

CITY OF CORVALLIS AIRPORT INDUSTRIAL PARK DEVELOPMENT PLAN



Adopted December 2012
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Introduction

The City of Corvallis owns 1,520 acres of land that encompasses the Corvallis Municipal Airport and Industrial Park. Of this, roughly 300 acres is zoned for Industrial use, while the remainder is designated for Public Institutional use. The majority of the Public Institutional lands are needed for runways, hangars, terminals, and other airport operational uses. Other areas have been identified as suitable for industrial and other non-aeronautical activities. The area designated as the Airport Industrial Park contains 220 acres zoned for Industrial use.

In 1995, the City Council authorized the Corvallis/Benton County Economic Development Partnership to develop a new Airport Industrial Park (AIP) Master Plan. That plan was adopted by City Council in 2000 and included street and lotting patterns, design and performance measures, and uses that were encouraged in the AIP. The Master Plan was intended to guide economic development and construction, and support airport activities. While the Plan was largely consistent with the City's Comprehensive Plan, some uses and standards encouraged in the Plan were in conflict Benton County zoning standards.

In 2010, the City Council directed staff to update the Master Plan with an emphasis on re-evaluating the goals for the AIP and on minimizing conflicts between the Plan and other governing documents. City Staff asked the Mayor to form an ad-hoc committee, comprising members of the Airport Commission and members at-large, to work with staff in the evaluation of AIP goals for economic development, desired users, and general site layout. The 2012 plan envisions more general industrial-oriented users, with additional commercial uses encouraged to support the surrounding industrial employment base and Airport uses. Like the 2000 Master Plan, this plan is intended to reflect the goals and values of the City as the property owner and to inform future decisions for development in the area. Concurrent with the update of the AIP Master Plan, City Staff and Benton County worked together to create a new Special Use – Airport Industrial Park zone that would reduce conflict between governing documents and provide clarity in permitted uses and development standards. The Benton County Commissioners approved the Special Use - Airport Industrial Park zone in November 2012. Under an agreement between the City as the property owner, and Benton County, which has jurisdiction over zoning for the property, City staff will work with County staff to confirm compliance with Benton County regulations, and will continue to coordinate the development process at the AIP.

The maps associated with this Plan show the general area of the Airport and Industrial Park as it relates to Corvallis and detailed maps of the infrastructure that makes up the Airport and Industrial Park. This Plan focuses on the Industrial zoned properties identified on Map C. These lands consist of Areas of Designation 1, 2, and 3. Of these areas, portions of all are partially developed,

and in all, comprise 220 acres of industrial property. The City of Corvallis Comprehensive Plan Map identifies the area as Intensive Industrial, with the exception of a portion of Area 1 along Airport Avenue, which is identified as Mixed Use Employment.

I. Development Assumptions

The development assumptions which have guided the formulation of this Plan are listed below:

- A. **Airport Focal Point** – Ultimate development of the area shall establish the Airport as the main focal point, recognized and reinforced by appropriate design of the entry drive, in addition to landscape strip plantings, shared access, and special signage along Airport Avenue and Airport Place.
- B. **Airport Functions** – No land use or development shall conflict with Airport functions that ensure the safe flight, takeoff, and maneuvering of aircraft. Specifically:
 - 1. Electrical Interference – A use or development that creates electrical interference with navigational signals or radio communications shall be prohibited.
 - 2. Light – A use or development that makes it difficult for pilots to distinguish between Airport lights and other lights, or that results in glare in the eyes of pilots shall be prohibited.
 - 3. Visibility – A use or development that impairs visibility in the vicinity of the Airport (i.e., smoke or steam) shall be prohibited.
 - 4. Aircraft Hazards – A use or development that creates bird strike hazards or otherwise interferes with landing, takeoff, or maneuvering of aircraft shall be prohibited.
- C. **Airport Entry Drive (Airport Avenue and Airport Place)**
 - 1. Development shall create and maintain a high visual quality along both sides of the Airport's entry drives.
 - 2. Permitted uses along both sides of the drives shall be complementary to Airport-related facilities and uses.
 - 3. Access along Airport Avenue shall be shared, where practicable.
- D. **Federal Aviation Administration (FAA) Requirements** – No land use or development shall conflict with any FAA regulations.
- E. **Area Designations** – The Plan allows for a mix of uses governed by three targeted Area Designations that recognize the value in separation of certain uses from others for compatibility considerations.
- F. **Balance of Uses** – Planning and development of the Airport Industrial Park shall encourage a mix of industrial uses that balances general industrial uses that anticipate low to moderate employment levels, with higher employment, higher

value technical or manufacturing facilities. Commercial uses in the area shall be generally complementary to Airport and Industrial Park functions, and ancillary in nature.

- G. Compatibility of Uses** – In areas where development has occurred, the City shall take the existing uses, particularly heavy industrial uses, into consideration when siting new development projects in order to ensure compatibility between existing and future uses.
- H. Certified Industrial Site** – The State has approved a City application for participation in Oregon’s Certified Industrial Site program. The area consists of 41.28 acres located in the Industrial Park. See Map B. As part of the program, the City has performed off-site wetland mitigation through a joint Oregon DSL/US Army Corps of Engineers wetland fill permit for 17.72 acres of the area. When considering uses to be placed in the certified site area, the City should focus on higher quality building designs, and businesses that generate relatively higher levels of employment.
- I. Environment** – All development shall comply with applicable DEQ/EPA, Benton County, and City of Corvallis regulations.
- J. Land Disposition** – All land uses and development shall be consistent with the provisions of the Airport Land Disposition Policies.
- K. North/South Road Connection** – There is a need for a north/south road connecting the Airport Industrial Park to privately-owned industrial areas to the north, and to the larger community via a planned extension of Kiger Island Drive to 53rd Street as identified in the Corvallis Transportation Plan and South Corvallis Area Refinement Plan. This road should be located and configured to minimize street lights appearing to a pilot as Airport landing lights, and the road shall be a tree-lined boulevard.

II. Development Enhancements

- A. Airport Avenue, Airport Place, Ingalls Street, Hout Street,** – These are the main access drives connecting the Airport and Industrial Park to the intersection of Highway 99W and the future entrance at the northern property line where Kiger Island Drive will connect to Ingalls Street and Hout Street. Improvements to these streets should reflect a boulevard feel, with all utilities underground, generous vehicle lanes, separated sidewalks, and street trees and other landscaping between the curb and sidewalk. As the primary entrance to the Airport and Industrial Park, Airport Avenue should also include a gateway treatment, with a landscaped median and bicycle lanes. The median should be constructed so that trucks and other large vehicles are able to maneuver over it if necessary. It should be slightly raised above grade, with truck aprons and landscaping composed of grass-crete and other appropriate landscaping materials.

The median should function as a gateway treatment at the entrance to the Industrial park, and should contain breaks to accommodate existing driveway access points, as well as an additional break to allow for ingress and egress for future development along Airport Avenue. The median should extend roughly 700 ft. west from the intersection of Highway 99W and Airport Avenue, as shown in the diagram below. Continuing west, Airport Avenue should maintain full street improvements with no landscape median, but with a continuous center lane allowing for left-turn movements extending to the intersection with Ingalls Street and Airport Place. Driveway cuts along Airport Avenue should be minimized, and shared access is strongly encouraged for adjacent businesses.

