

Mary's Annexation

An Application for a Major Annexation
and Zone Change

On Behalf of:

**CMTWH LLC
3910 SW 53rd Street
Corvallis, OR 97333
541-752-5456**

Submitted by:

**Willamette Valley Planning LLC
545 NW Elizabeth Drive
Corvallis, OR 97330
541-231-6111**

October 10, 2017

ANNEXATION APPLICATION

Applicant's Request

The applicants are requesting their property which is currently in the City's Urban Growth Boundary and contiguous with the existing city limits be annexed into the city. When properties are annexed into the city, a zoning designation needs to be determined through a zone change application which is also part of this request. This property is currently zoned Urban Residential (UR-50 and UR-5) in the County, while the City's Comprehensive Plan designates it as Mixed Use Residential, Residential – Medium High Density, and Open Space – Conservation, (Attachments B & C).

When the 1.34 acre parcel next to the church was created in 2011, the County imposed a covenant requiring non-remonstrance to future annexation and restricted any development on the parcel until it was annexed. If this parcel wasn't included with this request and the remaining land is annexed, it would result in a small island of County land surrounded by the city limits.

Site Description

The 118.63 acre annexation boundary is comprised of three parcels and the Old County Road along the railroad tracks, (Attachment J). Historically the property has been used as a tree farm. The site is rectangular in shape and has frontage along SW West Hills Road and SW 53rd Street. The property is generally flat with a slight rise in the NE corner and Dunawi Creek bisecting the site, (Attachment G). The property contains 30.88 acres of protected riparian corridors and wetlands which generally flank Dunawi Creek and other low lying portions of the site, (Attachment F).

It is important to note that one of the applicants has signed an agreement with Benton County to sell 5.31 acres of property to accommodate the future 53rd Street realignment over the railroad tracks. This acreage is shown as being removed from the developable area on the General Land Use Plan (Attachment H). This acreage has also been removed from the gross acreage to arrive at the net developable acreage.

Directly north of the site are elevated railroad tracks and on the other side of the tracks are OSU agricultural lands. West of the site is SW 53rd Street and beyond that are single-family homes, a vacant field and an assisted living facility. South of the site is SW West Hills Road and beyond that are single-family homes. East of the site near SW West Hills Road is a church, while north of the church and the creek is a hillside with several large parcels and homes, (Attachment E).

Site Statistics

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|----------------------------------|--|
| Site Area | 118.63 acres |
| Corvallis Comp Plan Designations | Mixed Use Residential, Open Space Conservation Residential – Medium-high Density |
| Current Benton County Zoning | UR-50 and UR-5 in County |
| Proposed Corvallis Zoning | 17.98 gross acres Mixed Use Residential (MUR) 91.15 gross acres (RS-12) Medium-High Density Res. <u>9.50</u> gross acres of Open Space Conservation 118.63 |

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|-------------------------|--|
| Site Acreage Statistics | 5.31 acres under contract to be sold to Benton County for 53 rd Street railroad overpass 17.69 net acres MUR (less Benton Co. right-of-way) 86.13 net acres RS-12 (less Benton Co. right-of-way) <u>9.50</u> acres Open Space Conservation 118.63 |
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List of Exhibits

- Attachment A - Public Notice Map
- Attachment B - Existing Comprehensive Plan Designations
- Attachment C - Existing Zoning Designations
- Attachment D - Proposed Zoning Designations
- Attachment E - Existing Land Uses
- Attachment F - Significant Natural Features
- Attachment G - Topography Map
- Attachment H - General Land Use Plan
- Attachment I - Utility Plan
- Attachment J - Annexation Boundary Survey
- Attachment K - Annexation Boundary Legal Description

Submission Requirements

2.6.60.03 - Application Requirements

When the Director deems any requirement below unnecessary for proper evaluation of a proposed application, it may be waived.

Prior to formal submittal of an application, the applicant is encouraged to participate in an informal pre-application conference with Community Development Department

staff to discuss the proposal, the applicant's requirements, and the applicant's materials developed in response to this Code's applicable requirements.

Applications shall be made on forms provided by the Director and shall be accompanied by:

- a. Location and description of the subject property(ies), including all of the following, as relevant: address; tax assessor map and tax lot number; parcel number; written description of the boundaries of the proposal; and one set of assessor's maps of the subject site and surrounding area, with the subject site outlined in red;
- b. Signed consent by the subject property's owner(s) and/or the owner's legal representative(s). If a legal representative is used as a signatory, written proof of ability to be a signatory shall be furnished to the City. The owner's name(s) and address(es), and the applicant's name, address, and signature shall also be provided;
- c. Fifteen copies of the narrative, on 8.5 by 11 in. sheets, and 15 copies of graphics at an 8.5 by 11 in. size. The Director may request additional copies of the narrative and/or graphics for routing purposes, if needed. Related names/numbers must be legible on the graphics. The Director may also require some or all graphics at an 11 by 17 in. size if, for legibility purposes, such a size would be helpful;
- d. Six sets of full-scaled black line or blueprint drawings of the graphic(s), with sheet size not to exceed 24 by 36 in. Where necessary, an overall plan with additional detail sheets may be submitted;
- e. An electronic version of these documents (both text and graphics, as applicable) if an applicant has produced part or all of an application in an electronic format. The applicant shall coordinate with the City regarding compatible electronic formats, to the greatest extent practicable.
- f. Boundary survey of the property to be annexed, certified by a registered surveyor; and a legal description of the property and associated rights-of-way to be Annexed that includes the road or street right-of-way adjacent to the property. Copies of the legal description shall be provided in both written and electronic format.
- g. If the Annexation proposal includes areas planned for open space, general community use, or public or semi-public ownerships, the Annexation request shall be accompanied by a Comprehensive Map Amendment request consistent with Section 2.6.30.06.d and Chapter 2.1 – Comprehensive Plan Amendment Procedures.

Response: The application form (signed by the applicant) and the consent to annexation forms (signed by the property owners) and appropriate copies of the graphics are being submitted with this narrative.

h. Graphic Requirements Graphics shall include the following information where applicable:

- 1. Public Notice Map - Typically a street map at one in. = 800 ft. as per the City's public notice format;**

Response: See Attachment A – Public Notice Map.

- 2. Zoning Map - Typically one in. = 400 ft., but up to one in. = 800 ft., depending on the size of the site, with a key that identifies each zone on the site and within 1,000 ft. of the site as per City format;**

Response: See Attachment C – Existing Zoning Designations and Attachment D – Proposed Zoning Designations.

- 3. Comprehensive Plan Map - Typically one in. = 800 ft. with a key that identifies each and use designation on the site and within 1,000 ft. of the site as per City format;**

Response: See Attachment B – Existing Comprehensive Plan Designations.

- 4. Existing Land Use Map - Typically a topographic map that extends at least 1,000 ft. beyond the site. The map shall include building footprints and distinguish between single-family, multi-family, Commercial, and Industrial Uses, as well as other significant features such as roads, parks, schools, and Significant Natural Features identified by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions;**

Response: See Attachment E – Existing Land Uses.

- 5. Significant Natural Features Map(s) - Maps shall identify Significant Natural Features of the site, including but not limited to:**

- a) All information and preservation plans required by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions, as applicable;**

Response: See Attachment F – Significant Natural Features, which shows protected riparian corridors and wetlands.

- b) All Jurisdictional Wetlands not already shown as part of “a,” above. While not all Jurisdictional Wetlands are locally regulated by Chapter 4.13 - Riparian Corridor and Wetland Provisions, they need to be shown so that the City can route the application to the appropriate state and federal agencies for comment; and**

Response: See Attachment F – Significant Natural Features, which shows wetlands.

- c) Archaeological sites recorded by the State Historic Preservation Office (SHPO).**

Response: There are no known or recorded archeological sites within the proposed annexation boundary.

6. Graphics for Annexation applications shall be drawn to scale and shall contain a sheet title, date, north arrow, and legend placed in the same location on each sheet and contain the following information:

- a) Vicinity Map – A map of the area to be annexed that shows adjacent City and county territory at least 300 ft. beyond the boundaries of the Annexation site for Minor Annexations, and at least 1,200 ft. beyond the boundaries of the site for Major Annexations. The map shall include features such as existing streets and parcel boundaries; existing structures; driveways; utilities; Significant Natural Features regulated by Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 – Natural Hazard and Hillside Development Provisions, Chapter 4.12 – Significant Vegetation Protection Provisions; and Chapter 4.13 – Riparian Corridor and Wetland Provisions; Minimum Assured Development Area information from Chapter 4.11 - Minimum Assured Development Area (MADA), if applicable; and any other information that, in the Director’s opinion, would assist in providing a context for the proposed Annexation. The map shall be 8.5- by 11-in. size for Minor Annexations, and both 8.5- by 11-in. and 24- by 36-in size for Major Annexations. The Director may require an area greater than 1,200 ft. beyond the site if such maps would be helpful, such as in cases where adjacent property is large and a view of the whole parcel would be helpful, or when existing infrastructure is far away from the site.**

Response: See Attachment A – Public Notice Map, which contains the lands within 1,200 feet of the annexation boundary.

b) **General Land Use Plan** – A map that illustrates the following, at a minimum, in sufficient detail to apply the review criteria in Section 2.6.30.06:

- 1) **Proposed land use zones and densities;**
- 2) **Transportation corridors and functional classifications of streets within and surrounding the Annexation area;**
- 3) **Site utilities within and surrounding the Annexation area;**
- 4) **Significant Natural Features covered in 2.6.30.03.h.5, above;**
- 5) **Topographic contours at two-ft. intervals and identification of grades governed by Chapter 4.5 – Natural Hazard and Hillside Development Provisions; and**
- 6) **Information on land areas within at least 300 ft. of the subject property, indicating the relationship of the Annexation area to adjacent land uses. The Director may require an applicant’s General Land Use Plan to include information on lands in excess of 300 ft. from an Annexation site, as in cases where an adjacent property is large and a view of the whole parcel would be helpful. The General Land Use Plan shall identify land uses, lot lines, existing buildings, driveways, transportation connections, utilities, and Significant Natural Features covered in “5” above. Illustrative cross-sections of potential streets shall also be provided. An aerial photo may be used as the base for the General Land Use Plan. Ortho photos are available at City Hall.**

Response: A General Land Use Plan is included as Attachment H. The plan contains a mix of uses, including small single-family lots, townhomes, apartments, and assisted living. A 4.78 neighborhood park has been placed in the middle of the site and adjacent to the collector street. The Plan preserves all identified natural features except where road and access standards require connectivity. A collector street bisects the property and replaces the east/west connectivity envisioned when the 40-foot wide Old County Road was established along the railroad tracks. A new neighborhood collector will extend north of SW Timian Street and connect with the new collector road. At the neighborhood outreach meeting residents along SW Timian Street expressed safety concern about adding additional vehicles to their street, as there are no sidewalks. They suggested aligning the new neighborhood collector road with SW Sylvia Street to the south which is improved to city standards. The applicant feels this might be a more desirable alignment so long as the City, County and ODOT concur. This General Land Use Plan reflects the most reasonable development scenario,

as evidenced by the applicant's discussions with local developers who have expressed interest in the project. Additional exhibits included within this submittal provide the necessary information noted above, including zoning, land uses, significant natural features and utilities.

- c) The applicant may provide a more detailed General Land Use Plan and may consolidate the Annexation proposal with other applications such as a Tentative Subdivision Plat. However, a Detailed Development Plan is not required at the Annexation phase. If the applicant chooses to consolidate land use applications, all of the submittal requirements as stated in other chapters of this Code shall be met.**

Response: Not applicable as this application is for an annexation only.

i. Narrative Requirements

A written statement shall include the following information:

- 1. Statement of availability, capacity, and status of existing water, sewer, storm drainage, transportation, park, and school facilities; and franchise utilities. The franchise utility companies shall provide a written statement confirming the ability to serve the site. The applicant shall obtain information from the affected service and utility providers using GIS base maps where available;**

Response: Sanitary Sewer Facilities

The properties within the proposed annexation boundary are located within the Dunawi Basin of the public sanitary sewer system. Based upon the information from the Corvallis Wastewater Utilities Master Plan, a pipe extension is necessary to connect to the City's sanitary sewer system.

Sanitary sewer demand calculations are located in a separate utility demand report submitted under separate cover. A summary of the projected sanitary sewer demands is listed below.

- *Sanitary sewer design flows for the proposed annexation, maximum development scenario (various zoning designations) is as follows:*
 - *Area Information:*
 - *Total Annexation Site Area = 118.63 Ac*
 - *Total Dwelling Units Calculated = 2,273 DU*
 - *Number of People = (2,273 Units)(2.14 People/Unit) = 4,865 People*
 - *Design Flows = 193 gpcd * 4,865 people + 4000 gal/Ac/day * 118.63 Ac*
 - *Design Flows = 1,413,465 gal/day = 981.57 gpm = 2.187 cfs*

There is currently an existing 15-inch mainline located within Dunawi Creek on site. Sanitary sewer improvements will connect to this 15-inch mainline to serve the proposed annexation area. The existing 15-inch sanitary sewer line will have the capacity to convey the proposed demands for the area.

Public Waterline

The properties within the proposed annexation boundary are located within the First Level water service area. The First Level water service area serves elevations 210' – 287'. The Corvallis Water System Distribution Facilities Plan identifies improvements required for the main distribution system in the vicinity of the annexation. In order to meet the maximum development potential scenario, the improvements include extending an 18" waterline through the site, with an 18" distribution loop on the north end and an 18" loop connection to West Hills Road to the south. The reasonable development scenario use for the site will likely require a smaller size pipe running through the site. The pipe size shall be determined during the design phase.

Waterline Calculations are located in a separate utility demand report submitted under separate cover. A summary of the projected water demands for the proposed annexation, maximum development scenario, is below.

- *Area Information:*
 - *Total Annexation Site Area = 118.63 Ac*
 - *Zones include MUR, RS-12, and C-OS*
- *Peak Hour Demand Total = 3,243 gpm (use 3,250 gpm)*
- *Fire flow demand for Commercial = 4,000 gpm*
- *Maximum Peak Water Demand = Peak Hour Demand + Fire Flow*
- *3,250 gpm + 4,000 gpm = 7,250 gpm*

There is currently a 20-inch waterline located in West Hills Road and another 20-inch waterline in 53rd Street next to the proposed annexation site. Future waterline improvements needed to serve the proposed annexation area will require extending an 18-inch waterline through the site and connecting a distribution 12-inch waterlines to serve the proposed zones, (Attachment I). Existing fire flows from the Corvallis Fire Department show that the current water system infrastructure is adequate to serve both domestic and fire flows.

Storm Drainage

The properties within the proposed annexation boundary are located within the Dunawi Creek Drainage Basin of the public storm drainage system. The City's Stormwater Master Plan (SWMP) does not identify any significant improvements within the proposed annexation area.

Stormwater currently drains along the natural contours of the site and eventually into Dunawi Creek. Future storm drainage improvements will follow this pattern and drain to Dunawi Creek after being detained and treated to meet City of Corvallis standards. Stormwater Facilities located along the riparian corridor on site are designed to allow stormwater runoff from proposed site improvements to recharge nearby streams and channels at pre-developed rates.

A summary of the stormwater calculations for the proposed annexation are below.

- ❖ *Annexation Area Basin:*
 - *The 10-year peak stormwater runoff is*
 - *Existing = 21.96 cfs*
 - *Proposed Developed = 79.07 cfs*
 - *An increase of 260% in stormwater runoff due to the proposed zone change for the 10-year, 24-hour storm event.*

Under the requirements of the City's Stormwater Design Standards, the rate of stormwater discharge from the site will match or be less than the existing rate of discharge up to the 10-year, 24-hour rainfall event with the use of stormwater detention facilities. The detention facilities on site shall be sized to detain stormwater runoff and discharge at a rate allowed per the City of Corvallis Standards. This is due to the requirement of the development to provide detention facilities and flow control structures to limit stormwater runoff to historic pre-developed runoff rates.

Street Lights

At the time of a future development proposal, the developer or owner will coordinate with the City of Corvallis to address street lights and to ensure that these services are available to the proposed site.

Franchise Utilities

The site is currently served by the following franchise utility providers:

- *Pacific Power*
- *NW Natural Gas*
- *Quest Dex*
- *Comcast*

At the time of any development proposal, the developer or owner will coordinate with the appropriate franchise utility companies to ensure that these services are available to the site. Any franchise utilities that are extended onto the proposed site will be installed within a new 7-foot Public Utility Easement (PUE) adjacent to an existing right-of-way or within easements that extend to the individual structures.

Schools

K-12 public education is provided by the Corvallis 509J School District. The District currently offers a public education for future school age children that will be part of this annexation request. Based on information obtained from Corvallis School District 509J, students living at the site would likely attend Adams Elementary School, Linus Pauling Middle School, or Corvallis High School.

The Corvallis School District publishes an annual report "By The Numbers" which provides an overview of demographics and facility utilization. The most recent report was published in 2015-16. The report found a steady enrollment decline from 1994-95 when there were 7,769 students to 2011-12 when there were only 6,278 students. Since 2011-12, the district's total student enrollment has increased slightly, with 6,615 students reported as of October 1, 2015. The breakdown by grade is 2,808 in elementary school (K-5), 1,438 in middle school (6-8), and 2,369 in high school (9-12). Adams elementary school is 81% utilized, with a planning capacity of 489 and an enrollment of 398, therefore the remaining capacity can accommodate 91 additional students. Linus Pauling middle school is 87% utilized, with a planning capacity of 809 and enrollment of 705, therefore the remaining capacity can accommodate 104 additional students. Corvallis high school is 78% utilized, with a planning capacity of 1,714 and an enrollment of 1,329, therefore the remaining capacity can accommodate 385 additional students. In total, the three public schools serving the site have the capacity to accommodate up to 580 additional students.

When determining average household size in Corvallis, the City uses 2.14 people when evaluating utility demands. City Planning staff have eluded to sources of slightly higher household sizes, however sources have not been verified. Staff have suggested the average household size may be 2.26 and an average family size of 2.88 people. The applicant isn't clear on what distinguishes average household size from average family size. To ensure the applicant's assessment of impacts to schools addresses the maximum potential, the applicant has chosen to use 2.88 people per household, with an average of 0.5 school-age children per household. Consistent with the maximum development projections used for the submitted traffic and utility studies, the site could theoretically be developed with 2,273 units. This equates to approximately 6,546 people assuming 2.88 people per household who might live in dwellings developed on the site. An average increase of approximately 1,137 additional school aged children would be expected based on these assumptions. This exceeds the existing capacity of the schools serving this portion of town. In response to future growth and facility upgrades, the School District is in the process of developing a Long Range Facilities Plan. This effort is being done through workshops with the Districts Facilities Planning Committee and a consultant (DLR Group). Their hope is to finalize the Facilities Plan by

the end of this year and go to the voters in May of 2018 with a bond for funding facility improvements. It's important to remember that the analysis above is based on the maximum development scenario of the property, which isn't likely to occur. Through long range planning and the Districts ability to adjust attendance boundaries, it is anticipated the demand resulting from this annexation will be adequately accommodated.

Parks and Recreation

Per the Corvallis Parks and Recreation Facilities Plan, this annexation falls within the Community Park Service Areas of: Starker Arts Park, Avery Park, Grand Oaks Park, and the Bald Hill Natural Area.

The Master Plan states:

"A neighborhood or community park should be located within walking distance (about a half mile) of most neighborhoods. In places where little vacant land exists for a park site, the City should partner with the School district to develop recreation facilities on school playgrounds."

This guideline is satisfied if one could fly directly to Starker Arts Park, however traveling along public streets and across a major highway exceeds $\frac{3}{4}$ of a mile. Grand Oaks Park is just over a half mile from the site. The applicant has met with the planner from the Parks and Recreation Department to determine a suitable location within the project for a neighborhood park. Desired features were 1) located along a major roadway; 2) visible to the community; and 3) adjacent to other natural features or open space. The most desirable location was along the new collector street and adjacent to the wetland and riparian corridor. The applicant has incorporated a 4.78 acre neighborhood park into the General Land Use Plan as a central feature of the project, (Attachment H).

- 2. Statement of increased demand for the facilities that will be generated by the proposed Annexation. The applicant shall refer to the criteria of the City's facility master plans, available via the City Engineer, to determine the methodology used to estimate public facility demands. Information related to an actual development proposal may be included for informational purposes. At minimum, the demand calculations associated with the full range of development potential (min. to max.) under proposed land uses designations shall be addressed in the analysis;**

Response: Public facility demand calculations have been submitted as a report under separate cover. The report assumed the maximum development potential of the site, thereby increasing the demand to more than what might reasonably occur on the site. Even under these assumptions, the project engineer concluded that the resulting increased demands can either be accommodated with the existing public facilities on or adjacent to the site or by extending lines to and through

the site. In conclusion, the increased demand based on the maximum development potential can be accommodated.

- 3. Statement of additional facilities required to meet the increased demand and phasing of such facilities in accordance with projected demand. The applicant shall review adopted public facility plans, master plans, and capital improvement programs, and state whether additional facilities are planned or programmed for the Annexation area. Information related to an actual development proposal may be included for informational purposes. At minimum, the demand calculations associated with the full range of development potential (min. to max.) under proposed land uses designations shall be addressed in the analysis;**

Response: As the demand calculations show in the utility report (submitted under separate cover), new utility extensions will be required to meet the demands of future development on this property. The report assumed the maximum development potential of the site, thereby increasing the demand to more than what might reasonably occur on the site. Even under these assumptions, the project engineer concluded that the resulting increased demands can either be accommodated with the existing public facilities on or adjacent to the site or by extending lines to and through the site. In conclusion, the increased demand based on the maximum development potential can be accommodated by extending new public facilities to and through the site.

- 4. Traffic impact study, if required by the City Engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. Information related to an actual development proposal may be included for informational purposes. At minimum, the traffic calculations associated with the full range of development potential (min. to max.) under proposed land uses designations shall be addressed in the analysis. See also Section 4.0.60.a;**

Response: The applicant has submitted a Transportation Impact Analysis that analyzes the impacts associated with the proposed annexation. Because specific development is unknown, this transportation analysis evaluates impacts resulting from development scenarios in the current Benton County UR-50 and UR-5 zone designations, and the proposed Corvallis MUR and RS-12 zone designations. Further, based on guidance from City of Corvallis staff, two development scenarios for the proposed zone designations are evaluated: 1) Maximum Development Scenario, and 2) The Reasonable Development Scenario, described as follows:

- 1) Maximum Development Scenario – Per direction from City staff, this analysis scenario has been prepared to address Corvallis Traffic Impact Study Requirements. This scenario contemplates development impacts resulting**

from maximum allowed property development under the proposed zone designations.

The September 2015 Traffic Impact Study Requirements for Development within the City of Corvallis, Section IV.C states, “For land use actions such as a zone change, annexation or comprehensive plan amendment, the traffic forecasts and analysis shall include the reasonable worst-case scenario of the area subject to the land use action, i.e. the total acres and max density. A proposed development plan, typically, doesn’t provide the worst-case scenario. Per the LDC, a full range of development potential (min. to max.) under current vs. proposed land use designations shall be addressed in the analysis. Reasonable worst-case analysis must have justification and should be based on maximum viable development. ODOT’s Development Review Guidelines, 2005 and 2013 editions provide guidance on reasonable worst-case analysis.”

*It is important to note this **Maximum Development Scenario** is considered the **Worst-Case Development Scenario** and has been developed to address Corvallis Traffic Impact Study requirements. This scenario **is not** the **Reasonable Worst-Case Development Scenario** identified in the ODOT Development Review Guidelines.*

- 2) **Reasonable Development Scenario** – *This scenario has been prepared to address ODOT Development Review Guidelines. This scenario contemplates development impacts resulting from the Applicant’s General Land Use Plan and represents the reasonable worst-case development of the property under the proposed zone designations.*

The following presents base development assumptions for all zone designations.

