



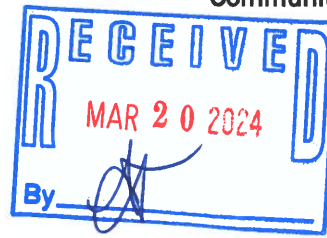
**Benton
County**

**COMMUNITY DEVELOPMENT
DEPARTMENT**

Community Development Department

Office: (541) 766-6819
360 SW Avery Avenue
Corvallis, OR 97333

co.benton.or.us/cd



APPLICATION

COMPREHENSIVE PLAN MAP / ZONING MAP AMENDMENT(S)

File # LU-24-006

Fee: \$ 3,666.00
(SEE CURRENT FEE SCHEDULE)

- Zone/Comp Plan change only
- With Goal Exception
- Mineral/Aggregate Overlay (Goal 5 PAPA)

**ALL SECTIONS MUST BE COMPLETED. ATTACH ADDITIONAL SHEETS IF NECESSARY.
REVIEW WILL BEGIN ONLY WHEN THE APPLICATION IS DETERMINED TO BE COMPLETE**

I. Property Owner(s) Information

Name(s): VP Real Estate Investment Services LLC Phone #1: 541-990-1773
 Mailing Address: 6635 Prather Road Phone #2: 541-619-7075
 City: Independence State: OR Zip: 97351 Email: priscillao3@cs.com

II. Applicant/Authorized Agent Information

Name(s): David Dodson - Willamette Valley Planning LLC Phone #1: 541-231-6111
 Mailing Address: 545 NW Elizabeth Drive Phone #2: _____
 City: Corvallis State: OR Zip: 97330 Email: david@wvporegon.com

Other individuals to be notified of this application: Name, Address, City & Zip, or Email

III. Property Information

Property Address (if different than above) 5840 NW Highway 99W
Corvallis, OR 97330

Tax Lot number(s) of contiguous property owned by the same individual(s):

Assessor's Map Tax Lot Number: T 11 S, R 05 W, Section(s) 12BD, Tax Lot(s) 1200

Current use(s) of the property Tree care operations with vehicle and material storage

Indicate the means of access to the property: State Highway Public Road Private Road

Does the access road cross a railroad? no If yes, please draw the location on your map and describe here: _____

Are there presently any buildings and/or mobile homes located on the property? YES NO

If yes, please list the present use of each building: Equipment storage

Is there a septic system on the property: YES NO When was it installed? Unknown

Water Supply: None _____ Well yes City _____ City Association _____

Other _____ **Please provide well log, water quality test, and septic records information.**

Indicate the Urban Growth or Plan Review Area in which the property is located: Corvallis UGB

Corvallis UG yes PR _____; N. Albany UG _____ PR _____; Philomath UG _____ PR _____

Adair UG _____ PR _____ Monroe UG _____ PR _____.

Indicate any similar uses to the requested use that are located nearby, and the distance to each: _____

Directly south is the tree care office and restrooms.

IV. Request Summary (Example: "Conditional Use approval to operate a commercial kennel in the RR Zone.")
Zone change from Residential (UR-5 and UR-10) to Urban Commercial to allow tree care operations or similar uses.

V. Attached Documentation: With all land use applications, the "burden of proof" is on the applicant. It is important that you provide **ALL** the information listed on the following pages at the time you submit your application. The processing of your application does not begin until the application is determined to be complete.

Attachments

1. A detailed scale drawing or map identifying all existing and proposed locations of roads, power lines, phone lines, septic system(s), well(s), utilities, easements, structures, driveways, pedestrian walks, off street parking and loading and landscape areas.
2. One copy of deed(s) or other proof of property ownership for the subject property.
3. A completed copy of the attached Criteria - Set I, below (all applications need to address these criteria).
4. If an Exception to a Statewide Goal is necessary, a completed copy of the appropriate Criteria - Set II, below.

ATTACHMENT (Criteria - Set I)

Benton County Development Code Applicant Willamette Valley Planning LLC
Section 53.505 through 53.525 Tax Lot(s) 1200
Proposed Plan Designation Mixed Use Comm in City
Proposed Zone Urban Commercial

Criteria - Zone Change / Comprehensive Plan Amendment All applications need to address these criteria:

1. Please list any policies within the Benton County Comprehensive Plan which support this application (indicate policy, chapter and page numbers).
2. Present findings, and information, for each of the following statements as it applies to the proposed plan or zone change:

- a. The proposed plan designation and/or zone for the property is more appropriate than the current plan designation and/or zone when considering existing uses, changes in circumstances since the current designation was applied, or information that indicates that the current designation was not properly applied.
- b. The area proposed for a change in plan designation and/or zone is more appropriate for the proposed designation than other locations in the community or County.
- c. Identify all uses on area properties. Identify the proposed use on the subject property. Identify how any proposed conflicting use would have a minimal impact on area properties.
- d. Adverse impacts upon the community or County would result if the uses permitted in the proposed zone change and/or plan designation were not permitted.
- e. Any increased level of services which could be demanded as a result of the zone change and/or comprehensive plan map amendment can be made available to the area.
- f. The proposed zone change and/or comprehensive plan map amendment is consistent with comprehensive plan policies.
- g. The proposed comprehensive plan map amendment and/or zone change is consistent with Statewide Planning Goals.

ATTACHMENT (Criteria - Set II)

Benton County Development Code

Applicant _____

Section 53.505 through 53.525

Tax Lot(s) _____

Proposed Plan Designation _____

Proposed Zone _____

Criteria - Plan Amendment/Zone Change - Goal Exception

One of the following three sets of Exceptions criteria must be addressed if the proposed Plan Map change requires an Exception to one or more of the Statewide Goals. Please provide attached information that shows that all of the standards of 1, 2, or 3 have been met.

1. ___ For a "Developed" Exception, the following applies (OAR 660-04-025):

- A. Findings must demonstrate that land is already physically developed to the extent that it is no longer available for uses allowed by the applicable Goal.
- B. Findings must show:
 - 1) Exact nature and extent of area;
 - 2) Extent and location of existing physical development;
 - 3) Uses allowed by a Goal to which an exception is being taken shall not be used to justify an exception as "physically developed".

2. ___ For a "Committed" Exception, the following applies (OAR 660-04-028):

- A. An exception is justified under this category when "land subject to the exception is irrevocably committed to uses not allowed by the applicable Goal because existing adjacent uses and other relevant factors make uses allowed by the applicable Goals impracticable."
- B. Findings must address:
 - 1) Existing adjacent uses;
 - 2) Public facilities and services;
 - 3) Parcel size and ownership patterns;
 - i) This must include an analysis of how existing parcel sizes came about. Past land divisions made without application of the Goals do not in themselves demonstrate irrevocable commitment--the County must also show some other type of development to justify commitment.
 - ii) Parcels created under the Goals cannot be used to justify commitment.
 - iii) Differing contiguous parcels under one ownership must be considered as one parcel.
 - iv) Small parcels alone do not justify commitment--parcels must be clustered in a large group and at least partially developed to justify commitment.
 - 4) Neighborhood and regional characteristics;
 - 5) Natural boundaries or other buffers separating the exception area from adjacent resource land;
 - 6) Physical development (structures, facilities, etc.);
 - 7) Other relevant factors; and
 - 8) Facts must support a conclusion that it is "impracticable" to apply the Goal in a given situation or area.

3. ___ For a "Need" Exception, the following applies (OAR 660-04-022):

- A. Reasons must justify why the state policy embodied in the applicable Goals should not apply.
- B. It must be demonstrated that areas which do not require a new exception cannot reasonably accommodate the use. This requirement can be satisfied by broad review of similar uses.
- C. The economic, social, environmental and energy consequences resulting from the use must be shown to be not significantly more adverse than would result from the same proposal being located in another area requiring an exception.
- D. The proposed uses must be shown to be compatible with other adjacent uses or can be so rendered.
- E. Reasons showing a need for rural residential land cannot be based on market demand; and a strong connection must exist between the subject area and "existing or planned rural industrial, commercial or other economic activity."

Signature(s)

I hereby certify that I am the legal owner(s), or contract purchaser, of the above noted property; that I desire to apply for the Plan and/or Zone Change indicated in this application with attachments and that the information contained therein is true and accurate to the best of my knowledge; that the requested change would not violate any deed restrictions attached to the property involved

Guillermo Espinoza

03/11/2024

Owner/Contract Purchaser Signature

Date

VP Real Estate Investment Services LLC, 6635 Prather Road, Independence, OR 97351

Address City, State, Zip

* *[Signature]*

Owner/Contract Purchaser Signature

Date

Address City, State, Zip

Owner/Contract Purchaser Signature

Date

Address City, State, Zip

For Office Use Only

Date Application Received: 3/11/24 Receipt Number: 47916 By: *TL*

File Number Assigned: 41-24-006 Planner Assigned: _____

Date Application Deemed Complete: _____



LEWIS Toby A

From: Priscilla Colleen Esplin <priscillao3@cs.com>
Sent: Wednesday, March 13, 2024 1:14 PM
To: david@wvporegon.com; LEWIS Toby A
Subject: Re: VP Zone Change Application Materials

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We mailed it. Should have it in a day or so.

Priscilla Esplin

On Wednesday, March 13, 2024 at 12:14:37 PM PDT, LEWIS Toby A <toby.lewis@bentoncountyor.gov> wrote:

David / Mr. & Mrs. Esplin,

Our front counter staff said this morning that the ink-signed signature page was not delivered yesterday. I'll be out of the office for the rest of the afternoon but before I go, I wanted to check in:

- If the signature page was submitted yesterday, do you remember who you gave to?
- If it was not submitted, do you have an estimate of when you'll be dropping it off?

Thank you.



Toby Lewis, CFM
Floodplain Administrator | Senior Planner

Office: 541-766-6819

Email: toby.lewis@bentoncountyor.gov

Address: 4500 SW Research Way, Corvallis OR 97333

www.co.benton.or.us

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From: LEWIS Toby A
Sent: Monday, March 11, 2024 4:01 PM
To: david@wvporegon.com
Subject: RE: VP Zone Change Application Materials

Perfect. Thank you.



Toby Lewis, CFM
Floodplain Administrator | Senior Planner

Office: 541-766-6819

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Address: 4500 SW Research Way, Corvallis OR 97333

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From: david@wvporegon.com <david@wvporegon.com>
Sent: Monday, March 11, 2024 3:50 PM
To: LEWIS Toby A <toby.lewis@bentoncountyor.gov>
Subject: RE: VP Zone Change Application Materials

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Toby:

I did hear back from Vern, and he said they would sign it and hand deliver it to the County tomorrow.

David j. Dodson, AICP

Willamette Valley Planning LLC

<https://wvporegon.com/>

541-231-6111

From: LEWIS Toby A <toby.lewis@bentoncountyor.gov>
Sent: Monday, March 11, 2024 2:49 PM
To: david@wvporegon.com
Subject: RE: VP Zone Change Application Materials

Thank you. I will keep an eye out for it.



Toby Lewis, CFM
Floodplain Administrator | Senior Planner

Office: 541-766-6819

Email: toby.lewis@bentoncountyor.gov

Address: 4500 SW Research Way, Corvallis OR 97333

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From: david@wvporegon.com <david@wvporegon.com>
Sent: Monday, March 11, 2024 1:53 PM
To: LEWIS Toby A <toby.lewis@bentoncountyor.gov>
Subject: VP Zone Change Application Materials

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Toby:

Attached you will find the narrative, exhibits, and appendix I submitted to the County this morning.

I've not been able to get in touch with Vern and Priscilla, however I have e-mailed them the application form to sign and asked them to drop it in the mail to you. So hopefully you'll see that in the next week.

David j. Dodson, AICP

Willamette Valley Planning LLC

<https://wvporegon.com/>

541-231-6111

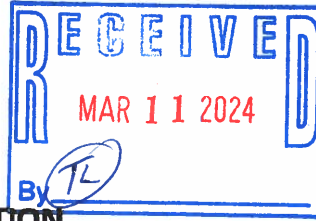


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- f. The proposed zone change and/or comprehensive plan map amendment is consistent with comprehensive plan policies.
- g. The proposed comprehensive plan map amendment and/or zone change is consistent with Statewide Planning Goals.

ATTACHMENT (Criteria - Set II)

Benton County Development Code

Section 53.505 through 53.525

Applicant _____

Tax Lot(s) _____

Proposed Plan Designation _____

Proposed Zone _____

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 - 7) Other relevant factors; and
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- D. The proposed uses must be shown to be compatible with other adjacent uses or can be so rendered.
- E. Reasons showing a need for rural residential land cannot be based on market demand; and a strong connection must exist between the subject area and "existing or planned rural industrial, commercial or other economic activity."

Signature(s)

I hereby certify that I am the legal owner(s), or contract purchaser, of the above noted property; that I desire to apply for the Plan and/or Zone Change indicated in this application with attachments and that the information contained therein is true and accurate to the best of my knowledge; that the requested change would not violate any deed restrictions attached to the property involved

Owner/Contract Purchaser Signature
VP Real Estate Investment Services LLC, 6635 Prather Road, Independence, OR 97351

10/31/2023

Date

Address City, State, Zip

Owner/Contract Purchaser Signature

Date

Address City, State, Zip

Owner/Contract Purchaser Signature

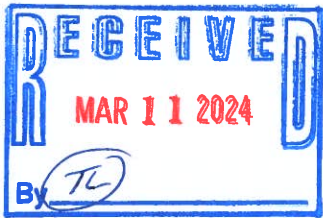
Date

Address City, State, Zip

Owner/Contract Purchaser Signature

Date

For Office Use Only
Date Application Received: 3/11/24 Receipt Number: 47916 By: TL
File Number Assigned: LU-24-006 Planner Assigned: _____
Date Application Deemed Complete: _____



VP Zone Change 5840 NW Highway 99W

An Application for a Zone Change

On Behalf of:

**Vernon & Priscilla Esplin
VP Real Estate Investment Services LLC
6635 Prather Road
Independence, OR 97351**

Prepared by:

K&D Engineering, Inc.



March 11, 2024

Application Narrative

APPLICANT'S REQUEST

Vernon and Priscilla Esplin, prior owners of Buena Vista Arbor Care, own the former Lewisburg Auction and General Store property at 5820 and 5840 NW Highway 99W, (Attachment B). Although most of the larger 2.87-acre property has a long history of being used for commercial activities, the majority of the site is designated Residential – Low Density on the City's Comprehensive Plan Map, with a small corner at the southwest corner designated Mixed Use Commercial, (Attachment C). The Esplin's are interested in changing the zoning from UR-5 and UR-10 Urban Residential to Urban Commercial, (Attachments D & E). A similar land use application has been submitted to the City of Corvallis to amend the residential portion of the City's Comprehensive Plan Map, so the Esplin's entire property is designated Mixed Use Commercial.