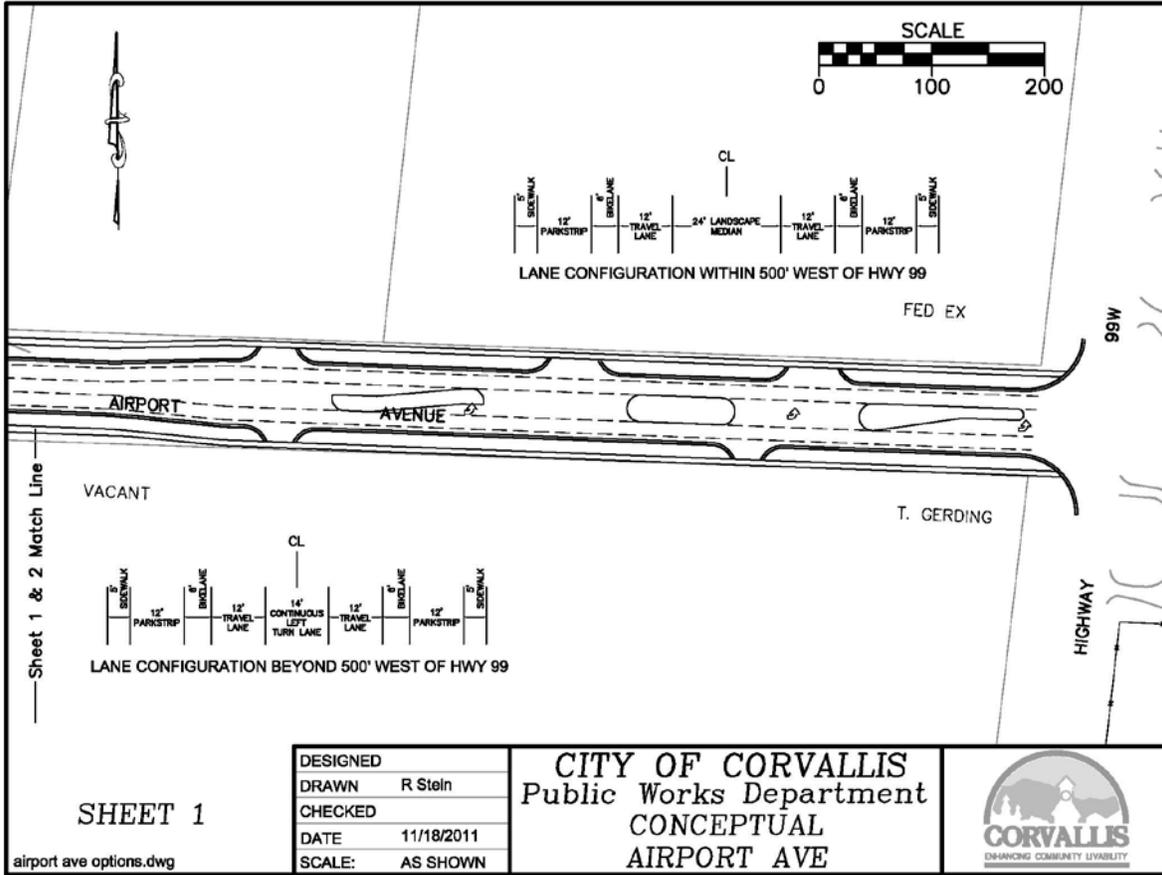


Diagram 1 - Overhead View With Median

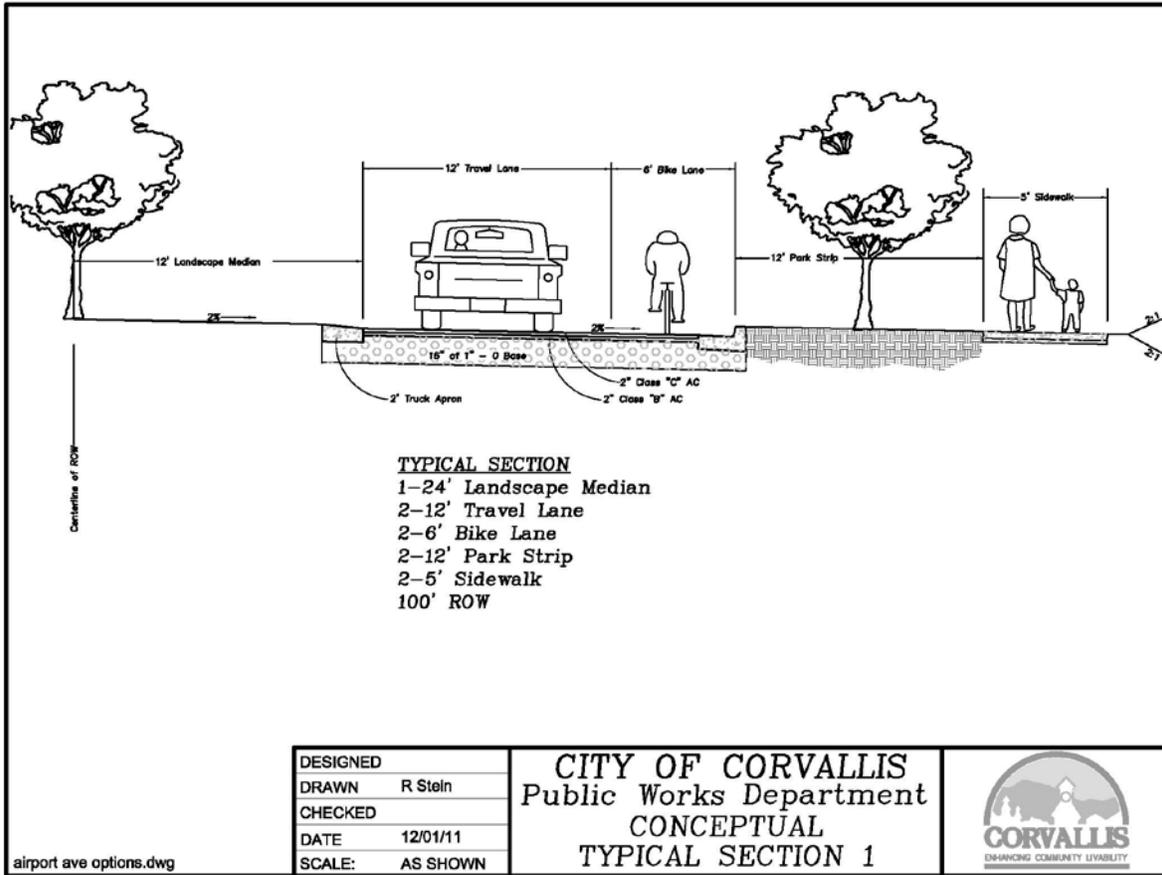


Diagram 2 - Elevation View With Median

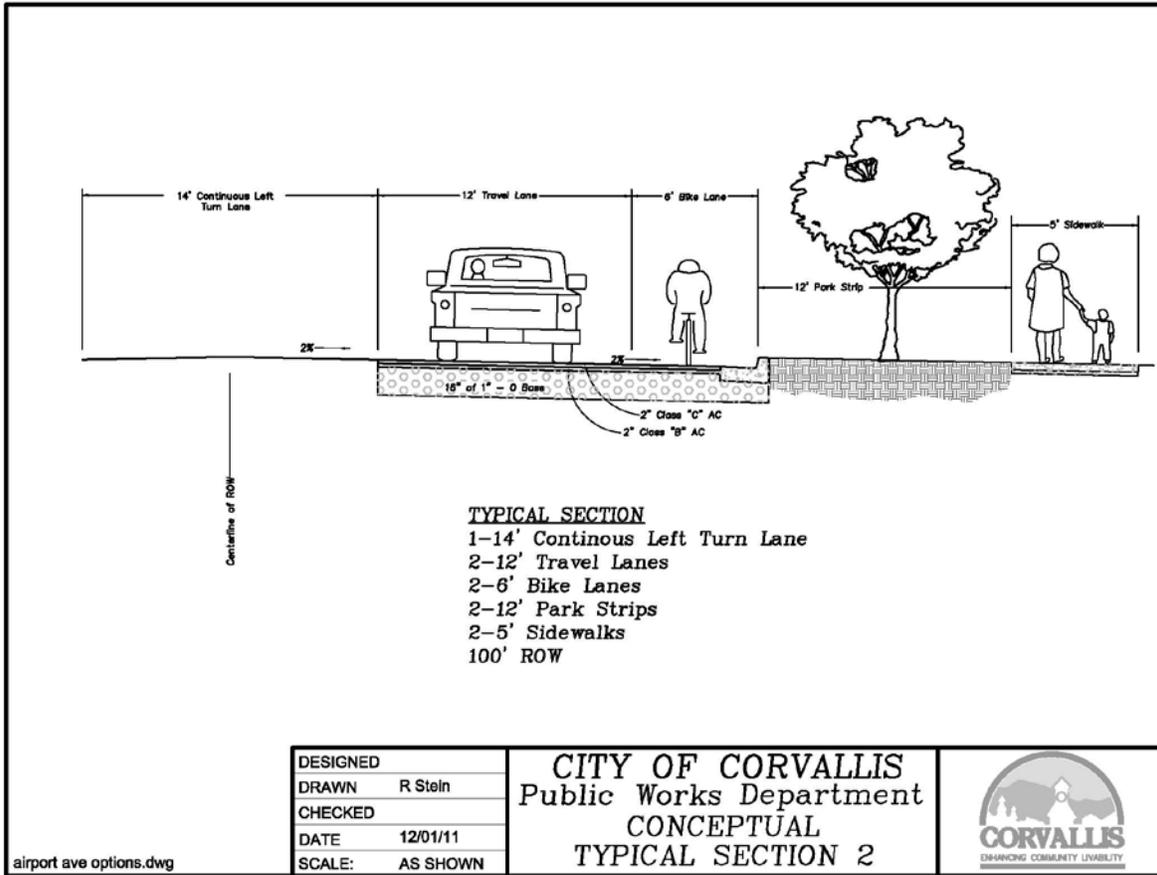


Diagram 3 - Elevation View With Center Lane

When Ingalls Street is developed, it will become a north/south collector street connecting Airport Avenue with the proposed Kiger Island Drive bypass, which will make Ingalls Street a gateway to the Airport and Industrial Park from the City of Philomath and from north Corvallis. This north/south connector should be designed to have uniform tree plantings to create a boulevard effect, and should include bicycle lanes, separated sidewalks, and landscape strips.

Hout Street has been improved to a collector street standard, with 12-foot vehicle lanes, bike lanes, and sidewalks separated from the street by 12-foot landscape strips in the section between Convill Street and Airport Avenue. The section north of this intersection, to the intersection with Ingalls Street, will be constructed in the future.

The proposed connection of Ingalls and Hout Streets with Kiger Island Drive will create a 3-way intersection at the northern entrance to the property, which could be suitable for a roundabout containing a landscaped center. The roundabout could be a suitable location for signage identifying the location of the Airport and Industrial Park.

On the southern border of the Industrial Park, Plumley Street provides access to the Airport properties from the northeast. Plumley Street could be relocated to align more directly with Hout Street to create a 4-way intersection.

- B. Entry Treatment at Highway 99W and Airport Avenue** – This intersection is seen as the primary entrance to the Airport and Industrial Park. The southwest corner of the intersection contains a large landscaped area, with trees, shrubs and grass. It also includes a monument sign identifying the Airport and Industrial Park. This area should be maintained as a gateway treatment. If conditions warrant, an exception should be made in order to accommodate the future expansion of the right-of-way to include improvements such as the planned landscaped median, (discussed above), landscape strips with trees and other materials, and separated sidewalks. When these improvements occur, the landscaped area should be maintained to the greatest extent practicable.
- C. Airport Focal Point** – There is a desire to emphasize the Airport as a focal point by constructing a roundabout at the intersection of Airport Avenue and Ingalls Street/Airport Place. The roundabout should be highlighted by a central landscaped median surrounded by a patterned concrete road surface with a truck apron. The street should include bicycle lanes, landscape strips with trees, and separated sidewalks. Signage for the Airport and Industrial Park could be located in the central landscaped portion of the roundabout.
- D. Quality** – To create and sustain an image of quality throughout the Industrial Park development, it is critical to ensure that future sites and buildings, particularly along Airport Avenue, are designed with overall quality design and construction. Care must be taken in the design and siting of future facilities to maintain the quality and value of the entire Industrial Park.
- E. Directional Signs** – A plan for directional signage is needed for the entire Airport area. The plan should identify the location of gateway and directional signage and, most importantly, should establish a suitable, distinctive design that will help visually unify the development and make directional signs easy to recognize.