Benton County UR-50 Zone Assumptions

- *Gross UR-50 zone area is approximately 75 acres.*
- *Assumes 1 parcel or lot may be created per 50 acres of gross area.*
- *Assumes there is 1 lot with 1 residential dwelling.*

Benton County UR-5 Zone Assumptions

- *Gross UR-5 zone area is approximately 44 acres.*
- *Assumes 1 parcel or lot may be created per 5 acres of gross area.*
- *Assumes there are 8 lots with 8 residential dwellings.*

Maximum Development Potential Scenario Assumptions

Corvallis MUR Zone Development Standards

- *This zone is intended to increase housing opportunities proximate to designated commercial zones. The MUR Zone is intended primarily for the development of multi-family housing at densities high enough to support the retail uses of the adjacent commercial zones and to provide residents with direct and convenient access to commercial services. Varied Housing Types are encouraged in the MUR Zone. Small-scale retail, office, and service uses are also allowed when they are developed as part of a mixed-use building.*
- *Minimum residential densities for strictly residential development shall be 20 units per acre.*
- *Minimum residential densities for developments that include mixed uses shall be 12 units per acre.*
- *For these mixed-use developments, if less than 20 units per acre are provided, the development shall include a minimum of 10% of the total gross floor area in nonresidential uses.*
- *No maximum residential densities are established for the MUR Zone. Building heights regulate maximum densities.*
- *Nonresidential uses shall not exceed 3,000 square feet of gross floor area per individual use and shall be limited to a maximum of 20% of the total gross floor area of the development site.*
- *Nonresidential uses shall be developed as part of a mixed-use building that includes housing (with exception of Civic Uses) and shall be developed to maintain a minimum density of 12 dwelling units per acre.*
- *Primary structures in the MUR Zone shall not exceed a height of 65 feet. Additional height restrictions apply where the property abuts RS zone property.*

Corvallis MUR Analysis Assumptions

- Gross MUR zone area is 17.98 acres.
- Net developable MUR zone area is 17.69 acres (770,576 square feet) based on the future sale of 0.29 acres for SW 53rd Street right-of-way to accommodate the future railroad overpass.
- Assumes a maximum 5-story building height. In buildings with commercial uses, it is assumed the ground floor is commercial and the remaining floors are residential.
- Assumes individual commercial uses do not exceed 3,000 square feet each and are 20% of the total floor area of the development site.
- Residential dwelling units (apartments) are 1,000 square feet each.
- Parking is provided at code-required ratios, is outside the building footprint, and ground level.
- Parking spaces are 325 square feet including associated circulation area.

Corvallis RS-12 Analysis Assumptions

- Gross RS-12 zone area is 91.15 acres.
- Net developable RS-12 zone area is 86.13 acres based on the future sale of 5.02 acres for SW 53rd Street right-of-way to accommodate the future railroad overpass.
- Assumes 20 residential dwellings per acre.
- Assumes 1,722 apartments.

Reasonable Development Scenario Assumptions (General Land Use Plan)

- Assumes 840 apartments.
- Assumes 82 townhomes.
- Assumes 131 single-family detached residences.
- Assumes 64 senior attached residences.

Area Assumptions and Model Assumptions

The 1996 Corvallis Transportation System Plan (TSP) is being currently being updated. And while the new TSP is not yet adopted, it contains current data and relies on the Corvallis-Albany-Lebanon Model (CALM) transportation model for plan year development assumptions and traffic volume estimates. As such, the CALM model is used as a basis for traffic growth assumptions, trip distribution, and traffic assignment. All CALM model information relative to the proposed project is available in electronic format by request.

Within the CALM model, the Mary's property is in transportation analysis zones (TAZs) 376 and 378. The following table presents model assumptions for these TAZs over the planning period.

| TABLE 3 – CALM MODEL ASSUMPTIONS | | | |
|----------------------------------|------------|-----------|------------------------------|
| Description | Households | Employees | PM Peak Hour Trip Generation |
| TAZ 376 | | | |
| 2010 Model Land Use Assumptions | 0 | 32 | 18 |
| 2040 Model Land Use Assumptions | 249 | 38 | 141 |
| Change | 249 | 6 | 123 |
| TAZ 378 | | | |
| 2010 Model Land Use Assumptions | 11 | 5 | 9 |
| 2040 Model Land Use Assumptions | 385 | 5 | 196 |
| Change | 374 | 0 | 187 |

Based on CALM model data, during the planning period, 249 households (residences) are constructed and 6 jobs added in TAZ 376, and 374 residences are constructed and 6 jobs are added in TAZ 378. The Mary's property is a significant portion of these TAZs; therefore, it is assumed a proportional amount of the trip generation occurs on the Mary's property as presented in the following table.

| TABLE 4 – MARY'S PROPERTY ASSUMPTIONS | | | |
|--|----------------|-------------------------------|---|
| Description | Area (≈ Acres) | % Occupied by Mary's Property | Assumed Mary's Property Trip Generation |
| Mary's Property | 119 | 100 | |
| TAZ 376 | 92 | 90 | 90% x 123 = 110 |
| TAZ 378 | 120 | 30 | 30% x 187 = 56 |
| Total CALM Model Trip Generation Assumed on Mary's Property | | | 166 |

As identified in the previous table, the CALM model assumes 166 trips on the Mary's property. Because the CALM model growth rate is consistent with the currently adopted Corvallis Transportation Plan growth rate; the proposed Mary's annexation is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map; and the local government has an acknowledged TSP and the proposed zoning is consistent with the TSP, it is acceptable engineering practice to assume these 166 trips are included in the development assumptions for the Mary's property. However, based in instruction from City staff, it is conservatively assumed all TAZ 376 and 378 development does not occur on the on the Mary's property. As such, all proposed Mary's trip generation is added to the plan year traffic volumes as further described below.

Development Trip Generation

Specific development is unknown. As such, two development scenarios, 1) The Maximum Development Scenario, and 2) The Reasonable Development Scenario have been developed for the proposed MUR and RS-12 zone designations and are further described as follows:

Maximum Development Scenario

This scenario is based on the maximum allowed development in the MUR and RS-12 zone designations and has the highest peak hour trip generation using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition and practices from the ITE Trip Generation Handbook, 3rd Edition. Detailed development assumptions and resulting trip generation are attached in Appendix C of the Traffic Impact Analysis report for reference. In general, it is noted this development scenario contemplates 5-story buildings, 20% commercial/80% residential uses, and surface parking.

The intensity, proximity, and variety of proposed land uses in the MUR zone designation suggests there will be internal (or shared) trip capture. Internal trip capture is the portion of trips generated by a mixed-use development that both begin and end within the development. The importance of internal trip capture is that those trips satisfy a portion of the total development's trip generation and they do so without using the external road system. As a result, a mixed-use development that generates a given number of total trips creates less demand on the external road system than single-use developments generating the same number of trips. Internal capture trips were calculated using practices from the ITE Trip Generation Handbook, 3rd Edition and which is based on the Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. Detailed calculations are attached in Appendix C of the TIA report for reference.

Further, for commercial uses, a portion of the trips generated are primary (new trips on the roadway system travelling specifically to/from the proposed development), and a portion are pass-by (existing trips on the roadway system that 'divert' to the subject development before continuing their original trip path to their destination.) Pass-by/diverted-link trips were calculated using practices from the ITE Trip Generation Handbook, 3rd Edition.

The following table presents Maximum Development Potential Scenario trip generation.

| TABLE 5 – DEVELOPMENT TRIP GENERATION (MAXIMUM DEVELOPMENT SCENARIO) | | | | | | | | |
|---|------------------------|-----------------|------------------------------|--------------|--------------|------------------------------|-------------|--------------|
| Land Use | ITE Code | Size | AM Peak Hour Trip Generation | | | PM Peak Hour Trip Generation | | |
| | | | Enter | Exit | Total | Enter | Exit | Total |
| Current Benton County UR-50 | | | | | | | | |
| Single-Family Residential | 210 | 1 DU | 0 | 1 | 1 | 1 | 0 | 1 |
| Current Benton County UR-5 | | | | | | | | |
| Single-Family Residential | 210 | 8 DU | 2 | 4 | 6 | 5 | 3 | 8 |
| Primary (Net New) Current Zone Trip Generation | | | 2 | 5 | 7 | 6 | 3 | 9 |
| Proposed Corvallis MUR Zone Designation (Maximum Development Scenario) | | | | | | | | |
| Total Office ¹ | 710 | 132,000 SF | 182 | 24 | 206 | 34 | 162 | 196 |
| Total Retail ¹ | 826,850,851 880,911 | 33,000 SF | 127 | 122 | 249 | 147 | 156 | 303 |
| Total Restaurant ¹ | 932 | 6,000 SF | 36 | 30 | 66 | 36 | 24 | 60 |
| Total Residential ¹ | 220 | 696 DU | 71 | 282 | 353 | 280 | 152 | 432 |
| Total Other – Day Care ¹ | 565 | 3,000 SF | 20 | 17 | 37 | 17 | 20 | 37 |
| Total Trip Generation ¹ | | | 436 | 475 | 911 | 514 | 514 | 1,028 |
| <i>Internal Capture Trips ²</i> | | | <i>(69)</i> | <i>(70)</i> | <i>(139)</i> | <i>(102)</i> | <i>(96)</i> | <i>(198)</i> |
| Total External Trip Generation | | | 367 | 405 | 772 | 412 | 418 | 830 |
| <i>Pass-By Trips (61%AM, 61%PM ITE Code 851)</i> | | | <i>(60)</i> | <i>(56)</i> | <i>(116)</i> | <i>(62)</i> | <i>(50)</i> | <i>(112)</i> |
| Primary (Net New) MUR Zone Trip Generation | | | 307 | 349 | 656 | 350 | 368 | 718 |
| Proposed Corvallis RS-12 Zone Designation (Maximum Development Scenario) | | | | | | | | |
| ITE – Apartments (LDC – Multi-Family Dwelling) | 220 | 1,722 DU | 176 | 702 | 878 | 694 | 374 | 1,068 |
| Primary (Net New) Proposed Zone Trip Generation (MUR + RS-12) | | | 483 | 1,051 | 1,534 | 1,044 | 742 | 1,786 |
| Increase in Primary (Net New) Trip Generation (Proposed – Current) | | | 481 | 1,046 | 1,527 | 1,038 | 739 | 1,777 |

¹ Data is presented for aggregated uses. Refer to attached spreadsheet in Appendix C for detailed development assumptions.

² Refer to attached spreadsheet in Appendix C for detailed internal capture calculations.

Reasonable Development Scenario

This scenario is described by the Applicant’s General Land Use Plan and assumes apartments, townhouses, single-family residences and attached senior housing totaling 1,117 dwelling units.

The following table presents Reasonable Development Scenario trip generation.

| TABLE 6 – DEVELOPMENT TRIP GENERATION (REASONABLE DEVELOPMENT SCENARIO) | | | | | | | | |
|---|----------|--------|------------------------------|------------|------------|------------------------------|------------|------------|
| Land Use | ITE Code | Size | AM Peak Hour Trip Generation | | | PM Peak Hour Trip Generation | | |
| | | | Enter | Exit | Total | Enter | Exit | Total |
| Current Benton County UR-50 | | | | | | | | |
| Single-Family Residential | 210 | 1 DU | 0 | 1 | 1 | 1 | 0 | 1 |
| Current Benton County UR-5 | | | | | | | | |
| Single-Family Residential | 210 | 8 DU | 2 | 4 | 6 | 5 | 3 | 8 |
| Primary (Net New) Current Zone Trip Generation | | | 2 | 5 | 7 | 6 | 3 | 9 |
| Proposed General Land Use Plan Development | | | | | | | | |
| ITE – Apartments (LDC – Multi-Family Dwelling) | 220 | 840 DU | 86 | 342 | 428 | 339 | 182 | 521 |
| ITE – Residential Condominium/Townhouse (LDC – Attached Townhouse) | 230 | 82 DU | 6 | 30 | 36 | 29 | 14 | 43 |
| ITE – Single Family Residential (LDC – Single – Detached) | 210 | 131 DU | 25 | 73 | 98 | 83 | 48 | 131 |
| ITE - Senior Adult Housing - Attached (LDC – Senior Housing) | 252 | 64 DU | 4 | 9 | 13 | 9 | 7 | 16 |
| Primary (Net New) Proposed General Land Use Plan Trip Generation | | | 121 | 454 | 575 | 460 | 251 | 711 |
| Increase in Primary (Net New) Trip Generation (Proposed – Current) | | | 119 | 449 | 568 | 454 | 248 | 702 |

Background Growth

Background growth is assumed to be 1.5% per year (consistent with CALM transportation modeling and the Corvallis Transportation Plan) and is used to estimate 2037 Current Zone Designation traffic volumes, except for Philomath Boulevard (OR 34) volumes which have and assumed growth rate of 0.35% per year based on CALM transportation modeling.

Noting this analysis contemplates plan year development conditions, which typically assume full-buildout of the 20-year land supply, all in-process projects are considered part of the 20-year background growth.

2037 Current Zone Designation traffic volumes are presented in Figures 6 and 7 for the AM peak hour and Figures 8 and 9 for the PM peak hour.

Trip Distribution and Traffic Assignment

Mary's development trip distribution and traffic assignment are based on background traffic volumes and discussions with City staff. Proposed Mary's development trip distribution is presented in Figure 10.

Traffic assignments for the Maximum Development Scenario are presented in Figures 11 and 12 for the AM peak hour and Figures 13 and 14 for the PM peak hour.

Traffic assignments for the Reasonable Development Scenario are presented in Figures 15 and 16 for the AM peak hour and Figures 17 and 18 for the PM peak hour.

This trip distribution considers roadway connections contemplated in the plan year including those identified in:

- *The West Corvallis Access Strategy, Figure A-2 which depicts multiple collector roadway alignments;*
- *The Applicant's proposed General Land Use Plan which assumes a collector roadway alignment consistent with the Corvallis Access Strategy, including local roadway connections; and*
- *CALM model assumptions.*

It is recognized the proposed trip distribution and traffic assignment is reliant on a plan year roadway network that does not currently exist, nor are the collector roadways identified in the Corvallis Access Strategy funded. However, because this TIA contemplates plan year impacts resulting from reasonable worst-case development of the subject property, including generalized plan year development of all Corvallis property (which is reflected in background

traffic growth assumptions), it is appropriate to assume other (future) roadway connections will exist and that there will be surrounding property development.

It is important to note this plan year analysis contemplates theoretical development scenarios and is not a specific development application. Additional transportation analysis will need to be performed at the time of a specific development application contemplating specific development impacts and the actual existing (including applicant-constructed) roadway system.

Future Year Traffic

2037 Proposed Zone Designation traffic volumes are the sum 2037 Current Zone Designation traffic volumes and the net new trips resulting from the two development scenarios.

2037 Proposed Zone Designation traffic volumes for the Maximum Development Scenario are presented in Figures 19 and 20 AM peak hour and Figures 21 and 22 for the PM peak hour.

2037 Proposed Zone Designation traffic volumes for the Reasonable Development Scenario are presented in Figures 23 and 24 for the AM peak hour and Figures 25 and 26 for the PM peak hour.

Intersection Analysis

Analysis Scope

The TIA study area includes an evaluation of all collector-collector intersections (or higher classification) within a one-mile driving radius of the site (measured from the average point within the Annexation site impacted with at least 30 trips from the proposed site during the AM or PM peak hours, and having a trip volume increase by at least 10%. Based on these criteria, the following intersections are evaluated:

- NW 53rd Street/NW Harrison Boulevard
- SW 53rd Street/SW Reservoir Avenue
- SW 53rd Street/Site Access (West)
- SW 53rd Street/SW West Hills Road
- SW 53rd Street/SW Philomath Boulevard (OR 34)
- SW West Hills Road/Site Access (Southwest)
- SW West Hills Road/SW Timian Street/Site Access (Southeast)
- SW Philomath Boulevard (OR 34)/SW Technology Loop
- SW Philomath Boulevard (OR 34)/SW Timian Street
- SW Philomath Boulevard (OR 34)/SW Western Boulevard
- SW West Hills Road/SW Western Boulevard
- SW 35th Street/SW Washington Way
- SW 35th Street/SW Western Boulevard
- SW 35th Street/SW Philomath Boulevard

Future Intersection Assumptions

The General Land Use Plan contemplates one site access intersection to SW 53rd Street and five site access intersections to SW West Hills Road that do not yet exist. For analysis purposes, The following roadway geometry was assumed:

- *The new north-south collector roadway on the Mary's site will be aligned to intersect at the existing SW West Hills Road/SW Timian Street intersection.*
- *While the General Land Use Plan contemplates five site access intersections to SW West Hills Road, for analysis purposes traffic was assumed to use two access locations.*
- *Major roadways (SW 53rd Street and SW West Hills Road) will have left-turn lanes with 150 feet of storage and right-turn lanes with 100 feet of storage.*
- *Minor roadways (site accesses) will have separate left and right-turn lanes with 150 feet of storage.*
- *A southbound center receiving lane is provided on SW 53rd Street allow for two-stage westbound left-turns from the site access.*

Analysis Description

Intersection operations analyses described in this report are performed in accordance with Transportation Research Board's Highway Capacity Manual 2010 (HCM 2010) procedures. AM and PM system peak hours were used based on the maximum one-hour volumes of all intersections.

Future intersection peak hour factors (PHFs) are based on the Oregon Department of Transportation Analysis Procedures Manual Version 2, Section 5.8.3. Specifically, the following future intersection PHFs are assumed:

- *0.95 for major arterial-major arterial*
- *0.90 for minor arterial-minor arterial*
- *0.85 for collector-collector or lower classification*

Intersection operation characteristics are generally defined by two mobility standards: volume-to-capacity (v/c) ratio and level-of-service (LOS). At signalized intersections, the v/c ratio is a measurement of an intersection's ability to accommodate the critical movements, while LOS is based on the average control delay per vehicle for the entire intersection. At unsignalized intersections, the v/c ratio and LOS are calculated for intersection approach movements yielding right-of-way.

As identified in the Corvallis CP, LOS standards are LOS D or better during morning and evening peak hours of operation for all intersections with arterial or collector streets and LOS C for all other times of the day. No v/c ratio standard is identified; however, v/c ratios are reported in this TIA for informational purposes only.

Table 6 of Policy 1F in the Oregon Highway Plan (OHP), as updated through November 21, 2014, provides ODOT mobility standards for state roadways. In the study area, SW Philomath Boulevard is defined as a Regional Highway and is a Statewide Freight Route. The intersection mobility target along this roadway is a v/c ratio ≤ 0.85 .

Operations Analysis

Unsignalized (stop-controlled) and roundabout intersection operations analyses were performed using Trafficware's Synchro software (Version 9) implementing HCM 2010 methodologies. Signalized intersection operations analysis was performed implementing HCM 2000 methodologies.

The proposed land use action is for a zone change and not a specific development application and the TIA addresses both TPR and City requirements. As such, peak hour conditions are evaluated for the following current zone designation analysis scenarios for the AM and PM peak hours:

- *2017 Existing Conditions*
- *2037 Current Zone Designation*

The following tables summarize weekday AM and PM peak hour operation analysis results. For intersections not meeting mobility standards, deficiencies and potential mitigation are identified, and mitigated analysis results are also presented. Data output sheets from all operations calculations are in Appendix D of the TIA report.

TABLE 7 – INTERSECTION OPERATIONS ANALYSIS, CURRENT ZONE DESIGNATION – AM PEAK HOUR

| Intersection | Critical Movement Lane Group | v/c Ratio/LOS | | Deficiencies and Limitations | Potential Mitigation | v/c Ratio/LOS |
|---|--|--------------------------------------|--------------------------------------|---|--|--------------------------------------|
| | | 2017 Existing | 2037 Current Zone Designation | | | |
| NW 53 rd Street/ NW Harrison Boulevard | Intersection | 0.52/B | 0.67/B | <i>Mitigation Necessary for PM peak hour.</i> | Widen 53 rd to 2 thru lanes. Add 2 nd WB left-turn lane. | 0.37/B |
| SW 53 rd Street/ SW Reservoir Avenue | Intersection | 0.49/A | 0.65/B | — | — | 0.65/B |
| SW 53 rd Street/ Site Access (West) | SB L WB L WB R | — | — | — | — | — |
| SW 53 rd Street/ SW West Hills Road | NB SB EB WB | 0.35/A 0.35/A 0.47/B 0.07/A | 0.51/B 0.46/A 0.68/C 0.10/A | — | — | 0.51/B 0.46/A 0.68/C 0.10/A |
| SW 53 rd Street/ SW Philomath Boulevard | Intersection | 0.72 | 0.77 | — | — | 0.77 |
| SW West Hills Road/ Site Access (Southwest) | SB L SB R EB L | — | — | — | — | — |
| SW West Hills Road/ SW Timian Street/ Site Access (Southeast) | NB L/T/R SB L SB T/R EB L WB L | 0.03/B — — — — | 0.04/B — — — — | — | — | 0.04/B — — — — |
| SW Philomath Boulevard/ SW Technology Loop | Intersection | 0.73 | 0.82 | — | — | 0.82 |
| SW Philomath Boulevard/ SW Timian Street | SB L/R EB L | 0.09 0.01 | 0.10 0.01 | — | — | 0.10 0.01 |
| SW Philomath Boulevard/ SW Western Boulevard | NB T/L | 0.77 | 0.82 | — | — | 0.82 |
| SW Hills Road/ SW Western Boulevard | EB L/R | 0.57/C | 0.73/D | — | — | 0.73/D |
| SW 35 th Street/ SW Washington Way | EB L/T/R WB L/T/R | 0.01/C 0.1/C | 0.01/D 0.15/C | — | — | 0.01/D 0.15/C |
| SW 35 th Street/ SW Western Boulevard | Intersection | 0.77/B | 0.84/C | <i>Mitigation Necessary for PM peak hour.</i> | Add WB right-turn lane. Add NB left and right-turn lanes. | 0.75/B |
| SW 35 th Street/ SW Philomath Boulevard | Intersection | 0.95 | 1.05 | High EB and WB thru volumes in one lane. High NB thru/right volumes in one lane. | Add 2 nd EB and WB thru lanes and NB Right-turn lane. | 0.64 |

TABLE 8 – INTERSECTION OPERATIONS ANALYSIS, CURRENT ZONE DESIGNATION – PM PEAK HOUR

| Intersection | Critical Movement Lane Group | v/c Ratio/LOS | | Deficiencies and Limitations | Potential Mitigation | v/c Ratio/LOS 2037 Current Zone Designation Mitigated |
|---|------------------------------|---------------|-------------------------------|--|--|--|
| | | 2017 Existing | 2037 Current Zone Designation | | | |
| NW 53 rd Street/ NW Harrison Boulevard | Intersection | 0.75/B | 0.97/C | High NB and SB thru volumes in one travel lane. High WB left-turn volumes in one travel lane. | Widen 53 rd to 2 thru lanes. Add 2 nd WB left-turn lane. | 0.50/B |
| SW 53 rd Street/ SW Reservoir Avenue | Intersection | 0.44/A | 0.58/B | — | — | 0.58/B |
| SW 53 rd Street/ Site Access (West) | SB L WB L WB R | — | — | — | — | — |
| SW 53 rd Street/ SW West Hills Road | NB | 0.43/A | 0.60/B | — | — | 0.60/B |
| | SB | 0.46/B | 0.67/C | | | 0.67/C |
| | EB | 0.22/A | 0.33/A | | | 0.33/A |
| | WB | 0.27/A | 0.42/B | | | 0.42/B |
| SW 53 rd Street/ SW Philomath Boulevard | Intersection | 0.69 | 0.83 | — | — | 0.83 |
| SW West Hills Road/ Site Access (Southwest) | SB L | — | — | — | — | — |
| | SB R | | | | | |
| | EB L | | | | | |
| SW West Hills Road/ SW Timian Street/ Site Access (Southeast) | NB L/T/R | 0.02/A | 0.02/B | — | — | 0.02/B |
| | SB L | — | — | | | — |
| | SB T/R | — | — | | | — |
| | EB L | — | — | | | — |
| SW Philomath Boulevard/ SW Technology Loop | Intersection | 0.74 | 0.77 | — | — | 0.77 |
| | | | | | | |
| SW Philomath Boulevard/ SW Timian Street | Intersection | 0.01 | 0.01 | — | — | 0.01 |
| | | | | | | EB L |
| SW Philomath Boulevard/ SW Western Boulevard | Intersection | 0.83 | 0.80 | — | — | 0.80 |
| SW Hills Road/ SW Western Boulevard | Intersection | 0.23/C | 0.35/C | — | — | 0.35/C |
| SW 35 th Street/ SW Washington Way | Intersection | 0.01/C | 0.02/C | — | — | 0.02/C |
| | | | | | | WB L/T/R |
| SW 35 th Street/ SW Western Boulevard | Intersection | 0.73/C | 0.97/D | High WB thru volumes in one travel lane. No separate NB left-turn lane. High EB and WB thru volumes in one lane. High NB thru/right volumes in one lane. | Add WB right-turn lane. Add NB left and right-turn lanes. | 0.86/C |
| SW 35 th Street/ SW Philomath Boulevard | Intersection | 0.75 | 0.94 | High WB thru volumes in one travel lane. No separate NB left-turn lane. High EB and WB thru volumes in one lane. High NB thru/right volumes in one lane. | Add 2 nd EB and WB thru lanes and NB Right-turn lane. | 0.59 |

Transportation system impacts from the 2037 analysis scenarios increase from low to high as follows:

- *2037 Current Zone Designation*
- *2037 Proposed Zone Designation – Reasonable Development*
- *2037 Proposed Zone Designation – Maximum Development*

Mitigation identified for the 2037 Current Zone Designation is assumed to be necessary for both the 2037 Proposed Zone Designation scenarios and is assumed to be ‘in place’ for these scenarios.

The following tables summarize weekday AM and PM peak hour operation analysis results for each of the proposed development scenarios separately.

For intersections not meeting mobility standards, deficiencies and additional potential mitigation are identified, and mitigated analysis results are presented. Data output sheets from all operations calculations are in Appendix D of the TIA report.