SITE AND VICINITY

The 2.87-acre site is at 5840 NW Highway 99W and can also be found on Assessor's Map 11-5-12BD, Tax Lot 1200, (Attachment A). The site has a mild slope to the north toward Mountain View Creek. The subject site contains an existing storage building along the highway and two well houses. The site is used by a tree service company and includes vehicle storage, wood storage and several piles of wood chips. There are several City of Corvallis mapped protected natural features within the project boundary, (Attachment F). The northeast corner of the property is within the High Protection 100-Year Floodplain. At the far northeast corner is also the edge of a 100-Foot Highly Protected Riparian Corridor. Along the northern boundary are several areas with slopes between 10-14.99% and a small area with a slope of 15-24.99%. It should be noted that these slopes are likely a result of wood chip piles that are stored on the property and are not considered a permanent slope hazard.

Properties surrounding the subject site are all in Benton County as the city limits are over a mile and a half to the south. The property immediately south which contains two buildings is also owned by Vernon and Priscilla Esplin. One serves as the office and staff meeting room for the tree service operations. The other is used for equipment maintenance and extends across the northern property line onto the subject site. The Esplin's hope to do a lot line adjustment to move this parcel boundary to the north once both parcels have the same zoning, as the maintenance building extends over the parcel boundary and creates a non-conforming structure. Further to the south is a gas station and convenience store. To the west and north are several residential dwellings. To the east is Highway 99W.

ATTACHMENTS

- A - Vicinity Map
- B - Surrounding Uses
- C - Existing Comprehensive Plan Designations
- D - Existing Zoning Designations
- E - Proposed Zoning Designations
- F - Significant Natural Features
- G - Existing Conditions Survey Map
- H - Legal Description
- I - Notice of Interpretation (LU-20-021)

APPENDIX

Traffic Impact Study

Zone Change Criteria and Findings

ZONE CHANGE

53.505 Zone Change Criteria. The Official Zoning Map may be amended if:

- (1) The proposed zoning for the property is more appropriate than the current zoning, when considering existing uses, changes in circumstances since the current zoning was applied, or information that indicates that the current zoning was not properly applied;**

Findings: Vernon and Priscilla Esplin, prior owners of Buena Vista Arbor Care purchased the two properties at 5820 and 5840 NW Highway 99W from Benton County in 2015. The prior owner, Larry Leslie, had operated the Lewisburg Auction and General Store on both properties. Leslie lost a long-running battle with local government officials over his operation, which sold everything from junk cars and old appliances to plumbing fixtures, scrap metal and surplus building materials. The site had accumulated copious amounts of garbage and an assortment of potentially toxic materials, including old car batteries, used tires, transformers, air conditioning units and leaking 55-gallon drums of unidentified liquids. The Corvallis fire marshal declared Leslie's junkyard a fire hazard, and the Benton County health inspector deemed it a danger to public health.

Leslie was directed to bring the property up to code but was never able to satisfy all the jurisdictional requirements, despite removing more than 200 tons of material from the site. Eventually, county officials obtained a court order authorizing them to complete the cleanup themselves and bill Leslie for the costs. Leslie never paid the bill. Instead, in 2001 he closed his business, moved to Hawaii and put the Lewisburg property up for sale. In 2002, the county slapped a lien on the land title to cover the cleanup costs. The Esplin's negotiated a sale price that included paying Leslie, paying off the principal of the lien, and supplying tree services to the County.

When the Esplin's purchased the property, they rehabilitated the site and used it for the next 5 years for their arbor care office, vehicle storage, and maintenance yard. Several years ago, the Esplin's sold their business and equipment to Bartlett Tree Experts, who continue to use the property for tree care operations.

The existing tree care office building and maintenance shop on the southern parcel (5820) is considered an outright permitted use per BCC 68.105 and consistent with the Notice of Interpretation (LU-20-021), (Attachment I). The vehicle storage and tree care byproducts such as logs and wood chips on the northern parcel (5840) are considered non-conforming uses. The intent of this requested zone change is to bring the northern parcel into conformance with the activities that have occurred on the property for several decades.

The current zoning on the subject property is UR-5 and UR-10 Urban Residential. The property is along an arterial highway, is near the Lewisburg Avenue signalized intersection, and is within a Major Neighborhood Center on the City's Comprehensive Plan Map. Much of the land west of Highway 99W along either side of Lewisburg Avenue is designated on the city's comprehensive plan map as Mixed Use Commercial or Limited Industrial-Office. Because of its location along an arterial highway, its proximity to a major intersection and its location within a Major Neighborhood Center, it is more suitable for commercial uses instead of a low-density residential designation.

(2) The impact on adjacent properties will be minimal;

Findings: As noted earlier, the subject site has been in commercial and retail use for over two decades. The proposed zone change will merely bring it into compliance with the past use of the site. The properties to the south are already zoned Urban Commercial and should not experience any change. The properties to the north and west are zoned UR-5 Urban Residential and will not be impacted any more than they have been in the past.

(3) Any significant increase in the level of public services which would be demanded as a result of the proposed zone change can be made available to the area; and

Findings: The only public service available to the site is the highway infrastructure. The City of Corvallis water, sewer, and storm drainage lines are over a mile and a half south of the site. The existing tree care operation has functioned on the site using the existing well on the property.

(4) The proposed zone change is consistent with the policies of the Comprehensive Plan. [Ord 90-0069]

Findings: The proposed zone change is consistent with the following Comprehensive Plan Policies:

9.1.3 Benton County shall encourage the retention and expansion of businesses that are committed to sustainable practices.

Findings: The prior tree care business "Buena Vista Arbor Care" and the current tree care operator "Bartlett Tree Experts" are local businesses involved in tree care, tree planting, and reuse of the wood products which include chips, firewood, and slabs for furniture.

11.1.1 Benton County shall recognize that cities are the appropriate provider of urban level facilities.

Findings: City services are over a mile and a half south of the site. The current tree care business has a limited need for water and septic disposal, which are currently provided on site. In the future when the site is annexed into the city limits, it will be part of a Major Neighborhood Center and its proximity to the highway and the signalized intersection make it more suitable for commercial uses instead of low density residential.

11.2.3 *Benton County shall require developers to demonstrate that water supplies are adequate and sustainable for the scale of development proposed.*

Findings: The site contains two well houses, one of which is in use and serves the subject property and also serves the adjacent parcel to the south, (Attachment G). The current tree care business only uses water for washing vehicles and for the bathroom and sink in the office building on the adjacent site to the south.

12.1.4 *Benton County shall support Oregon Department of Transportation's (ODOT) efforts to maintain highway mobility and implement access management standards.*

Findings: In 2016 Vernon and Pricilla Esplin worked with ODOT to consolidate driveway access further from the signalized intersection at Lewisburg Avenue. This change allowed for improved stacking and separation from the intersection and was considered an improvement over what previously existed.

12.3.5 *Comprehensive Plan amendments affecting land use designations, densities and design standards shall be consistent with capacities and levels of service of facilities identified in the Benton County TSP.*

Findings: The applicant has retained a transportation engineer to prepare a Traffic Impact Analysis to determine the current and future reasonable worst-case development impacts associated with the zone change. The applicant has submitted a traffic impact study that analyzes the Transportation Planning Rule criteria, Corvallis Land Development Code street requirements, and the City's July 2019 Traffic Impact Study Requirements, (see Appendix). For future development in the County within the Urban Commercial Zone, the reasonable worst-case development is assumed to be a 15,000 square foot general office building and a 10,000 square foot animal hospital/veterinary clinic. For future development when the property is ultimately annexed into the City, two options were considered, as there are two potential zoning designations. The first was if the property was zoned CMU-2. The reasonable worst-case development is assumed to be a 30,275 square foot shopping plaza. The second was if the property was zoned General Commercial. The reasonable worst-case development is assumed to be a 4,000 square foot convenience store with 12-vehicle fueling positions. Below are the conclusions and recommendations.

1. The subject property is located at 5840 NW Highway 99W (OR 99W), Corvallis, (Benton County) Oregon. The property is identified as tax lot 1200 on Benton County Assessor's map 11-5-12BD and is approximately 2.87 acres. The property has frontage on, and access to OR 99W to the east.
2. The subject property is located outside the Corvallis City Limits (in Benton County) but is inside the Urban Growth Boundary (UGB), in the area referred to as the Urban Fringe. As such, all proposed land use actions are subject to the Corvallis Urban Fringe Management Agreement policies.

3. Proposed land use actions include a Corvallis Comprehensive Plan amendment and a plan designation change from Residential – Low Density to Mixed Use Commercial and a corresponding Benton County zone change from Urban Residential (UR-5 and UR-10) to Urban Commercial (C) – noting the property will remain in the County following these land use actions.
4. For comparison purposes, this analysis also evaluates reasonable worst-case development scenario impacts in the (potential future) Corvallis RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations) and the (potential future) Corvallis Commercial Mixed-Use 2 (CMU-2) and General Commercial (GC) zone designations (which are equivalent to the proposed Benton County C zone designation).
5. The Corvallis TSP does not identify any specific transportation infrastructure deficiencies or funded projects in the project area for any mode: pedestrian, bicycle, or motor vehicle; however, based on the list of unfunded and high-priority projects, it is apparent the City anticipates growth in the area during the planning period, including the need to construct capacity improvements at the OR 99W / Lewisburg Road intersection that are proposed to be funded by ODOT and developers.
6. Study area intersection crash rates are less than the 1.0 crashes/mev threshold and the 90th percentile crash rate of the reference population. As such, the intersections are considered relatively safe, and further safety analysis is not warranted.
7. SPIS data for the OR 99W segment adjacent to the subject property finds SPIS scores ranging from 14.80 to 18.65 which are below the ODOT Region 2 top 15% SPIS score threshold of 37.79. As such, this roadway segment is considered relatively safe, and no further safety analysis is warranted.
8. Reasonable worst-case development in the current UR-5 and UR-10 zones is assumed to be 1 single-family residence and in the proposed C zone it is assumed to be a 15,000-square-foot general office building and a 10,000-square-foot animal hospital/veterinary clinic.
9. Reasonable worst-case development in the proposed C zone generates 369 daily and 74 PM additional trips over the current UR-5 and UR-10 zones.
10. Reasonable worst-case development in the (potential future) Corvallis CMU-2 and GC zone designations (which are equivalent to the proposed Benton County C zone designation) generates a maximum of 948 daily and 96 PM additional trips over the (potential future) current RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations). It is further noted that no internal capture trip reductions are assumed between the commercial and adjacent residential uses; however, if the area develops with a connected roadway system there will be internal trip capture.
11. City and OHP trip threshold criteria requiring a TIS or a TPR analysis are not met.

12. The proposed Comprehensive Plan amendment and zone change will not significantly affect an existing or planned transportation facility, and the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis. Further, because this land use action does not contemplate a specific development application, the OR 99W site access will be evaluated at the time of a future development application.
13. It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).
14. While not part of this land use action, it is recommended that all future access(es) be constructed consistent with requirements identified in Corvallis LDC Section 4.1.40 – Standards for Off-Street Parking and Access.

In summary, this analysis concludes that intersection operations meet agency mobility standards in both the current and proposed reasonable worst-case land use designation scenarios. As such, no improvements are specifically necessary to mitigate the proposed Comprehensive Plan map amendment and associated zone change. Future highway frontage improvements will be evaluated with future development proposals.

14.1.1 Benton County shall coordinate planning efforts with the cities to ensure that lands within urban growth boundaries (UGB) are efficiently and effectively developed so that urban densities will ultimately result. Urban fringe management agreements will be developed and maintained to clarify implementation roles and responsibilities.

Findings: Consistent with the urban fringe management agreement, the applicant has submitted a comprehensive plan map amendment request to the City of Corvallis. The applicant will be submitting applications to the City and the County at the same time, as joint hearings with the Planning Commission, City Council and Board of Commissioners will be required. The applicant will be providing courtesy copies of each application to each jurisdiction.

53.510 Initiating a Zone Change.

- (1) A landowner may initiate a zone change for land in his or her ownership by submitting an application for a zone change to the Planning Official. The application shall include maps, drawings, data and other relevant information supporting the zone change.**

Findings: The landowners, Vernon and Priscilla Esplin have initiated this zone change by submitting it to the Planning Official at Benton County. The application includes exhibits and this narrative that responds to the applicable review criteria that supports the zone change request.

- (2) **The Board of Commissioners may initiate a zone change. The Board shall direct the Planning Official to prepare maps, drawings, data, and other information supporting the proposed zone change. [Ord 90- 0069]**

Findings: Not applicable, as the property owner has initiated this zone change.

Application Form Criteria - Zone Change / Comprehensive Plan Amendment All applications need to address these criteria:

1. **Please list any policies within the Benton County Comprehensive Plan which support this application (indicate policy, chapter and page numbers).**

Findings: See responses to BCC 53.505 (4) above.

2. **Present findings, and information, for each of the following statements as it applies to the proposed plan or zone change:**

- a. **The proposed plan designation and/or zone for the property is more appropriate than the current plan designation and/or zone when considering existing uses, changes in circumstances since the current designation was applied, or information that indicates that the current designation was not properly applied.**

Findings: See response to BCC 53.505 (1) above.

- b. **The area proposed for a change in plan designation and/or zone is more appropriate for the proposed designation than other locations in the community or County.**

Findings: The current zoning on the subject property is UR-5 and UR-10 Urban Residential. The property is along an arterial highway, is near the Lewisburg Avenue signalized intersection, and is within a Major Neighborhood Center on the city's Comprehensive Plan map. Much of the land west of Highway 99W along either side of Lewisburg Avenue is designated on the city's Comprehensive Plan map as Mixed Use Commercial or Limited Industrial-Office. Because of its location along an arterial highway, its proximity to a major intersection and its location within a major neighborhood center, it is more suitable for commercial uses instead of a low-density residential designation.

- c. **Identify all uses on area properties. Identify the proposed use on the subject property. Identify how any proposed conflicting use would have a minimal impact on area properties.**

Findings: The prior owner, Larry Leslie, had operated the Lewisburg Auction and General Store which sold secondhand items on the subject site. When the Esplin's purchased the property in 2015, they cleaned up the property and used it for the next 5 years for their arbor care vehicle and material storage. Several years ago, the Esplin's sold their business and equipment to Bartlett Tree Experts, who continue to use the property for tree care operations.

The structures on the subject property include an existing one-story storage building, two well houses, and a portion of the maintenance building on the property to the south. The uses on the site include vehicle and material storage. There are no plans to alter the existing structures or change the use of the property.

Directly south is a one-story tree care office building and one-story maintenance shop. Historically, as is today, the parcels at 5820 and 5840 Highway 99W have been under the same ownership and had comingled uses. Further to the south and adjacent to Lewisburg Avenue is a gas station and convenience store. To the west and north are several residential dwellings. To the east is Highway 99W. The surrounding uses have been adjacent to the existing tree care operations for almost a decade now and to the best of our knowledge, there have been no complaints or negative impacts.

d. Adverse impacts upon the community or County would result if the uses permitted in the proposed zone change and/or plan designation were not permitted.