III. Land Use, Design, and Development Standards

The Airport Industrial Park contains three “areas of concentration” or Area Designations, created to direct development toward areas of the Park with respect to compatibility, development needs, and aesthetic quality. See Map D. The properties along Airport Avenue, designated as Area 1 should concentrate on providing high aesthetic building quality, a broad range of industrial and service-oriented uses, and should provide an environment that acts as a gateway to the Airport and the rest of the Industrial Park. Area 2 is envisioned to contain general industrial and manufacturing uses that are not expected to generate nuisance conditions, and therefore would be most compatible with uses in Area 1. Additionally, the certified site, see Map B, should be developed with and eye toward quality of design and high value of use from an economic development standpoint. Area 3 is envisioned as the location where more intensive industrial users would be most compatible, recognizing that some intensive industrial uses may be appropriate in the northeastern portion of Area 2 as well. Area 3 contains access to the railroad tracks on the east side of Hout Street, and those properties should be retained for users that would benefit from rail access. Area 3 is the location where certain uses that may be characterized as generating some nuisance conditions would be most appropriate. In all cases, the Area Designations and associated uses are meant as guidelines, except where certain uses are prohibited. Discretion should be used when considering uses and Area Designations to ensure consistency and compatibility with surrounding uses.

The following are permitted uses, design, and development standards organized according to Area Designation.

AREA 1 – Airport Avenue from Highway 99W to western boundary of industrial park



Area 1 is intended to be the gateway to the Airport Industrial Park. For this reason Airport Avenue and the intersection with Airport Place and Ingalls Street will contain full street improvements, including sidewalks, landscape strips with grass and trees. Uses in Area 1 will complement this gateway environment, and include some complementary retail- and commercial-oriented uses as described below. Pedestrian orientation and access to this area is a priority, as it is envisioned to provide services to both the Industrial Park and the Airport.

A. Use Types Permitted

1. Industrial Uses

- General Industrial
- Limited Manufacturing
- Farming – Row and Field Crops
- Research Services

- Technical Support Center
- Technological Production
- Telemarketing Center

2. Commercial Uses

- Building Maintenance Services
- Business Support Services
- Construction-related Office
- Convenience Sales and Personal Services
- Eating and Drinking Establishments
- Laundry Services
- Professional and Administrative Services

3. Civic Uses

- Minor Utilities
- Parking Services
- Public Safety
- Vocational or Trade Schools

B. Design Standards – General Building Design Requirements

1. Buildings shall be constructed of high-quality exterior materials, such as concrete, brick, stone, or other architectural composite materials. Wood materials are permitted with the exception of pre-manufactured wood panels composed of plywood and/or particle board. Metal siding will be considered by the Airport Industrial Park Project Review Department Advisory Committee on an individual basis and evaluated for aesthetics, durability, and compatibility with surrounding structures. In no case shall the front façade of buildings be composed of metal siding materials.
2. Building design shall include the use of architectural features such as insets, projections, parapets, canopies, or contrasting materials to break up blank walls. These features are encouraged along all façades but are required along street-facing façades.
3. A minimum 20 percent of the first 12 vertical feet along the length of any street-facing façade shall contain windows and/or glass doors. Where uses in the building are not appropriate to be viewed from outside, windows may be opaque.
4. Rooftop mechanical equipment shall be screened from street views. Screening materials shall be similar in color and material to the building exterior. Signs, letters, designs, or other graphics shall not be painted or

placed on roofs unless approved by the Airport Industrial Park Project Review Department Advisory Committee.

C. Development Standards

1. Height and Setbacks

- a. Building height shall be a maximum of 45 feet as measured from the tallest portion of the building. Except where required per FAA regulation, accessory structures such as HVAC units or elevator shafts are exempt from the maximum height restriction.
- b. Front yard setbacks shall be a minimum of 25 feet.
- c. All setback areas shall contain landscaping such as groundcover, shrubs, and trees.

2. Lot Coverage

Development sites shall maintain a maximum 60 percent impervious surface and 40 percent landscaped area or green space.

3. Parking

- a. Parking shall be located to the rear or side of buildings.
- b. Parking spaces shall be provided at a rate of 1 space per 1,000 square feet of building footprint. Use types requiring more or less parking than this standard may submit information detailing the use type, employee or customer parking needs and the number of parking spaces proposed, for consideration by the Airport Industrial Park Project Review Department Advisory Committee.
- c. On a case-by-case basis, where the Airport Industrial Park Project Review Department Advisory Committee determines that a use is such that parking in front of a building is necessary for customer service or safety considerations, a maximum of 20 percent of the development's maximum parking requirement may be provided in front of the building. This parking allocation does not include ADA-required parking spaces.
- d. Where parking spaces are permitted in front of a building, those spaces must be screened from the public right-of-way by landscaping composed of groundcover, shrubs, or trees that will provide a screen 3 feet high with 80 percent opacity year round.

- e. Parking lots shall include landscaping buffers surrounding the lot, and 1 landscaping island for every 10 parking spaces, per the City's Off-street Parking and Access Standards. Landscape islands shall include groundcover and medium canopy, non fruit-bearing trees.

4. Outdoor Storage

Outdoor storage is permitted to the rear of buildings, and square footage is limited to 20 percent of the gross floor area of the primary building. Outdoor storage must be screened from view from the street using stone or brick walls, wooden fences, or landscaping that is no less than 5 feet tall and 80 percent opaque.

5. Service and Loading Facilities

All service and loading facilities must comply with dimensional and maneuvering standards in the City of Corvallis Land Development Code. All service and loading facilities must be located to the rear or side of buildings. Where service and loading facilities are visible from the public right-of-way they must be screened using walls constructed with similar materials to the building walls, a wooden fence, or landscaping materials that are 5 feet tall and 80 percent opaque.

6. Recycling and Refuse Collection

Collection areas shall be located on the development site, and shall not be placed between the building or parking lot and the street. Collection areas shall be placed in a location that is easily accessible for collection vehicles, and shall be screened using fencing or landscaping to limit view from the public right-of-way.

7. Streets and Utilities

a. Street Design

1. Gateway Entry Treatment – The gateway entry treatment shall start at the intersection of Highway 99W and Airport Avenue and extend to the west for a length of approximately 700 feet (see Diagrams 1, 2). The gateway shall contain the following:

- 2 travel lanes (12 feet each)
- 2 bicycle lanes (6 feet each)
- 2 landscape strips (12 feet each)
- 2 sidewalks (5 feet each)
- 1 landscaped median (24 feet)

2. Airport Avenue to Ingalls Street and Airport Place – Airport Avenue extending from the gateway median to the west (see Diagram 3) is identified as a Collector Street and shall contain the following:

- 1 continuous center lane/left turn lane (14 feet)
- 2 travel lanes (12 feet each)
- 2 bicycle lanes (6 feet each)
- 2 landscape strips (12 feet each)
- 2 sidewalks (5 feet each)

b. Street Access

Driveways and access points along Airport Avenue should be minimized, and, where possible, adjacent properties shall utilize shared driveways. As development occurs, internal streets or frontage connections may be required to minimize curb cuts along Airport Avenue.

c. Utilities

Utilities shall be placed underground from the public right-of-way to the building and underground within the right-of-way. Where utilities are currently located above-ground they shall be placed underground with major development or redevelopment (more than 20% of existing development) of abutting properties. Above ground utilities or mechanical elements shall be fully screened from the adjacent right-of-way using screening similar in color and/or materials to the building.

8. Lighting

a. For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.

b. With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.

c. Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.

- d. Luminaires shall be sharp cut-off type, with 0% light above the horizontal. Additionally, when viewed from a point four feet above grade, bulbs of luminaires shall not be visible.
- e. Background spaces such as parking lots and service areas shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.

9. Signage

a. General Requirements

- 1. Signs shall be integrated with the landscape and architectural design of the building.
- 2. Signs in the public right-of-way require approval from the appropriate governing body.
- 3. Signs may not be oriented to Highway 99W unless approved by the Airport Industrial Park Project Review Department Advisory Committee.
- 4. An established custom design for all directory and directional signage shall be required.
- 5. Signs are to be illuminated only by backlighting of raised letters, internally illuminated individual letters, or by low-intensity spotlights that are screened from direct view. Electronic variable message signs are permitted.
- 6. Freestanding signs shall be constructed of concrete, brick, stone, or anodized metal, and shall be glare free.

b. Prohibited Signs

- 1. Flashing and/or rotating signs, animated signs, or audible signs;
- 2. Billboards, roof signs, temporary signs, banners, balloons, reader boards and A-frames; and/or,
- 3. Signs placed on fences, vehicles used as signs, or signs with guy wires that obstruct fire escape routes.

c. Freestanding Business Identification Signs

1. One single tenant freestanding sign with a solid base (monument-type) is permitted for each street frontage, provided it does not exceed 60 square feet of sign area and 5 feet in height from grade.
2. One multi-tenant freestanding sign with a solid base (monument-type) is permitted on each street frontage for each multi-tenant site, provided it identifies building and tenants and does not exceed 70 square feet in area and does not exceed 5 feet in height from grade.

d. Building-mounted Business Identification Sign and Logo

1. One business identification wall sign or logo may be placed on each building exterior for each tenant.
2. Signs may not extend above the top wall or parapet. Signage shall appear as an integral part of the building.
3. Signs must be made of individual letters. Letters may be raised, inset, or flush. No box or can signs or signs painted on a board or similar surface and mounted on a building will be permitted.
4. Signs may be individually illuminated or backlit or lit with low-intensity spotlights. Light fixtures must be screened from view.
5. Maximum letter height is 24 inches.

e. Directory Signs

1. One directory sign is permitted for each multi-tenant building.
2. Directories shall only list tenant names and locations within buildings.
3. Directories shall be either wall-mounted glass case or freestanding, solid base, monument-type signs. Directories shall be in close proximity to the building.
4. Directory signs shall not exceed 20 square feet in area or 5 feet in height above grade.

f. Directional Signs

1. Location – Directional signs such as “ENTER” and “EXIT”, “LOADING”, etc. must be located adjacent to driveways so as not to obstruct vision of vehicles or pedestrians, and must be located out of the public right-of-way.
2. Size – Directional signs shall not exceed 4 feet in height from grade and 6 square feet in area.
3. Design – Directional signs shall be uniform in design using post and panel design. Posts and panels shall have durable black finish with white lettering of not more than 6 inches in height.
4. Names, Symbols, and Logos – Only the business name, symbol, or logo shall be permitted on any directional sign in addition to the directional wording or symbol. No other advertising will be allowed. One directional sign per each drive is allowed.
5. Illumination – Directional signs shall not be illuminated.

g. Window and Door Signs

Signs for business hours, telephone numbers, etc., may be placed on windows and doors, with a maximum sign area of 2 square feet and a minimum letter height of 1 inch.

h. Temporary Signs

1. Real Estate – Freestanding temporary real estate signs may be permitted with a maximum size of 8 feet in height above grade and a maximum area of 40 square feet. Real estate signs are limited to one per street frontage and shall be located a minimum of 25 feet from the public right-of-way.
2. Construction Signs – One temporary construction sign per building site with a maximum area of 32 square feet is permitted. Construction signs must be removed after issuance of a certificate of occupancy for the building.

i. Building Address

All buildings shall have address numbers placed within 2 feet of the main entrance with a 12 inch maximum letter height.