**TABLE 9 – INTERSECTION OPERATIONS ANALYSIS, PROPOSED ZONE DESIGNATION
(REASONABLE DEVELOPMENT SCENARIO) – AM PEAK HOUR**

| Intersection | Critical Movement Lane Group | v/c Ratio/LOS | | Deficiencies and Limitations | Potential Mitigation | v/c Ratio/LOS | |
|---|------------------------------|---|--|---|---|---|---|
| | | 2037 Proposed Zone Designation (Reasonable Development) | | | | 2037 Proposed Zone Designation (Reasonable Development) | Mitigated |
| NW 53 rd Street/ NW Harrison Boulevard | Intersection | 0.41/B | | — | — | 0.41/B | |
| SW 53 rd Street/ SW Reservoir Avenue | Intersection | 0.72/B | | — | — | 0.72/B | |
| SW 53 rd Street/ Site Access (West) | NB | — | | <i>Mitigation Necessary for PM peak hour.</i> | Single-lane roundabout. | NB | 0.54/B |
| | SB L | 0.03/A | | | | SB | 0.48/A |
| | WB L | 0.23/B | | | | WB | 0.39/B |
| SW 53 rd Street/ SW West Hills Road | WB R | 0.51/D | | — | — | — | — |
| | NB | 0.57/B | | | | NB | 0.57/B |
| | SB | 0.61/B | | | | SB | 0.61/B |
| SW 53 rd Street/ SW West Hills Road | EB | 0.80/D | | — | — | EB | 0.80/D |
| | WB | 0.20/A | | | | WB | 0.20/A |
| | Intersection | 0.82 | | | | <i>Mitigation Necessary for PM peak hour.</i> | Add 2 nd SB left-turn lane and 2 nd EB thru lane. |
| SW West Hills Road/ Site Access (Southwest) | SB L | 0.16/B | | — | — | SB L | 0.16/B |
| | SB R | 0.04/A | | | | SB R | 0.04/A |
| | EB L | 0.01/A | | | | EB L | 0.01/A |
| SW West Hills Road/ SW Timian Street/ Site Access (Southeast) | NB L/T/R | 0.06/B | | — | — | NB L/T/R | 0.06/B |
| | SB L | 0.18/B | | | | SB L | 0.18/C |
| | SB T/R | 0.09/B | | | | SB T/R | 0.09/B |
| SW Philomath Boulevard/ SW Technology Loop | EB L | 0.00/A | | — | — | EB L | 0.00/A |
| | WB L | 0.01/A | | | | WB L | 0.01/A |
| | Intersection | 0.89 | | | | High EB thru volumes in one lane. | Add 2 nd EB thru lane. |
| SW Philomath Boulevard/ SW Timian Street | SB L/R | 0.35 | | — | — | SB L/R | 0.20 |
| | EB L | 0.01 | | | | EB L | 0.01 |
| SW Philomath Boulevard/ SW Western Boulevard | NB T/L | 0.85 | | <i>Mitigation Necessary for PM peak hour.</i> | Add 2 nd WB thru lane | 0.55 | |
| SW Hills Road/ SW Western Boulevard | EB L/R | 1.05/F | | High West Hills Road left-turn volumes conflicting with Western thru volumes. | Single-lane roundabout with WB right-turn by-pass lane. | NB 0.29/A EB 0.54/B WB 0.23/A | |
| SW 35 th Street/ SW Washington Way | EB L/T/R | 0.01/D | | <i>Mitigation Necessary for PM peak hour.</i> | Traffic Signal. | — | — |
| | WB L/T/R | 0.17/C | | | | — | — |
| Intersection | — | — | | — | — | 0.47/A | |
| SW 35 th Street/ SW Western Boulevard | Intersection | 0.82/C | | — | — | 0.81/C | |
| SW 35 th Street/ SW Philomath Boulevard | Intersection | 0.67 | | — | — | 0.67 | |

**TABLE 10 – INTERSECTION OPERATIONS ANALYSIS, PROPOSED ZONE DESIGNATION
(REASONABLE DEVELOPMENT SCENARIO) – PM PEAK HOUR**

| Intersection | Critical Movement Lane Group | v/c Ratio/LOS 2037 Proposed Zone Designation (Reasonable Development) | Deficiencies and Limitations | Potential Mitigation | v/c Ratio/LOS 2037 Proposed Zone Designation (Reasonable Development) Mitigated | | |
|---|------------------------------|--|--|---|--|-----------------------------------|------|
| NW 53 rd Street/ NW Harrison Boulevard | Intersection | 0.56/B | — | — | 0.56/B | | |
| SW 53 rd Street/ SW Reservoir Avenue | Intersection | 0.67/B | — | — | 0.67/B | | |
| SW 53 rd Street/ Site Access (West) | NB | — | High WB approach volumes turning on major roadway. | Single-lane roundabout. | NB 0.65/B | | |
| | SB L | 0.12/A | | | SB 0.68/B | | |
| | WB L | 0.46/E | | | WB 0.21/A | | |
| | WB R | 0.12/B | | | — | | |
| SW 53 rd Street/ SW West Hills Road | NB | 0.78/C | — | — | 0.78/C | | |
| | SB | 0.82/D | | | 0.82/D | | |
| | EB | 0.41/B | | | 0.41/B | | |
| | WB | 0.56/C | | | 0.56/C | | |
| SW 53 rd Street/ SW Philomath Boulevard | Intersection | 0.86 | High SB left-turn and EB thru volumes in one lane. | Add 2 nd SB left-turn lane and 2 nd EB thru lane. | 0.85 | | |
| SW West Hills Road/ Site Access (Southwest) | SB L | 0.11/B | — | — | 0.11/B | | |
| | SB R | 0.03/B | | | 0.03/B | | |
| | EB L | 0.03/A | | | 0.03/A | | |
| SW West Hills Road/ SW Timian Street/ Site Access (Southeast) | NB L/T/R | 0.10/B | — | — | 0.10/B | | |
| | SB L | 0.12/C | | | 0.12/C | | |
| | SB T/R | 0.06/B | | | 0.05/B | | |
| | EB L | 0.02/A | | | 0.02/A | | |
| SW Philomath Boulevard/ SW Technology Loop | WB L | 0.01/A | — | — | 0.01/A | | |
| | Intersection | 0.81 | | | <i>Mitigation Necessary for AM peak hour.</i> | Add 2 nd EB thru lane. | 0.73 |
| | SB L/R | 0.37 | | | — | Add 2 nd EB thru lane. | 0.22 |
| | EB L | 0.03 | | | | | 0.03 |
| SW Philomath Boulevard/ SW Western Boulevard | NB T/L | 0.89 | High NB thru volumes crossing major roadway. | Add 2 nd WB thru lane. | 0.51 | | |
| SW Hills Road/ SW Western Boulevard | EB L/R | 0.60/D | <i>Mitigation Necessary for AM peak hour.</i> | Single-lane roundabout with WB right-turn by-pass lane. | NB 0.17/A EB 0.34/A WB 0.83/C | | |
| SW 35 th Street/ SW Washington Way | EB L/T/R | 0.02/C | High WB approach volumes turning on major roadway. | Traffic signal. | — | | |
| | WB L/T/R | 0.76/F | | | — | | |
| SW 35 th Street/ SW Western Boulevard | Intersection | — | — | — | 0.52/A | | |
| SW 35 th Street/ SW Western Boulevard | Intersection | 0.98/D | — | — | 0.74/B | | |
| SW 35 th Street/ SW Philomath Boulevard | Intersection | 0.61 | — | — | 0.61 | | |

**TABLE 11 – INTERSECTION OPERATIONS ANALYSIS, PROPOSED ZONE DESIGNATION
(MAXIMUM DEVELOPMENT SCENARIO) – AM PEAK HOUR**

| Intersection | Critical Movement Lane Group | v/c Ratio/LOS | | Deficiencies and Limitations | Potential Mitigation | v/c Ratio/LOS | |
|---|------------------------------|--|---|--|--|--|--------|
| | | 2037 Proposed Zone Designation (Maximum Development) | | | | 2037 Proposed Zone Designation (Maximum Development) Mitigated | |
| NW 53 rd Street/ NW Harrison Boulevard | Intersection | 0.49/B | — | — | — | 0.49/B | |
| SW 53 rd Street/ SW Reservoir Avenue | Intersection | 0.85/B | — | — | — | 0.85/B | |
| SW 53 rd Street/ Site Access (West) | SB L | 0.16/A | High WB exiting volumes. | Single-lane roundabout with SB by-pass and NB and WB right-turn lanes. | NB 0.58/B SB 0.00/A WB 0.52/B | 0.61/B | 0.72/C |
| | WB L | 2.28/F | | | | | |
| | WB R | 0.61/C | | | | | |
| SW 53 rd Street/ SW West Hills Road | NB | 0.77/D | High EB volumes conflicting with high NB and SB volumes and only one circulating roadway. | Add right-turn lanes on all approaches. | 0.62/C | 0.17/A | 0.62/C |
| | SB | 0.87/D | | | | | |
| | EB | 1.04/F | | | | | |
| | WB | 0.39/B | | | | | |
| SW 53 rd Street/ SW Philomath Boulevard | Intersection | 0.91 | High SB left-turn, WB and EB thru volumes in one lane. | Add 2 nd SB left-turn lane and widen Philomath to 2 thru lanes. | 0.59 | | |
| SW West Hills Road/ Site Access (Southwest) | SB L | 0.55/C | — | — | 0.55/C | 0.11/A | 0.04/A |
| | SB R | 0.11/A | | | | | |
| | EB L | 0.04/A | | | | | |
| SW West Hills Road/ SW Timian Street/ Site Access (Southeast) | NB L/T/R | 0.17/C | High SB approach volume. | Single-lane roundabout. | NB 0.11/A SB 0.35/A EB 0.71/C WB 0.28/A | — | — |
| | SB L | 0.79/F | | | | | |
| | SB T/R | 0.28/C | | | | | |
| | EB L | 0.02/A | | | | | |
| SW Philomath Boulevard/ SW Technology Loop | WB L | 0.01/A | High WB and EB thru volumes in one lane. | Widen Philomath to 2 thru lanes in each direction. | 0.63 | 0.44 | 0.03 |
| | Intersection | 1.00 | | | | | |
| | EB L | 0.03 | | | | | |
| SW Philomath Boulevard/ SW Timian Street | SB L/R | 0.90 | High WB and EB thru volumes in one lane. | Widen Philomath to 2 thru lanes in each direction. | 0.44 | | |
| SW Philomath Boulevard/ SW Western Boulevard | EB L | 0.03 | High NB volume crossing high WB volume in one lane. | Widen Philomath to 2 thru lanes. | 0.58 | | |
| SW Hills Road/ SW Western Boulevard | NB T/L | 0.94 | High West Hills Road left-turn volumes conflicting with Western thru volumes. | Single-lane roundabout with NB and WB right-turn by-pass lanes. | NB 0.29/A EB 0.79/C | — | — |
| | EB L/R | 1.65/F | | | | | |
| SW 35 th Street/ SW Washington Way | EB L/T/R | 0.02/D | High NB and SB thru volumes in one lane. | Traffic signal. | 0.55/A | — | — |
| | WB L/T/R | 0.28/D | | | | | |
| SW 35 th Street/ SW Western Boulevard | Intersection | 0.90/C | High WB thru volumes in one travel lane. No separate NBL left-turn lane. | Widen Western to 2 thru lanes. Add NB left-turn lane. | 0.94/D | | |
| SW 35 th Street/ SW Philomath Boulevard | Intersection | 0.71 | High EB and WB thru volumes in one lane. High NB and SB thru/right volumes in one lane. | Widen 35 th to 2 thru lanes. | 0.71 | | |

**TABLE 12 – INTERSECTION OPERATIONS ANALYSIS, PROPOSED ZONE DESIGNATION
(MAXIMUM DEVELOPMENT SCENARIO) – PM PEAK HOUR**

| Intersection | Critical Movement Lane Group | v/c Ratio/LOS 2037 Proposed Zone Designation (Maximum Development) | Deficiencies and Limitations | Potential Mitigation | v/c Ratio/LOS 2037 Proposed Zone Designation (Maximum Development) Mitigated |
|---|------------------------------|---|---|--|---|
| NW 53 rd Street/ NW Harrison Boulevard | Intersection | 0.67/B | — | — | 0.67/B |
| SW 53 rd Street/ SW Reservoir Avenue | Intersection | 0.80/B | — | — | 0.80/B |
| SW 53 rd Street/ Site Access (West) | SB L | 0.31/A | High WB exiting volumes. | Single-lane roundabout with SB by-pass and NB and WB right-turn lanes. | NB 0.59/B SB 0.00/A WB 0.36/B |
| | WB L | 3.61/F | | | |
| | WB R | 0.42/C | | | |
| SW 53 rd Street/ SW West Hills Road | NB | 1.07/F | High EB volumes conflicting with high NB and SB volumes and only one circulating roadway. | Add right-turn lanes on all approaches. | 0.88/D 0.81/C 0.32/A 0.44/B |
| | SB | 1.11/F | | | |
| | EB | 0.57/C | | | |
| | WB | 0.88/E | | | |
| SW 53 rd Street/ SW Philomath Boulevard | Intersection | 0.92 | High SB left-turn and EB thru volumes in one lane. | Add 2 nd SB left-turn lane and widen Philomath to 2 thru lanes. | 0.65 |
| SW West Hills Road/ Site Access (Southwest) | SB L | 0.54/D | — | — | 0.54/D 0.10/B 0.09/A |
| | SB R | 0.10/B | | | |
| | EB L | 0.09/A | | | |
| SW West Hills Road/ SW Timian Street/ Site Access (Southeast) | NB L/T/R | 0.31/D | High SB approach volume. | Single-lane roundabout. | NB 0.12/A SB 0.6/B EB 0.44/A WB 0.73/C — |
| | SB L | 0.83/F | | | |
| | SB T/R | 0.27/C | | | |
| | EB L | 0.06/A | | | |
| | WB L | 0.01/A | | | |
| SW Philomath Boulevard/ SW Technology Loop | Intersection | 0.89 | High WB and EB thru volumes in one lane. | Widen Philomath to 2 thru lanes in each direction. | 0.62 |
| SW Philomath Boulevard/ SW Timian Street | SB L/R | 1.25/F | High WB and EB thru volumes in one lane. | Widen Philomath to 2 thru lanes in each direction. | 0.66 0.06 |
| | EB L | 0.06/B | | | |
| SW Philomath Boulevard/ SW Western Boulevard | NB T/L | 1.05 | High NB volume crossing high WB volume in one lane. | Widen Philomath to 2 thru lanes. | 0.55 |
| SW Hills Road/ SW Western Boulevard | EB L/R | 1.15/F | High West Hills Road left-turn volumes conflicting with Western thru volumes. | Single-lane roundabout with NB and WB right-turn by-pass lanes. | NB 0.17/A EB 0.65/C |
| | | | | | |
| SW 35 th Street/ SW Washington Way | EB L/T/R | 0.03/D | High NB and SB thru volumes in one lane. | Traffic signal. | 0.60/A |
| | WB L/T/R | 1.00/F | | | |
| SW 35 th Street/ SW Western Boulevard | Intersection | 1.15/E | High WB thru volumes in one travel lane. No separate NBL left-turn lane. | Widen Western to 2 thru lanes. Add NB left-turn lane. | 0.96/C |
| SW 35 th Street/ SW Philomath Boulevard | Intersection | 0.65 | High EB and WB thru volumes in one lane. High NB and SB thru/right volumes in one lane. | Widen 35 th to 2 thru lanes. | 0.65/C |

Mitigation

As identified in the tables in the Intersection Analysis section above, transportation infrastructure mitigation is necessary in the plan year (2037) regardless of the scenario, and as expected, the greater the level of assumed development, the more mitigation necessary. The following summarizes mitigation necessary for each development scenario in ascending order of development.

2017 Existing Conditions

- *SW 35th Street/SW Philomath Boulevard intersection operations exceed the mobility standard; however, no mitigation is contemplated for this scenario.*

2037 Current Zone Designation

- *Widen NW 53rd Street to two thru lanes in both north and southbound directions from north of NW Harrison Boulevard to SW Reservoir Avenue.*
- *Widen SW Philomath Boulevard to two thru lanes in both east and westbound directions near the SW 35th Street intersection.*
- *Widen SW 35th Street at the SW Philomath Boulevard intersection.*
- *Widen SW 35th Street at the SW Western Boulevard intersection.*

2037 Proposed Zone Designation – Reasonable Development Scenario

- *Install a roundabout – at the SW 53rd Street/Site Access (West) intersection.*
- *Widen SW Philomath Boulevard to two thru lanes in the eastbound direction – from SW 53rd Street to SW Timian Street. However, due to the nature of roadway improvements, consideration should be given to widening the roadway to two thru lanes in both east and westbound directions.*
- *Add a second southbound left-turn lane on 53rd Street – at the SW Philomath Boulevard intersection.*
- *Widen SW Philomath Boulevard to two thru lanes in the westbound direction – near the SW Western Boulevard intersection.*
- *Realign the SW West Hills Road/SW Western Boulevard Loop intersection and install a roundabout.*

- *Install a traffic signal at the SW 35th Street/SW Washington Way intersection.*

2037 Proposed Zone Designation – Maximum Development Scenario

- *Install a roundabout with bypass lanes – at the SW 53rd Street/Site Access (West) intersection.*
- *Install roundabout bypass lanes – at the SW 53rd Street/SW West Hills Road intersection.*
- *Widen SW Philomath Boulevard to two thru lanes in the both east and westbound directions – from SW 53rd Street to SW Timian Street.*
- *Add a second southbound left-turn lane on 53rd Street – at the SW Philomath Boulevard intersection.*
- *Install a roundabout – at the SW West Hills Road/SW Timian Street/Site Access (Southeast) intersection.*
- *Widen SW Philomath Boulevard to two thru lanes in the westbound direction – near the SW Western Boulevard intersection.*
- *Realign the SW West Hills Road/SW Western Boulevard Loop intersection and install a roundabout.*
- *Install a traffic signal – at the SW 35th Street/SW Washington Way intersection.*
- *Widen SW Western Boulevard to two thru lanes in both east and westbound directions – at the SW 35th Street intersection.*
- *Widen SW 35th Street to two thru lanes in both the north and southbound directions – at the SW Philomath Boulevard intersection. However, due to the nature of roadway improvements and adjacent intersection operations, consideration should be given to widening the roadway to two thru lanes in both north and southbound directions – from SW Western Boulevard to SW Philomath Boulevard.*

Considering the identified mitigation, all intersections are anticipated to operate at acceptable Corvallis and ODOT mobility standards in the plan year, thereby addressing TPR and City TIS criteria.

It is important to note; the identified infrastructure improvements mitigate Maximum Development and the Reasonable Development scenario impacts. As such, this may not be the mitigation necessary for a specific development application but the identified infrastructure needs/improvements can be generally used to identify plan year infrastructure deficiencies (improvement needs).

Conclusion

The following are key findings supported by analysis results presented in this TIA for the proposed Mary's Annexation.

- *The Mary's property is approximately 119 acres in size and is located north of SW West Hills Road and east of SW 53rd Street.*
- *Proposed land use actions include annexing the property from Benton County into the City of Corvallis and rezoning from Benton County Urban Residential 50-Acre Minimum (UR-50) and Urban Residential 5-Acre Minimum (UR-5) to Corvallis Mixed-Use Residential (MUR), Residential – Medium High Density (RS-12) and Conservation - Open Space (C-OS), consistent with the Corvallis Comprehensive plan.*
- *TIA addresses the following requirements:*
 - *Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060*
 - *Corvallis Land Development Code (LDC) Section 4.0.60 – Public and Private Street Requirements*
 - *September 2015 Traffic Impact Study Requirements for Development within the City of Corvallis*
 - *Corvallis Transportation Plan (CTP) Section 3.30.40 – Traffic Levels of Service*
 - *City of Corvallis Comprehensive Plan (CP) Policy 11.3.9*
 - *Corvallis Land Development Code (LDC) Section 2.6.30.06 – Review Criteria for Annexation Proposals (Specific to Transportation)*
- *The TIA study area includes an evaluation of 14 intersections within a one-mile radius of the site (measured from the average point within the Annexation site impacted with at least 30 trips from the proposed site during the AM or PM peak hours, and having a trip volume increase by at least 10%.*
- *Because specific development is unknown, this transportation analysis evaluates impacts resulting from hypothetical development scenarios in the current Benton County UR-50 and UR-5 zone designations, and proposed Corvallis MUR and RS-12 zone designations. Based on guidance from City of Corvallis staff, two development scenarios for the proposed zone designations are evaluated: 1) The Maximum Development Scenario, and 2) The Reasonable Development Scenario.*
- *Within the existing study area, multiple intersections exceed Agency mobility standards in the plan year for either the Maximum Development or Reasonable Development Scenarios. With either scenario, mitigation is necessary to address deficiencies and to allow the intersections to operate at acceptable Corvallis mobility standards in the plan year, thereby addressing TPR criteria.*

- *Considering the identified mitigation, all intersections are anticipated to operate at acceptable Corvallis and ODOT mobility standards in the plan year, thereby addressing agency criteria.*
- *It is important to note, the identified infrastructure improvements mitigate Maximum Development and the Reasonable Development Scenario impacts. As such, this may not be the mitigation necessary for a specific development application but the identified infrastructure needs/improvements can be generally used to identify plan year infrastructure deficiencies (improvement needs).*

5. Statement outlining the method and source of financing required to provide additional facilities;

Response: Any additional facilities will be financed in conjunction with future development of the site.

6. Discussion demonstrating the public need for the Annexation. To provide consistency in reviewing Annexations, the applicant shall use the information sources and methodology described in Section 2.6.30.07; and

Response: There is currently greater demand for housing than there is available supply. This imbalance continues to drive prices higher, particularly in Corvallis. The easiest way to address this imbalance is to annex additional land that is zoned for residential development. This request addresses that public need.

7. Comprehensive narrative of potential positive and negative effects of the proposed Annexation related to “a,” through “c,” below. For properties containing a Natural Resource and/or Natural Hazard Overlay, the narrative shall include a discussion of the applicable provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

- a) **Issues of need, serviceability, economics, environmental, and related social effects of the proposed Annexation on the community as a whole;**
- b) **Issues of need, serviceability, economics, environmental, and related social effects of the proposed Annexation on the comprehensive neighborhood of which the Annexation will become a part;**
- c) **Proposed actions to mitigate negative effects/impacts.**

Response: The following table outlines the positive and negative effects of the annexation, per the above criteria.

| Criterion | Positive | Negative |
|--|---|--|
| Community as a whole and Comprehensive Neighborhood | | |
| Need | Increases supply of residentially zoned land for future urban development. | Increase in traffic volumes |
| Serviceability | Existing roads, transit and public facilities either abut the subject site or run through it. | None |
| Economics | Provides increased tax base for the City. | None |
| Environmental | As shown on the General Land Use Plan, the site can be developed while preserving nearly all existing known natural features. | Urbanization will displace wildlife habitat the site currently provides. |
| Social | Provides future residents who work in Corvallis an opportunity to live here. | Nearby property owners may feel the density of this annexation is inappropriate, even though it is consistent with the City's Comprehensive Plan designations. |
| Proposed Actions to Mitigate Negative Effects | | |
| Need | Minimal negative effects are anticipated as the project traffic will primarily use the existing collector and arterial roadways that abut the site. May need to consider off-site traffic calming measures on SW Timian Street. | |
| Serviceability | No negative effects are anticipated. | |
| Economics | No negative effects are anticipated. | |
| Environmental | Minimal negative effects are anticipated. | |
| Social | Minimal negative effects are anticipated. | |

The information provided by the applicant shall be used to assist in weighing the advantages and disadvantages of the proposed Annexation. The information shall address all aspects of the review criteria in Section 2.6.30.06, and the advantages and disadvantages shall be discussed in terms of those listed in review criteria and further detailed in Section 2.6.30.07.

2.6.30.06 – Review Criteria

Requests for Annexations shall be reviewed to ensure consistency with the purposes of this Chapter, applicable policies of the Comprehensive Plan, particularly Article 14,

and other applicable policies and standards adopted by the City Council and State of Oregon

Annexations can only be referred to the voters when the proposed Annexation site is within the City's Urban Growth Boundary (UGB), and where the findings below are made. The criteria are highlighted in bold type.

a. The applicant has demonstrated a public need for the Annexation -

1. **Minor Annexations** – Factors to be considered in evaluating public need for Minor Annexations shall include, but are not limited to:

a) Reason for the Annexation;

b) Health issues;

c) Adequate demonstration that the Annexation provides for the logical urbanization of land;

d) Whether the site can be served with public facilities; and

e) Discussion of the applicable livability indicators and benchmarks as specified in Section 2.6.30.07.c.

Minor Annexation proposals need not include the calculations relative to a five-year supply of serviceable land that are required in "2," below for Major Annexations.

Response: Not applicable, as the applicant is requesting a major annexation.