Findings: The proposed zone change to Urban Commercial permits the following uses:

- Professional offices and clinics
- Restaurants, taverns, motel, hotel and membership clubs
- Service stations
- Sale of goods
- Vehicle parking lot
- One dwelling for an employer or employee
- Day care less than 13 children

As noted previously, the Esplin's have no interest in changing the current use of the property. They merely want to bring the use into conformance with the activities that have occurred on the property for over two decades. The more intensive commercial uses noted above have the potential to increase traffic on Highway 99W. The limiting factor at this time is not the availability of water, but the availability to dispose of septic waste. The flatter portions of the site were found to be unsuitable for septic disposal. That was the reason for why the Esplin's purchased additional property to the west several years ago. However, a septic feasibility has never been approved for this upland property to the west, so if more intensive commercial uses were ever built on the property while it is in the County's jurisdiction, septic approval would be required.

e. Any increased level of services which could be demanded as a result of the zone change and/or comprehensive plan map amendment can be made available to the area.

Findings: See the prior response for potential septic limitations if more intensive commercial uses were developed on the property. When the property is eventually annexed

into the City limits, city services will be available to serve the more intensive commercial uses allowed in the City.

- f. The proposed zone change and/or comprehensive plan map amendment is consistent with comprehensive plan policies.**

Findings: See responses to BCC 53.505 (4) above.

- g. The proposed comprehensive plan map amendment and/or zone change is consistent with Statewide Planning Goals.**

Goal 1: Citizen Involvement

Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

Findings: This goal is the responsibility of the city and county to ensure each jurisdiction has a robust citizen involvement program.

Goal 2: Land Use Planning

Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

Findings: No statewide goal exceptions are being requested. The City of Corvallis and Benton County have an urban fringe management agreement in place. That agreement requires Comprehensive Plan Map Amendments within the urban fringe to be reviewed jointly by both Planning Commissions as well as the Corvallis City Council and County Board of Commissioners.

Goal 3: Agricultural Lands

Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

Findings: Not applicable.

Goal 4: Forest Lands

This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

Findings: Not applicable.

Goal 5: Open Space, Scenic and Historic Area and Natural Resources

Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

Findings: The City of Corvallis has completed a Goal 5 natural features inventory within the Urban Growth Boundary and established standards by which those resources must be protected or mitigated. The County has adopted some of the City's Goal 5 resources, and encourages, but does not require others to be protected.

If future development occurs on the subject site while it is still in the County's jurisdiction, it would be required to comply with Benton County's Goal 5 natural features protections. When the property is eventually annexed into the City limits, it will be subject to the City's Goal 5 protections at that time.

Goal 6: Air, Water and Land Resource Quality

This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Findings: Although there is an underground contamination plume to the south, it does not extend to this property. The on-site well has been tested and found to be potable.

Goal 7: Areas Subject to Natural Disasters and Hazards

Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

Findings: The subject site is south of Mountain View Creek. The northeast corner of the property is within the 100-year floodplain, (Attachment G). The County has safeguards for development within the floodplain to minimize the risk of flood damage to structures. The City has identified the northeast corner of the subject site as having a highly protected riparian corridor as well as a highly protected floodplain fringe in their Goal 5 natural features inventory.

Goal 8: Recreation Needs

This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

Findings: Not applicable.

Goal 9: Economy of the State

Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Findings: The proposed zone change from residential to commercial supports the preservation and expansion of existing local businesses, such as Bartlett Tree Experts.

Goal 10: Housing

This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Findings: The state recently mandated local jurisdictions to provide more housing. Generally, this has been addressed and accommodated within the cities, as rural lands in the County attempt to limit or discourage urban level of development. The current zoning of UR-5 and UR-10 would typically allow one dwelling. However, since the existing tree care business is non-conforming, that use would need to be removed from the property before a new dwelling could be permitted. Therefore, to accommodate future residential development on the property, the existing business would need to be removed. The tradeoff of displacing a local business to allow for one additional dwelling is viewed as a negative economic impact while providing limited housing opportunities.

If the zone change is approved, then the tree care business would be a conforming use, and Urban Commercial zoning would allow for one dwelling for the employer or employee. Therefore, the proposed zone change will allow for the same level of residential development as the existing Urban Residential zoning.

Goal 11: Public Facilities and Services

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

Findings: The site contains two well houses, one of which is in use and serves the subject property as well as the adjacent parcel to the south. The current tree care business only uses water for washing vehicles and for the bathroom and sink in the office building on the adjacent parcel to the south.

The flatter portions of the site were found to not be suitable for septic disposal. That was the reason for why the Esplin's purchased additional property to the west several years ago. However, a septic feasibility assessment has never been approved for this upland property to the west, so if more intensive commercial uses were ever built on the property while it is in the County's jurisdiction, septic approval would be required.

Goal 12: Transportation

The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

Findings: The applicant has retained a transportation engineer to prepare a Traffic Impact Analysis to determine the current and future reasonable worst-case development impacts associated with the zone change. The applicant has submitted a traffic impact study that analyzes the Transportation Planning Rule criteria, Corvallis Land Development Code street requirements, and the City's July 2019 Traffic Impact Study Requirements, (see Appendix). For future development in the County within the Urban Commercial Zone, the reasonable worst-case development is assumed to be a 15,000 square foot general office building and a 10,000 square foot animal hospital/veterinary clinic. For future development when the property is ultimately annexed into the City, two options were considered, as there are two potential zoning designations. The first was if the property was zoned CMU-2. The reasonable worst-case development is assumed to be a 30,275 square foot shopping plaza. The second was if the property was zoned General Commercial. The reasonable worst-case development is assumed to be a 4,000 square foot convenience store with 12-vehicle fueling positions. Below are the conclusions and recommendations.

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2. The subject property is located outside the Corvallis City Limits (in Benton County) but is inside the Urban Growth Boundary (UGB), in the area referred to as the Urban Fringe. As such, all proposed land use actions are subject to the Corvallis Urban Fringe Management Agreement policies.
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4. For comparison purposes, this analysis also evaluates reasonable worst-case development scenario impacts in the (potential future) Corvallis RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations) and the (potential future) Corvallis Commercial Mixed-Use 2 (CMU-2) and General Commercial (GC) zone designations (which are equivalent to the proposed Benton County C zone designation).
5. The Corvallis TSP does not identify any specific transportation infrastructure deficiencies or funded projects in the project area for any mode: pedestrian, bicycle, or motor vehicle; however, based on the list of unfunded and high-priority projects, it is apparent the City anticipates growth in the area during the planning period, including the need to construct capacity improvements at the OR 99W / Lewisburg Road intersection that are proposed to be funded by ODOT and developers.
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9. Reasonable worst-case development in the proposed C zone generates 369 daily and 74 PM additional trips over the current UR-5 and UR-10 zones.
10. Reasonable worst-case development in the (potential future) Corvallis CMU-2 and GC zone designations (which are equivalent to the proposed Benton County C zone designation) generates a maximum of 948 daily and 96 PM additional trips over the (potential future) current RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations). It is further noted that no internal capture trip reductions are assumed between the commercial and adjacent residential uses; however, if the area develops with a connected roadway system there will be internal trip capture.
11. City and OHP trip threshold criteria requiring a TIS or a TPR analysis are not met.
12. The proposed Comprehensive Plan amendment and zone change will not significantly affect an existing or planned transportation facility, and the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis. Further, because this land use action does not contemplate a specific development application, the OR 99W site access will be evaluated at the time of a future development application.

13. It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).
14. While not part of this land use action, it is recommended that all future access(es) be constructed consistent with requirements identified in Corvallis LDC Section 4.1.40 – Standards for Off-Street Parking and Access.

In summary, this analysis concludes that intersection operations meet agency mobility standards in both the current and proposed reasonable worst-case land use designation scenarios. As such, no improvements are specifically necessary to mitigate the proposed Comprehensive Plan map amendment and associated zone change. Future highway frontage improvements will be evaluated with future development proposals.

Goal 13: Energy

Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

Findings: Not applicable.

Goal 14: Urbanization

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

Findings: The City of Corvallis has established an Urban Growth Boundary for anticipated future growth and the subject property is within this boundary. Eventually the subject site will be annexed into the city limits, at which time public services will be available to accommodate redevelopment and future urbanization.

Goal 15: Willamette Greenway

Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

Findings: Not applicable.

Goal 16: Estuarine Resources

This goal requires local governments to classify Oregon's 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those "management units."

Findings: Not applicable.

Goal 17: Coastal Shorelands

The goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for "water-dependent" or "water related" uses.

Findings: Not applicable.

Goal 18: Beaches and Dunes

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

Findings: Not applicable.

Goal 19: Ocean Resources

Goal 19 aims "to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19's main requirements are for state agencies rather than cities and counties.

Findings: Not applicable.

CONCLUSIONS ON THE ZONE CHANGE

The discussion presented above has provided responses to applicable review criteria regarding land use and compatibility, natural resources and natural hazards, circulation, and public facilities and services. In each case, it has been shown that the proposed zone change is consistent with relevant Comprehensive Plan Policies and the applicable Benton County Code review criteria. The transportation analysis concluded that intersection operations meet agency mobility standards in both the current and proposed reasonable worst-case land use designation scenarios. As such, no improvements are specifically necessary to mitigate the proposed zone change. Future highway frontage improvements will be evaluated with future development proposals.

VICINITY MAP



SUBJECT SITE



Scale: 1" = 200'

ATTACHMENT A

SURROUNDING USES



SUBJECT PROPERTY

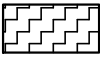
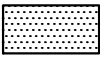
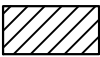
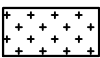




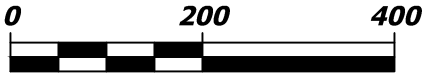
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ATTACHMENT B

EXISTING COMPREHENSIVE PLAN DESIGNATIONS



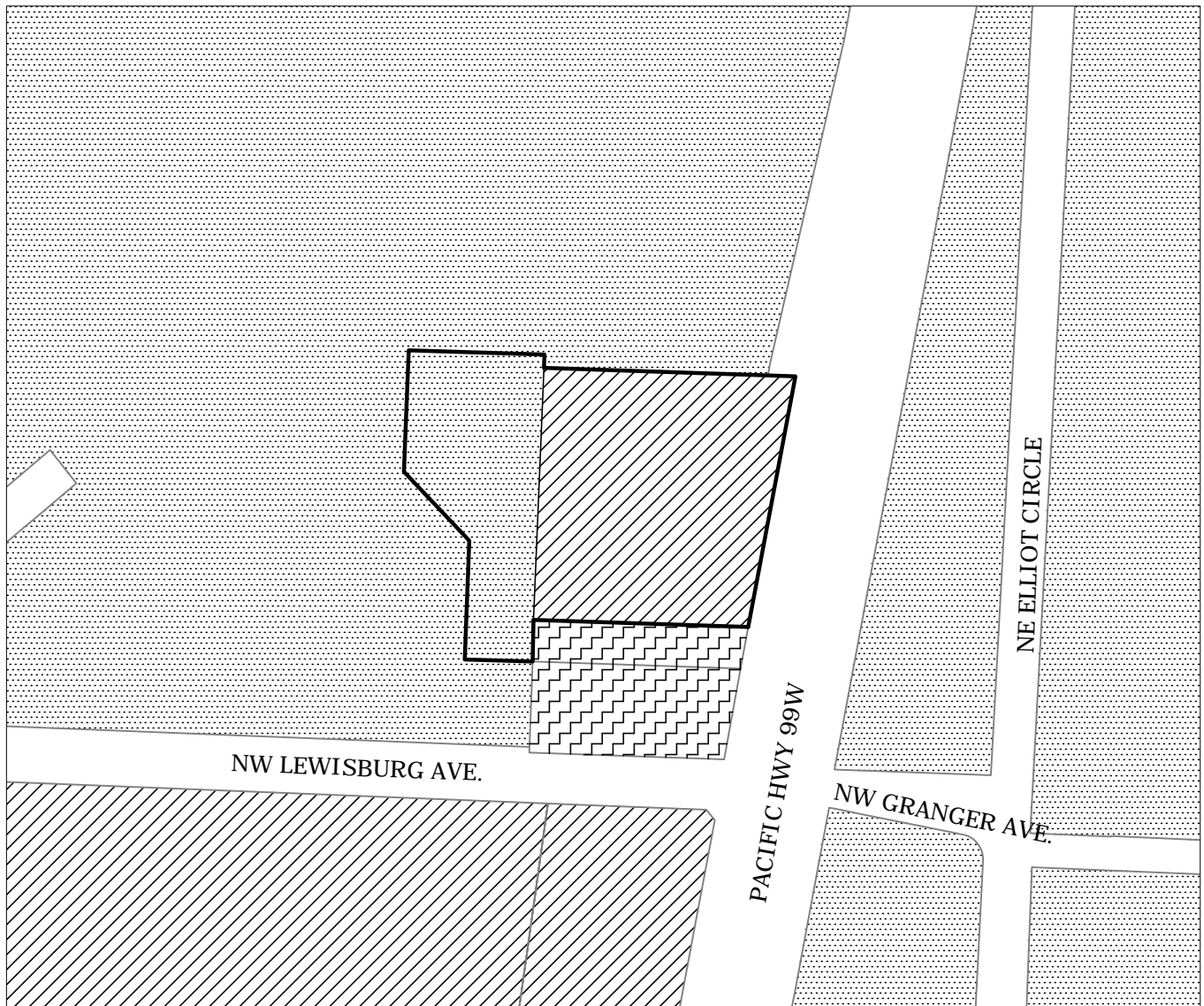
-  RESIDENTIAL - LOW DENSITY
-  MIXED USE COMMERCIAL
-  LIMITED INDUSTRIAL - OFFICE
-  PUBLIC INSTITUTIONAL
-  MAJOR NEIGHBORHOOD CENTER BOUNDARY
-  SUBJECT SITE

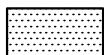
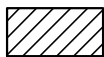
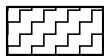



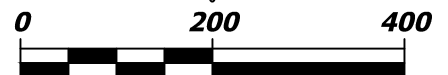
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ATTACHMENT C

EXISTING ZONING DESIGNATIONS



-  UR-5 URBAN RESIDENTIAL
-  UR-10 URBAN RESIDENTIAL
-  UC URBAN COMMERCIAL
-  SUBJECT SITE







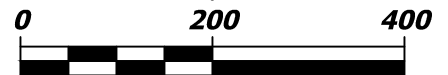
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ATTACHMENT D

PROPOSED ZONING DESIGNATIONS



-  UR-5 URBAN RESIDENTIAL
-  UR-10 URBAN RESIDENTIAL
-  UC URBAN COMMERCIAL
-  SUBJECT SITE



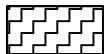
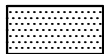



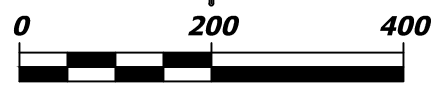
Scale: 1" = 200'

