



AGENDA

(Chair May Alter the Agenda)

BENTON COUNTY BOARD OF COMMISSIONERS CORVALLIS CITY COUNCIL JOINT WORK SESSION

February 15, 2024, 4 PM

How to Participate in this meeting		
In Person	Zoom Video	Zoom Phone Audio
Benton County Kalapuya Building 4500 SW Research Way Corvallis, Oregon	Click for Zoom link	Dial: 1(253) 215-8782
	Zoom Meeting ID: 880 3190 0383	
	Zoom Passcode: 469198	

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting by contacting the Board of Commissioners Office at 541-766-6800 or 800-735-2900 TTY, by email bocinfo@bentoncountyor.gov, or on the County's website at <https://boc.bentoncountyor.gov/contact/>.

The Board of Commissioners may call an executive session when necessary pursuant to ORS 192.660. The Board is not required to provide advance notice of an executive session; however, every effort will be made to give notice of an executive session. If an executive session is the only item on the agenda for the Board meeting, notice shall be given as for all public meetings (ORS 192.640(2)), and the notice shall state the specific reason for the executive session as required by ORS 192.660.

1. Call to Order

2. Introductions and Announcements

3. Comments from the Public

Time restrictions may be imposed on public comment, dependent on the business before the Board of Commissioners. Individual comment may be limited to three minutes.

4. Work Session

4.1 Update on SW West Hills Road Corridor Plan

5. Adjournment

BOC Agenda Checklist Master

Agenda Placement and Contacts

Suggested Agenda Date 02/15/24

View [Agenda Tracker](#)

Suggested Placement * Work Session

Department * Public Works

Contact Name * Laurel Byer

Phone Extension * 6013

Meeting Attendee Name * Laurel Byer, Gary Stockhoff

Agenda Item Details



Item Title * West Hills Road Corridor Plan Update

Item Involves * Check all that apply

- ☐ Appointments
- ☐ Budget
- ☐ Contract/Agreement
- ☐ Discussion and Action
- ☐ Discussion Only
- ☐ Document Recording
- ☐ Employment
- ☐ Notice of Intent
- ☐ Order/Resolution
- ☐ Ordinance/Public Hearing 1st Reading
- ☐ Ordinance/Public Hearing 2nd Reading
- ☐ Proclamation
- ☐ Project/Committee Update
- ☒ Public Comment
- ☒ Special Report
- ☐ Other

Estimated Time * 30-45 minutes

Special Report Options * ☒ Oral
☐ Written

**Board/Committee
Involvement***

- ☒ Yes
☐ No

**Name of
Board/Committee**

West Hills Neighborhood Association

Advertisement*

- ☐ Yes
☒ No

Issues and Fiscal Impact

Item Issues and Description

Identified Salient Issues *

On September 7, 2021, the Corvallis City Council approved the annexation of approximately 118 acres into Corvallis city limits at the northeast corner of SW West Hills Road and SW 53rd Street. This area is known as the "Marys Annexation." During and following the annexation process, the surrounding neighborhoods, primarily represented by the West Hills Neighborhood Association (WHNA), expressed concerns about lack of sidewalks and driver speeds on SW West Hills Road.

West Hills Road is currently under Benton County jurisdiction. Given that the road is within the City's urban growth boundary and jurisdiction over the road is anticipated to be transferred to the City at some undefined point in the future, agency staff have been closely coordinating discussions regarding potential future improvements. The County and City have also been working jointly to take into account WHNA's concerns and requests. Following joint conversations with the WHNA, staff held a work session with the City Council on February 24, 2022 where the merits of WHNA's requested approach were discussed. At the work session staff recommended to focus limited staff time and budget on examining and refining infrastructure needs and timing along SW West Hills Road between SW Western Boulevard and SW 53rd Street, in collaboration with WHNA and the community. County staff had a similar conversation with the Board of Commissioners and ultimately the two agencies funded a joint project to study the corridor, identify desired improvements, and develop an estimate of probable costs to construct those improvements.

On September 7, 2023 City and County staff provided a progress report at a work session to City Council and the Board of Commissioners regarding the SW West Hills Road corridor plan (Attachment CC-A). Staff provided a description of the corridor plan activities up until that point, which included:

- A kickoff meeting and corridor walk was held with the neighborhood in December of 2022.
- A community questionnaire and interactive online mapping tool for additional outreach in spring of 2023 that received more than 100 responses.
- Two initial design concepts for the corridor were developed and the feasibility of a roundabout at the intersection of SW West Hills Road and Western Boulevard was examined.
- An in-person open house was held in June of 2023, attended by more than 70 people, where the two initial design concepts and roundabout feasibility were shared.