2. **Major Annexations** – Factors to be considered in evaluating public need for Major Annexations shall include, but are not limited to:

a) The five-year supply of serviceable land of the Annexation's land use category (single-family, multi-family, Commercial, or Industrial). Annexations of land designated as Public Institutional, Open Space-Conservation, or Open Space-Agriculture on the Comprehensive Plan Map are exempt from the criteria;

Response: As no Council Policy actually exists, it is difficult to calculate a five-year supply of serviceable land based on any uniform standards. At this time, the most recent Land Development Information Report is from 2014 and lists the quantity of vacant land. The report shows there are 67.66 acres of RS-12 Medium-High Density Residential lands and 8.97 acre of Mixed Use Residential lands. The land designated as Conservation Open Space is not considered to be developable and

therefore is not addressed in this analysis. The majority of the RS-12 Medium-High Density Residential lands (48.36 acres) have a planned development (PD) overlay while none of the vacant Mixed Use Residential lands have a PD overlay. More concerning is the steady decline of vacant land within the city limits. Figure 5 in the report shows the number of vacant residential lots less than one acre in size have steadily declined from just over 700 in 2001 to just over 400 in 2014, a 43% decline over the past 13 years. Thirty years ago, in 1987, Corvallis had over 25% vacant land within the city limits, and that number has been steadily declining to just over 15% in the current report, a 40% reduction.

b) Availability of sufficient land of this type (single-family, multi-family, Commercial, or Industrial) to ensure choices in the market place. Annexations of land designated as Public Institutional, Open Space-Conservation, or Open Space-Agriculture on the Comprehensive Plan Map are exempt from the criteria; and

Response: As noted above, the 2014 LDIR indicates that there are currently 67.66 acres of land zoned RS-12 Medium-High Density Residential and 8.97 acres of land zoned Mixed Use Residential. A broad range of uses are allowed outright within both of these zones. The applicant's General Land Use Plan includes four of these allowed housing types including lots for single-family homes, townhomes, apartments, and assisted living. If annexed, the zoning for this property will ensure a variety of choices in the market place.

Housing costs have been historically higher in Corvallis than surrounding communities such as Philomath, Albany and Lebanon. Primary contributors to the higher costs include limited supply of developable land within the city limits, more challenging development code requirements, higher SDC fees, and a more complicated environment for annexing land into the city. Increasing the supply of residentially zoned lands within the city limits will help satisfy the current shortage and improve choices in the market place.

It is also important to consider the analysis and conclusions reached through the draft 2016 Housing Needs Analysis recently completed by the City of Corvallis. The analysis found that:

- 66 percent of renter-occupied households and 25 percent of owner-occupied households are cost-burdened (i.e., paying more than 30 percent of their gross income for housing);*
- the median price for owner-occupied housing cost almost seven times the Median Household Income, with households earning Median Family Income (\$78,600 annually) unable to afford the median sales price for single-family housing (\$295,000);*

- *approximately half of households aged 25-44, 45-64, and 65 years and older earn \$50,000 or less annually (i.e., moderate-income households), making it considerably more difficult for these households to achieve homeownership in Corvallis;*
- *there is currently a deficit of approximately 4,700 dwelling units that are affordable to households earning less than \$25,000 annually (i.e., low-income households), and a deficit of 132 dwelling units for households earning \$50,000-\$75,000 annually;*
- *meeting the need for housing that is affordable to low- and moderate-income households will require the City of Corvallis to increase the supply of various housing types, including government subsidized housing, small-lot manufactured homes, and lower density multifamily housing (e.g., duplex, triplexes, attached townhomes, and apartments).*

c) Compliance with adopted community-wide livability indicators and benchmarks relative to Major Annexations, as identified in Section 2.6.30.07.c.

Response: See the Advantages and Disadvantages table below for a tabulation of the community-wide livability indicators and benchmarks.

The City shall provide annually updated Citywide data for the applicant to use in calculating supply and demand for the major land use categories (single-family residential, multi-family residential, Commercial, and Industrial). Residential land supply and demand data shall be calculated using housing units. Commercial and Industrial land supply and demand data shall be calculated using acres.

The required data sources and methodologies for use in determining land supply and demand for Major Annexations, and the requirements for addressing community-wide benchmarks, are outlined below in Section 2.6.30.07.

b. The annexation provides more advantages to the community than disadvantages – To provide guidance to applicant’s examples of topics to address for the advantages versus disadvantages discussion are highlighted in Section 2.6.30.07.

1. Minor Annexations – Minor Annexation proposals shall include a general discussion regarding:

a) Advantages and disadvantages of the Annexation. Examples include the existence of a Health Hazard situation or the existence of Significant Natural Features addressed in Chapter 4.2 – Landscaping, Buffering,

Screening, and Lighting, Chapter 4.5 – Natural Hazard and Hillside Development Provisions, Chapter 4.12 – Significant Vegetation Protection Provisions; and Chapter 4.13 – Riparian Corridor and Wetland Provisions. Also relevant is whether or not the Minimum Assured Development Area information from Chapter 4.11 - Minimum Assured Development Area (MADA) is applicable; and

b) Applicable livability indicators and benchmarks identified in Section 2.6.30.07.c.

Response: Not applicable.

2. **Major Annexations** – Major Annexation proposals shall include a discussion of advantages and disadvantages in terms of the methodologies outlined in Section 2.6.30.07. Applicants are required to document the methodologies and criteria used. The Director will review the applicant’s arguments, but will not conduct independent research to verify or justify them.

Response: The following summary describes the advantages versus the disadvantages of annexing the property. As can be seen, the advantages outweigh the disadvantages.

Advantages and Disadvantages of Annexation

| Criterion | Advantages | Disadvantages | Neutral | Discussion |
|-----------------------------|--|---|---------|--|
| Annexation Density | Applicant has demonstrated average density of 1,117 units can be achieved as shown on the General Land Use Plan which exceeds the average density found in the most recent LDIR. | Applicant has demonstrated that the maximum development potential for the site is 2,273 units | None | The city requires the maximum development potential to be provided to determine potential impacts to public facilities. The applicant has provided a General Land Use Plan that reflects the most reasonable development scenario. |
| Rural Development Potential | This property is within the city's urban growth boundary and therefore slated for urbanization. It is also well served by the city's public facilities. | Allowing nine single family homes on this property would likely defer future urbanization and require lands beyond to be urbanized. | | In Benton County the zoning allows for nine dwellings. |
| Adjacency to City | Site is adjacent to City limits along the entire south and west boundary and a portion of the eastern boundary, for 58% of its perimeter. | None | None | Assists in the orderly expansion of the city limits within the urban growth boundary. |
| Development Plans | The General Land Use Plan informs the community how the property owner intends to develop the property. | The General Land Use Plan does not provide assurance that it will be implemented. | None | A General Land Use Plan has been submitted with the annexation request. |

Advantages and Disadvantages of Annexation

| Criterion | Advantages | Disadvantages | Neutral | Discussion |
|--|---|----------------------|----------------|--|
| Distance to bicycle and pedestrian access, | Location abuts neighborhood collector with bike lanes and an arterial with bike lanes and a multi-use path. Bike lanes and sidewalks are all within 0.25 miles of the site. | None | None | Bike, pedestrian, and transit services exist along the abutting collector and arterial streets. Annexation and future development will upgrade these facilities to comply with city standards. |
| Connectivity & extension of bicycle and pedestrian facilities. | Eventually new sidewalks along all streets and bicycle lanes along internal collector and neighborhood collector streets will extend at least 350-feet to connect to existing sidewalk and bicycle lanes along SW West Hills Road and SW 53 rd Street. | None | None | Annexation of this property will eventually provide enhanced connectivity for pedestrians and bikes. |
| Planned Public Transportation Improvements | Location abuts a neighborhood collector with bike lanes and transit and an arterial with bike lanes and transit. Road improvements will enable other sites to the east to urbanize. | None | None | Bike, pedestrian, and transit services exist along the abutting collector and arterial streets. |

Advantages and Disadvantages of Annexation

| Criterion | Advantages | Disadvantages | Neutral | Discussion |
|-----------------------------|--|---|----------------|---|
| Distance to shopping | Site is within ½ mile of shopping and entertainment at 53 rd Street and Philomath Boulevard. MUR zoning allows for neighborhood commercial and retail uses. | None | None | Major shopping opportunities are within ½ mile of the site. Bike, pedestrian, and transit services exist along the abutting collector and arterial streets. A Minor Neighborhood Center is also planned at the corner of this property. |
| Distance to Parks | Applicant has worked with Parks & Rec. to identify a suitable location for a neighborhood park within the site. | Site is just over a half mile from Grand Oaks Park | | The site is not well served by parks. The applicant is in discussions with the Parks and Rec. Dept. about locating a new neighborhood park on site. |
| Distance to Downtown | The site is 3 miles from downtown with a direct connection along West Hills Road to Western Blvd. | | | The site is relatively close to downtown and existing on-street bike lanes extend from downtown to this property. |
| Affordable Housing | Increasing supply of residential land within the city limits will improve current supply and demand imbalance. | No guarantee future housing on this property will be affordable. | None | Criteria for affordable housing is spelled out in the LDC. There are no current plans for providing affordable housing, however future housing developed on this property will pay the new tax that helps fund affordable housing. |
| Distance to sewer and water | An existing sewer trunk line bisects the site along the Dunawi Creek riparian corridor. | No disadvantages as facility system plans have included this property in their study areas. | None | The property is included within the respective utility master plan study areas, with no identified deficiencies in the existing |

| Advantages and Disadvantages of Annexation | | | | |
|--|--|--|---------|--|
| Criterion | Advantages | Disadvantages | Neutral | Discussion |
| | Water lines run along SW 53 rd Street and SW West Hills Road. | | | distribution/collection systems. |
| Natural Features | Natural features are located in such a way that most can be preserved with future development. | Some impacts to natural features are anticipated in order to comply with street connectivity requirements. | None | The site contains 30.88 acres of protected natural features, most of which are slated for preservation. |
| Transportation Implications | None | Within the study area, several intersections exceed mobility standards under both development scenarios. | None | The TIA recommends potential mitigation measures so that all intersections are anticipated to operate at acceptable levels of service. |

The City does not independently review and verify documentation of this nature. Therefore, and applicant’s market choice arguments shall be developed by a recognized professional in the field. Additionally, the applicant shall identify the methodologies used and the sources of info.

The Director will summarize the applicant’s arguments and methodologies in the staff report provided to the hearing authority, and identify them as the applicant’s arguments. The hearing authority shall determine the validity of the arguments based on the information provided by the applicant and on public comments during the public hearing process. The hearing authority shall also determine to what extent these arguments affect the criteria in Section 2.6.30.06.b.

- c. Providing information on community-wide livability indicators and determining compliance with adopted community-wide benchmarks –**
 - 1. The City has just begun the process of identifying livability indicators to ultimately assist in the development of community-wide benchmarks. Additionally, many of the community-wide livability indicators are not applicable to Annexation proposals.**

- 2. Table 2.6-1-Livability Indicators and Benchmark Criteria provides interim direction to applicants in addressing livability indicator and benchmark criteria. As the community further develops these livability indicators and benchmarks, this Section of this Code shall be updated accordingly.**
- a) The livability indicators and benchmarks in the following table are intended to be balanced and identified as advantages and disadvantages relative to an Annexation proposal. Compliance with all benchmarks is not required. However, when balanced and viewed in aggregate, the decision-makers need to find that the advantages to the community outweigh the disadvantages.**
 - b) The number of applicable livability indicators and benchmarks varies, depending on the Comprehensive Plan Map request, as well as whether the Annexation is categorized as a Minor Annexation or a Major Annexation.**
 - c) For those livability indicators and benchmarks that require distance measurements from an amenity to a proposed Annexation site, measurements shall be taken from the average point within the Annexation site.**

Response: See Table 2.6-1 on the following pages.

Table 2.6-1 – Community-wide Livability Indicators and Benchmarks for Annexation Proposals

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|---|--|--|--|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Where People Live"</i> | | | |
| Annexation Density | Average density of proposed Annexation relative to the average density of land within the City that is developed and of the same type (single-family or multi-family). | Meet or exceed the average density of land with the City, developed, and of the same type as the proposed annexation (single-family or multi-family). | The density for the RS-12 zoned areas will be somewhere between 12 and 20 units per acre while the MUR will be a minimum of 20 units per acre if its only residential and 12 units per acre if 10% is nonresidential. The average net density of land within the City is 3.6 dwelling units/acre. Therefore the proposed annexation will exceed the average density of land within the City. |
| Rural Development Potential | Type of county development that could occur if property not Annexed (depends on county land use policies in effect at time of proposed Annexation). | Development on land within the Urban Growth Boundary is done in a fashion that does not preclude urban-level development on the subject site and/or on adjacent properties within the UGB. | Current county standards in the UR-50 and UR-5 zones allow nine residential dwellings. The county zoning will not preclude urban level development on the subject site. |
| Adjacent to City | Percentage of the perimeter of the Annexation that is enclosed within the City limits. | It is considered an advantage if $\geq 50\%$ of the perimeter of an Annexation site is enclosed within the City limits. | 58% of the perimeter is adjacent to city limits, which is above the 50% requirement to be considered an advantage. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|---|---|--|---|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Where People Live"</i> | | | |
| Development Plans | Concurrent processing of Detailed Development Plan and/or Tentative Subdivision Plat with Annexation request. | It is not considered a disadvantage and may be considered an advantage if an Annexation request is processed concurrently with a Detailed Development Plan and/or Tentative Subdivision Plat, even though such land use decisions may be changed after Annexation. | The annexation is not being concurrently processed with either a Detailed Development Plan or Tentative Subdivision Plat. |
| Distance to Bicycle and Pedestrian Access | <p>Distance to bike lanes.</p> <p>Distance to sidewalk.</p> <p>Distance to multi-use path.</p> | <p>0.5-mile to bike lane.</p> <p>0.25-mile to sidewalk.</p> <p>0.5-mile to multi-use path.</p> | Adjacent to existing County improved bike lanes along SW West Hills Road and adjacent to existing bike lanes and multi-use path along SW 53 rd Street. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|---|---|---|--|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Where People Live"</i> | | | |
| Connectivity & Extension of Bicycle and Pedestrian Facilities | It is considered an advantage if improvements proposed as part of the Annexation request would connect to and extend existing bicycle and pedestrian facilities. | <p>Connection to existing pedestrian facilities and extension of them by at least 350'; or connection to existing pedestrian facilities and filling a gap between existing pedestrian facilities of at least 100'.</p> <p>Connection to existing bicycle facilities and extension of them by at least 350'; or connection to existing bicycle facilities and filling a gap between existing pedestrian facilities of at least 100'.</p> | Annexation of the subject site will extend new sidewalks into the property in excess of 350-feet. City standard on-street bike lanes will be provided along two new collector roads through the site, both in excess of 350-feet. The project will fill gaps in the existing pedestrian network, specifically on SW West Hills Road. |
| Planned Public Transportation Improvements | Type and Extent of public transportation improvements (street, bicycle, pedestrian) that are listed in City master plans and would occur with urban-level development of Annexation site. | It is considered an advantage if public transportation improvements (street, bicycle, pedestrian) would be installed with the Annexation, are listed in City master plans, and would enable other sites within the Urban Growth Boundary to ultimately develop. | Annexation of the subject site would extend public streets, bike lanes and sidewalks into the property. The two new collector roads within the project are identified in the City's Transportation System Plan. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|---|--|--|--|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Where People Live"</i> | | | |
| Distance to Shopping | Distance from neighborhood shopping opportunities (both existing and planned). | Annexation site is within 0.5-mile of neighborhood shopping opportunities (existing or planned). More advantage associated with shorter distances from existing (as opposed to planned) shopping opportunities and/or location within 0.5-mile from existing shopping opportunities. | The annexation site is just within 0.5-mile of the Sunset Shopping Center at 53 rd Street and Philomath Boulevard. It is also adjacent to a proposed minor neighborhood center at the intersection of 53 rd and West Hills Road. |
| Affordable Housing | Housing Affordability. | It is considered an advantage if more than 50 percent of the proposed residential housing units are classified as Affordable Housing using the definition of Chapter 1.6 – Definitions. This benchmark will be refined with future update to this code. | At this time, none of the housing units are proposed to be affordable housing. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|--|---|--|---|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of “Economic Vitality”</i> | | | |
| Employment/Housing | Balance of jobs and housing. | To be developed as part of a future update of this Code, and following completion of regional studies. | Not Applicable. |
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of “Protecting our Environment”</i> | | | |
| Natural Features | Acres and percentage of Annexation site with Significant Natural Features | <p>Consistency with Significant Natural Feature protections specified by Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 – Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 – Significant Vegetation Protection Provisions; and Chapter 4.13 – Riparian Corridor and Wetland Provisions.</p> <p>It is considered an advantage if Significant Natural Features are protected through Annexation, since they may be better protected within the City.</p> | Approximately 26% of the site or 30.88 acres are considered Significant Natural Features. Protections will be significantly greater once the land is annexed. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|---|--|---|---|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of “Protecting our Environment”</i> | | | |
| Distance to Transit | Distance from an existing transit line and/or bus stop. | Annexation site is within 0.5-mile of an existing transit line and/or bus stop. | The annexation site is adjacent to an existing CTS transit route that runs along SW 53 rd Street and the Philomath Connection that runs along SW West Hills Road. |
| Distance to Major Street | Distance to nearest Collector and/or Arterial Street(s) that would serve the proposed annexation site and is fully improved to City standards or is improved to City standards with regard to bicycle and pedestrian facilities. | Distance to nearest Collector and/or Arterial Street(s) that would serve the proposed annexation site is <= 0.25-mile and is fully improved to City standards or is improved to City standards with regard to bicycle and pedestrian facilities. | The annexation site is adjacent to a collector street (SW West Hills Road) that is partially improved to City standards with regard to bicycle and pedestrian facilities. It is also adjacent to an arterial street (SW 53 rd Street) that is partially improved to City standards with regard to bicycle and pedestrian facilities. |
| Intersection | Levels of service for intersections of Arterial and/or Collector Streets, as determined by the City’s Traffic Engineer, within a one-mile radius of the site. | Levels of service for intersections of Arterial and/or Collector Streets affected by the proposal, as determined by the City’s Traffic Engineer, and generally within a one-mile radius of the site, will be a level of service “D” or better following urban level development of the Annexation site. | Within a one-mile radius of the site, 14 intersections exceed mobility standards for the plan year. However, potential mitigation identified in the TIA implies that all intersections are anticipated to operate at an acceptable level of service “D” or better. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|--|--|---|---|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Education/Human Services"</i> | | | |
| Local School Capacity/Travel Distance | Student enrollment, capacity, and average class size of public schools to serve the Annexation site. Distance to public elementary school. | Public schools that would serve the Annexation site are not overcrowded. Corvallis School District goals for average class sizes may vary among grades. 0.5-mile to public elementary school. School District policies, re: boundaries of closest schools or additional schools, factor into potential redefinition of school boundaries. | The nearest public elementary school is Adams Elementary, which is over 0.5 mile away. There may not be sufficient capacity at all public schools that would serve the annexation site. |
| Police Response Time | Number of police officers per 1,000 persons residing within City limits. | At least 1.2 officers per 1,000 persons residing within City limits. | 57 officers/56,535 people = 0.99/1,000 persons. This calculation is based on current employment data and population. |
| Distance from Fire Station | Distance from an existing fire station. | All buildable portions of the Annexation site are within 1.5 miles of a fire station with an engine company. | The Annexation site is within 1.5 miles of the nearest fire station at 500 SW 35 th Street. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|--|--|---|---|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of “Education/Human Services”</i> | | | |
| Public Improvements | Type and extent of public improvements developed to City standards; and urban-level development, such as clustered housing, etc., existing on the proposed Annexation site. | Annexation of partially developed land within the Urban Growth Boundary (UGB) that already contains some public improvements developed to City standards, and urban-level development on part of the site, is considered more advantageous to the City than Annexation of undeveloped land. | The annexation site is vacant and has no public improvements developed to City standards. |
| Distance to Sewer and Water | Distance to adequately sized public sanitary sewer and water lines needed to serve the site. | Sanitary sewer and water facilities are proximate to the Annexation site. After some monitoring, distances for this benchmark may be specified in a future update of this Code. | Sanitary sewer and water facilities are adjacent to or bisect the property. |
| Planned Public Utilities | Types and extent of public utility improvements of sanitary sewer, water, and storm drainage, that are listed in City master plans, and would occur with urban-level development of the Annexation site. | It is considered an advantage if the installation of public utilities of sanitary sewer, water, and storm drainage, listed in City master plans, would enable other sites within the UGB to ultimately develop. | The public utilities are included in City Master Plans and intended to serve the annexation site and will eventually serve the abutting properties to the east. |

| LIVABILITY INDICATORS | DESCRIPTION OF LIVABILITY INDICATORS | BENCHMARKS | COMPLIANCE |
|--|--|--|---|
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Education/Human Services"</i> | | | |
| Distance to Parks | Distance from an existing public park. | Annexation site is within 0.5-mile of an existing public park. | The annexation site is just over 0.5-mile from Grand Oaks Park to the west. |
| <i>Livability indicators and benchmarks relating to the Corvallis Vision 2020 Statement category of "Central City"</i> | | | |
| Distance to Downtown | Distance of the Annexation from the Central Business Zone intersection of SW Third Street and SW Monroe Avenue | It is considered an advantage if an Annexation site is within 3.8 miles from the intersection of SW Third Street and SW Monroe Avenue, within the boundaries of the Central Business Zone. | The annexation site is 3 miles from the intersection of SW 3 rd and SW Monroe. |

Analysis:

The livability benchmarks are grouped according to various goals that are listed in the Corvallis 2020 Vision Statement: Where People Live, Protecting the Environment, Education/Human Services, and Central City. This analysis will discuss the benchmarks within each goal, and the goals as they compare to each other for this annexation site. Note: the goal "Economic Vitality" is not included in this analysis as the City of Corvallis has not yet defined a specific benchmark to which an annexation can be compared.

Where We Live

The annexation meets seven of the livability benchmarks in this category: Annexation Density, Rural Development Potential, Adjacent to City, Distance to Bicycle and Pedestrian Access, Connectivity and Extension of Bicycle and Pedestrian Facilities, Planned Public Transportation Improvements and Distance to Shopping. The benchmarks that are not met include Development Plans and Affordable Housing.

The land being annexed will be developed with a minimum of 12 units per acre and could exceed 20 units per acre if the MUR zoned lands are exclusively developed for residential uses, well in excess of the city's existing average density of 3.6 units per acre. The current county zoning will not preclude urban level development in the future. The site is adjacent to existing

County improved bike lanes along SW West Hills Road and a multi-use path along SW 53rd Street. The site will require extension of new sidewalks well beyond 350-feet into the site and there will be bike lanes along both new collector streets internal to the site. Future development will implement the City's Transportation System Plan by extending two new collector roads through the site. The site is within a half mile of the Sunset Shopping Center at 53rd Street and Philomath Boulevard.

In conclusion, as the number of benchmarks met (seven) under this category exceeds the numbers not met (two), it would appear the advantages outweigh the disadvantages for the annexation application at this time, under the category "Where We Live."

Protecting the Environment

The application meets all four of the benchmarks under Protecting the Environment: Natural Features, Distance to Transit, Distance to Major Street and Intersection.

Approximately 26% of the site contains significant natural features and protections will be improved once the property is annexed. The site is adjacent to an existing CTS transit route along SW 53rd Street and a Philomath Connection route along SW West Hills Road. SW 53rd Street is designated as an arterial and partially improved to city standards with regard to bicycle and pedestrian facilities. Within one-mile of the site, 14 intersections are anticipated to exceed mobility standards under the maximum development scenario. However, potential mitigation identified in the TIA is anticipated to result in all intersections operating at acceptable levels of service. Therefore, once the project is fully developed it is anticipated to maintain a level of service of D or better at all nearby intersections.

In conclusion, the annexation meets all of the benchmarks, therefore the advantages significantly outweigh the disadvantages in the category of "Protecting the Environment."

Education/Human Services

The application meets three of the livability benchmarks under Education/Human Services: Distance from Fire Station, Distance to Sewer and Water and Planned Public Utilities. The benchmarks that are not met are Local School Capacity / Travel Distance, Police Response Time, Public Improvements and Distance to Parks.

The site is with 1.5 miles of the nearest fire station on SW 35th Street. It is also adjacent to existing public water lines and a sewer trunk line bisects the site. Extension of public facilities into this site will allow for the orderly development of the adjacent properties to the east. The nearest elementary school is over a half mile away. The category of Police Response Time is based on a desired ratio of officers to the population of the community. The applicant has limited influence over this ratio which has more to do with funding and expenses associated with public safety. The site is just over a half mile from the existing park at Grand Oaks. It is also vacant and there are no existing public improvements.

In conclusion, as the number of benchmarks met (three) under this category is slightly less than the numbers not met (four), the advantages do not outweigh the disadvantages for the annexation under the category “Education/Human Services.”

Central City

The application meets the only benchmark in this category, “Distance to Downtown”.