ATTACHMENT E

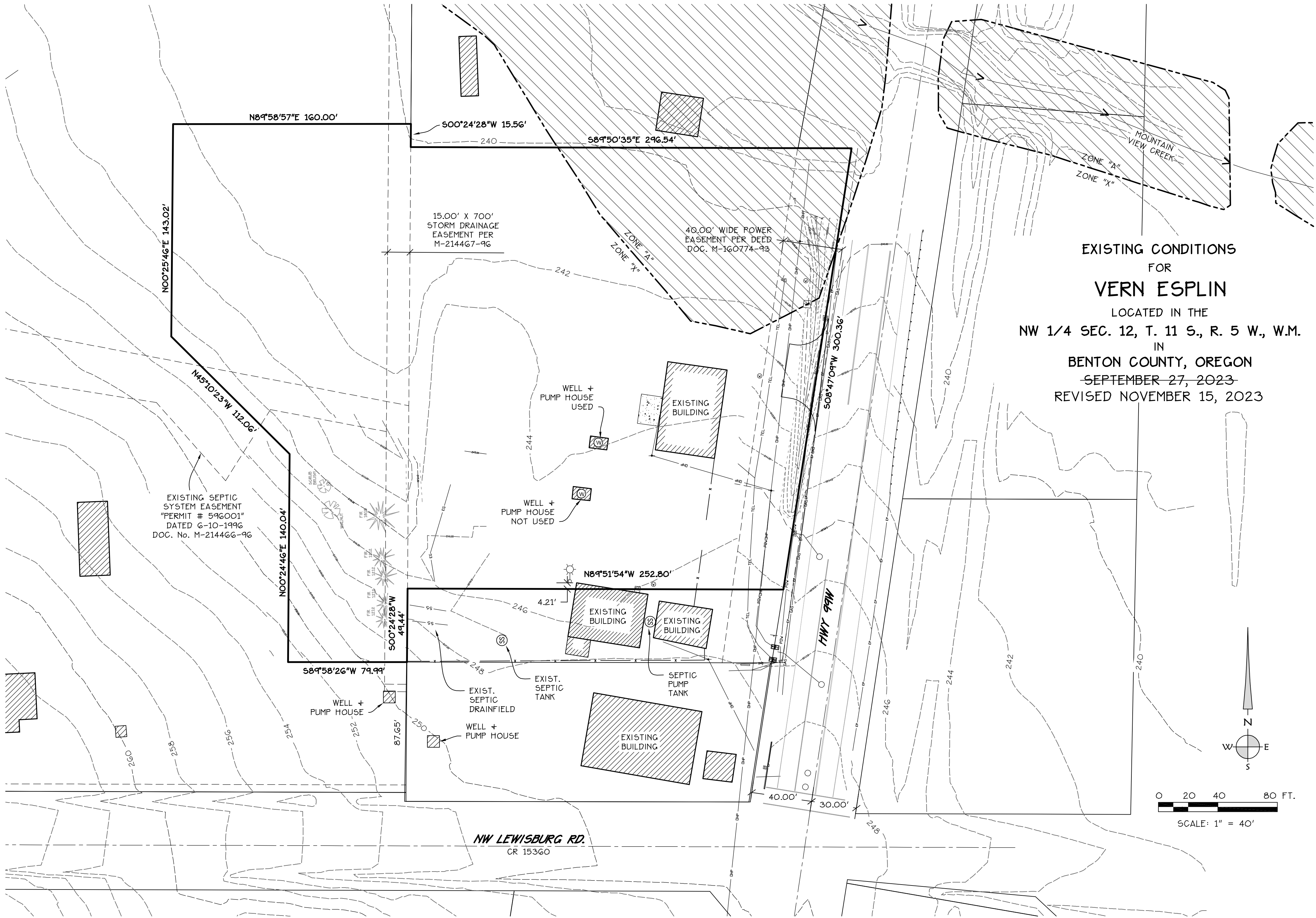
SIGNIFICANT NATURAL FEATURES



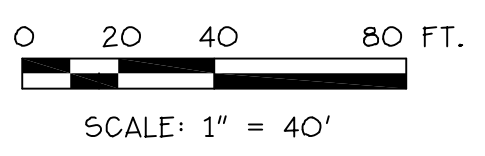
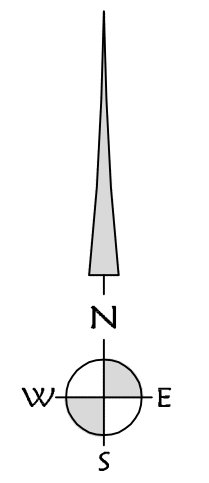
-  10-14.99% SLOPE
-  15-24.99% SLOPE
-  FLOODZONE A HIGH PROTECTION FRINGE
-  HIGHLY PROTECTED RIPARIAN CORRIDOR
-  SUBJECT SITE



Scale: 1" = 200'



EXISTING CONDITIONS
FOR
VERN ESPLIN
 LOCATED IN THE
 NW 1/4 SEC. 12, T. 11 S., R. 5 W., W.M.
 IN
 BENTON COUNTY, OREGON
 -SEPTEMBER 27, 2023-
 REVISED NOVEMBER 15, 2023



ATTACHMENT G

Date: 11/15/2023 Time: 9:30
 Scale: 1"=100'
 File: dwg\2015\15-188-B\15-188b-ex.dwg (George)

K & D ENGINEERING, Inc.
 276 N.W. Hickory Street P.O. Box 725
 Albany, Oregon 97321
 (541) 928-2583

Legal Description:

Parcel 1 of partition plat 2022-006, a partition recorded in Benton County, Oregon

Meets and Bounds:

Beginning at a 5/8" rod at the Southeast corner of Parcel 1 of partition plat 2022-006, a partition recorded in Benton County, Oregon, said corner being on the West right-of-way line of U.S. Highway 99W; thence North 89°51'54" West 252.80 feet to a 5/8" rod; thence South 00°24'28" West 49.44 feet to a 5/8" rod; thence South 89°58'26" West 79.99 feet to a 5/8" rod; thence North 00°24'46" East 140.04 feet to a 5/8" rod; thence North 45°10'23" West 112.06 feet to a 5/8" rod; thence North 00°25'46" East 143.02 feet to a 5/8" rod; thence North 89°58'57" East 160.00 feet to a 5/8" rod; thence South 00°24'28" West 15.56 feet to a 5/8" rod; thence South 89°50'35" East 296.54 feet to a 5/8" rod on the west right-of-way line of U.S. Highway 99W; thence South 08°47'09" West 300.36 feet to the point of beginning.

Containing 2.87 Acres more or less.



COMMUNITY DEVELOPMENT DEPARTMENT

360 SW Avery Avenue
Corvallis, OR 97333-1139
(541) 766-6819
FAX (541) 766-6891

Land Use Interpretation

NATURE OF APPLICATION:	Request for an interpretation of the Benton County Development Code to determine whether the operation of Buena Vista Arbor Care company (BVAC, Inc.) and a landscape company are allowed uses in the Urban Commercial Zone.
APPLICABLE CRITERIA:	Benton County Code Chapters 51 (Development Code Administration and Definitions) and 68 (Urban Commercial).
PROPERTY LOCATION:	The properties are located at 5820 and 5840 NW Hwy 99W, Corvallis; Tax Assessor’s Map T11S R5W Section 12BD, Tax Lots 300 and 400.
APPLICANT:	Priscilla Esplin
PROPERTY OWNER:	VP Real Estate Investment Services LLC
ZONE DESIGNATION:	Tax Lot 400: Urban Commercial. Tax Lot 300: Urban Residential.
CITY OF CORVALLIS COMP. PLAN DESIGNATION:	Tax Lot 400: Mixed Use Commercial. Tax Lot 300: Low Density Residential.
CAC PLANNING AREA:	North-Benton (not active)
STAFF CONTACT:	Linsey Godwin
FILE NUMBER:	LU-20-021

I. BACKGROUND

An application for a written interpretation of the development code was submitted on May 1, 2020 and deemed complete. Pursuant to Benton County Code (BCC) 51.205(1), a written interpretation is an administrative land use action and notice shall be sent pursuant to BCC 51.625. Notice of the decision shall be published in a newspaper of general circulation and notice shall be provided to the applicant and any member of the public who has requested in writing to the Community Development Department within the past year to be notified of land use actions regarding the subject matter of the Interpretation.

II. PROPOSAL

The applicant seeks a code interpretation to determine whether:

1. Buena Vista Arbor Care Company (BVAC, Inc.) located at 5820 NW Hwy 99W (southern property) is an allowed use in the Urban Commercial zone, and
2. A separate landscape company and the uses associated with BVAC, Inc., both of which occur on the property located at 5840 NW Hwy 99W (northern property) would be allowed uses in the Urban Commercial zone.

3. **Note:** While the question asked by the applicant refers to the Urban Commercial zone for both properties, the northern property is currently zoned Urban Residential. The applicant has discussed the possibility of a zone change from Urban Residential to Urban Commercial with County and City staff.

According to the application materials submitted by the applicant, the southern property is used for:

“...professional office space for Buena Vista Arbor Care Company, some employee and equipment parking, and has an accessory building behind the office that is used for storage and equipment maintenance. Daily activity includes 1-3 office staff arriving at 7am and departing at 4pm. The office does not get regular public visitors to the office.”

While, the northern property is *“used mostly [for] parking of vehicles of [BVAC, Inc.], chip storage (a [by-product] of our professional business), and the building located at 5840 is a professional office [for a] landscape company...”* Neither professional office is open to the public.”

“Yes, the property to the North is used for parking vehicles and equipment from BVAC Inc and the landscape business. The building at 5840 is used as his (landscape) professional office.

“Nothing is stored there beside chips and occasional wood.”



II. FINDINGS OF FACT

1. The southern property is approximately 0.28 acres and is zoned Urban Commercial. The property to the north is under the same ownership as the southern property and is approximately 1.9 acres and is zoned Urban Residential. (See Attachment A)
2. The land immediately to the west and east of the subject properties are zoned Urban Residential – 5 (UR-5) and developed with residential uses. The land to the north is zoned Urban Residential – 10 (UR-10). The land immediately to the south of the southern property is zoned Urban Commercial.

III. ANALYSIS

BCC 68.105. Permitted Uses. The following uses are allowed in the Urban Commercial Zone:

- (A) **Professional office, clinics and personal service outlet. [BCC 68.105(1)]**
- (B) **Sale of goods. [BCC 68.105(4)]**
- (C) **Vehicle parking lot. [BCC 68.105(5)]**
- (D) **Farm use or forest use. [BCC 68.105(10)]**
 - (a) **“Forest Use” includes the production (growing) of trees and the processing of forest products [BCC 51.020(24)(a)]**
- (E) **Accessory use or structure. [BCC 68.105(11)]**

Findings: As described by the applicant, there are two companies using the subject properties. BVAC, Inc. is located on both properties, while a landscape company uses only

the northern property. The southern property contains an office building for BVAC, Inc. and an accessory structure¹ for storage and maintenance of vehicles and equipment. The northern property contains an office building and no other structures.

The office buildings are used by staff with infrequent customer visits. The undeveloped portions of the properties are used for staff and customer parking, vehicle and equipment parking and storage, and storage of tree and landscape by-products (primarily wood chips). A substantial portion of daily activities from both businesses occur off-site at customer locations.

The Urban Commercial (UC) Zone is intended for supporting commercial activities at a level compatible with an urbanizing environment with on-site sale of goods, food services, overnight accommodations, vehicle parking, frequent customer on-site visits, and office space, but can also include farm and forest use, since it is still outside city limits. The uses listed do not typically cause negative off-site impacts like odors, vibration, glare, or fumes that would affect neighboring properties. The uses may cause more noise than those in a residential zone.

Professional offices² and personal service³ outlets are allowed uses in the UC zone. The offices for an arbor care company and a landscape company fit into these categories, because they are providing “service based on the intellectual or manual efforts of an individual” and portions of the work involves “specialized knowledge” which may have been obtained through “long and intensive academic preparation”. For example, an arborist is only eligible to become a Certified Arborist by the International Society of Arboriculture (ISA), if they have one or more of the following:

- Three or more years of full-time, eligible, practical work experience in arboriculture
- A degree in the field of arboriculture, horticulture, landscape architecture, or forestry from a regionally accredited educational institute.⁴

BVAC, Inc. is a member of ISA and the Pacific Northwest Chapter of ISA. Landscape companies require knowledge of different plant species and their pruning, irrigation and care needs. These companies may also provide irrigation services, pest and weed control, and landscape design or installation services. Most of these services require specialized knowledge gained through education, training or certifications.

Based on aerial imagery (see page 4) and the applicant’s statement, the properties are also used for outside storage of wood chips and lumber, other by-products of the two businesses and equipment. Outside storage of materials as a principal use is a use that is allowed in the Urban Industrial zone, but is not listed as an allowed or a conditional use in the UC zone. Therefore, outside storage of materials (meaning goods, supplies and equipment) cannot be a principal use in the UC zone. Instead, any outside storage of goods, supplies or equipment must be an accessory use to an allowed principal use on the properties – in this case, either the arbor care or landscaping companies.

An “accessory use or structure” means a use or structure which is incidental or subordinate to the principal use or structure.⁵ In order for the wood chips and lumber associated with BVAC, Inc. and any by-products associated with the landscape company to remain accessory uses, they could not be the primary reason for the existence of either business or

¹ Located inside the structure authorized by Building Permit No. 138-16-000420-STR.

² “Profession” is defined as “a calling requiring specialized knowledge and often long and intensive academic preparation” by Merriam-Webster online dictionary, <https://www.merriam-webster.com/dictionary/professions>, visited June 4, 2020.

³ “Personal service” is defined as “a service based on the intellectual or manual efforts of an individual (as for salary or wages) rather than a salable product of his or her skills” by Merriam-Webster online dictionary, <https://www.merriam-webster.com/legal/personal%20service>, visited June 4, 2020.

⁴ “Why Become an ISA Certified Arborist?” <https://www.isa-arbor.com/Credentials/Types-of-Credentials/ISA-Certified-Arborist>, visit June 18, 2020.

⁵ BCC 51.020(3)

for a customer coming to the property. For example, incidental would be when a customer is obtaining services for arbor or landscape care on their own property and as a part of that service they receive wood chips. The amount of woody debris on the properties would naturally fluctuate in size and location based on the seasons and day to day operations. The existence of these materials in limited and temporary quantities on the subject properties is allowable under the provisions of Benton County Code. Direct sales of wood chips from the property, or sale by delivery exclusive of general landscaping services, would not be accessory use and therefore not allowed.



Parking for staff and customers would be considered as accessory to the businesses as these types of parking are needed for the day to day functioning of the businesses. Both businesses inherently require large vehicles capable of transporting equipment and/or wood and landscape debris, with the arbor care needing vehicles and equipment capable of removing or trimming large trees. The vehicles and equipment needed by these businesses would be considered accessory as well, as long as they continue to be used by the businesses in their day to day or seasonal operations. This accessory use type of vehicle and equipment parking is distinct from vehicles and equipment placed on the property that are no longer in use by the businesses and still remain on the property. Once “eight or more motor vehicles in any condition, or an equivalent volume of salvaged materials or solid waste” are placed on a property, it becomes considered a junkyard, which is a use that is not allowed in the UC zone.⁶

IV. DECISION

The Buena Vista Arbor Care company and the landscape company offices and associated supporting accessory uses as described in the application are structures and uses consistent with the Urban Commercial zone. This decision does *not* find that those uses occurring on the northern property are consistent with the current Urban Residential zoning of that property.