10. Landscaping

Where landscaping is required, the following materials shall be considered: groundcover, shrubs or small plants, and medium-crown, non fruit-bearing trees. Landscaping in setback areas shall include at least groundcover and shrubs, and landscape strips adjacent to the street shall also include trees. Landscaping materials should be those that are low maintenance and do not require significant irrigation. Groundcover and shrubs or small plants shall be used adjacent to the public-right-of-way where vision clearance is a consideration. Landscaping between parking lots and buildings; and between buildings or parking lots and the public right-of-way may include a combination of all landscaping elements. A detailed landscaping plan must be submitted with development plans.

AREA 2 – Ingalls Street to Weltzin Avenue, and Convill Avenue



Area 2 is intended to function as the main area for general industrial and manufacturing operations. Ingalls Street will be constructed to collector street standards with full improvements, and Convill Avenue will be constructed to local street standards and will provide on-street parking along the north side of the street. While pedestrian access to businesses is important in this area, buildings will not be subject to the same architectural standards as in Area 1, recognizing that the focus on industrial and manufacturing businesses calls for a different building type in many cases.

Area 2 also contains the portion of the AIP that has been certified by Oregon's state certified "shovel ready" program (see Map B). The City recognizes that this area of the industrial park is valuable because of the ability to sign development contracts and begin construction within a relatively short period of time. For this reason, the City envisions this area as the primary focus area for development that yields a relatively large number of jobs with relatively higher development investments. This area contains an overlay that corresponds with some special development standards, explained below.

A. Use Types Permitted

1. Industrial Uses

- General Industrial
- Limited Manufacturing
- Wholesale Storage and Distribution
- Recycling or Reclamation Center
- Farming - Row and Field Crops
- Research Services
- Technical Support Center
- Technological Production
- Telemarketing Center

2. Commercial Uses

- Auto/Fleet Storage
- Building Maintenance Services
- Business Support Services
- Construction-related Office
- Laundry Services
- Professional and Administrative Office

3. Civic Uses

- Major Services and Utilities
- Minor Utilities
- Parking Services
- Public Safety
- Vocational or Trade Schools
- Wireless Communication Facilities

B. Design Standards – General Building Design Requirements

1. Buildings shall be constructed of high-quality, exterior materials, such as concrete, brick, stone, or other architectural composite materials. Wood materials are permitted with the exception of pre-manufactured wood panels composed of plywood and/or particle board. Metal siding is permitted where the street facing façade is composed of materials other than metal. Buildings that are constructed completely of metal materials will be considered by the Airport Industrial Park Project Review Department Advisory Committee on an individual basis and evaluated for aesthetics, durability, and compatibility with surrounding

structures. The use of architectural features such as insets, projections, parapets, canopies, or contrasting materials is encouraged to break up blank walls.

Development that is proposed in the Certified Site Area shall be subject to additional standards for design review and compatibility. All buildings in this area shall be composed of architectural materials such as concrete, stone, brick, or other composite materials. Wood materials are permitted with the exception of pre-manufactured wood panels composed of plywood and/or particle board. Metal siding will be considered by the Airport Industrial Park Project Review Department Advisory Committee on an individual basis and evaluated for aesthetics, durability, and compatibility with surrounding structures. In no case shall the front façade of buildings be composed of metal materials.

2. Building design shall include the use of architectural features such as insets, projections, parapets, canopies, or contrasting materials to break up blank walls. These features are encouraged along street facing façades throughout Area 2, but are required along street facing façades within the Certified Site Area.
3. A minimum 20 percent of the first 12 vertical feet along the length of any street-facing façade shall contain windows and/or glass doors. Where uses in the building are not appropriate to be viewed from outside, windows may be opaque.
4. Rooftop mechanical equipment shall be screened from street views. Screening materials shall be similar in color and material to the building exterior. Signs, letters, designs, or other graphics shall not be painted or placed on roofs unless approved by the Airport Industrial Park Project Review Department Advisory Committee.

C. Development Standards

1. Height and Setbacks

- a. Building height shall be a maximum of 75 feet as measured from the tallest portion of the building, except in the area designated as “Approach Safety Zone” (see Map B), where the maximum building height is 50 feet, per federal aviation standards. Except where required per FAA regulation, accessory structures such as HVAC units or elevator shafts are exempt from the maximum height restriction.

- b. Front yard setbacks shall be a minimum of 25 feet for buildings 45 feet in height or less; buildings that are taller than 45 feet up to the 75 foot height limitation shall be setback a minimum of 45 feet.
- c. All setback areas shall contain landscaping such as groundcover, shrubs, and trees.

2. Lot Coverage

There are no maximum impervious surface lot coverage standards. Development is subject to landscaping standards.

3. Parking

- a. Parking shall be located to the side and rear of buildings.
- b. Parking spaces shall be provided at a rate of 1 space per 1,000 square feet of building footprint. Use types requiring more or less parking than this standard may submit information detailing the use type, employee or customer parking needs and the number of parking spaces proposed, for consideration by the Airport Industrial Park Project Review Department Advisory Committee.
- c. On a case-by-case basis, where the Airport Industrial Park Project Review Department Advisory Committee determines that a use is such that parking in front of a building is necessary for customer service or safety considerations, a maximum of 20 percent of the development's maximum parking requirement may be provided in front of a building. This parking allocation does not include ADA-required parking spaces.
- d. Where parking spaces are permitted in front of a building, those spaces must be screened by landscaping composed of groundcover, shrubs, or trees that will provide a screen 3 feet high with 80 percent opacity year round.
- e. Parking lots shall include landscaping buffers surrounding the lot. Additionally, in the Certified Site Area, 1 landscaping island for every 10 parking spaces, per the City's Off-street Parking and Access Standards, shall be provided. Landscape islands shall include groundcover and medium canopy, non fruit-bearing trees.

4. Outdoor Storage

Outdoor storage is permitted to the rear of buildings up to 150 percent of the gross floor area of the primary building, and must be screened from

view from the street using stone or brick walls, wooden fences, or landscaping that is no less than 5 feet tall and 80 percent opaque.

5. Service and Loading Facilities

All service and loading facilities must comply with dimensional and maneuvering standards in the City of Corvallis Land Development Code. On the property comprising the Certified Site Area and areas west of Ingalls Street, all service and loading facilities must be located to the rear or side of buildings, and must be screened using walls constructed with similar materials to the building walls, a wooden fence, or landscaping materials that are 5 feet tall and 80 percent opaque. In areas north of Convill Avenue, service and loading facilities must be located to the side or rear of buildings, but there are no screening requirements.

6. Recycling and Refuse Collection

Collection areas shall be located on the development site, and shall not be placed between the building or parking lot and the street. Collection areas shall be placed in a location that is easily accessible for collection vehicles, and shall be screened using fencing or landscaping to limit view from the public right-of-way.

7. Streets and Utilities

a. Street Design

Ingalls Street is identified as a Local Collector and shall contain the following:

- 2 travel lanes (12 feet each)
- 2 bicycle lanes (6 feet each)
- 2 landscape strips (12 feet each)
- 2 sidewalks (5 feet each)

Convill Avenue is identified as a Local Street with parking permitted on one side, as follows:

- 2 travel lanes (12 feet each)
- 1 lane (one side, 8 feet)
- 2 landscape strips (6 feet each)
- 2 sidewalks (5 feet each)

b. Street Access

Driveways and access points along Ingalls Street should be minimized, and, where possible, adjacent properties shall utilize shared driveways. As development occurs, internal streets or

frontage connections may be required to minimize curb cuts along Ingalls Street.

c. Utilities

Utilities shall be placed underground from the public right-of-way to the building and underground within the right-of-way. Where utilities are currently located above-ground they shall be placed underground with major development or redevelopment (more than 20 percent of existing development) of abutting properties. Above ground utilities or mechanical elements shall be fully screened from the adjacent right-of-way using screening similar in color and/or materials to the building.

8. Lighting

- a. For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.
- b. With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits. Lighting fixtures used by individual businesses shall be similar throughout the Industrial Park.
- c. Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.
- d. Luminaires shall be sharp cut-off type, with zero percent light above the horizontal. Additionally, when viewed from a point 4 feet above grade, bulbs of luminaires shall not be visible.
- e. Background spaces such as parking lots and service areas shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.

