townhomes or brownstone styles where the street level or first floor has business retail. ie. You can conduct business below and live above. Like early examples in Portland's Pearl and Bend's NW Crossing.

## Attachment B

48. more affordable housing downtown, keeping the sidewalks accessible to all (wheelchairs not easily enter several establishments nor pass on some cluttered sidewalks)
49. How does reducing parking allow residents outside of the mixed use area to enjoy downtown? Also, will there be building standards for design that complement the environment rather than just putting in concrete blocks that block the views of what makes Corvallis a beautiful place to live? The way some of the older buildings have been fixed up for mixed use is wonderful!
50. I wish there was a way to get the 'highways' out of downtown Corvallis. It is miserable to walk through the downtown, due to noise from large trucks, and the smell of all the cars. It would be amazing to start another mixed use area in Southtown. Away from busy streets, encouraging walking and biking.
51. Attention should be given to kinds of uses allowed in mixed use zones. Stores, restaurants, offices that people can walk to are desirable. We should not allow autocentric uses, storage units, auto sales and service etc.
52. First ... you need to get a handle on the homeless population, The increasing, boldness of these camps is detrimental to Corvallis.
53. I have worked on these issues in many ways in the past and would be happy to discuss past past experiences and future options. Eric Blackledge, Blackledge Furniture
54. If a business is highly popular with onsite customers, it will outstrip its parking and public transportation accommodations resulting in parking overflow to the adjacent areas. If the business requires little in the way of onsite customers, the minimum require amount of parking may be in excess. How can transportation be adjusted to fit the businesses rather than to fit the buildings, esp. when businesses change? Perhaps some dynamic type of parking permitting, or a parking permit exchange where businesses can trade and exchange transportation accommodation shares?
55. I am encouraged to see the reduction in number of MU zones. However, I think the minimum height of 2 stories is too low, particularly in CC2 and CC3. Seems pretty far off to do all this work and limit CC3 to 2 stories... Also, I believe we should reduce (not necessarily significantly) off street parking requirements in CMU and RMU zones. Why let parking go rampant there?
56. Mixed use zoning needs to prioritize communities that are underserved, low-income, and with high concentrations of people of color.
57. The mixed use development at 7th and Washington is an example of what is wrong with mixed use zoning. The "mixed use" is just a storage unit building. No coffee shops. No stores. No restaurants. Nothing to add value to the community or bring people together. Building a storage unit next to the large apartment complex was the cheapest way for the developers to meet the mixed use requirement. Something that large should never have been built right across the street from single family homes.
58. Students need some way to "store", park vehicles without taking scarce on street spaces for days and weeeks.
59. Mixed Use Zone projects should also account for existing development and new projects should complement existing infrastructure and uses. New projects should also support the livelihood and persistence of the City Center.