PLANNING OFFICIAL:  Date of Decision: June 18, 2020

⁶ BCC 51.020(28). “Junkyard” includes an autowrecking yard, garbage dump, junk dealer, and a scrap metal processing facility.

THIS DECISION MAY BE APPEALED TO THE PLANNING COMMISSION BY FILING AN APPEAL FORM AND PAYING THE APPEAL FEE BY 5:00P.M. ON **JULY 2, 2020** (THE 14TH CALENDAR DAY AFTER THE DATE OF THE DECISION). You may obtain an appeal form, and you may submit the completed form and the appeal fee, at the Community Development Department, 360 SW Avery Avenue, Corvallis. A person receiving this notice by mail may appeal this decision only to the Planning Commission and may not appeal directly to the Oregon Land Use Board of Appeals.

This final decision will not become effective until the 14-day appeal period has elapsed. The findings of fact relied upon in making this decision are available for review free of charge at the Community Development Department. Due to COVID-19 precautions, please call ahead before coming in (541-766-6819). A paper copy can be provided at a reasonable cost. A pdf can be emailed free of charge. If you wish to discuss this file, it is best to phone the staff contact.

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR, OR SELLER: ORS 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER. The recipient of this notice is hereby responsible to promptly forward a copy of this notice to every person with a documented interest, including a renter or lessee.

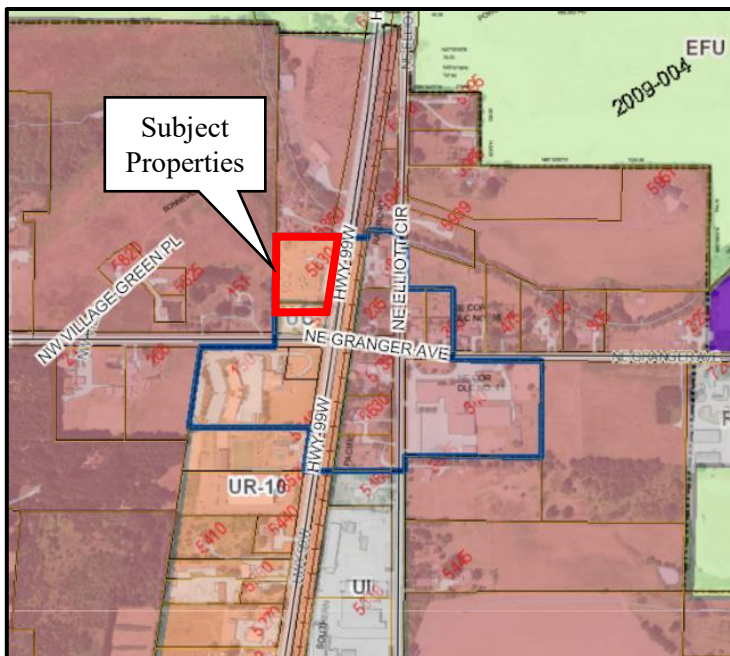
Attachments: ATTACHMENT A – Site and Vicinity Maps

ATTACHMENT A

Site Map



Vicinity Map



FILE NUMBER
LU-20-021

APPLICATION TYPE
Interpretation – Are existing uses on subject properties allowed uses in the Urban Commercial Zone?

APPLICANT
Priscilla Esplin





November 22, 2023, **Revised March 07, 2024**

Vern and Priscilla Esplin
6635 Prather Road
Independence, Oregon 97351

Re: **5840 NW Highway 99W Comprehensive Plan Amendment and Zone Change – Corvallis, Oregon**
Traffic Impact Study

C&A Project Number 20230806.00

Dear Mr. and Mrs. Esplin,

This Traffic Impact Study (TIS) supports the proposed Comprehensive Plan amendment and zone change of the property located at 5840 NW Highway 99W, Corvallis, (Benton County) Oregon. The following items are presented:

1. Property Description and Proposed Land Use Actions
2. Study Parameters
3. Corvallis Transportation System Plan (TSP)
4. Existing Conditions
5. Site Development
6. Transportation Analysis
7. Site Access
8. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject property is located at 5840 NW Highway 99W (OR 99W), Corvallis, (Benton County) Oregon. The property is identified as tax lot 1200 on Benton County Assessor's map 11-5-12BD and is approximately 2.87 acres. The property has frontage on, and access to OR 99W to the east. The site area is illustrated in the attached Figure 1.

The subject property is located outside the Corvallis City Limits (in Benton County) but is inside the Urban Growth Boundary (UGB), in the area referred to as the Urban Fringe. As such, all proposed land use actions are subject to the Corvallis Urban Fringe Management Agreement policies.

Proposed land use actions include a Corvallis Comprehensive Plan amendment and a plan designation change from Residential – Low Density to Mixed-Use Commercial and a corresponding Benton County zone change from Urban Residential (UR-5 and UR-10) to Urban Commercial (C) – noting the property will remain in the County following these land use actions.

It is further noted that the existing tree care business located on the property is a non-conforming use and that property redevelopment is not currently contemplated. As such, for transportation analysis purposes, reasonable worst-case development scenarios will be assumed in the current and proposed zone designations.

2. STUDY PARAMETERS

The subject land use action is for a Corvallis Comprehensive Plan amendment and a Benton County zone change and is subject to the Corvallis Urban Fringe Management Agreement policies. Therefore, the TIS addresses the following criteria:

- 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
- July 2019 Traffic Impact Study Requirements for Development within the City of Corvallis

Transportation Planning Rule (TPR) Criteria

OAR 660-012-0060 (1) states, *“If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

OAR 660-012-0060 (9) states, *“Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.*

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule, but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.”

Corvallis Land Development Code (LDC) Criteria for Public and Private Streets

Corvallis LDC Section 4.0.60(a) states, *“Traffic evaluations shall be required of all development proposals in accordance with the TIS Guide and the following:*

1. All development site proposals shall provide an estimate of site-generated trips based on ITE standards. A traffic impact analysis (TIA) is required for any proposal generating 30 or more peak hour trips to an intersection/access. A proposed TIA scope with preliminary trip estimates and trip distribution shall be prepared by a registered professional engineer and submitted to the City Engineer for review and approval based on established procedures. The applicant shall complete the evaluation consistent with the approved scope in accordance with accepted traffic engineering practices and present the results with the site development proposal.”

July 2019 Traffic Impact Study Requirements

The July 2019 Traffic Impact Study Requirements for Development within the City of Corvallis Section III.F states, *“The study must cover the entire area of influence from the proposed development including any intersections or accesses receiving 30 or more trips [and have trip volumes increase by at least 10%], access points within 150 feet of any major street and any other items that need to be considered such as nearby school zones or transportation projects. A map and description/justification of the study area must be provided. For studies addressing the Transportation Planning Rule (TPR), the study area must include any transportation facilities that are significantly affected as defined in OAR 660-12.”*

Section V.A states, *“...For land use actions such as a zone change, annexation, or comprehensive plan amendment, the traffic forecasts and analysis must include the reasonable worst-case scenario of the area subject to the land use action, i.e., the total acres and maximum 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 must be addressed in the analysis. The 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 a reasonable worst-case analysis.”*

Summary of Traffic Impact Study Criteria

The proposed land use actions include a Corvallis Comprehensive Plan amendment and a Benton County zone change requiring a TPR analysis.

The proposed land use actions do not include a specific development application. As such, the following analysis identifies reasonable worst-case development scenarios and identifies the development area of influence including intersections and accesses receiving ≥ 30 development trips and having a $\geq 10\%$ trip volume increase, and other items that need to be considered.

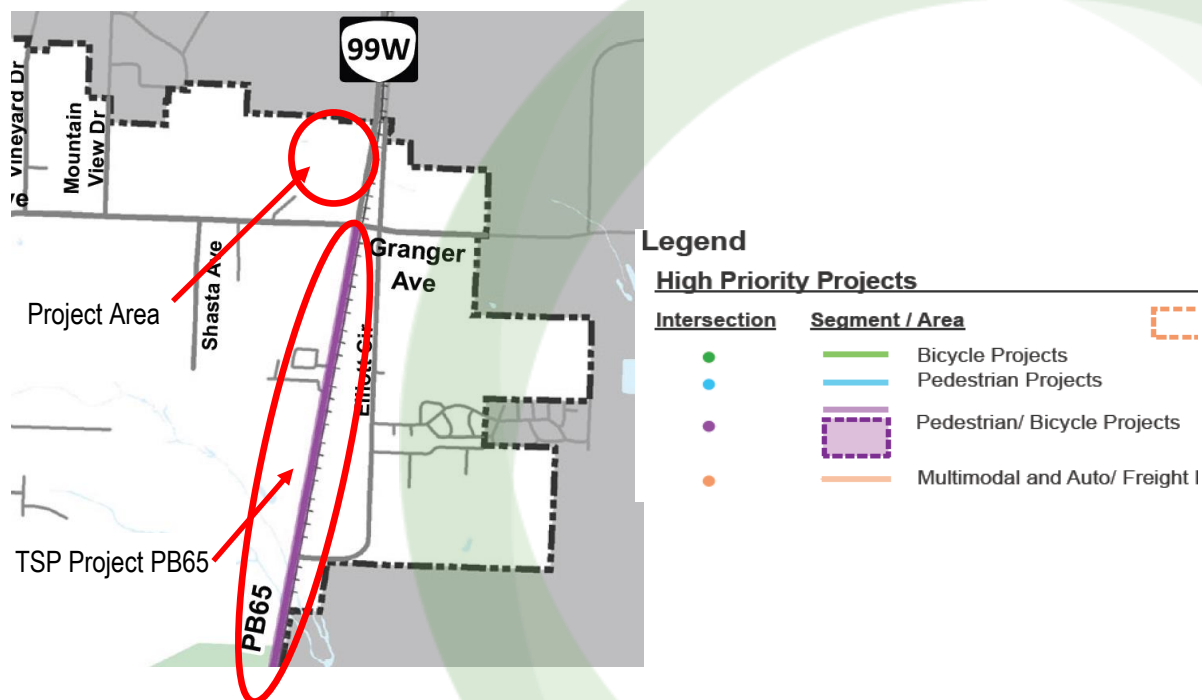
3. CORVALLIS TRANSPORTATION SYSTEM PLAN (TSP)

The Corvallis TSP does not identify any specific issues or transportation infrastructure deficiencies in the project area for any mode: pedestrian, bicycle, or motor vehicle; however, it is noted the TSP does identify several projects, including capacity improvements at the OR 99W / Lewisburg Road intersection.

Infrastructure Projects

The Corvallis TSP identifies one “High” priority project in the project area, TSP Project PB65 – OR 99W Multi-Use Path Extension; however, it is not “Financially Constrained” and is not assumed to be in place (constructed) during the 2040 planning period.

TSP Figure 36. High Priority Projects – North Extent (excerpt)



TSP materials specific to transportation projects in the project area include:

PROJECT ID	PROJECT TYPE	PROJECT NAME	COST ESTIMATE	PRIMARY FUNDING SOURCE	PRIORITY	SOURCE
PB65	New Multi-Use Path	OR 99W Multi-Use Path Extension	\$1,535,000	City/ODOT/Developers	High	Stakeholder Request
	Extend multi-use path starting at Elks Drive along OR 99W to Lewisburg Road.					
M90	New Roadway	West Elliot Circle Construction	\$22,965,000	City/Developer	Medium	North Corvallis Area Plan
	New roadway extension: Construct West Elliot Circle Extension, west of OR 99W, to collector standard between OR 99W and the north UGB. Project has potential impacts to or may be constrained by environmental resources.					
M139	Modernization	Elliot Circle Modernization	\$2,782,000	City/Developer/Assessments to property owners/County	Low	Project Team
	Modernization improvements along Elliot Circle between Granger Avenue and north UGB.					
A29	Intersection - Mobility	OR 99W/Lewisburg	\$2,206,000	ODOT/Developer	Low	North Corvallis Area Plan
	Intersection Improvements (capacity): Construct capacity improvements at the intersection. Options may include constructing an eastbound right-turn lane, eastbound left-turn lane, westbound right-turn lane, southbound right-turn lane, traffic signal modifications and rail crossing enhancements. Project is subject to ODOT approval.					
A37	Intersection - Mobility	Lewisburg/West Elliot Circle Signal	\$359,000	County/Developer	Medium	North Corvallis Area Plan
	Intersection Improvements (capacity): Options may include installing traffic signal, when warranted. Project has potential impacts to or may be constrained by environmental resources.					

Overall, in the study area, the TSP does not identify any specific transportation infrastructure deficiencies or funded projects; however, based on the project list presented above, it is apparent the City anticipates growth in the area during the planning period, including the need to construct capacity improvements at the OR 99W / Lewisburg Road intersection that are proposed to be funded by ODOT and developers.

Roadway Considerations

Along the eastern property frontage, the Corvallis TSP functionally classifies OR 99W as an *Arterial Highway* subject to ODOT standards.

It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).

4. EXISTING CONDITIONS

Roadway Facilities

The following table summarizes existing roadway classifications and characteristics within the study area.

TABLE 1 – EXISTING ROADWAY CHARACTERISTICS						
Roadway	Functional Classification	Lanes	Speed Limit (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
OR 99W	Arterial Highway (City) Regional Highway (ODOT)	3	40	No	Shoulders >5'	No
NW Lewisburg Road	Arterial	2	45	No	Yes	No
NE Grainger Avenue	Arterial	2	25	No	Yes	No
NE Elliot Circle	Collector (south of Grainger) Neighborhood Collector (north of Grainger)	2	45	No	No	No

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the total number and types of crashes occurring, and the number of vehicles traveling on a roadway segment or entering the intersection. This leads to the concept known as the “crash rate.” Specific to intersections, it is typically expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (CMEV). A critical crash rate analysis is then performed by comparing the subject intersection to the published statewide 90th percentile intersection crash rates at comparable/reference intersections. Crash rates close to or exceeding 1.0 CMEV or the 90th percentile rates require further analysis.

Study area crash data were obtained from the Oregon Department of Transportation (ODOT) for five years from January 1, 2018 through December 31, 2022. The following table presents the study intersection crash rates and critical crash analysis. Crash data and crash rate calculations are attached for reference.

TABLE 2 – INTERSECTION CRASH RATES										
Intersection	2018	2019	2020	2021	2022	Total	Crash Rate (CMEV)	Reference Population ¹	90 th percentile Crash Rate	Over or under Crash Rate?
OR 99W / NW Lewisburg Road / NE Granger Avenue	1	0	0	0	2	3 ²	0.085	Rural 4SG	0.579	Under
NE Elliot Circle / NE Granger Avenue	0	0	0	0	0	0	0.000	Urban 4ST	0.408	Under

¹ 4SG is defined as a four-leg signalized intersection and 4ST is a four-leg m-nor stop-control intersection.