9. Signage

a. General Requirements

1. Signs shall be integrated with the landscape and architectural design of the building.
2. Signs in the public right-of-way require approval from the appropriate governing body.
3. Signs may not be oriented to Highway 99W unless approved by the Airport Industrial Park Project Review Department Advisory Committee.
4. An established custom design for all directory and directional signage shall be required.
5. Signs are to be illuminated only by backlighting of raised letters, internally illuminated individual letters, or by low-intensity spotlights that are screened from direct view. Electronic variable message signs are permitted.
6. Freestanding signs shall be constructed of concrete, brick, stone, or anodized metal, and shall be glare free.

b. Prohibited Signs

1. Flashing and/or rotating signs, animated signs, or audible signs;
2. Billboards, roof signs, temporary signs, banners, balloons, reader boards and A-frames; and/or,
3. Signs placed on fences, vehicles used as signs, or signs with guy wires that obstruct fire escape routes.

c. Freestanding Business Identification Signs

1. One single tenant freestanding sign with a solid base (monument-type) is permitted for each street frontage, provided it does not exceed 60 square feet in sign area and 5 feet in height from grade.
2. One multi-tenant freestanding sign with a solid base (monument-type) is permitted on each street frontage for each multi-tenant site, provided it identifies building and

tenants and does not exceed 70 square feet in area and does not exceed 5 feet in height from grade.

d. Building-mounted Business Identification Sign and Logo

1. One business identification wall sign or logo may be placed on each building exterior for each tenant.
2. Signs may not extend above the top wall or parapet. Signage shall appear as an integral part of the building.
3. Signs must be made of individual letters. Letters may be raised, inset, or flush. No box or can signs or signs painted on a board or similar surface and mounted on a building will be permitted.
4. Signs may be individually illuminated or backlit or lit with low-intensity spotlights. Light fixtures must be screened from view.
5. Maximum letter height is 24 inches.

e. Directory Signs

1. One directory sign is permitted for each multi-tenant building.
2. Directories shall only list tenant names and locations within buildings.
3. Directories shall be either wall-mounted glass case or freestanding, solid base, monument-type signs. Directories shall be in close proximity to the building.
4. Directory signs shall not exceed 20 square feet in area or 5 feet in height above grade.

f. Directional Signs

1. Location – Directional signs such as “ENTER” and “EXIT”, “LOADING”, etc. must be located adjacent to driveways so as not to obstruct vision of vehicles or pedestrians, and must be located out of the public right-of-way.
2. Size – Directional signs shall not exceed 4 feet in height from grade and 6 square feet in area.

3. Design – Directional signs shall be uniform in design using post and panel design. Posts and panels shall have durable black finish with white lettering of not more than 6 inches in height.
4. Names, Symbols, and Logos – Only the business name, symbol, or logo shall be permitted on any directional sign in addition to the directional wording or symbol. No other advertising will be allowed. One directional sign per each drive is allowed.
5. Illumination – Directional signs shall not be illuminated.

g. Window and Door Signs

Signs for business hours, telephone numbers, etc., may be placed on windows and doors, with a maximum sign area of 2 square feet and a minimum letter height of 1 inch.

h. Temporary Signs

1. Real Estate – Freestanding temporary real estate signs may be permitted with a maximum size of 8 feet in height above grade and a maximum area of 40 square feet. Real estate signs are limited to one per street frontage and shall be located a minimum of 25 feet from the public right-of-way.
2. Construction Signs – One temporary construction sign per building site with a maximum area of 32 square feet is permitted. Construction signs must be removed after issuance of a certificate of occupancy for the building.

i. Building Address

All buildings shall have address numbers placed within 2 feet of the main entrance with a 12 inch maximum letter height.

10. Landscaping

Where landscaping is required, the following materials shall be considered: groundcover, shrubs or small plants, and medium-crown, non fruit-bearing trees. Landscaping in setback areas shall include at least groundcover and shrubs, and landscape strips adjacent to the street shall also include trees. Landscaping materials should be those that are low maintenance and do not require significant irrigation. Groundcover and shrubs or small plants shall be used adjacent to the public-right-of-way

where vision clearance is a consideration. Landscaping between parking lots and buildings; and between buildings or parking lots and the public right-of-way may include a combination of all landscaping elements. A detailed landscaping plan must be submitted with development plans.

AREA 3 – Hout Street at Intersection of Airport Avenue Continuing North to Weltzin Avenue



Intensive Industrial uses are the primary focus in Area 3, especially those that are dependent upon access to rail. The City envisions this area as the location for those use types that are less compatible with commercial or technology-oriented uses, with the opportunity to allow some uses that are considered to have “nuisance characteristics”, categorized as noise, odor, or vibrations common to heavy industrial operations. There is a potential for the franchise power utility to construct a substation in some portion of Area 3 in the future, as referenced in Figure 6. The City recognizes that not all Intensive Industrial uses will be compatible with other uses in the AIP and therefore will undergo review for compatibility. The northwestern portion of Area 3 is designated for uses that can serve as a buffer or transition between heavy industrial uses and general manufacturing uses in Area 2.

A. Use Types Permitted

1. Industrial Uses

- General Industrial
- Intensive Industrial
- Limited Manufacturing
- Wholesale Storage and Distribution
- Recycling or Reclamation center
- Farming – Row and Field Crops
- Research Services
- Technological Production

2. Civic Uses

- Major Services and Utilities
- Minor Utilities
- Parking Services
- Public Safety
- Vocational or Trade Schools
- Wireless Communication Facilities

B. Design Standards – General Building Design Requirements

1. Buildings shall be constructed of high-quality exterior materials, such as concrete, brick, stone, or other architectural composite materials. Wood materials are permitted with the exception of pre-manufactured wood panels composed of plywood and/or particle board. Metal siding is permitted where consideration has been made for aesthetics, durability, and compatibility with surrounding structures.
2. Where Intensive Industrial uses are proposed adjacent to General Industrial or Manufacturing uses in Area 2, development may be subject to additional considerations of use type, building materials and height, and other measures of compatibility.

C. Development Standards

1. Height and Setbacks

- a. Building height shall be a maximum of 75 feet as measured from the tallest portion of the building. Some exceptions may be made to the 75 foot height limitation for buildings that are not the primary structure. Except where required per FAA regulation, accessory structures such as HVAC units or elevator shafts are exempt from the maximum height restriction. In cases where a variation to the

height limitation is requested, the Airport Industrial Park Project Review Department Advisory Committee will evaluate the proposal for compatibility with surrounding development.

- b. Front yard setbacks shall be a minimum of 25 feet for buildings 45 feet in height or less; buildings that are taller than 45 feet up to the 75 foot height limitation shall be setback a minimum of 45 feet.
- c. All setback areas shall contain landscaping such as groundcover, shrubs, and trees.

2. Lot Coverage

There are no maximum impervious surface lot coverage standards. Development is subject to landscaping standards.

3. Parking

- a. Parking shall be located to the rear or side of buildings.
- b. On a case-by-case basis, where the Airport Industrial Park Project Review Department Advisory Committee determines that a use is such that parking in front of a building is necessary for customer service or safety considerations, a maximum of 20 percent of the development's maximum parking requirement may be provided in front of a building. This parking allocation does not include ADA-required parking spaces.
- c. Where parking spaces are permitted in front of a building, those spaces must be screened by landscaping composed of groundcover, shrubs, or trees that will provide a screen 3 feet high with 80 percent opacity year round.
- d. Parking spaces shall be provided at a rate of 1 space per 1,000 square feet of building footprint. Use types requiring more or less parking than this standard may submit information detailing the use type, employee or customer parking needs and the number of parking spaces proposed, for consideration by the Airport Industrial Park Project Review Department Advisory Committee.
- e. Parking lots shall include landscaping buffers surrounding the lot.

4. Outdoor Storage

Outdoor storage is permitted to the rear and side of buildings.

5. Service and Loading Facilities

Service and loading facilities are permitted to be located to the side or rear of buildings. Additionally, up to 50 percent of the front façade of a building in Area 3 may be composed of service and loading facilities. In cases where the front façade contains services or loading facilities, additional perimeter landscaping is encouraged to screen the facility.

6. Recycling and Refuse Collection

Collection areas shall be located on the development site, and shall not be placed between the building or parking lot and the street. Collection areas shall be placed in a location that is easily accessible for collection vehicles, and shall be screened using fencing or landscaping to limit view from the public right-of-way.

7. Streets and Utilities

a. Street Design – Hout Street is identified as a Local Collector and shall contain the following:

- 2 travel lanes (12 feet each)
- 2 bicycle lanes (6 feet each)
- 2 landscape strips (12 feet each)
- 2 sidewalks (5 feet each)

b. Street Access

Where possible, access shall be taken from streets other than Hout Street, and adjacent properties shall utilize shared driveways. Access to Hout Street is subject to approval from the City Engineer.

c. Utilities

Utilities shall be placed underground from the public right-of-way to the building and underground within the right-of-way. Where utilities are currently located above-ground they shall be placed underground with major development or redevelopment (more than 20 percent of existing development) of abutting properties. Above ground utilities or mechanical elements shall be fully screened from the adjacent right-of-way using screening similar in color and/or materials to the building.

8. Lighting

- a. For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.
- b. With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits. Lighting fixtures used by individual businesses shall be similar throughout the Industrial Park.
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intensity spotlights that are screened from direct view. Electronic variable message signs are permitted.

6. Freestanding signs shall be constructed of concrete, brick, stone, or anodized metal, and shall be glare free.

b. Prohibited Signs

1. Flashing and/or rotating signs, animated signs, or audible signs;
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All buildings shall have address numbers placed within 2 feet of the main entrance with a 12 inch maximum letter height.

10. Landscaping

Where landscaping is required, the following materials shall be considered: groundcover, shrubs or small plants, and medium-crown, non fruit-bearing trees. Landscaping in setback areas shall include at least groundcover and shrubs, and landscape strips adjacent to the street shall also include trees. Landscaping materials should be those that are low maintenance and do not require significant irrigation. Groundcover and shrubs or small plants shall be used adjacent to the public right-of-way where vision clearance is a consideration. Landscaping between parking lots and buildings; and between buildings or parking lots and the public right-of-way may include a combination of all landscaping elements. A detailed landscaping plan must be submitted with development plans.