Staff concluded the September 7th work session by stating that the project team recommended developing a third design concept for further community input. Council and the Board of Commissioners supported that recommendation. The presentation before you today is to summarize the corridor plan activities since September as well as the steps remaining.

Options *

- 1) Staff recommends the Council and the Board of Commissioners receive the staff report, deliberate, and provide direction regarding which design concept to move to the adoption process.
- 2) Do nothing.

Fiscal Impact *

- ☐ Yes
☒ No

2040 Thriving Communities Initiative

Mandated Service? * ☐ Yes ☒ No

2040 Thriving Communities Initiative

Describe how this agenda checklist advances the core values or focus areas of 2040, or supports a strategy of a departmental goal.

To review the initiative, visit the website [HERE](#).

Values and Focus Areas

Check boxes that reflect each applicable value or focus area and explain how they will be advanced.

Core Values *

Select all that apply.

- ☒ Vibrant, Livable Communities
- ☐ Supportive People Resources
- ☐ High Quality Environment and Access
- ☐ Diverse Economy that Fits
- ☐ Community Resilience
- ☒ Equity for Everyone
- ☒ Health in All Actions
- ☐ N/A

Explain Core Values Selections *

At the heart of the Corridor Study is the opportunity to involve the community in the process of introducing concept options and considerations for the safety of all users. The preliminary concepts also address concerns over speed in the corridor, which by influencing lower speeds, increases community livability. Equity for Everyone and Health in All Actions has been applied through conceptual design and public outreach.

Focus Areas and Vision *

Select all that apply.

- ☒ Community Safety
- ☐ Emergency Preparedness
- ☐ Outdoor Recreation
- ☐ Prosperous Economy
- ☐ Environment and Natural Resources
- ☒ Mobility and Transportation
- ☐ Housing and Growth
- ☐ Arts, Entertainment, Culture, and History
- ☐ Food and Agriculture
- ☐ Lifelong Learning and Education
- ☐ N/A

Explain Focus Areas and Vision Selection *

The Corridor Study also searches for a balance between mobility for autos and all other users of the corridor for the safety of the community. The preliminary concepts also address concerns over speed in the corridor, which by influencing lower speeds, increases community safety.

Recommendations and Motions

Item Recommendations and Motions

Staff	Staff respectfully recommends that the Council and Board of Commissioners
Recommendations*	concur with the community-supported third design concept developed by the project team and direct staff to bring the final corridor plan to Council for adoption.

Work Session	I move to ...
Motions*	No motion required

Staff Recommendation

Staff respectfully recommends that the Council and Board of Commissioners concur with the community-supported third design concept developed by the project team and direct staff to bring the final corridor plan to Council for adoption.

Meeting Motion

I move to ...

No motion required

Attachments, Comments, and Submission

Item Comments and Attachments

Attachments	Upload any attachments to be included in the agenda, preferably as PDF files. If more than one attachment / exhibit, please indicate "1", "2", "3" or "A", "B", "C" on the documents.
	West Hills Road Corridor Plan Update.pdf 8.34MB
Comments (optional)	Goal setting meeting on 2/15 If you have any questions, please call ext.6800
Department Approver	GARY STOCKHOFF

1.

Department Approval

Comments

Signature

Gary Stockhoff

2.

Counsel Approval

Comments

Signature

Vance H. Coney

3.

County Administrator Approval

Comments

Signature

Rachel L McEneny

4.

BOC Final Approval

Comments

Signature

Amara Makepeace

TO: City Council and Board of Commissioners for February 15, 2024
Work Session

FROM: Rory Rowan, P.E., Transportation Division Manager *RR*
Laurel Byer, P.E., County Engineer *LB*

DATE: February 2, 2024

THROUGH: Mark W. Shepard, P.E., City Manager *MWS*
Jeff Blaine, P.E. Public Works Director *JB*
Rachel McEneny, County Administrator *RM*
Gary Stockhoff, P.E., Public Works Director *GS*

SUBJECT: West Hills Road Corridor Plan Update



Action Requested:

Staff recommends the Council and the Board of Commissioners receive the staff report, deliberate, and provide direction regarding which design concept to move to the adoption process.

Strategic Operational Plan Priority:

N/A

Discussion:

Background

On September 7, 2021, Council approved the annexation of approximately 118 acres into Corvallis city limits at the northeast corner of SW West Hills Road and SW 53rd Street. This area is known as the “Marys Annexation” or “Lin Annexation” for the name of one of the landowners, in the latter. During and following the annexation process, the surrounding neighborhoods, primarily represented by the West Hills Neighborhood Association (WHNA), expressed concerns about SW West Hills Road in this area such as lack of sidewalks and driver speeds.