Conclusion on Livability Benchmarks

The application confers the proposed annexation provides more advantages than disadvantages. Of the twenty-one (21) applicable livability indicators, the annexation meets fifteen (15) benchmarks and fails to meet only six (6). These represent a wide variety of advantages and diversity in opportunities to assist in the orderly growth and urbanization of the annexation area. Furthermore, many of the benchmarks that are not met could be remedied in time, as abutting roads are improved to city standards and city police staffing is expanded. In conclusion, the advantages of the annexation outweigh the disadvantages, in terms of livability benchmarks.

- c. The site is capable of being served by urban services and facilities required with development – The developer is required to provide urban services and facilities to and through the site. At minimum, both Minor and Major Annexations shall include consideration of the following:**

- 1. Sanitary sewer facilities consistent with the City’s Sanitary Sewer Master Plan and Chapter 4.0 – Improvements Required with Development;**

Response: Sanitary Sewer Facilities

The properties within the proposed annexation boundary are located within the Dunawi Basin of the public sanitary sewer system. Based upon the information from the Corvallis Wastewater Utilities Master Plan, a pipe extension is necessary to connect to the City’s sanitary sewer system.

Sanitary sewer demand calculations are located in a separate utility demand report submitted under separate cover. A summary of the projected sanitary sewer demands is listed below.

- *Sanitary sewer design flows for the proposed annexation, maximum development scenario (various zoning designations) is as follows:*
 - *Area Information:*
 - *Total Annexation Site Area = 118.63 Ac*
 - *Total Dwelling Units Calculated = 2,273 DU*

- Number of People = (2,273 Units)(2.14 People/Unit) = 4,865 People
- Design Flows = 193 gpcd * 4,865 people + 4000 gal/Ac/day * 118.63 Ac
- Design Flows = 1,413,465 gal/day = 981.57 gpm = 2.187 cfs

There is currently an existing 15-inch mainline located within Dunawi Creek on site. Sanitary sewer improvements will connect to this 15-inch mainline to serve the proposed annexation area. The existing 15-inch sanitary sewer line will have the capacity to convey the proposed demands for the area.

2. Water facilities consistent with the City’s Water Master Plan, Chapter 4.0 – Improvements Required with Development, and fire flow and hydrant placement;

Response: Public Waterline

The properties within the proposed annexation boundary are located within the First Level water service area. The First Level water service area serves elevations 210’ – 287’. The Corvallis Water System Distribution Facilities Plan identifies improvements required for the main distribution system in the vicinity of the annexation. In order to meet the maximum development potential scenario, the improvements include extending an 18” waterline through the site, with an 18” distribution loop on the north end and an 18” loop connection to West Hills Road to the south. The reasonable development scenario use for the site will likely require a smaller size pipe running through the site. The pipe size shall be determined during the design phase.

Waterline Calculations are located in a separate utility demand report submitted under separate cover. A summary of the projected water demands for the proposed annexation, maximum development scenario, is below.

- Area Information:
 - Total Annexation Site Area = 118.63 Ac
 - Zones include MUR, RS-12, and C-OS
- Peak Hour Demand Total = 3,243 gpm (use 3,250 gpm)
- Fire flow demand for Commercial = 4,000 gpm
- Maximum Peak Water Demand = Peak Hour Demand + Fire Flow
- 3,250 gpm + 4,000 gpm = 7,250 gpm

There is currently a 20-inch waterline located in West Hills Road and another 20-inch waterline in 53rd Street next to the proposed annexation site. Future waterline improvements needed to serve the proposed annexation area will require extending an 18-inch waterline through the site and connecting a distribution 12-inch waterlines to serve the proposed zones, (Attachment I). Existing fire flows from the Corvallis Fire Department show that the current water system infrastructure is adequate to serve both domestic and fire flows.

3. Storm drainage facilities and drainageway corridors consistent with the City's Stormwater Master Plan, Chapter 4.0 – Improvements Required with Development, Chapter 4.5 – Natural Hazard and Hillside Development Provisions, and Chapter 4.13 – Riparian Corridor and Wetland Provisions;

Response: Storm Drainage

The properties within the proposed annexation boundary are located within the Dunawi Creek Drainage Basin of the public storm drainage system. The City's Stormwater Master Plan (SWMP) does not identify any significant improvements within the proposed annexation area.

Stormwater currently drains along the natural contours of the site and eventually into Dunawi Creek. Future storm drainage improvements will follow this pattern and drain to Dunawi Creek after being detained and treated to meet City of Corvallis standards. Stormwater Facilities located along the riparian corridor on site are designed to allow stormwater runoff from proposed site improvements to recharge nearby streams and channels at pre-developed rates.

A summary of the stormwater calculations for the proposed annexation are below.

- ❖ *Annexation Area Basin:*
 - *The 10-year peak stormwater runoff is*
 - *Existing = 21.96 cfs*
 - *Proposed Developed = 79.07 cfs*
 - *An increase of 260% in stormwater runoff due to the proposed zone change for the 10-year, 24-hour storm event.*

Under the requirements of the City's Stormwater Design Standards, the rate of stormwater discharge from the site will match or be less than the existing rate of discharge up to the 10-year, 24-hour rainfall event with the use of stormwater detention facilities. The detention facilities on site shall be sized to detain stormwater runoff and discharge at a rate allowed per the City of Corvallis Standards. This is due to the requirement of the development to provide detention facilities and flow control structures to limit stormwater runoff to historic pre-developed runoff rates.

Improvements Required with Development

Improvements required with development per LDC Chapter 4.0 will be provided by the property owners when they develop the property.

Natural Hazard and Hillside Development

There are steep slopes off site to the east, however the site is relatively flat and contains no slope constraints or natural hazards, (Attachment F).

Riparian Corridor and Wetland Provisions

The site contains 30.88 acres of protected wetlands and riparian corridors. The applicant feels the location of the natural features will allow for protection of the majority of these areas and the only anticipated impacts will be from road crossings or utility extensions.

4. Transportation facilities consistent with the City's Transportation Plan and Chapter 4.0 – Improvements Required with Development; and

Response: Transportation improvements including roads with curbs, gutters, sidewalks and park strips will be required when the property is developed. Within the existing study area, 14 intersections exceed agency mobility standards in the plan year and mitigation is necessary to address deficiencies. Considering the potential mitigation identified in this analysis, all intersections are anticipated to operate at acceptable mobility standards in the plan year.

It is important to note, the identified infrastructure improvements mitigate Maximum Development and the Reasonable Development scenario impacts. As such, this may not be the mitigation necessary for a specific development application but the identified infrastructure needs/improvements can be generally used to identify plan year infrastructure deficiencies (improvement needs).

5. Park facilities consistent with the City's Parks Master Plan.

Response: Per the Corvallis Parks and Recreation Facilities Plan, this annexation is not within a half mile walking distance of an existing neighborhood park, therefore the applicant is proposing a new 4.78 acre neighborhood park as shown on the General Land Use Plan, (Attachment H).

d. If the Annexation proposal includes areas planned for open space, general community use, or public or semi-public ownerships, the Annexation request shall be accompanied by a Comprehensive Plan Map Amendment as outlined in "1," and "2," below –

Response: Many of the existing significant natural features are slated to be preserved, however most are environmentally sensitive and are not intended for community use or public ownership. The applicant is not requesting a Comprehensive Plan Amendment at this time because there is no Detailed

Development Plan or Tentative Subdivision Plat being requested with this annexation, which is the only mechanism of determining which areas of the site are slated as open space. Designating the natural features areas would be appropriate if this land was being dedicated to the public or was intended for public use, however that is not being done with this request.

e. Compatibility – The application shall demonstrate compatibility in the following areas, as applicable:

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

Response: Following annexation, the property would be developed to RS-12 Medium-High Density Residential and Mixed Use Residential standards. New streets would be extended into the property to serve the site and be extended to the south, east, and west to accommodate future development and to comply with block perimeter standards.

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

Response: The scale and character of the existing nearby residential structures range from urban to rural and are both inside and outside the city limits. Properties to the west that are within the city limits are mostly one story single-family homes on 8,200 SF lots. Properties to the south are also within the city limits and are mostly one and two story single-family homes on lots that range from 7,000 SF to 2.25 acres. The properties to the east include a large church complex within the city limits and two large parcels in the County with single-family homes. North of the site is a railroad track and OSU agricultural lands. If annexed, the RS-12 portion of the site would be developed with residential structures up to three stories tall, or 35-feet. The uses shown on the General Land Use Plan include lots for 1 and 2-story single-family homes, 2-story townhomes, 2 and 3-story apartments and 1-story assisted living. When the MUR zone abuts lower density residential zones, the height of the structures are limited to 35-feet or two stories within the first 50-feet and a maximum of 45-feet within a distance of 50-100 feet from the lower density property. The city has determined that the subject site doesn't abut lower density residential zones to the south and west because it is separated by two major streets, therefore it is considered adjacent. Although the development density of the subject site will be noticeably higher than its surroundings, the existing collector and arterial streets will provide adequate separation and buffering between the differing zones.

3. Noise attenuation;

Response: No special measures have been considered for noise attenuation, as the annexation is not anticipated to create any noises greater than what exists on nearby properties today.

4. Odors and emissions;

Response: Odors on the site are anticipated to be similar to those permitted on adjacent residential lands. Trash and recycling pickup service will be provided by the local solid waste franchise utility.

Corvallis is currently in compliance with State and Federal air and water quality standards. It is anticipated that any emissions resulting from this annexation will remain similar to what exists today. Therefore, this project is not expected to affect the City's compliance with the State and Federal air and water quality standards.

5. Lighting;

Response: When future road improvements are installed, additional street lights will be installed that will be fully-cutoff and shielded so as not to produce glare onto adjacent properties. All exterior lighting associated with new building construction will also need to be fully-cut off and shielded to minimize glare onto adjacent properties.

6. Signage;

Response: No signage is anticipated with the proposed annexation. Any signage associated with future development will be subject to the city's sign regulations.

7. Landscaping for buffering and screening;

Response: When future road improvements are constructed, additional street trees will be installed in the park strips between the back of curb and the sidewalks. Also any future parking lots and trash/recycle enclosures will need to be screened in compliance with city regulations.

8. Transportation facilities;

Response: Transportation improvements including roads with curbs, gutters, sidewalks and park strips will be required when the property is developed. Within the existing study area, 14 intersections exceed Agency mobility standards in the plan year and mitigation is necessary to address deficiencies. Considering the potential

mitigation identified in this analysis, all intersections are anticipated to operate at acceptable mobility standards in the plan year.

It is important to note, the identified infrastructure improvements mitigate Maximum Development and the Reasonable Development scenario impacts. As such, this may not be the mitigation necessary for a specific development application but the identified infrastructure needs/improvements can be generally used to identify plan year infrastructure deficiencies (improvement needs).

9. Traffic and off-site parking impacts;

Response: The applicant has submitted a Transportation Impact Analysis that analyzes the impacts associated with the proposed annexation. The following are key findings supported by analysis results presented in this TIA for the proposed Mary's Annexation.

- *The Mary's property is approximately 119 acres in size and is located north of SW West Hills Road and east of SW 53rd Street.*
- *Proposed land use actions include annexing the property from Benton County into the City of Corvallis and rezoning from Benton County Urban Residential 50-Acre Minimum (UR-50) and Urban Residential 5-Acre Minimum (UR-5) to Corvallis Mixed-Use Residential (MUR), Residential – Medium High Density (RS-12) and Conservation - Open Space (C-OS), consistent with the Corvallis Comprehensive plan.*
- *TIA addresses the following requirements:*
 - *Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060*
 - *Corvallis Land Development Code (LDC) Section 4.0.60 – Public and Private Street Requirements*
 - *September 2015 Traffic Impact Study Requirements for Development within the City of Corvallis*
 - *Corvallis Transportation Plan (CTP) Section 3.30.40 – Traffic Levels of Service*
 - *City of Corvallis Comprehensive Plan (CP) Policy 11.3.9*
 - *Corvallis Land Development Code (LDC) Section 2.6.30.06 – Review Criteria for Annexation Proposals (Specific to Transportation)*
- *The TIA study area includes an evaluation of 14 intersections within a one-mile radius of the site (measured from the average point within the Annexation site impacted with at least 30 trips from the proposed site during the AM or PM peak hours, and having a trip volume increase by at least 10%.*

- *Because specific development is unknown, this transportation analysis evaluates impacts resulting from hypothetical development scenarios in the current Benton County UR-50 and UR-5 zone designations, and proposed Corvallis MUR and RS-12 zone designations. Based on guidance from City of Corvallis staff, two development scenarios for the proposed zone designations are evaluated: 1) The Maximum Development Scenario, and 2) The Reasonable Development Scenario.*
- *Within the existing study area, multiple intersections exceed Agency mobility standards in the plan year for either the Maximum Development or Reasonable Development Scenarios. With either scenario, mitigation is necessary to address deficiencies and to allow the intersections to operate at acceptable Corvallis mobility standards in the plan year, thereby addressing TPR criteria.*
- *Considering the identified mitigation, all intersections are anticipated to operate at acceptable Corvallis and ODOT mobility standards in the plan year, thereby addressing agency criteria.*
- *It is important to note, the identified infrastructure improvements mitigate Maximum Development and the Reasonable Development Scenario impacts. As such, this may not be the mitigation necessary for a specific development application but the identified infrastructure needs/improvements can be generally used to identify plan year infrastructure deficiencies (improvement needs).*

In conclusion, no additional transportation analysis is warranted at this time, however additional analysis may be necessary when future redevelopment occurs. Future development within the site will need to be in compliance with the city's on-site parking standards.

10. Utility infrastructure;

Response: Prior discussions within this narrative have established that the subject property can be reasonably serviced with utilities. Please refer to the utility calculation report submitted under separate cover.

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

Response: This project does not create any air or water quality impacts which would be inconsistent with or in excess of the zoning or the adjacent residential uses.

Future development will need to comply with the City's adopted Stormwater Master Plan and Design Standards for water quality.

12. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

Response: Future development will need to be designed in compliance with the Pedestrian Oriented Design Standards.

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

Response: The site contains 30.88 acres of protected wetlands and riparian corridors. The applicant feels the location of the natural features will allow for protection of a good portion of these areas when the site is urbanized.

APPLICABLE COMPREHENSIVE PLAN POLICIES

- **Comprehensive Plan Policy 3.2.1 - The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:**
 - A. **Preservation of significant open space and natural features;**
 - B. **Efficient use of land;**
 - C. **Efficient use of energy and other resources;**
 - D. **Compact urban form;**
 - E. **Efficient provision of transportation and other public services; and**
 - F. **Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.**

Response: The General Land Use Plan preserves most of the 30.88 acre of natural features on site as well as Denawi Creek. The proposed zoning results in higher than average residential densities near a minor neighborhood center at West Hills Road and 53rd Street, reinforcing compact urban form. The zoning allows for a mix of uses and the applicant has reflected a diversity of four housing types on the General Land Use Plan. The site is also well suited for development of a new neighborhood park as a shared public area.

- **Comprehensive Plan Policy 4.2.1 - Significant natural features within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process. These shall include:**

- A. Seasonal and perennial streams and other natural drainageways, wetlands, and flood plains;
 - B. Lands abutting the Willamette and Marys Rivers; C. Land with significant native vegetation as defined in the Oregon Natural Heritage Plan (1998), which may include certain woodlands, grasslands, wetlands, riparian vegetation, and plant species;
 - D. Ecologically and scientifically significant natural areas;
 - E. Significant hillsides;
 - F. Outstanding scenic views and sites; and
 - G. Lands that provide community identity and act as gateways and buffers.
- **Comprehensive Plan Policy 4.2.2 - Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.**
 - **Comprehensive Plan Policy 4.7.1 - Developments shall not be planned or located in known areas of natural hazards without appropriate safeguards.**
 - **Comprehensive Plan Policy 4.8.1 - Development in the floodway fringe shall be controlled by local regulations in order to minimize potential damage (on-site, upstream, and downstream) to life and property; to allow for transport of flood waters; and to protect the economic, environmental, and open space qualities of the land and adjacent water bodies.**
 - **Comprehensive Plan Policy 4.10.3 - Significant drainageways shall be kept in a natural state to protect tree lines, maintain their natural functions, and enhance native plant species, to the maximum extent practicable.**
 - **Comprehensive Plan Policy 4.13.1 - Significant natural plant communities and significant habitats for fish and Comprehensive Plan Policy wildlife within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process.**

Response: The City's Natural Features Inventory has identified 30.88 acres of the subject site as having protected riparian corridors and wetlands, primarily due to its proximity to Dunawi Creek. The applicant's General Land Use Plan preserves the majority of these natural features except for road crossings and public utility extensions. The plan is consistent with the Comprehensive Plan Policies noted above by preserving natural features, riparian corridors, wetlands, and the drainageway associated with Dunawi Creek.

- **Comprehensive Plan Policy 5.5.2 - Parks and open space areas shall help shape and guide urban development.**

- **Comprehensive Plan Policy 5.6.1 - The City shall re-evaluate and update park and open space plans that identify community standards for open space, parks and recreation facilities, the criteria for siting facilities, the optimum locations for facilities, the service areas, the special needs of all users, and the relationships to other recreational resources. The facility plan shall also contain conceptual plans for known and planned sites. Master planning activities shall adhere to national accessibility standards. Level of Service analysis as described in the 2013 Parks and Recreation Master Plan, or an alternative City Council-approved methodology, should be evaluated on a regular basis to determine that the community is being served appropriately.**
- **Comprehensive Plan Policy 5.6.11 - The City should acquire land for parks and recreational activities (e.g. trails) in advance of urban growth and development. Parks and open space shall be included in area plans.**

Response: The applicant, working in conjunction with the Parks and Recreation planner have identified a suitable location for a neighborhood park on the General Land Use Plan, consistent with the Comprehensive Plan policies noted above.

- **Comprehensive Plan Policy 14.2.4 – Upon annexation, all lands shall be districted in a manner consistent with Comprehensive Plan designations.**

Response: An application is included for a zone district change to Mixed Use Residential, RS-12 Medium-High Density Residential and Conservation Open Space, which is consistent with the Comprehensive Plan designations, (Attachment B).

- **Comprehensive Plan Policy 14.3.2 – Conversion of urbanizable land to urban uses shall be based on orderly, economic provision of public utilities, facilities, and services.**

Response: Public utilities, facilities, and services can be provided in an orderly economic fashion as described above and as detailed in the City’s Facility Master Plans.

- **Comprehensive Plan Policy 14.3.4 – Urbanization shall be contained within the Urban Growth Boundary, and shall occur incrementally through the annexation process.**

Response: The proposed annexation site is within the Urban Growth Boundary and would be annexed incrementally for the remaining nearby properties in the County.

- **Comprehensive Plan Policy 14.3.5 - Annexations can only be recommended to the voters where the following findings are made:**

A. There is a demonstrated public need for the annexation.

Response: The public need for the annexation is demonstrated in the response to LDC Section 2.6.30.07 below.

- B. The advantages to the community resulting from the annexation shall outweigh the disadvantages.**

Response: The advantages to the community compared to the disadvantages are discussed in the response to LDC Section 2.6.30.06-b.2 above.

- C. The City and other jurisdictions are capable of providing urban services and facilities required by the annexed area, when developed.**

Response: The site is capable of being served by urban services and facilities, as discussed in the response to LDC Section 2.6.30.07 below.

- **Comprehensive Plan Policy 14.3.6- Factors to be considered in evaluating the public need for annexation may include, but are not limited to the following:**
 - A. The 5-year supply of serviceable land of this type to meet projected demand.**
 - B. The availability of sufficient land of this type to ensure choices in the marketplace; and**
 - C. Other factors, including livability benchmarks, as delineated in the Land Development Code.**

Response: These factors are discussed in the response to LDC Section 2.6.30.07 below.

2.6.30.07 – Methodologies for Some of the Review Criteria in Section 2.6.30.06

All of the provisions within this Section are required for Major Annexation proposals except for proposals or portions of proposals that include land with Comprehensive Plan designations of Public Institutional, Open Space-Conservation, or Open Space-Agriculture. Lands with these map designations are exempt from the provisions within “a” and “b” below. Minor Annexation proposals are subject only to the provisions within “c,” below.

- a. Determining Five-year Supply of Serviceable Land – Serviceable land is land within the City limits capable of being served by public facilities.**

When calculating a five-year supply of serviceable land, applicants shall refer to and follow the Council Policy addressing the five-year supply, as

amended from time to time. This policy outlines the accepted methodology and will result in more uniform application submittals.

Response: As no Council Policy actually exists, it is difficult to calculate a five-year supply of serviceable land based on any uniform standards. At this time, the City's 2014 Land Development Information Report (LDIR) lists the quantity of vacant land that is zoned RS-12 Medium-High Density Residential as 67.66 acres and the quantity of vacant land that is zoned Mixed Use Residential is 8.97 acre. The available supply and need for land designated as Open Space – Conservation is not required and therefore the 9.5 acres of the site with this designation is not included in this analysis.

To address the question of “need,” Annexation applications submitted to the City of Corvallis may include an analysis of how approval of the request will address the need for additional acreage of the subject designations. The data used for answering this question comes from two related reports generated by the City of Corvallis; the 1998 Buildable Lands Inventory (BLI) and the Land Development Information Report (LDIR), which was most recently published in 2014, and includes data for the period from July 2013 and December 2014. The BLI includes a 20-year projection of the buildable supply of land required to accommodate the projected population growth, housing, and employment needs of Corvallis. In comparison, the LDIR presents an annual update on how much land within each zoning designation has been developed and how much remains vacant. By comparing the data in these two reports, it is possible to quantify whether there is currently a shortage or an excess of acreage for a certain zoning designation. Attention to additional factors may be taken into consideration in order to substantiate whether there is a need for more acreage of a certain land use designation.

Lands Zoned (RS-12) Medium-high Density Residential

This assessment provides a “need analysis” in support of annexing the subject parcels and zoning 91.15 gross acres of the site designated as Residential–Medium-high Density on the Comprehensive Plan Map as Medium-high Density Residential (RS-12).

The 1998 BLI projected a demand for 161 acres of buildable Medium-high Density land within the Corvallis city limits, and also noted that 87 buildable acres were available at that time, resulting in a deficit of 74 acres within the city limits. Data presented in the 2014 LDIR indicates that approximately 67 of the 396 acres of Medium-high Density land within the city limits are vacant. Given land supply data presented in the 1998 BLI, it appears that a net decrease of 20 acres of buildable Medium-high Density land has occurred due to development or rezoning since the BLI was published.

The residential land supply projections presented in the 1998 BLI were based on the assumed demand for an additional 5,100 dwelling units between 1996 and 2020. The BLI apportioned that total number of housing units to each of the residential use designations implemented through the Corvallis Comprehensive Plan. Tables 2 and 3 of BLI Appendix 'G' provide this breakdown. In general, land designated for Medium-high Density housing was anticipated to satisfy roughly 30 percent of the demand for additional dwellings between 1996 and 2020, while the remaining 70 percent was expected to be met by vacant low, medium, and high density land. This equates to a distribution of roughly 1,530 dwelling units constructed on Medium-high Density land, and 3,570 dwelling units constructed on low, medium-high, and high density land. Table 3 of BLI Appendix 'G' further differentiates the total number of dwelling units expected in each residential use designation by classifying them as either single-family or multi-family. A need for 2,550 single-family dwellings was projected, 765 of which were expected from medium-density land, while low-density land was expected to provide the remainder. Another 2,550 multi-family units were expected from medium- to high density land, of which 1,530 were expected from Medium-high Density acreage.

A review of annual building permit summaries issued by the City of Corvallis between 1996 and 2016 indicates that permits for approximately 5,719 dwellings units were issued during this 21-year period, for an average of 272 units per year. Of this total, approximately 2,712 were single family units and the remaining 3,007 were multi-family units. In comparison to projections made in the 1998 BLI, this pace of development surpassed a total of 5,100 dwelling units much sooner than anticipated by the 1998 BLI. This data substantiates the conclusion that demand for housing in Corvallis has been much greater than expected, in particular land zoned for multi-family to accommodate unexpected enrollment increases at OSU.

If the 21-year average of 272 dwelling units per year is sustained between 2017 and 2020, roughly 6,807 new dwelling units will have been constructed within Corvallis between 1996 and 2020—a total that exceeds the BLI-estimated demand for housing by more than 1,700 dwellings. Assuming that Medium-high Density land contributes 30 percent of those units, as projected in the 1998 BLI, approximately 2,050 dwellings will have been constructed on property zoned RS-12 during this period. By relying on the assumption that 30 percent of the dwellings constructed between 1996 and 2016 (a total of 1,716 dwellings) were built on Medium-high Density land, and subtracting that number from the total of 2,050 Medium-high Density dwellings projected by 2020, it would appear that roughly 334 dwellings will be needed from vacant Medium-high Density land over the next four years. As discussed below, comparing this total with the potential yield from the acreage of vacant Medium-high Density land within the city limits

demonstrates whether that acreage can meet its portion of the expected demand for housing.