IV. General Performance Standards

The following performance standards shall apply to all tenants. The intent of these standards is to avoid creation of a nuisance or unsanitary condition and to maintain safe use of the Airport and Industrial Park.

- A. Property Use** – Use of property, buildings, and other facilities erected on site shall comply with all laws, statutes, regulations, ordinances, and rulings of the State of Oregon and all other governing bodies having jurisdiction. Improvements to the site shall comply with development plans as approved by the City’s Development Services Department and the Airport Industrial Park Project Review Department Advisory Committee.

- B. Air Quality**
 - 1. Any facility within the property shall comply with all State of Oregon Department of Environmental Quality (DEQ) air pollution control regulations referenced in the Oregon Administrative Rules (OAR) and amendments thereto.

 - 2. No open burning shall be permitted.

- C. Water Quality** – The discharge of treated or untreated sewage and/or other waters into the sanitary sewer system and storm sewer system shall conform to the City of Corvallis Municipal Codes and DEQ requirements.

- D. Noise, Odor, Heat, and Glare** – All tenants must comply with State DEQ and local noise standards. No objectionable noise, odor, heat, or glare which is detectable beyond the property line shall be permitted. All exterior lighting shall be submitted to the Airport Industrial Park Project Review Department Advisory Committee for review and approval.

- E. Vibration** – No vibration generated on site which is discernible without instruments shall be permitted beyond the tenant’s property boundaries.

- F. Airport Compatibility**
 - 1. All designs and approvals are subject to Corvallis Airport and FAA requirements.

 - 2. No design, use, condition, etc., shall cause an increase in the population of migratory birds.

V. Project Evaluation Process

The Airport Industrial Park Project Review Department Advisory Committee is responsible for reviewing proposals for development in the Airport Industrial Park. Their review shall include an evaluation of the proposal's consistency with the goals and standards in this document, and compliance with City Council Policy 97-7.13 – Municipal Airport and Industrial Park Leases.

The Airport Industrial Park Project Review Department Advisory Committee shall include representation from the Airport Advisory Board and the Economic Development Advisory Board.

VI. Utility Descriptions

The following is a summary of the existing utility systems at the Corvallis Airport Industrial Park. Information is based on utility as-built drawings, City Master Utility Plans and discussions with City staff. Maps and figures are representative of the locations of utilities but do not necessarily indicate exact locations.

Storm Drainage

The Airport Industrial Park (AIP) stormwater drainage system is based on the system built by the U.S. Army for the Corvallis Air Base in World War II. It is characterized by mostly open drainage ditches which drain the northwest third and undeveloped portion of the AIP to the Marys River through a 15 inch field drain. The rest of the AIP drains to the south across Airport Avenue into the main Airport ditch system, and eventually into the Willamette River. Modern improvements to this system include the bioswales along the improved portion of Hout Street, which drain into a 12 inch pipe under the street and south across Airport Avenue into the Airport ditch. The Hout Street improvement is the first part of the eventual full piping of the AIP envisioned in the South Corvallis Drainage Master Plan (SCDMP).

The South Corvallis Drainage Master Plan (SCDMP), which was adopted in December 1998, includes the AIP and surrounding areas. In general, the SCDMP has been developed to resolve stormwater drainage issues that could hinder development of the City's major supply of vacant industrial land. Additional drainage improvements would need to be completed to provide a sufficient level of drainage to accommodate large scale future development. Future development may involve off-site improvements that include drainage to Dry Creek near Hwy 99W, and a water quality facility before discharge to Dry Creek. Funds for these off-site facilities should be collected concurrent with development.



Figure 1

Sanitary Sewer

The AIP is located in the City's South Corvallis Sewer Basin and is served by the City of Corvallis sanitary system. The sewer system consists of several internal lines that drain into 15 inch, 18 inch, and 21 inch pipelines that gravity flow northerly along the west side of the railroad tracks to the Herbert Street lift station, then east to Hwy 99W and along the east side of Highway 99W north to the Marys River lift station. The Marys River lift station pumps across the Marys River to the 1st Street interceptor that gravity flows to the Wastewater Reclamation Plant.

The Herbert Street lift station is located adjacent to the Venell Farms Railroad, (west side and approximately at the future extension of Kiger Island Drive). The high flow bypass referenced in the 1998 Wastewater Utility Master Plan was installed in 2000 and provides a station capacity of about 1 million gallons per day (mgd). In 2004, the pumps were upgraded to a capacity of 0.86 mgd. The Master Plan cites existing flows of 0.7 mgd which, based upon recent data, is representative of a peak flow day. A backup generator is onsite to enhance service reliability.

The Marys River lift station, located south of the Marys River, was rebuilt in 2001 with a capacity of 10 million gallons per day (mgd). The Wastewater Utility Master Plan cites existing flows of 5.1 mgd which, based upon recent data, is representative of a peak flow day. Per the 1998 Wastewater Utility Master Plan, the facility has the capacity to provide service to the south Corvallis and Airport areas until such time that the City's population reaches or exceeds 80,000. A backup generator is onsite to enhance service reliability.

The 1998 Wastewater Utility Master Plan identifies a new South Corvallis interceptor line that will provide additional capacity in the long term to the South Corvallis area as population counts in the area increase. The new gravity interceptor line will extend north from the Herbert Street lift station, paralleling the existing gravity system, to the new Marys River lift station. At the time the new South Corvallis interceptor sewer line is constructed, the plans are to eliminate the Herbert Street lift station from the sewer system.

With these planned improvements, the existing South Corvallis sewer system will have more than sufficient capacity available to provide service well into the future to the Airport and Industrial Park area. The Corvallis Wastewater Reclamation Plant (WWRP) has a current biological dry-weather treatment capacity of approximately 10 mgd. The short-term wet weather flow capacity of the WWRP is 25 mgd. The current annual average is approximately 12.5 mgd and includes inflow from areas of combined sewer (combination of storm water runoff and sanitary sewer). Dry weather flows are approximately 8.0 mgd during the summer months.



Figure 2

Water

The AIP is currently served by a dead-end 24 inch water line extending from an existing 30 inch main located in Highway 99W at Goodnight Avenue. The 24 inch main extends west down Wake Robin Avenue then south along the west side of the Venell Farms Railroad to Weltzin Avenue, where it is extended into the Airport Industrial Park as either 16 inch, 12 inch or 8 inch water mains (see Figure 3 below). Ultimate water service to the Airport and Industrial Park area provides for an additional 16 inch main extension along Highway 99W south from Rivergreen Avenue to Airport Avenue, allowing a looped water service. Until this loop is completed, a water flushing station at the south end of the line dumps water from the water system into the stormwater system each night to maintain good water quality. The Airport and Industrial Park area is within the City of Corvallis first level service area.

Assuming a 30 psi pressure loss from Goodnight Avenue, the existing 24 inch main should deliver approximately 6,000 gpm to the Airport area (8 mgd). This, however, is greater than the sewer capacity of the Airport and Industrial Park, so allowed water usage will be less than is actually available.

The Taylor Water Treatment Plant has a current capacity of 21 mgd. Construction was completed on a plant expansion to 21 mgd in September 1996. Average annual demand is approximately 8 mgd, with summer peaks to 16 mgd. Adequate production capacity exists to accommodate future Airport and Industrial Park needs.

The Corvallis Water Distribution System Facility Master Plan has been updated and was adopted by City Council in December 1998.



Figure 3

Streets

The approved street pattern is illustrated on Map B, AIP Boundary. Additional planned street connections are discussed below, and local, internal street patterns will be determined with development.

Hout Street, which is planned to connect to the City street system, will lead down to the Airport through a roundabout where it will join with Ingalls Avenue. A second roundabout is planned for the intersection of Ingalls Avenue and Airport Avenue. Hout Street will continue southeast to Airport Avenue for traffic desiring to head east to Hwy 99W or south on a potential new alignment of Plumley Street to the east side of the Airport and T-hangar area.

The other roads inside the AIP are tentatively planned for a circular design around Convill Avenue to allow full access to smaller properties, but are not required if larger properties are to be leased.

Currently the area consists of a few existing streets developed to County standards with roadside ditches. Eventually all streets will be City standard streets with curbs, gutters, bioswales, catch basins, sidewalks, street lighting and underground utilities. All new developments will have or provide access to City standard streets. New streets will be established concurrent with development. At a minimum, a full street improvement for the length of the property is required. When developing adjacent to an existing County street, at a minimum, a half street improvement to City standards is required. Improvements to Airport Avenue that are not development-driven will be needed to establish the gateway in areas where development already exists. It is anticipated that funds needed for this improvement will be obtained by a variety of sources, including establishing monthly fees and/or development fees from lease holders, and from outside sources, such as local, state, or federal government assistance.

Railroad Spur

The AIP is served by the Venell Farms Railroad (VFRR) which heads north/south along the east side of the main Airport and Industrial Park area. The railroad enters the Industrial Park by a switch north of Weltzin Road, and the spur splits into two spurs at a switch just south of Weltzin Road. The eastern spur terminates and serves only Western Pulp and is 560 feet long. The western spur terminates at a loading dock and is 1470 feet in length.



Figure 4

Natural Gas

The AIP has natural gas service to the area from Hwy 99W then west on Airport Avenue through a 4 inch steel pipe. On the northwest corner of Hout Street and Airport Avenue is a regulator and relief system, a 6 inch plastic line supplies businesses to the north on Hout Street, while a 4 inch steel line continues west on Airport Avenue to Airport place. A final regulator and relief valve are located on the southwest corner of that intersection. A 2 inch steel line continues south down Airport Place providing service for the Airport hangars and businesses.



Figure 5

Electrical Power

The AIP is supplied electrical service through the Marys River Substation on SW 3rd Street in Corvallis. Three Phase power is available along Airport Avenue, Airport Place, Lowe Street and most of Hout Street. There are four megawatts of power available to the AIP either immediately or within six months, according to the private power provider. Additional large amounts of power may be available with a year to 18 month lead time and may require a substation to be located inside the AIP. A site for this substation has been identified and reserved for this use (See Figure 6).