² While not assigned to the intersection, it is noted that within 500 feet of the intersection, there are five additional crashes.

The observed crash rates at the study intersections are less than the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population. As such, the intersections are considered relatively safe, and further safety analysis is not warranted.

The most recent 2021 ODOT Safety Priority Index System (SPIS) data for OR 99W in the project area was obtained. The SPIS is a systemic scoring method that identifies potential safety problems and is based on three years of crash data considering frequency, rate, and severity. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over three years. It evaluates overlapping road segments, so an individual location may be reported in multiple segments. ODOT screens these segments annually to identify and prioritize sites and those with a SPIS score in the top 15% of sites within a Region merit further investigation to identify potential safety improvements. A copy of the SPIS data is attached for reference.

A review of the SPIS data for the OR 99W segment adjacent to the subject property finds SPIS scores ranging from 14.80 to 18.65 which are below the ODOT Region 2 top 15% SPIS score threshold of 37.79. As such, this roadway segment is considered relatively safe, and no further safety analysis is warranted.

Existing Traffic Counts

Existing traffic counts were obtained in November 2023 during the PM peak period. Traffic counts are attached for reference.

Seasonal Adjustment and 30th Highest Hour Volumes

Seasonal adjustments account for the variation in traffic volumes during the year. As required for intersections under ODOT jurisdiction, the November 2023 traffic counts were adjusted to the 30th highest hour volume (30HV) consistent with procedures identified in the ODOT Analysis Procedures Manual (APM) Version 2, Chapter 5.5.1 – On-Site Automatic Traffic Recorder (ATR) Method. This method is used when an ATR is within or near the project area.

In the study area, ATR 27-005 – Monmouth is located on OR 99W; Pacific Highway West No. 91; 0.23 miles south of Suver Road and 1.43 miles north of the Polk - Benton County Line. Using this ATR data, a seasonal adjustment of 1.06 was applied to the November 2023 Base traffic counts to obtain 2023 30HV volumes – noting that June is the peak ATR month. Seasonal adjustment assumptions are attached for reference.

Background Growth

As identified in the Corvallis Traffic Impact Study Requirements, the traffic growth rate assumption used in TSP Technical Memo 11 is 40% over 30 years, or 1.13% per year (p. 11, Table 3) for City facilities. The requirements further state that ODOT growth rates are to be used for ODOT facilities.

Based on information contained in the ODOT 2042 Future Highway Volume Table, the average annual compound growth rate on OR 99W north of Lewisburg Road is 1.51%, and to the south, it is 1.09%.

Considering the range of growth rates, an overall average annual compounded growth rate of 1.25% is assumed for all facilities. As a result, the 2023 30HV volumes were adjusted to the 2043 plan year using a 1.25% annual compounded growth rate for 20 years.

Current Zone Designation Traffic Volumes

Current zone designation traffic volumes for the 2023 30HV (Existing) and 2043 Plan Year PM peak hours are illustrated in Figure 2. Detailed background growth rate calculations are attached for reference.

5. SITE DEVELOPMENT

Development Assumptions

The proposed land use actions do not include a specific development application and the property will remain in the County following these land use actions. As such, this transportation analysis evaluates reasonable worst-case development scenario impacts in the current Benton County UR-5 and UR-10 zone designations and the proposed C zone designation. For comparison purposes, this analysis also evaluates reasonable worst-case development scenario impacts in the (potential future) Corvallis RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations) and the (potential future) Corvallis Commercial Mixed-Use 2 (CMU-2) and General Commercial (GC) zone designations (which are equivalent to the proposed Benton County C zone designation).

The attached Figure 3 illustrates the Benton County and the (potential future) city of Corvallis current and proposed zone designations.

Current Benton County UR-5 and UR-10 Zone Assumptions

- The zones establish areas suitable for future urban density residential development and are applied in unincorporated areas inside an urban growth boundary.
- In the Corvallis UGB “UR-5” means one parcel or lot may be created per five (5) acres of gross area and “UR-10” means one parcel or lot may be created per ten (10) acres of gross area, subject to the Planned Unit Development standards in Benton County Development Code Chapter 100 - Planned Unit Development in the Corvallis Urban Fringe.
- The gross site area of tax lot 1200 is 2.87 acres.
- The maximum residential density is 1 unit per 5 acres – resulting in 1 single-family residence.

Proposed Benton County C Zone Assumptions

- The zone establishes standards for commercial activity inside UGBs in Benton County.
- Higher trip-generating permitted uses include professional offices, clinics, restaurants, taverns, motels, hotels, service stations, or daycare for fewer than thirteen children.
- Given the geographic location, service/utility availability, and existing development types in north Corvallis, several of the permitted uses identified above are not practical/reasonable. As such, reasonable worst-case development is assumed to be a 15,000-square-foot general office building and a 10,000-square-foot animal hospital/veterinary clinic.

(Potential Future) Corvallis RS-6 Zone Assumptions

- The RS-6 zone implements the Low-Density Residential Comprehensive Plan designation. It is intended to provide areas where single detached, duplex, triplex, fourplex, townhouses, and cottage clusters may be constructed under various ownership patterns.
- The minimum development density is 4 units per acre and the maximum density is 24 units per acre for townhouses, noting that duplex, triplex, fourplex, and cottage cluster developments are exempt from the maximum density standard.
- The area of tax lot 1200 that will eventually be zoned RS-6 is 2.78 acres.
- Reasonable worst-case development is assumed to be townhouses at 24 units/acre, resulting in 66 dwelling units.

(Potential Future) Corvallis CMU-2 Zone Designation Assumptions

- The CMU-2 Zone implements the Mixed-Use Commercial Comprehensive Plan designation and is intended to form the commercial core of comprehensive neighborhoods as envisioned by the Comprehensive Plan. The zone is anticipated within Major Neighborhood Center Study Areas, although it can be appropriate in other areas as well.
- There is no minimum or maximum floor area ratio (FAR), there is a minimum of a 70% frontage occupation, there is a minimum building height of two stories, there is a 75-foot maximum building height, there is a maximum 55,000 square-foot gross floor area of non-residential space per tenant, and there is a height step-down requirement for abutting residential zones.
- While on-site parking provision is not required, given the geographic property location at the north edge of the UGB it is reasonable to assume on-site parking will be provided. As such the development FAR is assumed to be 0.25.
- The area of tax lot 1200 that will potentially be zoned CMU-2; i.e., the property that will be rezoned from Benton County C to Corvallis CMU-2 in the future when the property is annexed into the City, is 2.78 acres.
- The LDC allows a wide range of permitted commercial uses, wherein a number of smaller uses or a large individual use can be developed.
- A review of the ITE Trip Generation Manual data finds a Strip Retail Plaza (< 40,000 SF) (ITE Use Code 822), which includes many commercial land uses, to have the highest trip generation rate.
- Reasonable worst-case development is assumed to be a 30,275 square-foot shopping plaza (2.78 AC x 43,460 SF/AC x 0.25 FAR).

(Potential Future) Corvallis GC Zone Designation Assumptions

- The GC Zone implements the Mixed-Use Commercial Comprehensive Plan designation and is intended for areas located outside the CMU-1 and CMU-2 zones. It is intended to provide areas for those commercial and related services and businesses that generally require extensive outside storage, are not Retail or Office Uses, or have characteristics with less pedestrian orientation than other commercial zones.
- The property must have frontage on an *Arterial* or *Collector* roadway, there is no minimum or maximum floor area ratio (FAR), there is a 45-foot maximum building height, and there is a maximum 55,000 square-foot gross building footprint.
- While on-site parking provision is not required, given the geographic property location at the north edge of the UGB it is reasonable to assume on-site parking will be provided.
- The area of tax lot 1200 that will potentially be zoned GC; i.e., the property that will be rezoned from Benton County C to Corvallis GC in the future when the property is annexed into the City, is 2.78 acres.
- The LDC allows a wide range of permitted commercial uses including fuel sales.
- A review of the ITE Trip Generation Manual data finds a convenience store with a gas station (ITE Use Code 945) to have the highest trip generation rate.
- Reasonable worst-case development is assumed to be a 4,000-square-foot convenience store with 12-vehicle fueling positions.

Development Trip Generation

Using the above-identified development assumptions, trip generation in the current and proposed Benton County zone designations is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition. Trip generation in the Benton County zone designations is as follows:

TABLE 3A – DEVELOPMENT TRIP GENERATION – BENTON COUNTY ZONING						
Reasonable Worst-Case Development Assumption	ITE Code	Size	Daily Trips	PM Peak Hour		
				Enter	Exit	Total
Current UR-5 and UR-10 Zone Designations						
Single-Family Detached Housing ¹	210	1 DU	9	1	0	1
Proposed C Zone Designation						
General Office Building ²	710	15,000 SF	163	6	28	34
Animal Hospital/Veterinary Clinic ²	640	10,000 SF	215	16	25	41
Change in Trip Generation with Zone Change			369	21	53	74

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

² Trip generation estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As identified in the table above, reasonable worst-case development in the proposed Benton County C zone designation generates 369 daily and 74 PM additional trips over the current UR-5 and UR-10 zone designations.

For comparison purposes, the trip generation in the potential future Corvallis zone designations (when the property is annexed into the City) is as follows:

TABLE 3B – DEVELOPMENT TRIP GENERATION – POTENTIAL FUTURE CORVALLIS CMU-2 ZONING						
Reasonable Worst-Case Development Assumption	ITE Code	Size	Daily Trips	PM Peak Hour		
				Enter	Exit	Total
(Potential Future) Corvallis RS-6 Zone Designation – Equivalent to Benton County UR-5 and UR-10						
Single-Family Attached Housing ¹	215	66 DUs	452	21	15	36
(Potential Future) Corvallis CMU-2 Zone Designation – Equivalent to Benton County C						
Strip Retail Plaza (<40KSF) ²	822	30,275 SF	1,507	100	100	200
<i>Pass-By / Diverted-Linked Trips (15% Daily / 34% PM) ³</i>			<i>(226)</i>	<i>(34)</i>	<i>(34)</i>	<i>(68)</i>
Change in Trip Generation with Future Zone Change			829	45	51	96

¹ Trip generation estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

² Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

³ Daily pass-by trips are estimated to be approximately 15%.

TABLE 3C – DEVELOPMENT TRIP GENERATION – POTENTIAL FUTURE CORVALLIS GC ZONING						
Reasonable Worst-Case Development Assumption	ITE Code	Size	Daily Trips	PM Peak Hour		
				Enter	Exit	Total
(Potential Future) Corvallis RS-6 Zone Designation – Equivalent to Benton County UR-5 and UR-10						
Single-Family Attached Housing ¹	215	66 DUs	452	21	15	36
(Potential Future) Corvallis GC Zone Designation – Equivalent to Benton County C						
Convenience Store/Gas Station - GFA (2-4k) ²	945	12 VFP	3,181	111	110	221
Pass-By / Diverted-Linked Trips (56% Daily / 56% PM) ³			(1,781)	(62)	(62)	(124)
Change in Trip Generation with Future Zone Change			948	28	33	61

¹ Trip generation estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.
² Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.
³ Daily pass-by trips are assumed to be approximately 56%. Per ITE, AM is 62% and PM is 56%.

As identified in the tables above, reasonable worst-case development in the (potential future) Corvallis CMU-2 and GC zone designations (which are equivalent to the proposed Benton County C zone designation) generates a maximum of 948 daily and 96 PM additional trips over the (potential future) current RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations). It is further noted that no internal capture trip reductions are assumed between the commercial and adjacent residential uses; however, if the area develops with a connected roadway system there will be internal trip capture.

Trip Distribution and Traffic Assignment

Development trip distribution, resulting from increased trip generation in the proposed Benton County C zone, is based on existing traffic volumes, surrounding land uses, and engineering judgment. Trip distribution and traffic assignment for the PM peak hour are illustrated in the attached Figure 2.

Proposed Designation Traffic Volumes

2043 (plan year) proposed Benton County C zone designation traffic volumes are the sum of the 2043 current UR-5 and UR-10 zone designation volumes and the increased C zone designation trip generation and are illustrated in the attached Figure 2.

6. TRANSPORTATION ANALYSIS

Corvallis Transportation Analysis Considerations

The July 2019 Traffic Impact Study Requirements for Development within the City of Corvallis Section III.F states, “The study must cover the entire area of influence from the proposed development including any intersections or accesses receiving 30 or more trips [and have trip volumes increase by at least 10%], access points within 150 feet of any major street and any other items that need to be considered such as nearby school zones or transportation projects. A map and description/justification of the study area must be provided. For studies addressing the Transportation Planning Rule (TPR), the study area must include any transportation facilities that are significantly affected as defined in OAR 660-12.”

Based on the development trip generation and distribution described in the previous section, the following project area intersections are considered for analysis:

TABLE 4A – INTERSECTIONS CONSIDERED FOR ANALYSIS – PROPOSED BENTON COUNTY ZONING			
Intersection	PM Peak Hour		
	Development Trips	Trip Volume Increase	Analysis Criteria Met?
OR 99W / NW Lewisburg Road / NE Granger Avenue	52	2.1%	N
NE Elliot Circle / NE Granger Avenue	4	0.7%	N
OR 99W / Site Access	74	4.5%	N

As identified in the table above, the City trip threshold criterion requiring a TIS is not met. Further, because this land use action does not contemplate a specific development application, the OR 99W site access will be evaluated at the time of a future development application.

For comparison purposes, the following project area intersections are considered for analysis assuming the (potential future) Corvallis zone designations:

TABLE 4B – INTERSECTIONS CONSIDERED FOR ANALYSIS – (POTENTIAL FUTURE) CORVALLIS ZONING			
Intersection	PM Peak Hour		
	Development Trips	Trip Volume Increase	Analysis Criteria Met?
OR 99W / NW Lewisburg Road / NE Granger Avenue	67	2.7%	N
NE Elliot Circle / NE Granger Avenue	5	0.9%	N
OR 99W / Site Access	96	5.8%	N

As identified in the table above, the City trip threshold criterion requiring a TIS is not met assuming the (potential future) Corvallis zoning. Similar to the above finding, because this land use action does not contemplate a specific development application, the OR 99W site access will be evaluated at the time of a future development application.

Transportation Planning Rule Considerations

Oregon Highway Plan Action 1F.5, states “For purposes of evaluating amendments to transportation system plans, acknowledged comprehensive plans, and land use regulations subject to OAR 660-12-0060, in situations where the volume-to-capacity ratio or alternative mobility target for a highway segment, intersection, or interchange is currently above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or is projected to be above the mobility targets at the planning horizon, and transportation improvements are not planned within the planning horizon to bring performance to the established target, the mobility target is to avoid further degradation. If an amendment subject to OAR 660-012-0060 increases the volume-to-capacity ratio further or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.