The BLI assumed that Medium-high Density land would develop at a density of 9.5 dwelling units per gross acre, which would result in 637 dwellings if the entire 67 acres of vacant Medium-high Density land were able to develop. However, as noted in the 2014 LDIR, the actual acreage that is available for development is reduced by regulations contained in the Corvallis Land Development Code that protect various natural resources and natural hazards (e.g., riparian corridors, significant vegetation, wetlands, 100-year Floodplain, etc.). After accounting for those constraints, the amount of vacant acreage available for development is reduced to a total of 60 acres, which would equate to roughly 570 dwelling units if developed at an average density of 9.5 units per gross acre. That potential is adequate to provide the number of dwellings needed from Medium-high Density land over the next four years based on the projections presented above. However, it should be noted that the Timberhill Planned Development contains a majority of the vacant RS-12 acreage (approximately 45 acres). Given the associated regulatory complexity associated with development in Timberhill, it is questionable whether this acreage will contribute toward satisfying the demand for housing over the next four years. Also, housing costs in this portion of the community have been historically higher than most other segments of the community. Without this acreage, the supply of vacant Medium-high Density land documented in the 2014 LDIR is reduced to 22 acres, which would be expected to yield 209 dwellings, or 37 percent fewer dwelling units than projected above—not enough to satisfy the projected four-year demand for housing in the RS-12 zone.

In addition to these findings, it is important to consider the analysis and conclusions reached through the draft 2016 Housing Needs Analysis recently completed by the City of Corvallis. The analysis found that:

- approximately 3,500 additional dwelling units will be needed in Corvallis between 2016-2036 to satisfy the demand for housing;*
- the current supply of vacant residential land within the city limits (427 acres) is expected to yield approximately 2,600 dwelling units, more than half of which are expected from land carrying a Planned Development Overlay;*
- a demand for 922 dwellings is projected from the Medium-high Density zone between 2016-2036, which, based on an assumed gross density of 12 units per acre, will require at least 76 acres to be within the city limits and available for development; and*
- a total of 52 acres of developable Medium-high Density residential land is located within the city limits; however a majority of that acreage (86*

percent) is located in the Timberhill Planned Development, the development of which is unlikely to deliver housing that's affordable to low- and moderate-income households given the associated regulatory complexities and other development factors.

In summary, the comparative analysis of housing projections from the 1998 BLI and actual housing permits issued between 1996 and 2016 has demonstrated that it is questionable whether the supply of vacant RS-12 land within the city limits will be able to satisfy the corresponding demand for housing expected over the next four years—particularly housing that is affordable to low- and moderate-income households. Similar conclusions can be reached based on the analysis presented in the draft 2016 Corvallis Housing Needs Analysis. The proposed annexation and the 91.15 gross acres of vacant RS-12 land will improve the likelihood that a sufficient supply is available for development over the forthcoming five years and longer. Perhaps most importantly, the absence of a planned development overlay on the parcel also increases the potential for delivering the spectrum of single and multi-family housing allowed in the RS-12 zone at prices affordable to lower and moderate income households.

Lands Zoned Mixed Use Residential (MUR)

The MUR zone is one of four mixed use zones implemented through the Comprehensive Plan. Introduction of the MUR zone to the Corvallis Zoning map coincided with publication of the 1998 BLI, but was not formally implemented until 2006 due to legal appeals. Insufficient employment data existed for mixed-use zones when the 1998 BLI was being prepared because of their unfamiliar use by Oregon municipalities. Rather than project an expected demand for MUR land, the BLI presented one possible scenario for how several mixed-use zones might accommodate the 20-year demand for commercial, industrial, and residential development that was not otherwise accounted for by non-mixed-use zones. Tables 7 and 8 of the 1998 BLI note the acreage of developable MUR land that was available within the Urban Growth Boundary (87 acres) and City Limits (19 acres), but do not specifically note a demand for MUR acreage due to the factors noted above. Regardless, an analysis presented in Appendix 'G' of the 1998 BLI discusses how the mixed-use zones were expected to compensate for deficits in vacant acreage that was documented for other non-mixed-use designations. For example, Tables 7 and 8 both indicate a deficit of Medium-high Density and High Density residential zoned lands.

A projection of how the mixed-use zones might contribute toward meeting the demand for residential land within the City Limits was not presented in the 1998 BLI. The 2014 LDIR doesn't provide sufficient historical data to accurately determine the demand for this use. However, given the fact that stand alone residential uses in this zone are required to be developed at RS-20 densities helps satisfy the shortage of RS-20 land supply identified in the city's draft 2016

Housing Needs Analysis. If the City finds that applying the RS-20 zone to the portion of the site with a Comprehensive Plan designation of MUR is a better way of satisfying the five-year supply of serviceable land, the applicant is willing accept such an adjustment.

- b. Providing information on land availability to ensure choices in the market place – Comprehensive Plan Policy 14.3.6 states that “factors to be considered in evaluating public need for Annexation may include...the availability of sufficient land of this type to ensure choices in the market place.” Minor Annexation applications are not required to include information on market choice. However, Major Annexation applications shall provide this information. Appropriate and encouraged market choice topics include, but are not limited to:**

1. Information regarding a housing/jobs balance;

Response: The existing jobs/housing balance is inadequate to support the employment level of Corvallis. The rental vacancy rates in Corvallis are considerably lower than national averages. One can make the case that additional housing in the community is beneficial, as the current market is having a challenge meeting the demands. By annexing these lands, there is the potential for additional rental and owner occupied housing to be added to the limited housing supply.

2. Housing rental rates and prices;

Response: Rental rates vary dramatically, based on condition and location. Near Oregon State University, many of the newer townhomes and 4 or 5 bedroom units targeted toward students rent for \$600 to \$700 a bedroom. Traditional 1, 2, and 3 bedroom apartments that might be constructed on this site would likely be similar to the rates being charged at the nearby Grand Oaks and Spring Creek Apartments. Rental rates at these complexes are around \$1,000 a month for a 1-bedroom unit, \$1,200 a month for a 2-bedroom unit and \$1,400 a month for a 3-bedroom unit.

3. Vacancy rates; and

Response: Vacancy rates in Corvallis have run historically below the state average. The City’s Housing and Neighborhood Services Division feels the current vacancy rate in Corvallis is somewhere between 2% and 3%.

4. A comparison of housing costs related to incomes, land prices, and land availability.

Response: Housing costs have been historically higher in Corvallis than surrounding communities such as Philomath, Albany and Lebanon. Primary contributors to the higher costs include limited supply of developable land within the city limits, more challenging development code requirements, higher SDC fees, and a more complicated environment for annexing land into the city. Increasing the supply of residentially zoned lands within the city limits will help satisfy the current shortage.

It is also important to consider the analysis and conclusions reached through the draft 2016 Housing Needs Analysis recently completed by the City of Corvallis. The analysis found that:

- 66 percent of renter-occupied households and 25 percent of owner-occupied households are cost-burdened (i.e., paying more than 30 percent of their gross income for housing);*
- the median price for owner-occupied housing cost almost seven times the Median Household Income, with households earning Median Family Income (\$78,600 annually) unable to afford the median sales price for single-family housing (\$295,000);*
- approximately half of households aged 25-44, 45-64, and 65 years and older earn \$50,000 or less annually (i.e., moderate-income households), making it considerably more difficult for these households to achieve homeownership in Corvallis;*
- there is currently a deficit of approximately 4,700 dwelling units that are affordable to households earning less than \$25,000 annually (i.e., low-income households), and a deficit of 132 dwelling units for households earning \$50,000-\$75,000 annually;*
- meeting the need for housing that is affordable to low- and moderate-income households will require the City of Corvallis to increase the supply of various housing types, including government subsidized housing, small-lot manufactured homes, and lower density multifamily housing (e.g., duplex, triplexes, attached townhomes, and apartments);*

Conclusion

The proposed annexation will increase the supply of residentially zoned land within the city limits, ultimately resulting in an improved balance between the supply and demand of available housing in the community. The site is within a half mile of the Sunset Shopping Center and adjacent to a future minor neighborhood center at the intersection of 53rd Street and West Hills Road. Future road upgrades to 53rd Street and West Hills Road will significantly enhance pedestrian safety with installation of new sidewalks. The advantages of the annexation outweigh the disadvantages, in terms of livability benchmarks. Of the twenty-one (21) applicable livability indicators, the annexation meets fifteen (15) benchmarks and fails to meet only six (6). These represent a wide variety of advantages and diversity in opportunities to assist in the orderly growth and urbanization of the annexation area. Future development of this property will provide for the extension of an important east/west transportation corridor, by constructing a new collector street parallel and north of West Hills Road. A portion of this street has already been installed with The Retreat and once fully extended, will lessen the traffic burdens along West Hills Road between 35th and 53rd Streets.

ZONE CHANGE APPLICATION

Applicant's Request

The applicant is requesting approval to apply a zoning designation of Mixed Use Residential to 17.98 acres, a designation of RS-12 Medium-High Density Residential to 91.15 acres, and a designation of Conservation Open Space to 9.5 acres, pending annexation. The 118.63 acre annexation is comprised of Tax Lots 400, 1300 and 1400 from Assessor's Map 12-5-04.

Submission Requirements

2.2.40.02 - Application Requirements

When the Director deems any requirement below unnecessary for proper evaluation of a proposed application, it may be waived.

Prior to formal submittal of an application, the applicant is encouraged to participate in an informal pre-application conference with Community Development Department staff to discuss the proposal, the applicant's requirements, and the applicant's materials developed in response to this Code's applicable requirements.

Applications shall be made on forms provided by the Director and shall be accompanied by:

a. General Requirements

- 1. Location and description of the subject property(ies), including all of the following, as relevant: address; tax assessor map and tax lot number; parcel number; written description of the boundaries of the proposal; and one set of assessor's maps of the subject site and surrounding area, with the subject site outlined in red;**
- 2. Signed consent by the subject property's owner(s) and/or the owner's legal representative(s). If a legal representative is used as a signatory, written proof of ability to be a signatory shall be furnished to the City. The owner's name(s) and address(es), and the applicant's name, address, and signature shall also be provided;**

3. **Fifteen copies of the narrative, on 8.5 by 11 in. sheets, and 15 copies of graphics at an 8.5 by 11 in. size. The Director may request additional copies of the narrative and/or graphics for routing purposes, if needed. Related names/numbers must be legible on the graphics. The Director may also require some or all graphics at an 11 by 17 in. size if, for legibility purposes, such a size would be helpful;**
4. **Six sets of full-scaled black line or blueprint drawings of the graphic(s), with sheet size not to exceed 24 by 36 in. Where necessary, an overall plan with additional detail sheets may be submitted;**
5. **An electronic version of these documents (both text and graphics, as applicable) if an applicant has produced part or all of an application in an electronic format. The applicant shall coordinate with the City regarding compatible electronic formats, to the greatest extent practicable.**

Response: The application form (signed by the applicant) and the consent to annexation forms (signed by additional participating property owners) and appropriate copies of the graphics are being submitted with this narrative.

6. Graphic Requirements Graphics shall include the following information where applicable:

- a) **Public Notice Map - Typically a street map at one in. = 800 ft. as per the City's public notice format;**

Response: See Attachment A – Public Notice Map.

- b) **Zoning Map – Existing and proposed Zoning Maps Typically one in. = 400 ft., but up to one in. = 800 ft., depending on the size of the site, with a key that identifies each zone on the site and within 1,000 ft. of the site as per City format;**

Response: See Attachment C – Existing Zoning Designations and Attachment D – Proposed Zoning Designations.

- c) **Comprehensive Plan Map - Typically one in. = 800 ft. with a key that identifies each and use designation on the site and within 1,000 ft. of the site as per City format;**

Response: See Attachment B – Existing Comprehensive Plan Designations.

- d) **Existing Land Use Map** - Typically a topographic map that extends at least 1,000 ft. beyond the site. The map shall include building footprints and distinguish between single-family, multi-family, Commercial, and Industrial Uses, as well as other significant features such as roads, parks, schools, and Significant Natural Features identified by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions;

Response: See Attachment E – Existing Land Uses.

- e) **Significant Natural Features Map(s)** - Maps shall identify Significant Natural Features of the site, including but not limited to:

- 1) All information and preservation plans required by Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions, as applicable;

Response: See Attachment F – Significant Natural Features.

- 2) All Jurisdictional Wetlands not already shown as part of “a,” above. While not all Jurisdictional Wetlands are locally regulated by Chapter 4.13 - Riparian Corridor and Wetland Provisions, they need to be shown so that the City can route the application to the appropriate state and federal agencies for comment; and

Response: See Attachment F – Significant Natural Features, which shows wetlands.

- 3) **Archaeological sites recorded by the State Historic Preservation Office (SHPO).**

Response: There are no known or recorded archeological sites within the proposed annexation boundary.

7. **A legible Vicinity Map identifying the area to be amended that shows adjacent City and county territory at least 300 ft. beyond the boundaries of the subject site. The map shall include features such as existing streets and parcel boundaries; existing structures; driveways; utilities; Significant Natural Features regulated by Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 – Natural Hazard and Hillside**

Development Provisions, Chapter 4.12 – Significant Vegetation Protection Provisions; and Chapter 4.13 – Riparian Corridor and Wetland Provisions; Minimum Assured Development Area information from Chapter 4.11 - Minimum Assured Development Area (MADA), if applicable; and any other information that, in the Director’s opinion, would assist in providing a context for the proposed Zone Change. The Director may require an area greater than 300 ft. beyond the subject site, such as in cases where adjacent property is large and a view of the whole parcel would be helpful, or when existing infrastructure is far away from the site.

Response: See Attachment A – Public Notice Map, which contains the lands within 1,200 feet of the annexation boundary.

8. Statement of availability, capacity, and status of existing water, sewer, storm drainage, transportation, park, and school facilities. The applicant shall obtain information from the affected service and utility providers using GIS base maps where available;

Response: Sanitary Sewer Facilities

The properties within the proposed annexation boundary are located within the Dunawi Basin of the public sanitary sewer system. Based upon the information from the Corvallis Wastewater Utilities Master Plan, a pipe extension is necessary to connect to the City’s sanitary sewer system.

Sanitary sewer demand calculations are located in a separate utility demand report submitted under separate cover. A summary of the projected sanitary sewer demands is listed below.

- *Sanitary sewer design flows for the proposed annexation, maximum development scenario (various zoning designations) is as follows:*
 - *Area Information:*
 - *Total Annexation Site Area = 118.63 Ac*
 - *Total Dwelling Units Calculated = 2,273 DU*
 - *Number of People = (2,273 Units)(2.14 People/Unit) = 4,865 People*
 - *Design Flows = 193 gpcd * 4,865 people + 4000 gal/Ac/day * 118.63 Ac*
 - *Design Flows = 1,413,465 gal/day = 981.57 gpm = 2.187 cfs*

There is currently an existing 15-inch mainline located within Dunawi Creek on site. Sanitary sewer improvements will connect to this 15-inch mainline to serve the proposed annexation area. The existing 15-inch sanitary sewer line will have the capacity to convey the proposed demands for the area.

Public Waterline

The properties within the proposed annexation boundary are located within the First Level water service area. The First Level water service area serves elevations 210' – 287'. The Corvallis Water System Distribution Facilities Plan identifies improvements required for the main distribution system in the vicinity of the annexation. In order to meet the maximum development potential scenario, the improvements include extending an 18" waterline through the site, with an 18" distribution loop on the north end and an 18" loop connection to West Hills Road to the south. The reasonable development scenario use for the site will likely require a smaller size pipe running through the site. The pipe size shall be determined during the design phase.

Waterline Calculations are located in a separate utility demand report submitted under separate cover. A summary of the projected water demands for the proposed annexation, maximum development scenario, is below.

- *Area Information:*
 - *Total Annexation Site Area = 118.63 Ac*
 - *Zones include MUR, RS-12, and C-OS*
- *Peak Hour Demand Total = 3,243 gpm (use 3,250 gpm)*
- *Fire flow demand for Commercial = 4,000 gpm*
- *Maximum Peak Water Demand = Peak Hour Demand + Fire Flow*
- *3,250 gpm + 4,000 gpm = 7,250 gpm*

There is currently a 20-inch waterline located in West Hills Road and another 20-inch waterline in 53rd Street next to the proposed annexation site. Future waterline improvements needed to serve the proposed annexation area will require extending an 18-inch waterline through the site and connecting a distribution 12-inch waterlines to serve the proposed zones, (Attachment I). Existing fire flows from the Corvallis Fire Department show that the current water system infrastructure is adequate to serve both domestic and fire flows.

Storm Drainage

The properties within the proposed annexation boundary are located within the Dunawi Creek Drainage Basin of the public storm drainage system. The City's Stormwater Master Plan (SWMP) does not identify any significant improvements within the proposed annexation area.

Stormwater currently drains along the natural contours of the site and eventually into Dunawi Creek. Future storm drainage improvements will follow this pattern and drain to Dunawi Creek after being detained and treated to meet City of Corvallis standards. Stormwater Facilities located along the riparian corridor on site are designed to allow

stormwater runoff from proposed site improvements to recharge nearby streams and channels at pre-developed rates.

A summary of the stormwater calculations for the proposed annexation are below.

- ❖ *Annexation Area Basin:*
 - *The 10-year peak stormwater runoff is*
 - *Existing = 21.96 cfs*
 - *Proposed Developed = 79.07 cfs*
 - *An increase of 260% in stormwater runoff due to the proposed zone change for the 10-year, 24-hour storm event.*

Under the requirements of the City's Stormwater Design Standards, the rate of stormwater discharge from the site will match or be less than the existing rate of discharge up to the 10-year, 24-hour rainfall event with the use of stormwater detention facilities. The detention facilities on site shall be sized to detain stormwater runoff and discharge at a rate allowed per the City of Corvallis Standards. This is due to the requirement of the development to provide detention facilities and flow control structures to limit stormwater runoff to historic pre-developed runoff rates.

Street Lights

At the time of a future development proposal, the developer or owner will coordinate with the City of Corvallis to address street lights and to ensure that these services are available to the proposed site.

Franchise Utilities

The site is currently served by the following franchise utility providers:

- *Pacific Power*
- *NW Natural Gas*
- *Quest Dex*
- *Comcast*

At the time of any development proposal, the developer or owner will coordinate with the appropriate franchise utility companies to ensure that these services are available to the site. Any franchise utilities that are extended onto the proposed site will be installed within a new 7-foot Public Utility Easement (PUE) adjacent to an existing right-of-way or within easements that extend to the individual structures.

Schools

K-12 public education is provided by the Corvallis 509J School District. The District currently offers a public education for future school age children that will be part of this

annexation request. Based on information obtained from Corvallis School District 509J, students living at the site would likely attend Adams Elementary School, Linus Pauling Middle School, or Corvallis High School.

The Corvallis School District publishes an annual report “By The Numbers” which provides an overview of demographics and facility utilization. The most recent report was published in 2015-16. The report found a steady enrollment decline from 1994-95 when there were 7,769 students to 2011-12 when there were only 6,278 students. Since 2011-12, the district’s total student enrollment has increased slightly, with 6,615 students reported as of October 1, 2015. The breakdown by grade is 2,808 in elementary school (K-5), 1,438 in middle school (6-8), and 2,369 in high school (9-12). Adams elementary school is 81% utilized, with a planning capacity of 489 and an enrollment of 398, therefore the remaining capacity can accommodate 91 additional students. Linus Pauling middle school is 87% utilized, with a planning capacity of 809 and enrollment of 705, therefore the remaining capacity can accommodate 104 additional students. Corvallis high school is 78% utilized, with a planning capacity of 1,714 and an enrollment of 1,329, therefore the remaining capacity can accommodate 385 additional students. In total, the three public schools serving the site have the capacity to accommodate up to 580 additional students.

When determining average household size in Corvallis, the City uses 2.14 people when evaluating utility demands. City Planning staff have eluded to sources of slightly higher household sizes, however sources have not been verified. Staff have suggested the average household size may be 2.26 and an average family size of 2.88 people. The applicant isn’t clear on what distinguishes average household size from average family size. To ensure the applicant’s assessment of impacts to schools addresses the maximum potential, the applicant has chosen to use 2.88 people per household, with an average of 0.5 school-age children per household. Consistent with the maximum development projections used for the submitted traffic and utility studies, the site could theoretically be developed with 2,273 units. This equates to approximately 6,546 people assuming 2.88 people per household who might live in dwellings developed on the site. An average increase of approximately 1,137 additional school aged children would be expected based on these assumptions. This exceeds the existing capacity of the schools serving this portion of town. In response to future growth and facility upgrades, the School District is in the process of developing a Long Range Facilities Plan. This effort is being done through workshops with the Districts Facilities Planning Committee and a consultant (DLR Group). Their hope is to finalize the Facilities Plan by the end of this year and go to the voters in May of 2018 with a bond for funding facility improvements. It’s important to remember that the analysis above is based on the maximum development scenario of the property, which isn’t likely to occur. Through long range planning and the Districts ability to adjust attendance boundaries, it is anticipated the demand resulting from this annexation will be adequately accommodated.

Parks and Recreation

Per the Corvallis Parks and Recreation Facilities Plan, this annexation falls within the Community Park Service Areas of: Starker Arts Park, Avery Park, Grand Oaks Park, and the Bald Hill Natural Area.

The Master Plan states:

“A neighborhood or community park should be located within walking distance (about a half mile) of most neighborhoods. In places where little vacant land exists for a park site, the City should partner with the School district to develop recreation facilities on school playgrounds.”

This guideline is satisfied if one could fly directly to Starker Arts Park, however traveling along public streets and across a major highway exceeds $\frac{3}{4}$ of a mile. Grand Oaks Park is just over a half mile from the site. The applicant has met with the planner from the Parks and Recreation Department to determine a suitable location within the project for a neighborhood park. Desired features were 1) located along a major roadway; 2) visible to the community; and 3) adjacent to other natural features or open space. The most desirable location was along the new collector street and adjacent to the wetland and riparian corridor. The applicant has incorporated a 4.78 acre neighborhood park into the General Land Use Plan as a central feature of the project, (Attachment H).

- 9. Statement of increased demand for the facilities that will be generated by the proposed Annexation. The applicant shall refer to the criteria of the City’s facility master plans, available via the City Engineer, to determine the methodology used to estimate public facility demands. Information related to an actual development proposal may be included for informational purposes. At minimum, the demand calculations associated with the full range of development potential (min. to max.) under proposed land uses designations shall be addressed in the analysis;**

Response: Public facility demand calculations are included in the utility calculations report submitted under separate cover.

- 10. Statement of additional facilities required to meet the increased demand and phasing of such facilities in accordance with projected demand. The applicant shall review adopted public facility plans, master plans, and capital improvement programs, and state whether additional facilities are planned or programmed for the Annexation area. Information related to an actual development proposal may be included for informational purposes. At minimum, the demand calculations associated with the full range of development potential (min. to max.) under proposed land uses designations shall be addressed in the analysis;**

Response: As shown on the utility demand calculations report (submitted under separate cover), new utility extensions will be required to meet the demands of future development on this property.

11. Traffic impact study, if required by the City Engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. Information related to an actual development proposal may be included for informational purposes. At minimum, the traffic calculations associated with the full range of development potential (min. to max.) under proposed land uses designations shall be addressed in the analysis. See also Section 4.0.60.a;

Response: The applicant has submitted a Transportation Impact Analysis that analyzes the impacts associated with the proposed zone change. A summary of these findings and mitigation measures can be found in the previous section of this narrative that addresses the annexation.

12. Statement of the reasons for the Change, and how the proposal meets the review criteria in Section 2.2.40.05.

Response: There is currently greater demand for housing than there is available supply. This imbalance continues to drive prices higher, particularly in Corvallis. The easiest way to address this imbalance is to annex additional land that is zoned for residential development. When land is annexed into the city, it needs to be assigned a zoning designation. The applicant is proposing to establish Mixed Use Residential, Medium-High Density Residential, and Conservation Open Space zoning for the subject site, consistent with the City's Comprehensive Plan designation for the property, (Attachment B).

2.2.40.05 – Review Criteria

a. Review Criteria for Zone Changes, Except Those Requesting to Apply or Remove a Historic Preservation Overlay

Quasi-judicial Zone Changes shall be reviewed to determine how they affect City facilities and services, and to ensure consistency with the purposes of this Chapter, policies of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the following areas, as applicable:

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

Response: Following annexation, the property would be developed to RS-12 Medium-High Density Residential and Mixed Use Residential standards. New streets would be extended into the property to serve the site and be extended to the south, east, and west to accommodate future development and to comply with block perimeter standards.