## Attachment B

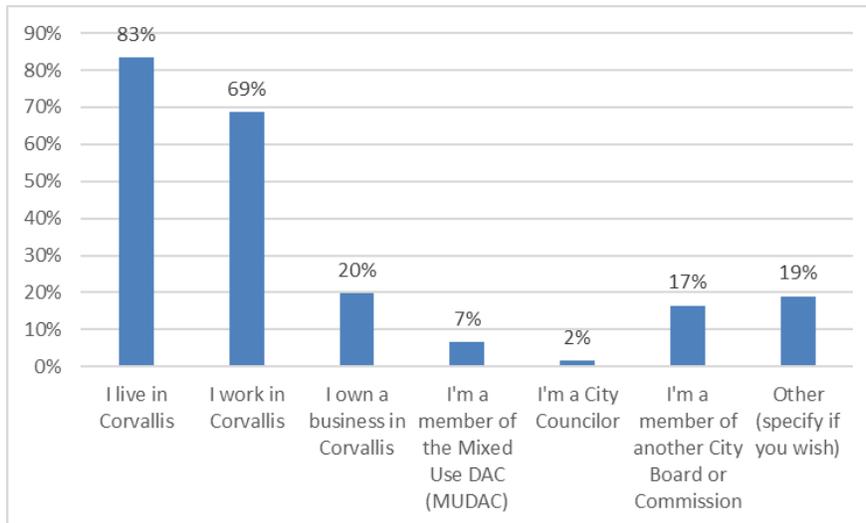
60. Although I do not think parking be mandated (after all commercial properties want customers to be able to park), I am concerned about reduced parking. Some of us need to use a car as our ability to walk is limited and biking is not an option for us. Additionally, although I appreciate that the transit system is free, the scarcity of buses (once an hour generally) makes this an inconvenient option.
61. Mixed use over single family housing helps line the pockets of investors and doesn't help residents purchase and own houses.
62. I've been thinking a lot about parking theory and practice in Corvallis. If we are going to reduce parking requirements, two other things have to be in place. One is a way to keep new development from being totally out of scale with the neighborhood. We have been using parking as one way to do this because we did not have another. It's not perfect. I'd like to change that. The second is some pretty strict parking districts in the area so that reducing parking does not overflow cars into the neighborhood, but actually begins to work to reduce usage.
63. Please share my previous answers to #s 1-5 as well.
- A. If you want to be builder-friendly or public-friendly, don't call it CC-1, CC-2, and CC-3. That means nothing to people. Instead, call it something such as "Commercial Center - Minor," "Commercial Center - Major," and "Commercial Center - Central Business."
  - B. There should be a minimum height in the High Density Residential zone, otherwise land is wasted/used inefficiently. The minimum height should be at least 2 stories.
  - C. CMU & RMU -- Instead of "typical off-street parking requirements" there should be a significant reduction. Many college students share a vehicle, some couples share one vehicle, and some neighbors share one or two vehicles amongst themselves. The City should allow MU developers to CHARGE for parking spaces on an individual apartment or office basis (I believe Portland does this). This is also more fair for the residents/commercial offices, because only the people who actually need the parking have to pay for it.
  - D. There should be a minimum and maximum residential density for all three CCs and the Commercial MU. If there's no min or max, then developers will continue to NOT do mixed use developments. Didn't the City already say this was a problem? If you want residential units in commercial areas, you have to require it. Be strong.
  - E. "Active commercial" for ground floor use seems like a weak definition. You need to clearly define the concept and/or have examples in your code. For example, state that "retail/restaurant" is required on the ground floor. You don't want law offices, accounting firms, and telemarketing centers on the ground floor -- these don't appeal to pedestrians and should be reserved for the second floor.
  - F. The code should state that retail/restaurants/hair dressers/nail salons shall be on the ground floor. The second floor can be residential or law offices/accounting firms/telemarketing centers/other non-drop-in businesses. The top floor should always be reserved for residential use UNLESS the establishment makes use of the outdoor venue (such as Sky High Brewing).

## Attachment B

64. The League of Women Voters Community Planning Committee has submitted its comments in a separate email
65. Covered bike racks and other amenities that encourage active transportation should be required of developments in Mixed Use zones.
66. MORE Seating outside for restaurants! There was so little dining space outside before the pandemic. The current expanded outside dining areas are in response to the need for social distancing, but it is something that should be further developed in the future. This will assist in meeting the general public where they are in the future as an increase of caution is expected in indoor spaces, and it creates a friendlier downtown for dog owners. It is worth it to sacrifice parking for outdoor dining.
67. I think mixed use developments are a good idea and the City should do what it can to encourage people to live and work downtown. The more people that live downtown, the more our local businesses are supported. Too bad "The Confluence" building doesn't include retail on its ground floor nor residential on its top floor. This was an opportunity missed. Thank you (in advance) for encouraging mixed use development in Corvallis

### Q8. Please select all that apply:

*[The responses to "Other" may contain personal information and have been omitted.]*



## August 2020 Update Survey – Comment excerpts specific to the Preliminary Concepts and Development Standards

Comments below are excerpts of responses to the August 2020 Update Survey that directly relate to the Preliminary Concepts table that was presented in the pre-recorded video presentation (see **Attachment A** of this memo).