In addition to the capacity-increasing improvements that may be required to mitigate impacts, other performance-improving actions to consider include, but are not limited to:

- System connectivity improvements for vehicles, bicycles, and pedestrians.
- Transportation demand management (TDM) methods to reduce the need for additional capacity.
- Multi-modal (bicycle, pedestrian, transit) opportunities to reduce vehicle demand.
- Operational improvements to maximize the use of the existing system.
- Land use techniques such as trip caps/budgets to manage trip generation.

In applying “avoid further degradation” for state highway facilities already operating above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or facilities projected to be above the mobility targets at the planning horizon, a small increase in traffic does not cause “further degradation” of the facility.

The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- Any proposed amendment that does not increase the average daily trips by more than 400.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,001 for state facilities where:
 - The annual average daily traffic is less than 5,000 for a two-lane highway.
 - The annual average daily traffic is less than 15,000 for a three-lane highway.
 - The annual average daily traffic is less than 10,000 for a four-lane highway.
 - The annual average daily traffic is less than 25,000 for a five-lane highway.
- If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

In applying OHP mobility targets to analyze mitigation, ODOT recognizes that there are many variables and levels of uncertainty in calculating volume-to-capacity ratios, particularly over a specified planning horizon. After negotiating reasonable levels of mitigation for actions required under OAR 660-012-0060, ODOT considers calculated values for v/c ratios that are within 0.03 of the adopted targets in the OHP to be considered in compliance with the target. The adopted mobility target still applies for determining significant affect under OAR 660-012-0060.

The proposed zone changes from Benton County UR-5 and UR-10 to C result in a 369 daily trip increase which is less than the 1,000 average daily trip threshold identified in the OHP requiring a TPR analysis – noting that OR99W is a 3-lane highway with less than 15,000 AADT. Similarly, the (potential future) zone change from Corvallis RS-6 to GC results in a 948 daily trip increase which is also less than the 1,000 average daily trip threshold.

Overall, City criteria requiring a TIS are not met. It can be found that the proposed Comprehensive Plan amendment and zone change will not significantly affect an existing or planned transportation facility, and the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis.

7. SITE ACCESS

The property has frontage on, and currently has direct access to OR 99W to the east. It is anticipated that future development on the property will also have direct access to OR 99W.

It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).

While not part of this land use action, it is recommended that all future access(es) be constructed consistent with requirements identified in Corvallis LDC Section 4.1.40 – Standards for Off-Street Parking and Access.

8. SUMMARY

The following conclusions and recommendations are made based on materials contained in this analysis:

1. The subject property is located at 5840 NW Highway 99W (OR 99W), Corvallis, (Benton County) Oregon. The property is identified as tax lot 1200 on Benton County Assessor's map 11-5-12BD and is approximately 2.87 acres. The property has frontage on, and access to OR 99W to the east.
2. The subject property is located outside the Corvallis City Limits (in Benton County) but is inside the Urban Growth Boundary (UGB), in the area referred to as the Urban Fringe. As such, all proposed land use actions are subject to the Corvallis Urban Fringe Management Agreement policies.
3. Proposed land use actions include a Corvallis Comprehensive Plan amendment and a plan designation change from Residential – Low Density to Mixed Use Commercial and a corresponding Benton County zone change from Urban Residential (UR-5 and UR-10) to Urban Commercial (C) – noting the property will remain in the County following these land use actions.

4. For comparison purposes, this analysis also evaluates reasonable worst-case development scenario impacts in the (potential future) Corvallis RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations) and the (potential future) Corvallis Commercial Mixed-Use 2 (CMU-2) and General Commercial (GC) zone designations (which are equivalent to the proposed Benton County C zone designation).
5. The Corvallis TSP does not identify any specific transportation infrastructure deficiencies or funded projects in the project area for any mode: pedestrian, bicycle, or motor vehicle; however, based on the list of unfunded and high-priority projects, it is apparent the City anticipates growth in the area during the planning period, including the need to construct capacity improvements at the OR 99W / Lewisburg Road intersection that are proposed to be funded by ODOT and developers.
6. Study area intersection crash rates are less than the 1.0 crashes/mev threshold and the 90th percentile crash rate of the reference population. As such, the intersections are considered relatively safe, and further safety analysis is not warranted.
7. SPIS data for the OR 99W segment adjacent to the subject property finds SPIS scores ranging from 14.80 to 18.65 which are below the ODOT Region 2 top 15% SPIS score threshold of 37.79. As such, this roadway segment is considered relatively safe, and no further safety analysis is warranted.
8. Reasonable worst-case development in the current UR-5 and UR-10 zones is assumed to be 1 single-family residence and in the proposed C zone it is assumed to be a 15,000-square-foot general office building and a 10,000-square-foot animal hospital/veterinary clinic.
9. Reasonable worst-case development in the proposed C zone generates 369 daily and 74 PM additional trips over the current UR-5 and UR-10 zones.
10. Reasonable worst-case development in the (potential future) Corvallis CMU-2 and GC zone designations (which are equivalent to the proposed Benton County C zone designation) generates a maximum of 948 daily and 96 PM additional trips over the (potential future) current RS-6 zone designation (which is equivalent to the current Benton County UR-5 and UR-10 zone designations). It is further noted that no internal capture trip reductions are assumed between the commercial and adjacent residential uses; however, if the area develops with a connected roadway system there will be internal trip capture.
11. City and OHP trip threshold criteria requiring a TIS or a TPR analysis are not met.
12. The proposed Comprehensive Plan amendment and zone change will not significantly affect an existing or planned transportation facility, and the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis. Further, because this land use action does not contemplate a specific development application, the OR 99W site access will be evaluated at the time of a future development application.

13. It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).
14. While not part of this land use action, it is recommended that all future access(es) be constructed consistent with requirements identified in Corvallis LDC Section 4.1.40 – Standards for Off-Street Parking and Access.

Sincerely,

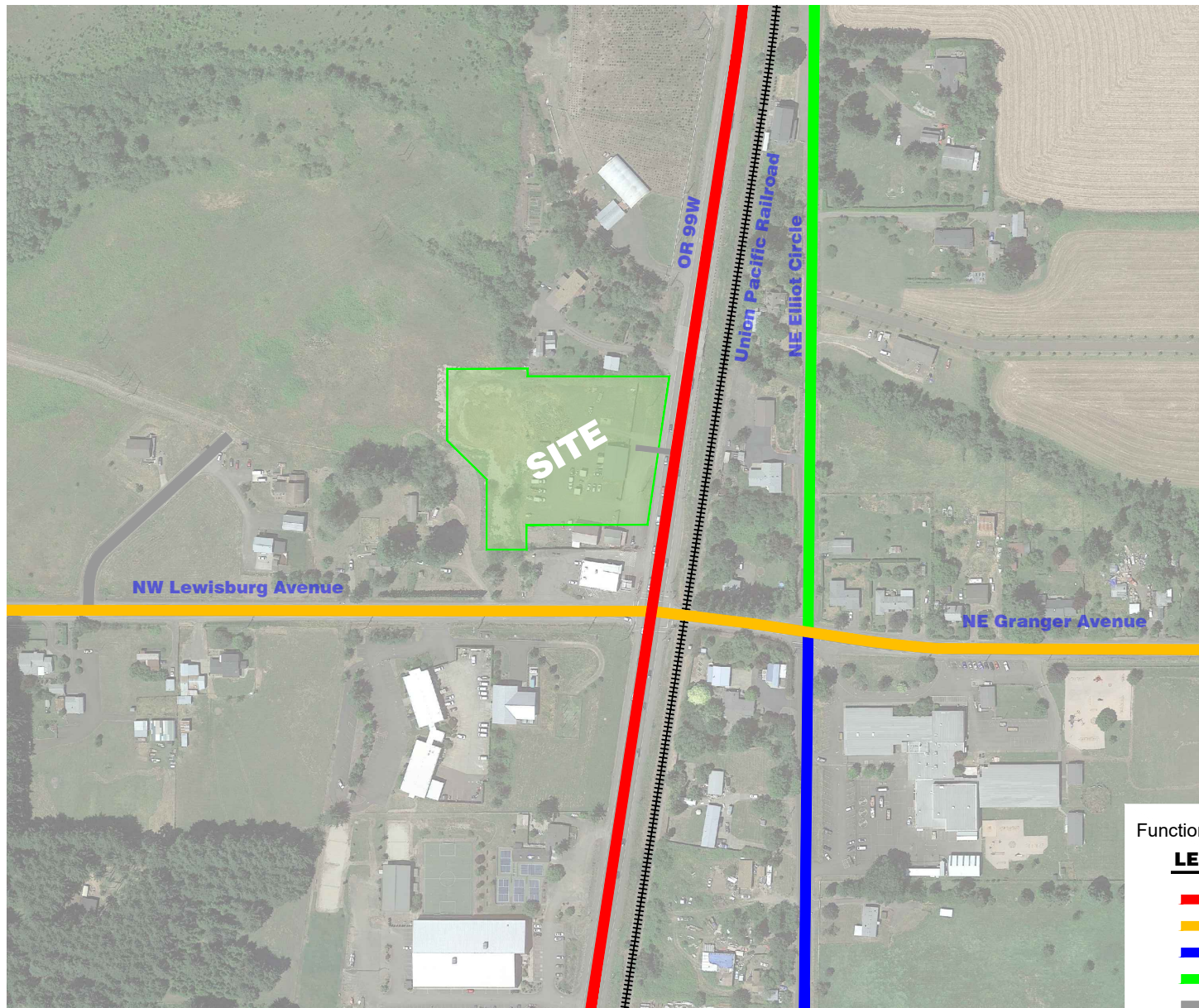


Christopher M. Clemow, PE, PTOE
Transportation Engineer



RENEWS 31 DECEMBER 2025

Attachments: Figures 1, 2, and 3
Crash and SPIS Data
Traffic Counts



Functional Roadway Classifications

LEGEND

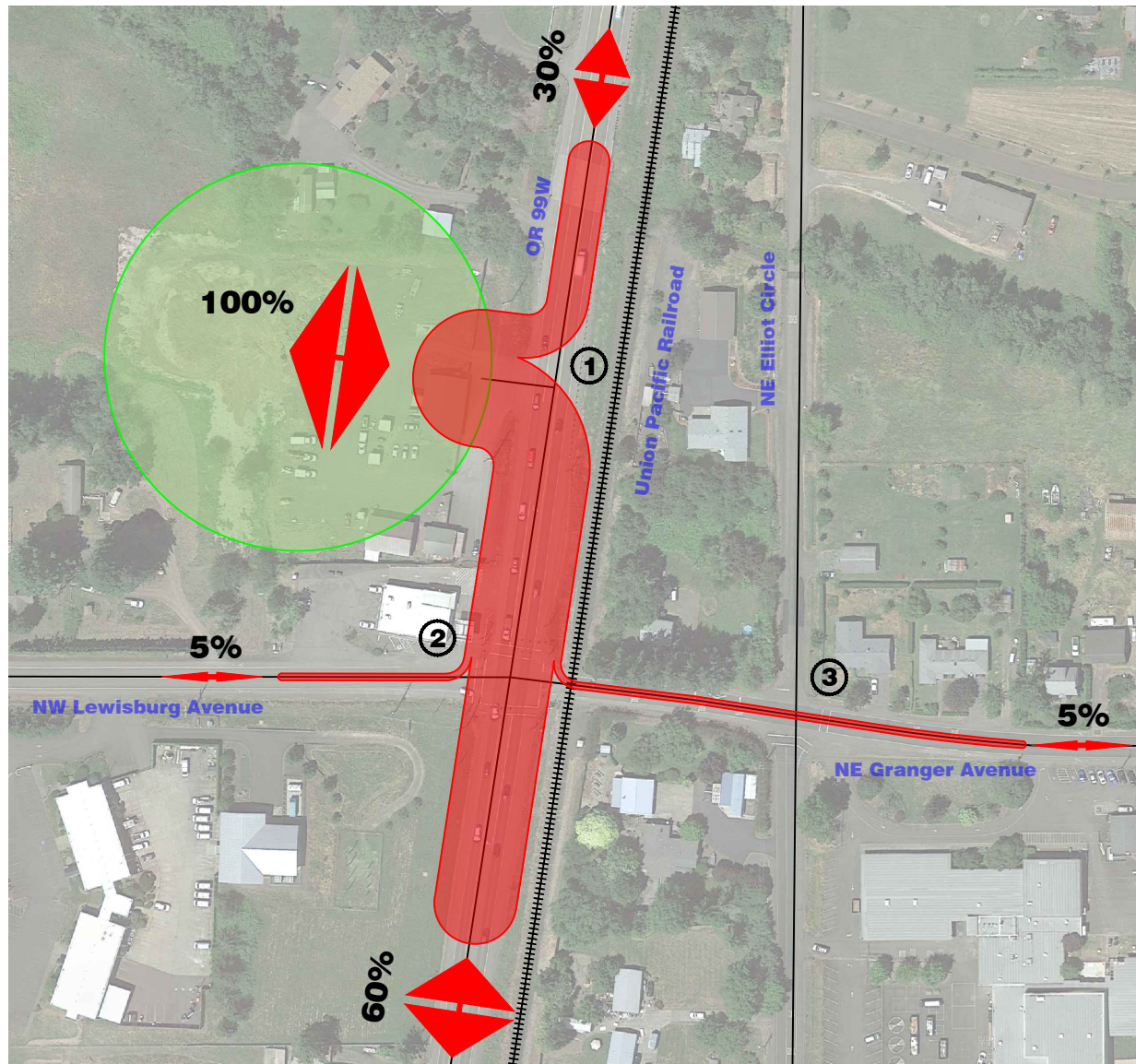
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- █ Arterial
- █ Collector
- █ Neighborhood Collector
- █ Local



2237 NW Torrey Pines Drive
 Bend, Oregon 97703
 541-579-8315
 cclemow@clemow-associates.com

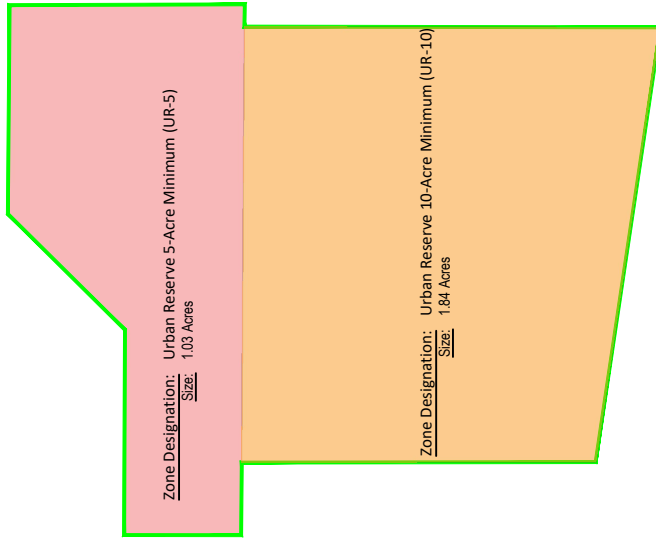
SITE AREA
5840 NW Highway 99W Comprehensive PA-ZC – Corvallis, Oregon
C&A Project No. 20230806.00