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

Response: The scale and character of the existing nearby residential structures range from urban to rural and are both inside and outside the city limits. Properties to the west that are within the city limits are mostly one story single-family homes on 8,200 SF lots. Properties to the south are also within the city limits and are mostly one and two story single-family homes on lots that range from 7,000 SF to 2.25 acres. The properties to the east include a large church complex within the city limits and two large parcels in the County with single-family homes. North of the site is a railroad track and OSU agricultural lands. If annexed, the RS-12 portion of the site would be developed with residential structures up to three stories tall, or 35-feet. The uses shown on the General Land Use Plan include lots for 1 and 2-story single-family homes, 2-story townhomes, 2 and 3-story apartments and 1-story assisted living. When the MUR zone abuts lower density residential zones, the height of the structures are limited to 35-feet or two stories within the first 50-feet and a maximum of 45-feet within a distance of 50-100 feet from the lower density property. The city has determined that the subject site doesn't abut lower density residential zones to the south and west because it is separated by two major streets, therefore it is considered adjacent. Although the development density of the subject site will be noticeably higher than its surroundings, the existing collector and arterial streets will provide adequate separation and buffering between the differing zones.

3. Noise attenuation;

Response: No special measures have been considered for noise attenuation, as the annexation is not anticipated to create any noises greater than what exists on nearby properties today.

4. Odors and emissions;

Response: Odors on the site are anticipated to be similar to those permitted on adjacent residential lands. Trash and recycling pickup service will be provided by the local solid waste franchise utility.

Corvallis is currently in compliance with State and Federal air and water quality standards. It is anticipated that any emissions resulting from this annexation will remain similar to what exists today. Therefore, this project is not expected to

affect the City's compliance with the State and Federal air and water quality standards.

5. Lighting;

Response: When future road improvements are installed, additional street lights will be installed that will be fully-cutoff and shielded so as not to produce glare onto adjacent properties. All exterior lighting associated with new building construction will also need to be fully-cut off and shielded to minimize glare onto adjacent properties.

6. Signage;

Response: No signage is anticipated with the proposed annexation. Any signage associated with future development will be subject to the city's sign regulations.

7. Landscaping for buffering and screening;

Response: When future road improvements are constructed, additional street trees will be installed in the park strips between the back of curb and the sidewalks. Also any future parking lots and trash/recycle enclosures will need to be screened in compliance with city regulations.

8. Transportation facilities;

Response: Transportation improvements including roads with curbs, gutters, sidewalks and park strips will be required when the property is developed. Within the existing study area, 14 intersections exceed agency mobility standards in the plan year and mitigation is necessary to address deficiencies. Considering the potential mitigation identified in this analysis, all intersections are anticipated to operate at acceptable mobility standards in the plan year.

It is important to note, the identified potential mitigation is necessary to mitigate impacts of the maximum development scenario and the reasonable development scenarios and should be generally used to identify plan year infrastructure deficiencies (improvement needs). As such, this may not be the mitigation necessary for a specific development application.

9. Traffic and off-site parking impacts;

Response: The applicant has submitted a Transportation Impact Analysis that analyzes the impacts associated with the proposed annexation. The following are key findings supported by analysis results presented in this TIA for the proposed Mary's Annexation.

- *The Mary's property is approximately 119 acres in size and is located north of SW West Hills Road and east of SW 53rd Street.*
- *Proposed land use actions include annexing the property from Benton County into the City of Corvallis and rezoning from Benton County Urban Residential 50-Acre Minimum (UR-50) and Urban Residential 5-Acre Minimum (UR-5) to Corvallis Mixed-Use Residential (MUR), Residential – Medium High Density (RS-12) and Conservation - Open Space (C-OS), consistent with the Corvallis Comprehensive plan.*
- *TIA addresses the following requirements:*
 - *Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060*
 - *Corvallis Land Development Code (LDC) Section 4.0.60 – Public and Private Street Requirements*
 - *September 2015 Traffic Impact Study Requirements for Development within the City of Corvallis*
 - *Corvallis Transportation Plan (CTP) Section 3.30.40 – Traffic Levels of Service*
 - *City of Corvallis Comprehensive Plan (CP) Policy 11.3.9*
 - *Corvallis Land Development Code (LDC) Section 2.6.30.06 – Review Criteria for Annexation Proposals (Specific to Transportation)*
- *The TIA study area includes an evaluation of 14 intersections within a one-mile radius of the site (measured from the average point within the Annexation site impacted with at least 30 trips from the proposed site during the AM or PM peak hours, and having a trip volume increase by at least 10%.*
- *Because specific development is unknown, this transportation analysis evaluates impacts resulting from hypothetical development scenarios in the current Benton County UR-50 and UR-5 zone designations, and proposed Corvallis MUR and RS-12 zone designations. Based on guidance from City of Corvallis staff, two development scenarios for the proposed zone designations are evaluated: 1) The Maximum Development Scenario, and 2) The Reasonable Development Scenario.*
- *Within the existing study area, multiple intersections exceed Agency mobility standards in the plan year for either the Maximum Development or Reasonable Development Scenarios. With either scenario, mitigation is necessary to address deficiencies and to allow the intersections to operate at acceptable Corvallis mobility standards in the plan year, thereby addressing TPR criteria.*
- *Considering the identified mitigation, all intersections are anticipated to operate at acceptable Corvallis and ODOT mobility standards in the plan year, thereby addressing agency criteria.*

- *It is important to note, the identified infrastructure improvements mitigate Maximum Development and the Reasonable Development Scenario impacts. As such, this may not be the mitigation necessary for a specific development application but the identified infrastructure needs/improvements can be generally used to identify plan year infrastructure deficiencies (improvement needs).*

In conclusion, no additional transportation analysis is warranted at this time, however additional analysis may be necessary when future redevelopment occurs. Future development within the site will need to be in compliance with the city's on-site parking standards.

10. Utility infrastructure;

Response: Prior discussions within this narrative have established that the subject property can be reasonably serviced with utilities. Please refer to the utility calculations report provided under separate cover.

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

Response: This project does not create any air or water quality impacts which would be inconsistent with or in excess of the zoning or the adjacent residential uses.

Future development will need to comply with the City's adopted Stormwater Master Plan and Design Standards for water quality.

12. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

Response: Future development will need to be designed in compliance with the Pedestrian Oriented Design Standards.

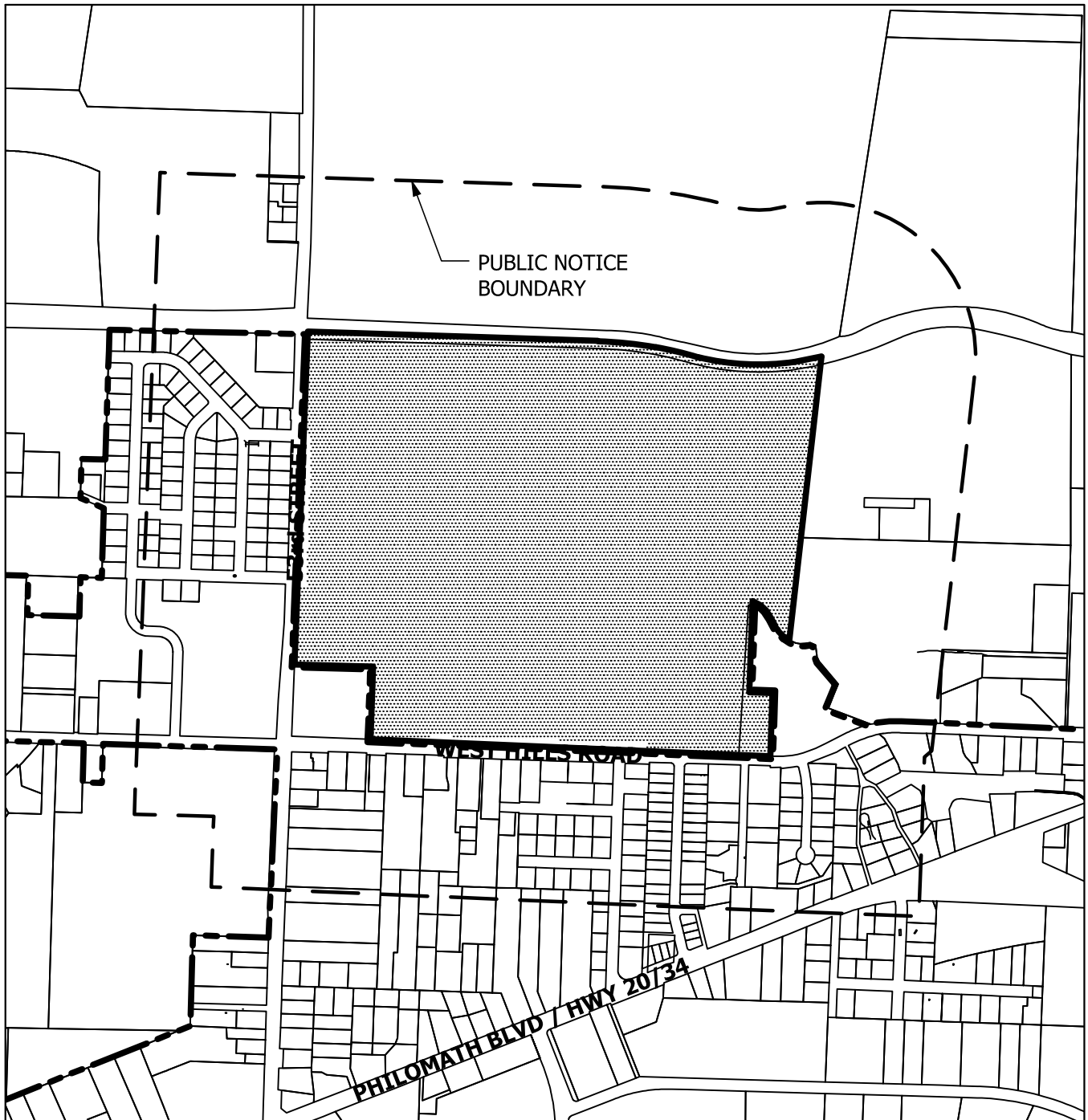
13. Preservation and/or protection of Significant Natural Features addressed in Chapter 4.2 – Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 – Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 – Significant Vegetation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

Response: The site contains 30.88 acres of protected wetlands and riparian corridors. The applicant feels the location of the natural features will allow for protection of a good portion of these areas when the site is urbanized.

Conclusion

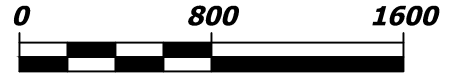
The application to establish city zoning is required when lands are annexed into the city. The applicant has demonstrated consistency in applying a designation consistent with the City's Comprehensive Plan. Such zoning will increase the supply of residentially zoned land within the city limits, ultimately resulting in an improved balance between the supply and demand of available housing in the community.

PUBLIC NOTICE MAP



 ANNEXATION BOUNDARY

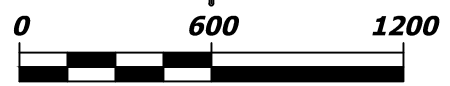
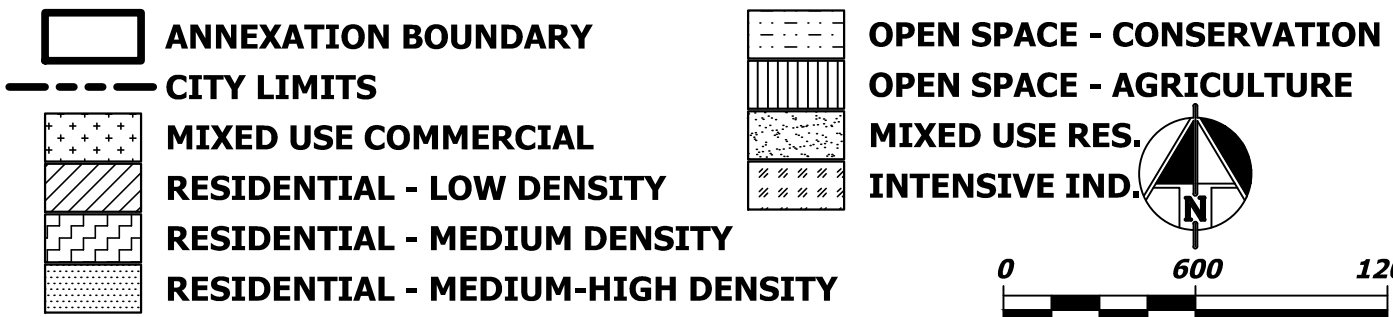
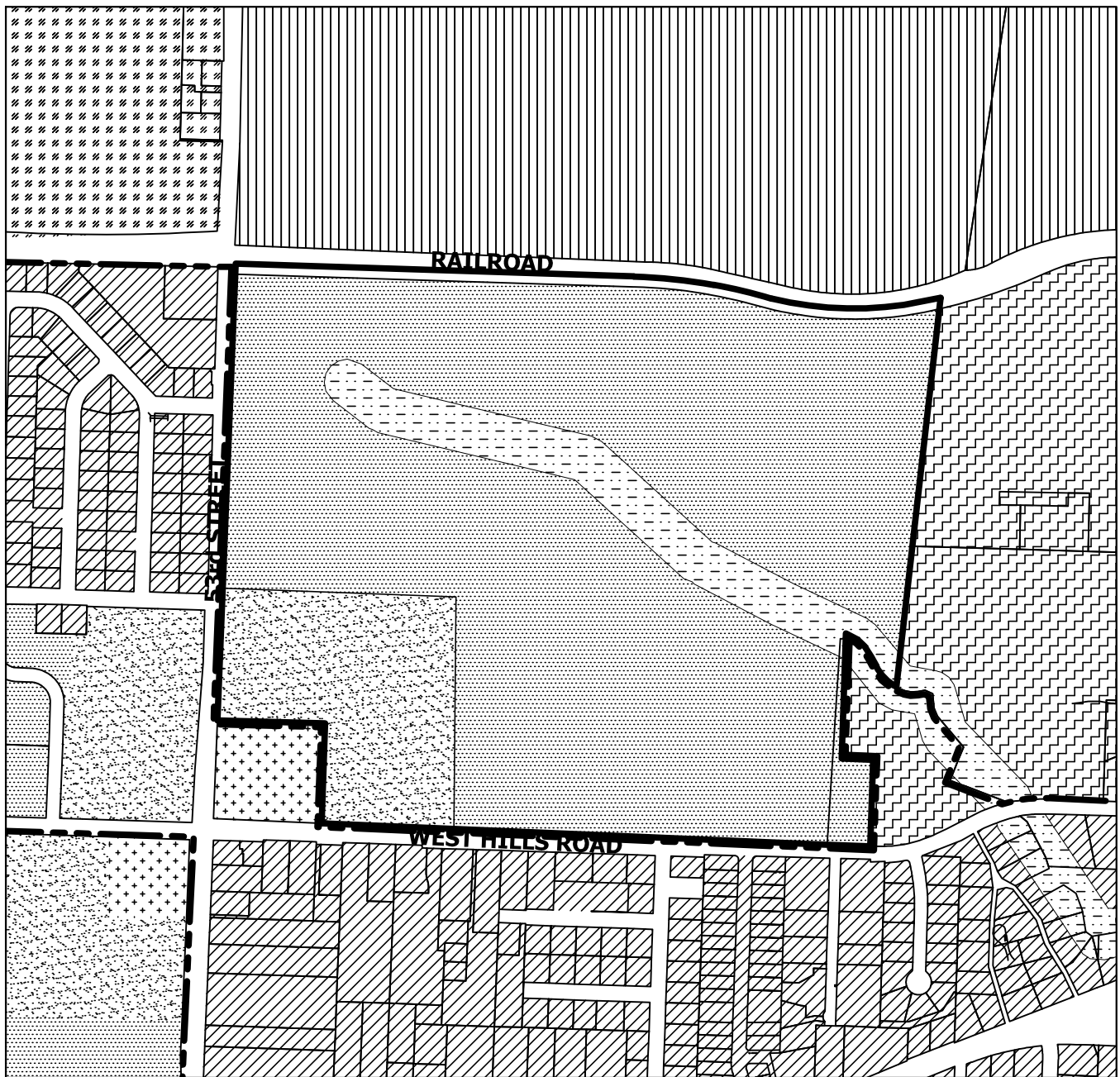
 CITY LIMITS



ATTACHMENT A

Scale: 1" = 800'

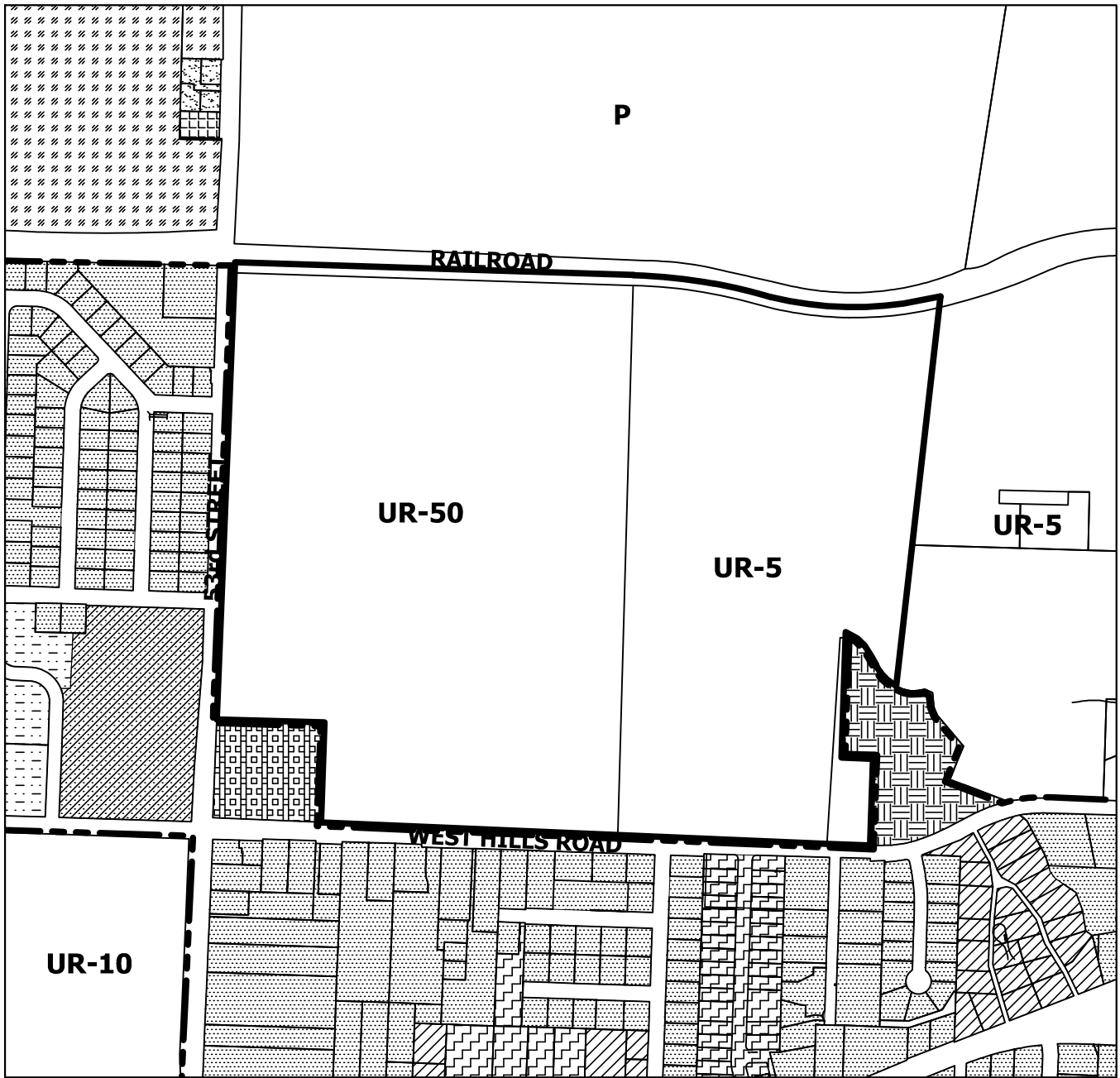
EXISTING COMPREHENSIVE PLAN DESIGNATIONS


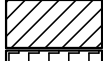


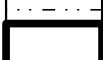






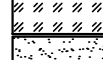
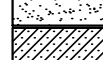
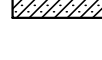
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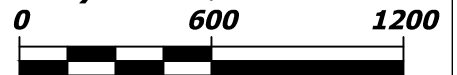
ATTACHMENT B

EXISTING ZONING DESIGNATIONS



-  RS-3.5 LOW DENSITY RES.
-  RS-5 LOW DENSITY RES.
-  RS-6 LOW DENSITY RES.
-  RS-9 MED. DENSITY RES.
-  RS-12 MEDIUM-HIGH DENSITY RES.
-  ANNEXATION BOUNDARY
-  CITY LIMITS

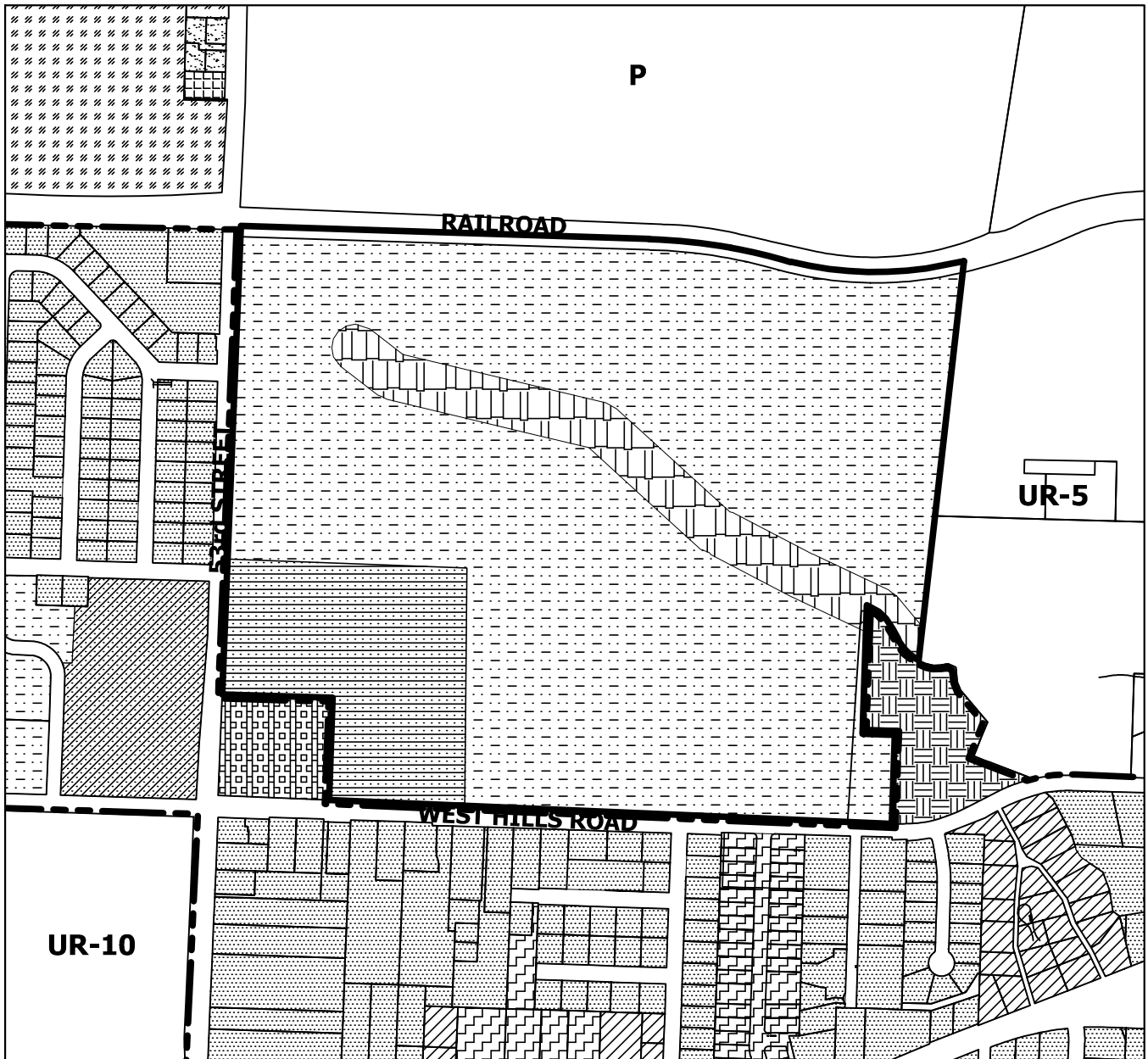
-  INTENSIVE INDUSTRIAL
-  NC MINOR
-  PD (II)
-  PD (MUE)
-  PD (MUR)



Scale: 1" = 600'

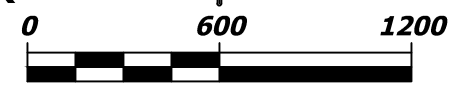
ATTACHMENT C

PROPOSED ZONING DESIGNATIONS



- RS-3.5 LOW DENSITY RES.
- RS-5 LOW DENSITY RES.
- RS-6 LOW DENSITY RES.
- RS-9 MED. DENSITY RES.
- RS-12 MEDIUM-HIGH DENSITY RES.
- C-OS CONSERVATION OPEN SPACE
- ANNEXATION BOUNDARY
- CITY LIMITS