These responses are drawn from the following two questions:

- Q5. “Which of the following incentives do you think should be offered to encourage mixed use development? (You may select multiple incentives.)”
  - [Specific options included “Reduced or eliminated vehicle parking requirements”, “Increased maximum building height”, and “Tax breaks”]
- Q6. “Do you have any other comments to assist the Mixed Use Zone project? (Note: Your comments will all be shared with the Mixed Use Departmental Advisory Committee.)”

The information in parentheses identifies the question that the comment is in response to (Question 5 or 6), and the response number as identified on the August 2020 Update Survey Results (see **Attachment B** of this memo.)

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### **Zoning structure (consolidation, new zones, Comprehensive Plan map compatibility)**

- We need to eliminate residential-only zoning, allowing small businesses to locate in residential areas for the use of local residents. (Q6, #13)
- I like the consolidation of zones - makes the system easier to understand. (Q6, #17)
- This simplification and streamlining will hopefully reduce confusion. I hope it also can help to restore Corvallis' perception as not being welcoming to developers and builders. (Q6, #20)
- Have just two zones. One, MU-CR is designed to increase residential in existing or developing, mainly, commercial zones. MU-RC is designed to increase commercial in existing or developing residential zones. (Q6, #26)
- I support the consolidation (Q6, #29)
- Keep consolidating. The subzone concept is both new and confusing. (Q6, #39)
- I am encouraged to see the reduction in number of MU zones. (Q6, #55)
- Mixed use over single family housing helps line the pockets of investors and doesn't help residents purchase and own houses. (Q6, #61)
- If you want to be builder-friendly or public-friendly, don't call it CC-1, CC-2, and CC-3. That means nothing to people. Instead, call it something such as “Commercial Center - Minor,” “Commercial Center - Major,” and “Commercial Center - Central Business.” (Q6, #63)

## Attachment C

### **Building height**

- I have no idea what the height in feet means measured in number of 'floors'. (Q6, #4)
- There should be a minimum height in the High Density Residential zone, otherwise land is wasted/used inefficiently. The minimum height should be at least 2 stories. (Q6, #63)

### **Active Pedestrian Streets**

- I'm not sure about limiting first floor residential. This is ideal for seniors and people with disabilities. (Q6, #17)
- I think all cross streets in the downtown core should be included in the frontage requirements and no 1st floor residential along with 1st, 2nd, 3rd, & 4th Streets (Q6, #41)
- "Active commercial" for ground floor use seems like a weak definition. You need to clearly define the concept and/or have examples in your code. For example, state that "retail/restaurant" is required on the ground floor. You don't want law offices, accounting firms, and telemarketing centers on the ground floor -- these don't appeal to pedestrians and should be reserved for the second floor. (Q6, #63)
- The code should state that retail/restaurants/hair dressers/nail salons shall be on the ground floor. The second floor can be residential or law offices/accounting firms/telemarketing centers/other non-drop-in businesses. The top floor should always be reserved for residential use UNLESS the establishment makes use of the outdoor venue (such as Sky High Brewing). (Q6, #63)

### **Commercial floor area ratio (FAR)**

- Realistic acknowledgement that we will need less brick and mortar retail. (Q6, #17)

### **Residential density**

- Anything to increase housing capacity! Housing costs are absurd. (Q6, #42)
- There should be a minimum and maximum residential density for all three CCs and the Commercial MU. If there's no min or max, then developers will continue to NOT do mixed use developments. Didn't the City already say this was a problem? If you want residential units in commercial areas, you have to require it. Be strong. (Q6, #63)

### **Parking**

- In Portland they have found people still have cars who live in buildings with no off site parking. Causes problems for neighbors and nearby businesses. Some off site parking should be required or the city should build a parking structure. (Q6, #3)
- [...] downtown Corvallis is in DESPERATE need of a multi-story parking garage that is open to the public, and would not want to see additional mixed-use development take place unless a public parking garage was also added in the downtown area. (Q6, #6)