FIGURE
1

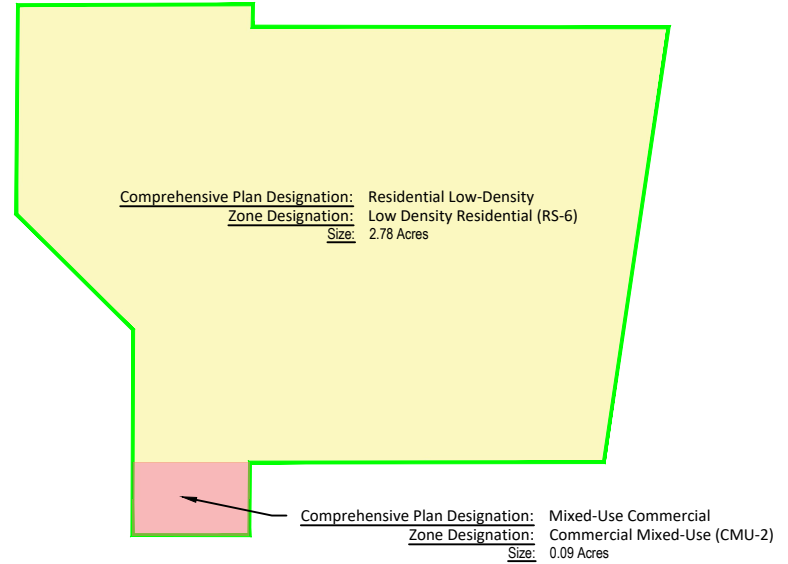


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Benton County

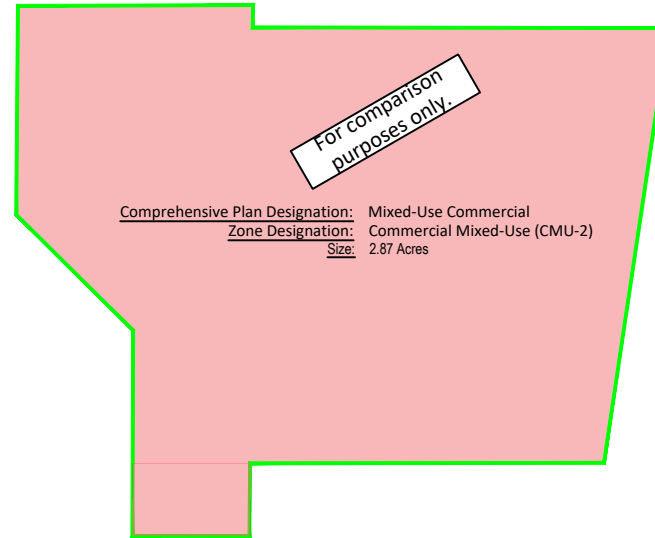
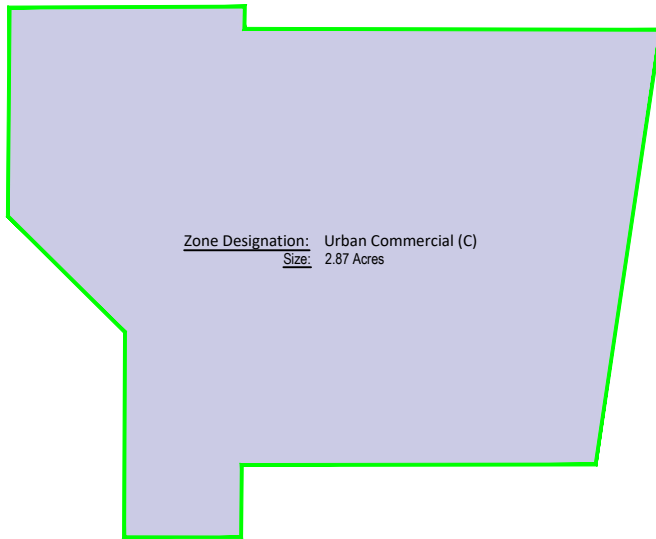


City of Corvallis



CURRENT

PROPOSED



January 1, 2018 through December 31, 2022

INTERSECTION CRASH RATES

Intersection	Crashes						PM Entering Volume	ADT (10xPM)	AADT (365xADT)	Annual Crashes	Crash Rate (crashes/MEV)	Reference Population	90th%ile Crash Rate	Over or Under Crash
	2018	2019	2020	2021	2022	Total								
OR 99W / NW Lewisburg Avenue / NE Granger Avenue	1	0	0	0	2	3	1,928	19,280	7,037,200	0.60	0.085	Urban 4SG	0.860	Under
NE Elliot Circle / NE Granger Avenue	0	0	0	0	0	0	460	4,600	1,679,000	0.00	0.000	Urban 4ST	0.408	Under

091: PACIFIC HIGHWAY WEST

Highway 091 ALL ROAD TYPES, MP 78.88 to 78.96 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

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Highway 091 ALL ROAD TYPES, MP 78.88 to 78.96 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

BENTON COUNTY

BENTON COUNTY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNE D ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH



Rte	Rdwy	BMP	EMP	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
091 Pacific Highway West														
OR-99W	1	70.67	70.76	6,876	3	1	0	2	0		Polk		75	30.94
OR-99W	1	73.66	73.75	6,876	2	0	1	1	0		Benton	LEG (FROM W CAMP ADAIR RD.)	60	26.64
OR-99W	1	73.67	73.77	6,811	2	0	1	1	0		Benton	LEG (FROM W CAMP ADAIR RD.)	60	26.66
OR-99W	1	73.68	73.78	6,747	2	0	1	1	0		Benton	LEG (FROM W CAMP ADAIR RD.)	60	26.69
OR-99W	1	73.69	73.79	6,683	2	0	1	1	0		Benton	LEG (TO COFFIN BUTTE RD.)	60	26.71
OR-99W	1	73.70	73.81	6,618	2	0	1	1	0		Benton	W CAMP ADAIR RD.	60	26.74
OR-99W	1	73.71	73.82	6,554	2	0	1	1	0		Benton	W CAMP ADAIR RD.	60	26.77
OR-99W	1	73.72	73.84	6,490	2	0	1	1	0		Benton	W CAMP ADAIR RD.	60	26.78
OR-99W	1	73.73	73.85	6,425	2	0	1	1	0		Benton	W CAMP ADAIR RD.	60	26.81
OR-99W	1	73.74	73.86	6,361	2	0	1	1	0		Benton	W CAMP ADAIR RD.	60	26.84
OR-99W	1	73.75	73.88	6,297	2	0	1	1	0		Benton	W CAMP ADAIR RD.	60	26.87
OR-99W	1	76.92	77.01	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.93	77.02	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.94	77.03	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.95	77.04	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.96	77.05	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.97	77.06	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.98	77.07	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	76.99	77.07	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	77.00	77.08	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	77.01	77.09	7,733	1	0	1	0	0		Benton		40	21.46
OR-99W	1	78.80	78.89	9,368	3	0	0	0	3		Benton		10	14.99
OR-99W	1	78.81	78.90	9,368	3	0	0	0	3		Benton		10	14.99
OR-99W	1	78.82	78.91	9,368	4	0	0	0	4		Benton		25	18.65
OR-99W	1	78.83	78.92	9,368	4	0	0	0	4		Benton		25	18.65
OR-99W	1	78.84	78.93	9,368	3	0	0	0	3		Benton	GRANGER AVE.	10	14.99
OR-99W	1	78.85	78.94	9,601	3	0	0	0	3		Benton	GRANGER AVE.	10	14.92
OR-99W	1	78.86	78.95	9,834	3	0	0	0	3		Benton	GRANGER AVE.	10	14.87
OR-99W	1	78.87	78.96	10,068	3	0	0	0	3		Benton	GRANGER AVE.	10	14.80
OR-99W	1	79.67	79.77	11,468	2	0	1	1	0		Benton	NE ELLIOTT CIR.	55	25.58
OR-99W	1	79.68	79.78	11,670	2	0	1	1	0		Benton	NE ELLIOTT CIR.	55	25.56
OR-99W	1	79.69	79.79	11,873	2	0	1	1	0		Benton	NE ELLIOTT CIR.	55	25.53
OR-99W	1	79.71	79.80	12,076	2	0	1	1	0		Benton	NE ELLIOTT CIR.	55	25.50
OR-99W	1	79.72	79.81	12,279	2	0	1	1	0		Benton	NE ELLIOTT CIR.	55	25.48
OR-99W	1	79.73	79.82	12,482	2	0	1	1	0		Benton	NE ELLIOTT CIR.	55	25.45
OR-99W	1	79.74	79.83	12,685	3	0	1	1	1		Benton	NE ELLIOTT CIR.	70	29.26

Top 15% SPIS Score: >37.79

Subject Property Frontage

30 HV Using On-Site ATR Method (APM V2 5.5.1)

Monmouth

ATR 27-005

OR99W; PACIFIC HIGHWAY WEST NO. 91; 0.23 miles south of Suver Road and 1.43 miles north PolkBenton County Line

Year	June (Peak Month) AWDT				November (Count Month) AWDT				Notes:
	Average Weekday Traffic	% of AADT	Annual Change Previous Year	Annual Change 2018 to 2022	Average Weekday Traffic	% of AADT	Annual Change Previous Year	Annual Change 2018 to 2022	
2018	9,071	108	—		8,531	102	—		
2019	8,955	108	-1.28%		8,680	105	1.75%		
2020	7,512	109	-16.11%	0.00%	7,021	102	-19.11%	-0.53%	
2021	8,943	112	19.05%		8,715	109	24.13%		
2022	9,071	110	1.43%		8,350	101	-4.19%		
Average % of AADT		109			103		High and low %s eliminated. The average % is the		
Seasonal Adjustment = June / November					1.06		remaining 3 years.		

Intersection 1	OR 99W	Lewisburg/Granger Avenue	2043
Intersection 2	NE Elliot Circle	NE Granger Avenue	30HV
Intersection 3	OR 99W	Site Access	
Intersection 4	OR 99W	Lewisburg/Granger Avenue	2023
Intersection 5	NE Elliot Circle	NE Granger Avenue	30HV
Intersection 6	OR 99W	Site Access	
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
Intersection 11			
Intersection 12			
Intersection 13			
Intersection 14			
Intersection 15			
Roadway 1		Roadway 2	

Master Intersection List

Intersection 1		OR 99W			Lewisburg/Granger Avenue			System PM peak hour 4:30-5:30											
ALL-VEHICLE VOLUMES		PHF = 0.94											Hourly	All					
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	Ints	Cells shaded this color have manual inp			
4:00 PM	16	154	23	3	102	11	14	12	19	28	21	6	409	1680	2109				
4:15 PM	25	158	30	4	89	11	18	13	19	26	22	8	423	1658	2088				
4:30 PM	15	159	40	5	112	12	12	17	12	27	17	9	437	1676	2126				
4:45 PM	24	173	40	5	84	12	17	19	21	25	20	7	447	1716	2196				
5:00 PM	18	176	41	6	103	5	19	14	23	22	19	5	451	1758	2246				
5:15 PM	19	213	36	2	109	11	15	16	11	26	20	6	484	1819	2310				
5:30 PM	16	197	35	5	90	11	18	14	10	10	19	7	432	1814	2274				
5:45 PM	17	153	21	6	83	7	22	12	12	11	14	5	363	1730		1.06 30HV Seasonal Adjustment			
2023 30HV PM Vs	81	764	166	19	432	42	67	70	71	106	81	29				2023 Traffic Count Base Year			
Background Growth	23	215	47	5	122	12	19	20	20	30	23	8				1.25% Background Growth Rate			
2043 Current ZD Vs	104	979	213	24	554	54	86	90	91	136	104	37				2043 Pre-Development Year			
Total Net New Dev Vs	13			31			3			3			2,472		Entering Intersection Volume				
% of Dev	60%			60%			5%			5%			50		Development Trips				
P-B/D-L Vs													2.02%		Trip Volume Increase				
2043 Proposed ZD Vs	104	992	213	24	585	54	89	90	91	136	104	40							

Intersection 2		NE Elliot Circle			NE Granger Avenue			System PM peak hour 4:30-5:30											
ALL-VEHICLE VOLUMES		PHF = 0.92											Hourly	All					
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	Ints	Cells shaded this color have manual inp			
4:00 PM	6	0	5	0	0	3	2	36	1	5	46	0	104	429					
4:15 PM	2	0	6	0	0	1	1	44	2	2	52	1	111	430					
4:30 PM	5	0	9	0	0	1	0	59	3	3	52	0	132	450					
4:45 PM	5	1	10	1	0	3	1	51	8	6	47	0	133	480					
5:00 PM	5	0	6	0	0	1	4	56	3	2	35	0	112	488					
5:15 PM	3	0	7	0	0	1	0	47	6	2	48	0	114	491					
5:30 PM	6	0	6	0	0	0	1	52	4	3	27	2	101	460					
5:45 PM	2	0	4	0	0	1	3	35	1	6	28	1	81	408		1.06 30HV Seasonal Adjustment			
2023 30HV PM Vs	19	1	29	1	0	5	6	206	21	13	157	2				2023 Traffic Count Base Year			
Background Growth	5	0	8	0	0	1	2	58	6	4	44	1				1.25% Background Growth Rate			
2043 Current ZD Vs	24	1	37	1	0	6	8	264	27	17	201	3				2043 Pre-Development Year			
Total Net New Dev Vs							3			1			589		Entering Intersection Volume				
% of Dev							5%			5%			4		Development Trips				
P-B/D-L Vs													0.68%		Trip Volume Increase				
2043 Proposed ZD Vs	24	1	37	1	0	6	8	267	27	17	202	3							

2043 30 HV

Intersection 3		OR 99W			Site Access			System PM peak hour 4:30-5:30							
ALL-VEHICLE VOLUMES		PHF = 0.90											Total	Hourly Totals	Cells shaded this color have manual input
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	
4:00 PM		174			116								290		
4:15 PM		184			104								288		
4:30 PM		180			129								309		
4:45 PM		197			101								298		
5:00 PM		200			114								314		
5:15 PM		234			122								356		
5:30 PM		222			106								328		
5:45 PM		180			96								276		
2023 30HV PM Vs	0	853	0	0	443	0	0	0	0	0	0	0	0		2023 Traffic Count Base Year
Background Growth	0	241	0	0	125	0	0	0	0	0	0	0	0		1.3% Background Growth Rate
2043 Current ZD Vs	0	1094	0	0	568	0	0	0	0	0	0	0	0		2043 Pre-Development Year
Total Net New Dev Vs	15					6	16		37						1662 Entering Intersection Volume
% of Dev	70%					30%	30%		70%						74 Development Trips
P-B/D-L Vs															4.45% Trip Volume Increase
2043 Proposed ZD Vs	15	1094	0	0	568	6	16	0	37	0	0	0			