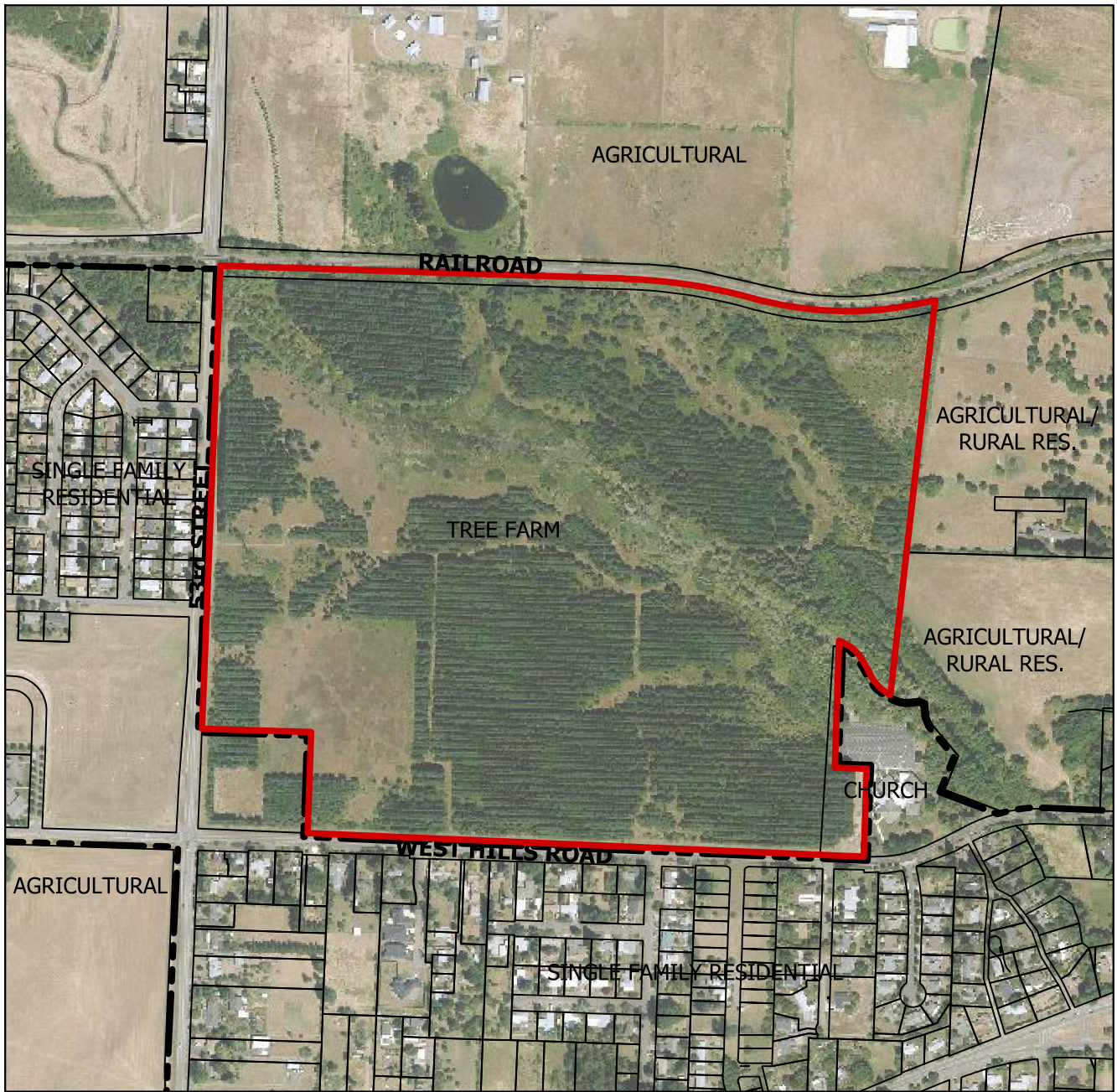
- INTENSIVE INDUSTRIAL
- NC MINOR
- PD (II)
- PD (MUE)
- PD (MUR)
- MUR



Scale: 1" = 600'

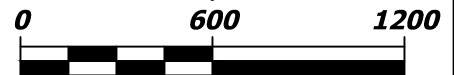
ATTACHMENT D

EXISTING LAND USES



 **ANNEXATION BOUNDARY**

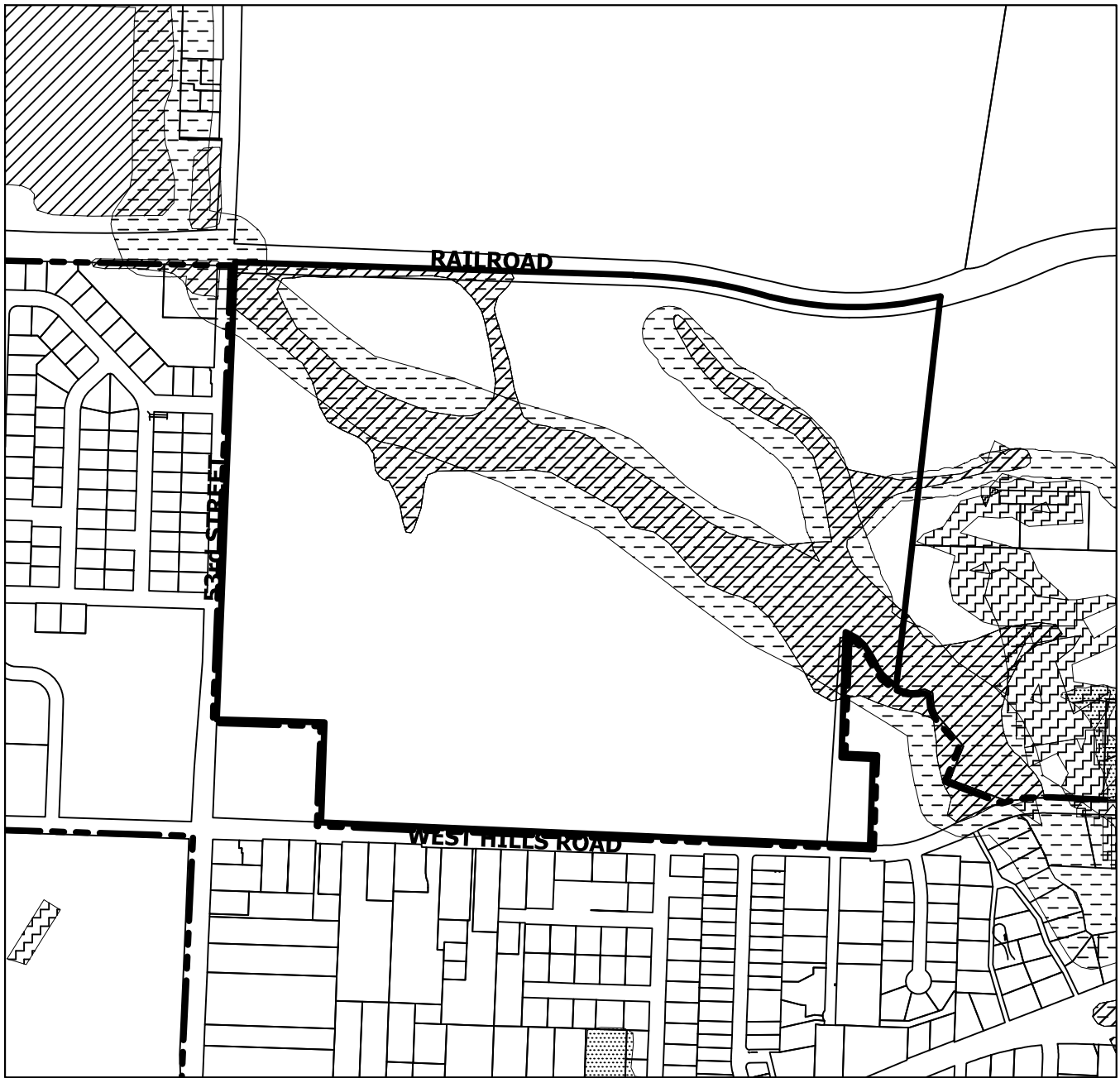
 **CITY LIMITS**









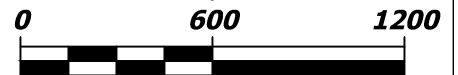
ATTACHMENT E

Scale: 1" = 600'

SIGNIFICANT NATURAL FEATURES



-  **SLOPE**
-  **PROTECTED SIGNIFICANT VEGETATION**
-  **WETLAND**
-  **PROTECTED RIPARIAN CORRIDOR**
-  **ANNEXATION BOUNDARY**
-  **CITY LIMITS**



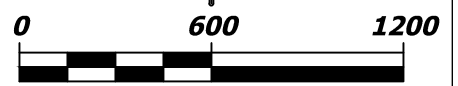
Scale: 1" = 600'

ATTACHMENT F

TOPOGRAPY MAP



 ANNEXATION BOUNDARY
 CITY LIMITS



ATTACHMENT G

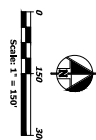
Scale: 1" = 600'



| UNIT STATISTICS | | | | |
|---------------------|------------|-----------|---------|---------------|
| DWELLING TYPE | # BEDROOMS | # STOREYS | # UNITS | % TOTAL UNITS |
| APARTMENTS | 1 | 3 | 234 | 21% |
| APARTMENTS | 2 | 3 | 432 | 39% |
| APARTMENTS | 3 | 3 | 174 | 15% |
| TOWNHOMES | 3 | 2 | 82 | 7% |
| SINGLE FAMILY HOMES | 2/3 | 1/2 | 131 | 12% |
| SENIOR HOUSING | 1 | | 64 | 6% |
| TOTAL | | | 1,117 | 100% |

| SITE STATISTICS | |
|---|------------------|
| GROSS ANNEXATION AREA | 118.63 AC |
| PROTECTED RIPARIAN CORRIDOR / WETLANDS | 30.88 AC |
| 53rd ST. RIGHT-OF-WAY TO BE SOLD TO BRITON COUNTY | 5.31 AC |
| NEIGHBORHOOD PARK | 4.78 AC |
| FUTURE CHURCH EXPANSION | 1.47 AC |
| NET DEVELOPABLE | 76.19 AC |
| ACTUAL DENSITY WITH 1,117 UNITS | 14.66 UNITS / AC |

| LEGEND | |
|--------|-----------------------------|
| | PROTECTED RIPARIAN CORRIDOR |
| | WETLAND |
| | CITY LIMITS |
| | ANNEXATION BOUNDARY |



ATTACHMENT H

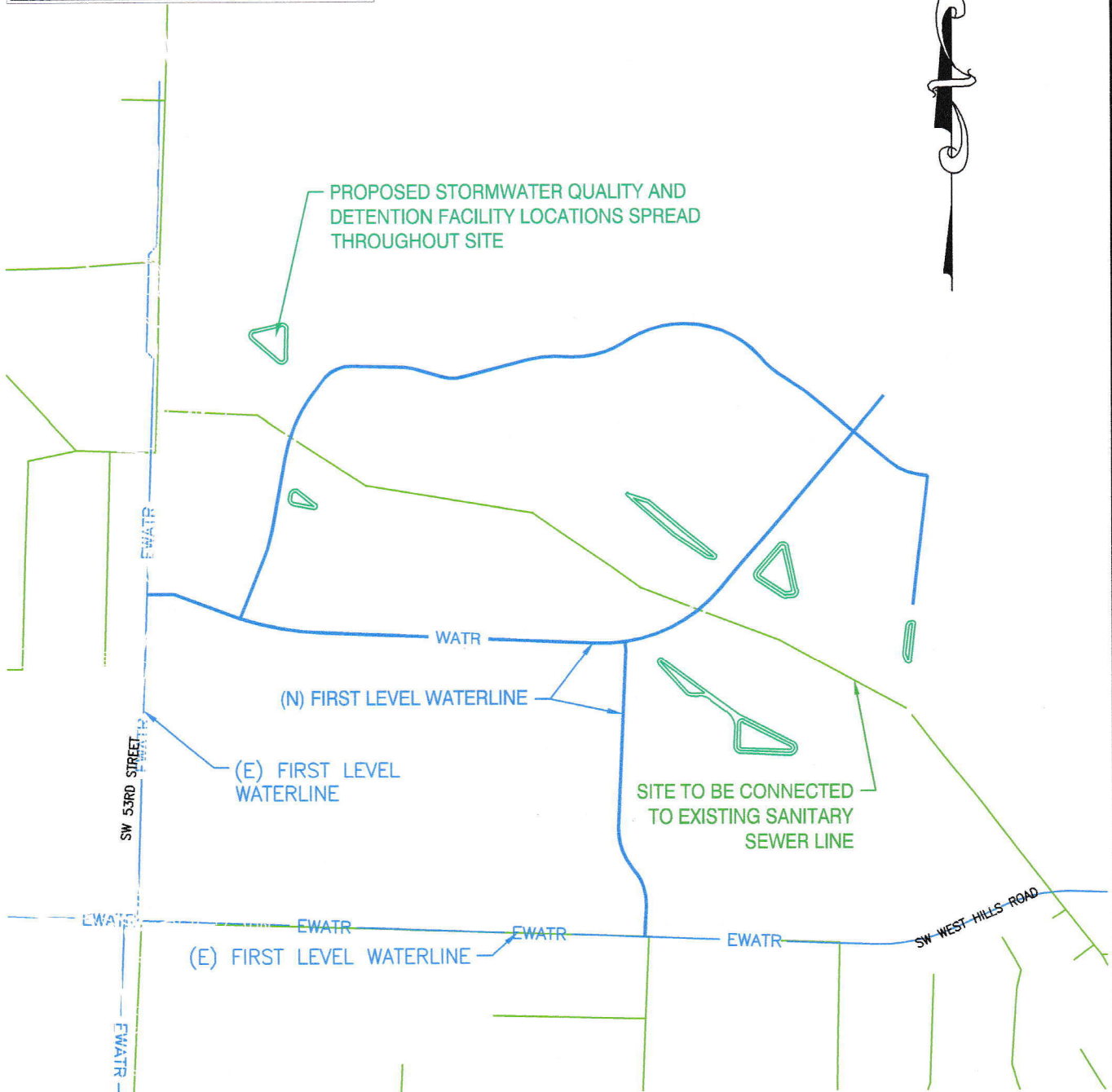
General Land Use Plan

Mary's Annexation

WILLAMETTE VALLEY PLANNING, LLC
 545 N.W. ELIZABETH DRIVE
 CORVALLIS, OR. 97330
 541-231-6111

| | |
|-----------|--|
| Designed: | |
| Drafted: | |
| Checked: | |
| Date: | |
| Revision: | |

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ATT
1
UTILITY PLAN
SCALE: 1"=500'

ATTACHMENT I

PROJECT: MARYSVILLE ANNEXATION

PROJECT NO: 16447

DESIGN: DEVCO

DATE: 03/27/17

REV:

PAGE:

ANNEXATION BOUNDARY

LOCATED IN THE JOHN TRAPP D.L.C. No. 38 AND IN THE NORTHWEST 1/4 OF SECTION 4 OF TOWNSHIP 12 SOUTH, RANGE 5 WEST OF THE WILLAMETTE MERIDIAN, BENTON COUNTY, OREGON
 DATE: OCTOBER 6, 2017

LEGEND

- FOUND SURVEY MONUMENT AS NOTED
- FOUND 5/8" IR W/ YPC MARKED THIS 1637', PER C.S. 7718
- ▲ CALCULATED POINT
- △ FOUND 5/8" IR W/ YPC MARKED "SOLE SURV LS 61341", PER PP 2011-001
- POINT OF BEGINNING FOR LEGAL DESCRIPTION
- IR IRON ROD
- PP PARTITION PLAT
- FD FOUND
- BOOR BENTON COUNTY DEED RECORD
- R/W RIGHT OF WAY
- C.S. BENTON COUNTY SURVEY
- () RECORD INFORMATION AS PER PP 2011-001, RECORD SAME AS MEASURE
- () RECORD INFORMATION AS PER C.S. 7718, RECORD SAME AS MEASURED, UNLESS OTHERWISE NOTED

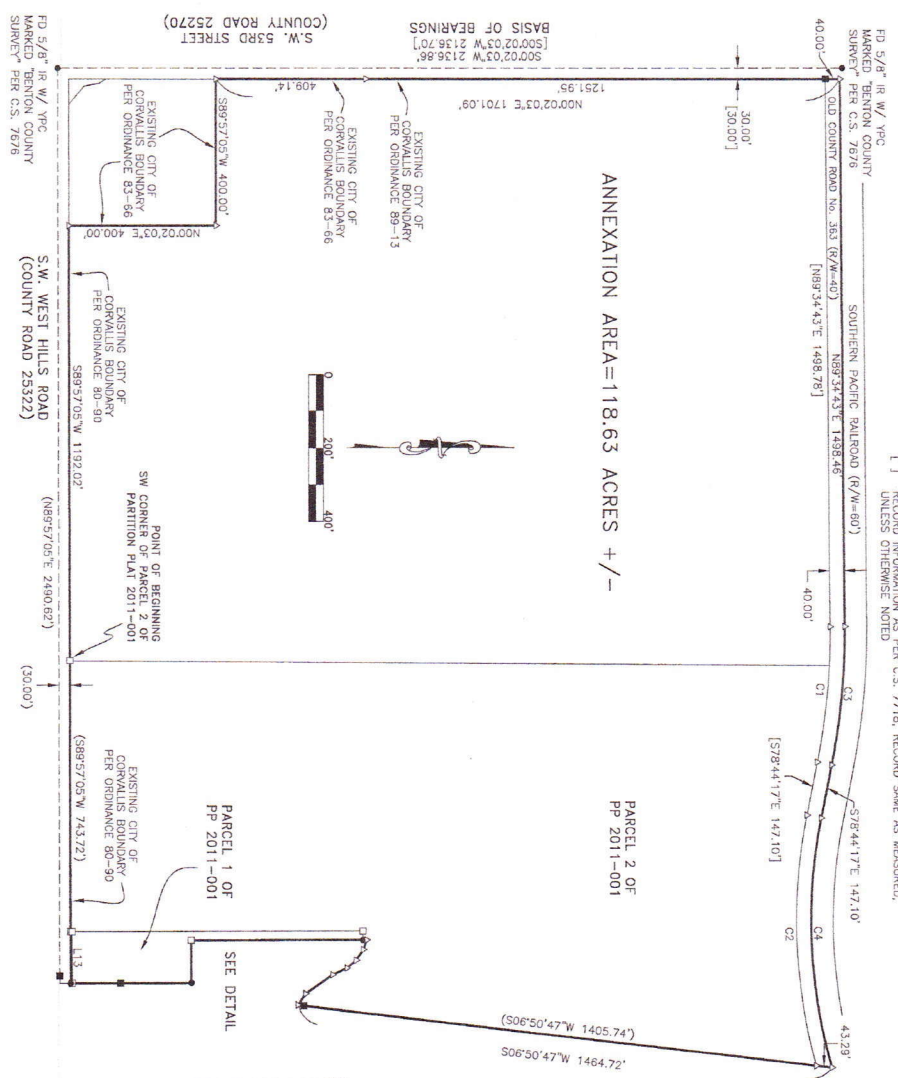


REGISTERED LAND SURVEYOR
 OREGON
 JANUARY 11, 2005
 BRIAN SCOTT SAALOR
 9341

BRIAN SCOTT SAALOR, P.L.S.
 COLE SURVEYING, LLC
 P.O. BOX 12111
 CORVALLIS, OREGON
 (541) 257-1019
 9/23/99

EXPIRES 6/30/18

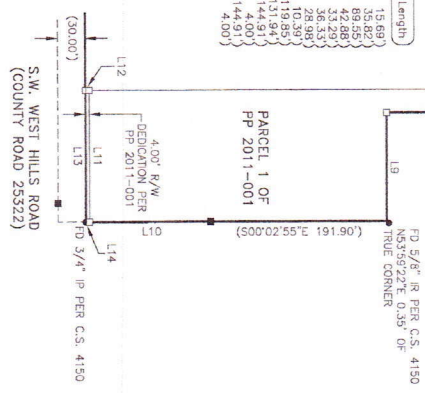
ANNEXATION AREA=118.63 ACRES +/-



| # | Bearing | Length |
|-------|---------------|---------|
| (L1) | S 08°50'47" W | 15.69' |
| (L2) | N 54°56'49" W | 35.82' |
| (L3) | N 48°52'18" W | 42.28' |
| (L4) | N 23°37'14" W | 42.28' |
| (L5) | N 40°56'32" W | 33.29' |
| (L6) | N 57°24'51" W | 26.33' |
| (L7) | N 88°57'05" W | 10.39' |
| (L8) | S 00°02'18" E | 119.95' |
| (L9) | N 89°57'05" E | 131.14' |
| (L10) | S 00°02'55" E | 14.00' |
| (L11) | S 00°02'15" E | 4.00' |
| (L12) | S 89°57'05" W | 144.91' |
| (L13) | S 00°02'55" E | 4.00' |
| (L14) | S 00°02'55" E | 4.00' |

| # | Radius | Delta | Length | Bearing | Chord |
|-------|----------|------------|---------|---------------|---------|
| (C1) | 1840.05' | 114°00'00" | 378.15' | S 84°34'44" E | 374.60' |
| (C2) | 1840.05' | 114°00'00" | 378.15' | S 84°34'44" E | 374.60' |
| (C3) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C4) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C5) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C6) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C7) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C8) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C9) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C10) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C11) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C12) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C13) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |
| (C14) | 1802.69' | 26°35'43" | 692.51' | N 87°59'51" E | 691.34' |

DETAIL NOT TO SCALE



**Annexation Boundary
Legal Description**

Beginning at a 5/8 inch iron rod at the southwest corner of Parcel 2 of Partition Plat 2011-001, a Partition Plat of record located in the John Trapp D.L.C. No. 38 and in the Northwest 1/4 of Section 4 of Township 12 South, Range 5 West of the Willamette Meridian, Benton County, Oregon, said point also being on the north right of way line of S.W. West Hills Road (County Road No. 25322); thence along said north right of way line South 89°57'05" West 1192.02 feet to the east City of Corvallis boundary line as described in Ordinance No. 83-66; thence along said east boundary line North 00°02'03" East 400.00 feet to an angle point in said City of Corvallis boundary line; thence along said City of Corvallis northerly boundary line South 89°57'05" West 400.00 feet to the east right of way line of S.W. 53rd Street (County Road No. 25270); thence along said east right of way line North 00°02'03" East 1701.09 feet to the intersection of said east right of way line and the south right of way line of the Southern Pacific Railroad, said south right of way line also being the north right of way line of Old County Road No. 363; thence along said south right of way line of the Southern Pacific Railroad North 89°34'43" East 1498.46 feet; thence continuing along said south right of way line along the arc of a 1880.08 foot radius curve to the right 383.31 feet (the long chord of which bears South 84°34'47" East 382.64 feet); thence continuing along said south right of way line South 78°44'17" East 147.10 feet; thence continuing along said south right of way line along the arc of a 1462.69 foot radius curve to the left 695.36 feet (the long chord of which bears North 87°39'41" East 688.83 feet) to the intersection of said south right of way line and the northerly extension of the east line of the aforementioned Parcel 2 of Partition Plat 2011-001; thence along said northerly extension South 06°50'47" West 43.29 feet to the northeast corner of said Parcel 2, also being on the south right of way line of said Old County Road No. 363; thence along the easterly lines of said Parcel 2 the following courses: South 06°50'47" West 1405.74 feet to a 5/8 inch iron rod, South 06°50'47" West 15.69 feet, North 54°56'49" West 35.82 feet, North 34°24'22" West 89.55 feet, North 25°37'14" West 42.88 feet, North 40°56'32" West 33.29 feet, North 57°24'51" West 36.33 feet, North 71°11'16" West 28.98 feet, and South 00°02'16" East 10.39 feet to a 1/2 iron pipe at the most northerly northeast corner of Parcel 1 of said Partition Plat 2011-001; thence along the east line of said Parcel 1 South 00°02'16" East 468.01 feet to a 5/8 inch iron rod; thence North 89°57'05" East 119.85 feet to the most easterly northeast corner of said Parcel 1, said point being witnessed by a 5/8 inch iron rod which bears North 53°59'22" East 0.35 feet from the true corner; thence along the east line of said Parcel 1 South 00°02'55" East 323.84 feet to a 5/8 inch iron rod at the southeast corner of said Parcel 1, said point also being on the north right of way line of S.W. West Hills Road (County Road No. 25322) as dedicated on said Partition Plat 2011-001; thence South 00°02'55" East 4.00 feet to a 3/4 inch iron pipe on the south line of said dedication, said point also being on the north City of Corvallis boundary line as described in Ordinance No. 80-90; thence along said north City of Corvallis boundary line South 89°57'05" West 144.91 feet to a 5/8 inch iron rod at the southeast corner of said Parcel 2 of Partition Plat 2011-001; thence along the south line of said Parcel 2 South 89°57'05" West 743.72 feet to the point of beginning.

The above described boundary contains 118.63 acres of land, more or less. The basis of bearing for the above described boundary is from Benton County Survey No. 7718.

ATTACHMENT K