Figure 6

Telephone

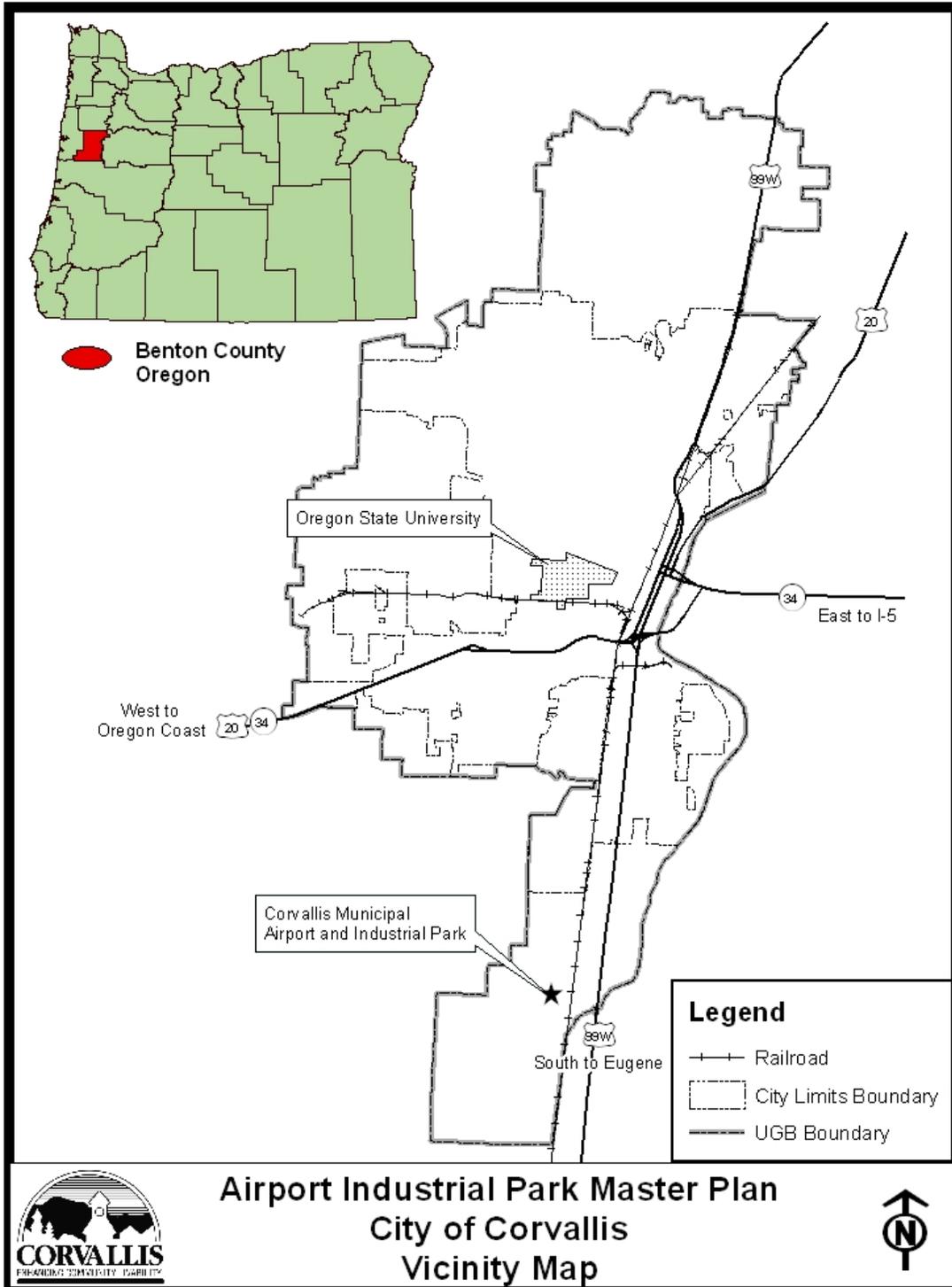
The AIP has telephone service provided through underground lines from Hwy 99W. These consist of a fiber optic line from Hwy 99W along the south side of Airport Avenue to a junction center on the west side of the Venell Farms Railroad. The line continues west to a point on the south side of Airport Avenue and just west of Hout Street where the fiber optic line heads north along the west side of Hout Street to a junction box at 5010 SW Hout Street.

The line that continues west on Airport Avenue is a T-1 line which then heads south on Airport Place to serve the Airport. The fiber optic service to the AIP has the capacity to provide service to 130,000 phones.

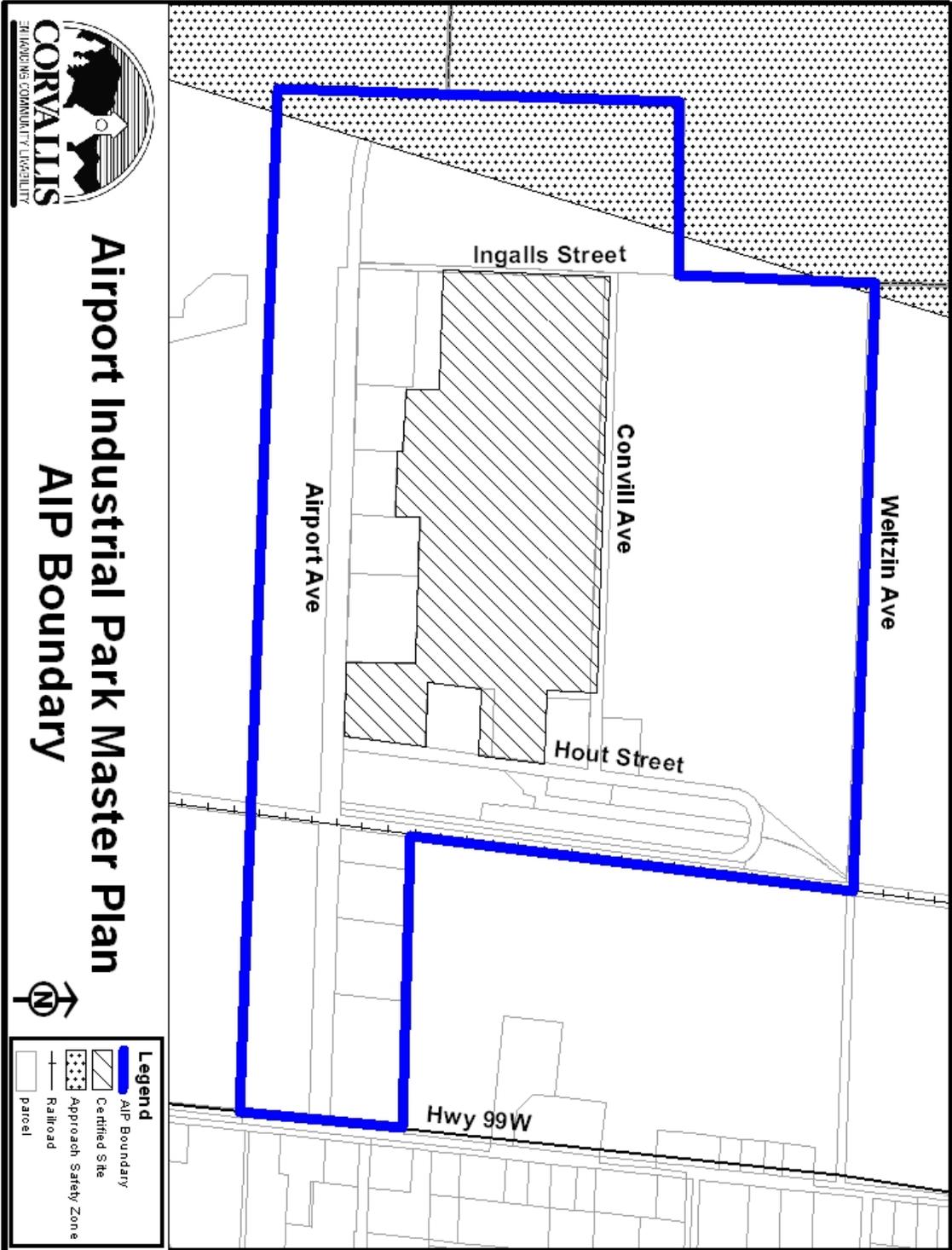


Figure 7

VII. Maps



Map A



Map B



Airport Industrial Park Master Plan Comprehensive Plan Map



Legend	
	General Industrial
	Intensive Industrial
	Limited Industrial-Office
	Mixed Use Employment