## Attachment C

- I don't think there should be any new developments without proper parking. It is a dream world to think that everyone that uses these areas live close enough to walk. (Q6, #7)
- I am still concerned about parking, but I have no good ideas. I just know from experience that if a unit can have 4 adults living in it, we need to expect there to be 4 cars attached to it. Maybe having a long-term parking garage on the outskirts would be a concept? And make sure it's serviced by bus? Some students may like a secure place to store a vehicle but would rely on bike/bus/walking for local trips.. (Q6, #9)
- I hope Corvallis becomes a city where walking and biking are encouraged through Mixed Use Zoning, less parking, biking/walking corridors, and hopefully even shutting down some streets to cars. (Q6, #12)
- I think you need to think about people will not come to places there is no parking. (Q6, #31)
- I've always thought that parking based on the square footage is ridiculous. Some people need a car to buy larger items - and need close parking - other types of businesses don't need to have close parking. The design also makes a big difference if you have large delivery trucks - placing a business on the street to encourage pedestrians sounds like a good idea - but most people still drive to shop and if a delivery truck must use the parking lot it can cause more problems. There was a reason many businesses had their parking out front, then the business and then delivery room in the back. There must be some flexibility for property developers/owners to design a building for that. (Q6, #45)
- Love to see mixed use zoning. But within a small city, the business located there will probably be accessed not only by the residents but by others throughout the city due to their uniqueness. Limiting parking for a unique restaurant will create a tremendous burden on the residents due to traffic constraints. (Q6, #46)
- How does reducing parking allow residents outside of the mixed use area to enjoy downtown? (Q6, #49)
- If a business is highly popular with onsite customers, it will outstrip its parking and public transportation accommodations resulting in parking overflow to the adjacent areas. If the business requires little in the way of onsite customers, the minimum required amount of parking may be in excess. How can transportation be adjusted to fit the businesses rather than to fit the buildings, esp. when businesses change? Perhaps some dynamic type of parking permitting, or a parking permit exchange where businesses can trade and exchange transportation accommodation shares? (Q6, #54)
- I believe we should reduce (not necessarily significantly) off street parking requirements in CMU and RMU zones. Why let parking go rampant there? (Q6, #55)
- Students need some way to "store", park vehicles without taking scarce on street spaces for days and weeks. (Q6, #58)
- Although I do not think parking be mandated (after all commercial properties want customers to be able to park), I am concerned about reduced parking. Some of us need to use a car as our ability to walk is limited and biking is not an option for us. Additionally, although I appreciate that the transit system is free, the scarcity of buses (once an hour generally) makes this an inconvenient option. (Q6, #60)

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- If we are going to reduce parking requirements, two other things have to be in place. One is a way to keep new development from being totally out of scale with the neighborhood. We have been using parking as one way to do this because we did not have another. It's not perfect. I'd like to change that. The second is some pretty strict parking districts in the area so that reducing parking does not overflow cars into the neighborhood, but actually begins to work to reduce usage. (Q6, #62)
- CMU & RMU -- Instead of "typical off-street parking requirements" there should be a significant reduction. Many college students share a vehicle, some couples share one vehicle, and some neighbors share one or two vehicles amongst themselves. The City should allow MU developers to CHARGE for parking spaces on an individual apartment or office basis (I believe Portland does this). This is also more fair for the residents/commercial offices, because only the people who actually need the parking have to pay for it. (Q6, #63)

### Frontage Occupation

- I like the concept of frontage occupation. Will make for a more vital downtown. (Q6, #17)

### Incentives

- Use the City's webpage to promote these mixed use establishments as beneficial to society (free commercial and residential advertising), B. Site a City bus stop within 200' of all mixed use establishments, C. City pays for the engineering/construction of high quality, covered bike parking., D. City starts a recognition program honoring the best mixed-use establishments, and the buildings can put the emblem on the side of the building (e.g., similar to how buildings brag about being "LEED" certified.) (Q5, #1)
- all of this is neighborhood dependent. We have to take location into account. (Q5, #2)
- The incentives for mixed-use development in new construction are sensible, but don't seem sufficient to encourage redevelopment of existing structures in current neighborhood center zones, e.g. the former Albertsons location, for mixed-use. Are there any tools like housing vouchers that could be used to guarantee residential tenancy for such redevelopment? (Q6, #2)
- Building heights should be inline with the surrounding neighborhood to maintain existing neighborhood environment. (Q5, #3)
- Incentives to transition multi tenant student houses back to single family units (Q5, #4)
- Incentives to transition multi tenant student houses back to single family units (Q5, #5)
- None. City should not be providing incentives. (Q5, #6)
- I answered #4 to offer more discretion to the property owner because if the city required less parking outright then it would appear to dilute the value of the incentive to reduce or eliminate parking requirements. Additional reasoning is my belief that property owners would prefer to maximize the productivity of their development so they probably wouldn't install more parking than is necessary for the expected or intended use. It also would limit the amount of