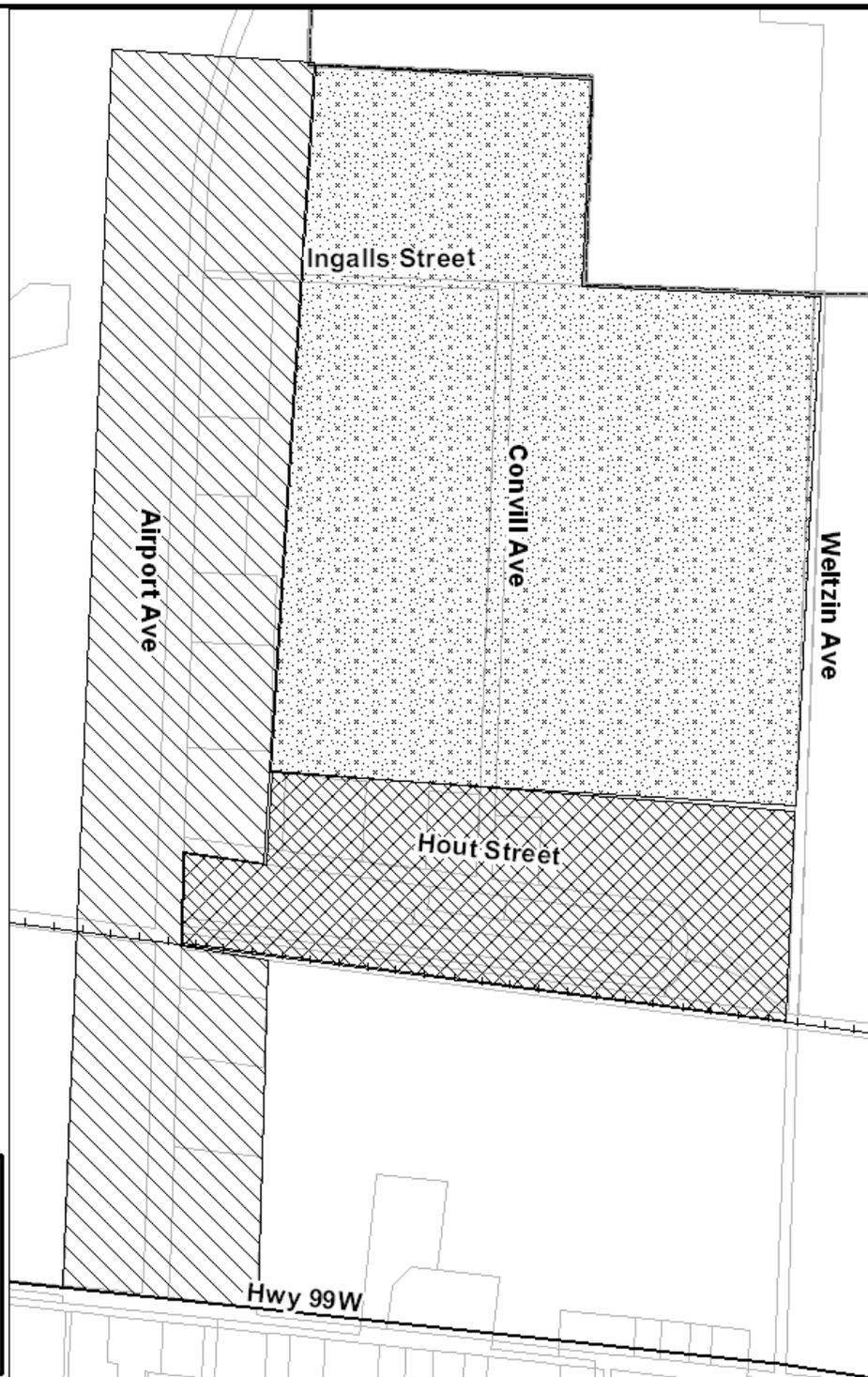
Map C



Airport Industrial Park Master Plan Area Designations



Legend	
	Area 1
	Area 2
	Area 3



Map D

VIII. Appendix – Use Types and Definitions by Classification

Agricultural Uses

Farming - Row and Field Crops - Cultivation of agricultural products grown in regular or scattered patterns. Crops include vines, field, forage, and other plant crops intended to provide food, fiber, or seed. Uses must not conflict with standards for uses adjacent to aeronautical operations.

Industrial Uses

General Industrial –

1. Uses -
 - a) Production, processing, assembling, packaging, or treatment of food and non-food products; or
 - b) Manufacturing and/or assembly of electronic instruments and equipment and electrical devices.

2. Attributes - General Industrial Uses may require state or federal air quality discharge permits, but do not have nuisance conditions that are detectable from the boundaries of the subject property. Nuisance conditions can result from any of the following:
 - a) Continuous, frequent, or repetitive noises or vibrations;
 - b) Noxious or toxic fumes, odors, or emissions;
 - c) Electrical disturbances; or
 - d) Night illumination into residential areas.

Exceptions: Noise and vibrations from temporary construction; noise from vehicles or trains entering or leaving the site; noise and vibrations occurring fewer than 15 minutes per day; an odor detected for fewer than 15 minutes per day; or noise detectable only as part of a composite of sounds from various off-site sources.

Intensive Industrial - Manufacturing, processing, or assembling of materials in a manner that would create any of the commonly recognized nuisance conditions or characteristics described above in the General Industrial Use Type classification.

Limited Manufacturing - Establishments that do not involve outside storage of materials, do not require state or federal air quality discharge permits (except for

parking), are compatible with nearby Residential Uses because there are few or no offensive external effects, and are primarily engaged in one of the following:

1. On-site production of hand-manufactured goods involving use of hand tools or light mechanical equipment. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for customers or firms. Goods are generally not displayed or sold on site, but if so, this activity(ies) is a subordinate part of total sales. Typical Uses include instruction studios, ceramic studios, woodworking and cabinet shops, custom jewelry manufacturing, and similar types of arts and crafts or small-scale manufacturing; or
2. Manufacturing or assembling of electronic components, medical and dental supplies, computers, or other manufacturing establishments with similar characteristics. Goods generally are not displayed or sold on site, but if so, this activity(ies) is a subordinate part of total sales.

Recycling and/or Reclamation Center – Facilities that recycle or reclaim metals, plastics, or other materials. All operations and storage must be within fully enclosed structures, and uses are subject to DEQ review.

Research Services - Research of an industrial or scientific nature generally provided as a service or conducted by a public agency or private firm. Typical Uses include electronics research laboratories, environmental research and development firms, agricultural and forestry research labs, and pharmaceutical research labs.

Technical Support Center - An incoming call center that receives calls for technical assistance concerning specific manufactured items such as computers, appliances, etc. Employees of the Technical Support Center answer questions to provide this technical support to persons who call.

Technological Production – Research and development, production, processing, assembling, or packaging of products that rely upon research and technological innovation. Typical Uses include manufacturing research instruments, electronic products, and surgical and medical instruments. Excludes Uses that require state or federal air quality discharge permits (except for parking).

Telemarketing Center – An incoming or outgoing call center where employees promote a product and/or services or assist the public with a product and/or service or an assortment of products and/or services.

Wholesale, Storage, and Distribution - Wholesaling, storage, distribution, and handling of materials and equipment other than live animals and plants. Wholesaling, storage, and warehousing services within enclosed structures. Typical Uses include wholesale distributors, storage warehouses and moving and storage firms.

Civic Uses

Major Services and Utilities - Services and utilities that have substantial impacts. Such Uses may be permitted when the public interest supersedes the usual limitations placed on land use and the Uses transcend the usual restraints of the zone for reasons of necessary location and community-wide interest. Typical Uses include sanitary landfills, airports, hospitals, detention and correctional institutions, and mass transit waiting stations or turnarounds. Excludes the University Services and Facilities Use Type.

Minor Utilities - Public utilities that have a local minor impact on surrounding properties. Typical Uses include electrical and gas distribution substations, wind generators, and radio facilities. Excludes Wireless Telecommunication Facilities Use Types.

Parking Services - Public parking garages and lots.

Public Safety - Services that provide protection to a zone or entity according to Fire and Life Safety Code sections, together with the incidental storage and maintenance of necessary vehicles. Typical Uses include fire stations, police stations, and ambulance services.

Vocational or Trade Schools – Private schools that operate for the purpose of teaching a specific trade or vocation. Examples include a pilot instruction program, a welding school, or instruction in other skilled or semi-skilled trades or occupations.

Wireless Telecommunication Facilities - The site, structures, equipment, and appurtenances used to send and receive radio frequency transmissions for wireless telecommunication services such as cellular telephone, personal communication services, enhanced/specialized mobile radio, and commercial paging services. Such facilities include antennas, poles, towers, cables, wires, conduits, ducts, pedestals, vaults, buildings, electronics, and switching equipment.

1. Colocated/Attached Wireless Telecommunication Facility - A facility attached to an existing pole, tower, or other structure including, but not limited to, a structure that can accommodate the future installation of two or more antenna systems.
2. Freestanding Wireless Telecommunication Facility - A new tower, monopole, or other unattached structure erected to support wireless communication antennas and connecting appurtenances.

Commercial Uses

Auto/Fleet Storage

Storage of vehicles used regularly in business operation and not available for sale; or long-term storage of operating vehicles. Typical Uses include taxi fleets, mobile-catering truck storage, and auto storage garages.

Building Maintenance Services - Provision of maintenance and custodial services to commercial and industrial establishments. Typical Uses include janitorial, landscape maintenance, and window cleaning services.

Business Support Services - Provision of clerical, employment, protective, or minor processing services to firms rather than individuals. Storage of goods other than samples is prohibited. Typical Uses include secretarial services, telephone answering services, and blueprint services.

Construction-related Office – Building contractor or construction main office with outdoor storage areas not to exceed 150% of main building footprint.

Convenience Sales and Personal Services - Provision of small personal items or services. These include various general retail sales and personal services of an appropriate size and scale to primarily serve the personal needs of the surrounding neighborhood. Typical Uses include neighborhood grocery stores, specialty stores, drugstores, laundromats/dry cleaners, barbershops, bookstores, video stores, coffee shops, and beauty salons.

Eating and Drinking Establishments - Sale of prepared food and beverages for consumption on and off the premises. The following are Eating and Drinking Establishment Use Types:

1. Fast Order Food - Sale of food primarily intended for immediate consumption, availability within a short waiting time, and packaging or presentation such that it can be eaten off the premises from where it is sold. Does not include Fast Order Food Drive-through establishments.
2. Fast Order Food, Drive-through - Sale of food directly to patrons in motor vehicles or to patrons who intend to use the motor vehicle as an eating area. Typically, this Use depends on a long driveway that provides adequate room for vehicle stacking at a drive-up service window or on a parking area near a walk-up service window.
3. Eating, Sit-down - Sale of food prepared and served for consumption on the premises. Typically, the clientele does not turn over rapidly.

Laundry Services - Laundering, dry cleaning, or dyeing services other than those classified as Convenience Sales and Personal Services. Typical Uses include laundry agencies, diaper services, and linen supply services.

Professional and Administrative Services - Professional, executive, management or administrative offices of private firms or organizations. Typical Uses include administrative offices, legal offices, and architectural firms. Medical offices, such as doctor or dentist offices and clinics, are not permitted.