## Attachment C

micromanagement on the City's behalf regarding parking requirements per intended use. (Q6, #5)

- Offsets from future carbon taxes, not property tax breaks. (Q5, #7)
- Reduce the SDC and permit charges. These fees are out of control and in turn discourage anyone from investing in Corvallis. The fees discourage people from investing here. We are NOT open to this plan. (Q5, #8)
- Creating additional public use spaces in lieu of the full parking requirements. ie. sq footage for parks and greenspaces or outdoor dining pavillions/food cart pods in lieu of parking. Also a credit back of a percentage of development fees for showing that hiring and materials purchasing occurred within xx miles of Corvallis. Reduce the amount of money spent on the project that goes out of the area. (Q5, #9)
- reduce the complexity of aesthetic and non value add planning requirements and reduce costs of development charges (Q5, #10)
- Tax break for preservation of open spaces (Q5, #11)
- Get rid of homeless (Q5, #12)
- Nothing! Let the market deal with this and fix the damn streets and sidewalks (Q5, #13)
- get rid of the bums in our parks and downtown (Q5, #14)
- keep parking for cars. (Q5, #15)
- Reduce city planning fees. (Q5, #16)
- Reduce parking for residential space (Q5, #17)
- low interest revolving loan fund for net zero buildings (Q5, #18)
- simplified permitting (Q5, #19)
- Is the assumption that the people that live in these facilities will have one car or no car? What about people that may wish to travel from farther to visit a business that is part of the mixed-use facility? How does this factor into the equation? (Q5, #20)
- State and federal funding for Respite Care for Homeless (Q5, #21)
- reserve access and increase ease of use for buses, taxis, bikes. (Q5, #22)
- Encourage bicycle use, more bike paths (Q5, #23)
- Increased or eliminated residential density caps. (Q5, #24)
- Vehicle parking requirements should be eliminated everywhere! (Q5, #25)
- incentives in support, funding for low-cost housing (families, workers) (Q5, #26)

## Attachment C

- senior only options, to reduce noise and problems, increase stability of occupants, lessen student related surges (Q5, #27)
- Am curious about the requirement for 100% of upper story coverage to match first floor uses. I would think most development would probably do that as an economic matter, but we eliminate the possibility of interesting and innovative designs that feature stepping back and creating upper level outdoor spaces that would add to variety. (Q6, #27)
- Workforce housing tax incentives. (Q5, #28)
- This should not only be for new buildings. Incentives and mandates should be designed so that existing buildings should be retrofitted to these mixed use standards, (Q6, #28)
- In addition to the higher rise buildings, please include and incentivize the building of townhomes or brownstone styles where the street level or first floor has business retail. ie. You can conduct business below and live above. Like early examples in Portland's Pearl and Bend's NW Crossing. (Q6, #47)

## Attachment D

September 30, 2020

To: Rian Amiton, Senior Planner and Members of the Mixed Use Departmental Advisory Committee, Corvallis Community Development Department

From: LWV of Corvallis Community Planning Committee

Re: Mixed Use Zoning Proposals

MIXED USE ZONE PROJECT SURVEY – Completed by the LWV Community Planning Committee

1. We watched the video
2. There is too little mixed use development in Corvallis
3. We strongly agree that mixed use is an important approach to helping the community  
combat climate change  
support the local economy  
increase housing variety  
create interesting/inviting places  
bring more services to areas that are primarily residential  
reduce automobile use  
increase transit use  
increase walking  
increase biking
4. In mixed used developments where commercial/office and residential are the dominant uses, a reduction in parking requirements should be considered, and the two uses allow for "shared" parking.
5. Reduced or eliminated parking requirements, and increased maximum building height are acceptable incentives to offer developers to encourage mixed use.
6. Our comments :

Mixed-use zoning satisfies many aspects of the League of Women Voters of Corvallis' Community Planning Position. Our position includes support for

- Emphasis on livability, sustainability and environmental quality in the development and implementation of comprehensive plans.
- A strong central core of urban and governmental activity including commercial, residential, and recreational facilities while protecting the riverfront and historic structures, and maintaining the vitality of downtown.
- A variety of housing densities, types and prices.
- Development that maintains and enhances community livability and protects resource lands.
- Reducing car dependence by encouraging walking, bicycle travel, and the use of transit.

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The League agrees that in mixed-use zones, it is important to

**Simplify the zoning and the Land Development Code** to make it less frustrating for developers and less complex for staff to process, resulting, hopefully, in the construction of more affordable housing. The current proposal names three zones but with the subzones, there are six. Is this really as simple as it can be? Also, is it really necessary to have requirements such as allowing only residential on the second floor, when an office or studio might be a desirable possibility. Can the requirements be made less prescriptive and still be clear and objective?

**Encourage walkability** by making sure commercial and civic uses allowed in the proposed CC zones are those providing services important to the daily lives of adjoining residents. No auto-oriented uses such as car dealerships and repair shops, storage facilities, breweries, drive-throughs, and warehouse stores should be permitted.

**Reduce parking requirements** in mixed used developments where commercial/office and residential are the dominant uses, as the two uses allow for "shared" parking. At its parking workshop last February, League learned that providing parking increases the cost of housing 10 to 30 percent. Also, good transit service would diminish parking needs.

In addition to downtown, we are excited that some other locations for mixed-use development have been identified. Would it be possible for the City to promote mixed-use development at one of these locations to demonstrate to the community that this is the future of urbanization?

In conclusion, we thank you for the opportunity to comment on the work that has been done thus far as one of the most important points in the League of Women Voters' position is "Assurance of opportunities for public participation in all decision making.

Amiton, Rian

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**From:** Susan Morre <[REDACTED]>  
**Sent:** Thursday, October 01, 2020 3:00 PM  
**To:** Amiton, Rian  
**Cc:** Yaich, Jason; Bilotta, Paul  
**Subject:** MU zones feedback

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Rian,

I was not able to complete the survey about mixed use zones before it closed yesterday. I watched the video you created (nice work) and offer this feedback since I'm too late for the survey:

1 – If clarity in the zoning and LDC is an objective of changes, I think it is better to keep the zones for Riverfront, Central Business, NC-Major and NC-Minor with their current names. CC3, CC2, and CC1 are not descriptive.

2 – I especially disagree with combining the RF and CB zones into a CC3 zone and applying the same height restrictions to both of them. I believe the RF zone should have a lower maximum height so we do not create an 85-foot-tall wall along the RF that separates the rest of downtown from the river. The farther away from the river, the taller the building may be, not the opposite! Have you tried modelling these two options? Eugene, a comparator city, has height restrictions along the river for this same reason. (Planning Commission research from a few years ago)

3 – In order to maintain a vibrant downtown with daytime and nighttime activities, there must be some off-street parking available. No flat parking lots which are a waste of precious space, but multi-level parking like the new hotel has.

4 – I found the “hot residential markets” statement to be a bit off-putting. If it's a hot residential market, you shouldn't need to provide the two incentives mentioned (10 foot bonus height if commercial added on first floor, or no off-street parking requirement). You shouldn't need any incentives if you think this is a hot residential market. A more practical approach would be to off lower-level or basement level off-street parking behind the commercial store fronts on the first floor, entered from the side street or alley.

The main thing we need is some creative developers who have a vision of a sustainable community form. I would love to see more downtown upper-level residences!

I really look forward to the day when we can have these conversations in person – I'm sure you do too. Thanks for your work on this project, Rian.

Warmly,

Susan Morre

Sent from [Mail](#) for Windows 10