SW West Hills Road is currently under Benton County jurisdiction. Given that the road is within the City’s urban growth boundary and jurisdiction over the road is anticipated to be transferred to the City at some undefined point in the future, agency staff closely coordinate discussions regarding potential future improvements. Working with the WHNA regarding their concerns and requests is no exception. Following joint conversations with the WHNA about their proposals and requests, staff held a work session with Council on February 24, 2022 where the merits of WHNA’s requested approach were discussed. At the work session staff recommended to focus limited staff time and budget on examining and refining infrastructure needs and timing along SW West Hills Road between SW Western Boulevard and SW 53rd Street, in collaboration with WHNA and the community. County staff had a similar conversation with the Commissioners and ultimately the two agencies funded a joint project to study the corridor, identify desired improvements, and develop an estimate of probable costs to construct those improvements.

On September 7, 2023 City and County staff provided a progress report at a work session to Council and the Board of Commissioners regarding the SW West Hills Road corridor plan (Attachment CC-A). Staff provided a description of the corridor plan activities up until that point, which included:

- A kickoff meeting and corridor walk was held with the neighborhood in December of 2022.

- A community questionnaire and interactive online mapping tool for additional outreach in spring of 2023 that received more than 100 responses.
- Two initial design concepts for the corridor were developed and the feasibility of a roundabout at the intersection of SW West Hills Road and Western Boulevard was examined.
- An in-person open house was held in June of 2023, attended by more than 70 people, where the two initial design concepts and roundabout feasibility were shared.

Staff concluded the September 7 work session by stating that the project team recommended developing a third design concept for further community input. Council and the Board of Commissioners supported that recommendation. The remainder of this staff report describes the corridor plan activities since September of 2023 and the remaining steps.

Third Design Concept

The project team's goal with the third design concept was to incorporate separated and comfortable facilities for walking and bicycling while still responding to the corridor's unique constraints and including the speed management features identified in the prior concepts. Development of the third concept was guided by several considerations that were first revealed by the first two concepts. These include design trade-offs for:

- Separate spaces for walking and bicycling
- Directional facilities for walking and bicycling on each side of the street
- Roadway narrowing for speed management
- Constructability
- Maintenance
- Stormwater
- Mail and garbage operations

With this in mind, the project team ultimately developed a design concept that includes the following:

- *Elements shared with prior concepts*
 - One continuous vehicle travel lane in each direction with turn lanes at select intersections
 - A variety of design treatments to help manage corridor speeds such as partially raised intersections, raised median islands, and lateral shifts or curvature introduced in the alignment
 - Marked crosswalks at multiple intersections to facilitate crossings of the corridor
 - Where planting or hardscape strips are minimal, areas are provided for garbage and recycling cans and mailboxes to be placed that do not block sidewalks or bike lanes
- *Unique to this concept*
 - 65 to 73 foot right-of-way width (versus 79 foot right-of-way for standard City arterial)
 - Fully raised bike lanes on both sides of the street behind the curb
 - The shortest crossing distance from curb to curb
 - Sidewalks at the same level and adjacent to the bike lanes on both sides of the street
 - Variable width planting or hardscape strip providing a buffer to the bike lanes and sidewalks

An example photograph of a constructed corridor in another community with similar improvements as those described above is shown below for reference.



Photo credit: Kate Whitfield – Alta Planning + Design.

Recent Public Engagement

The project team hosted another in-person open house in November of 2023 where the new design concept described above was shared with the community. For comparison purposes, the previous two design concepts were also shared. All materials shown at the open house were also made available on the project website, which can be viewed at this link: <https://pw.bentoncountyor.gov/public-works-projects/>. Please note that the project website link has changed since the previous work session due a Benton County website-wide update.

There were approximately 50 attendees at the in-person open house in November of 2023. A little over two dozen written or emailed comments were provided to staff. The feedback received was unanimously positive about the newly developed design concept with a high level of interest in next steps.

In addition to the in-person open house, project staff attended the WHNA meeting in December of 2023 and answered questions from members about the corridor plan, primarily concerning the new design concept and remaining steps in the project. The WHNA also gathered multiple rounds of questions from its membership separate from the meeting, which the project staff have answered via email over several months.

Opinion of Probable Costs

An important output of the corridor plan is an opinion of probable costs for the improvements identified by the plan. With the recent public engagement showing widespread support for the newly developed design concept, the project team has developed conceptual level cost estimates for the following:

- SW West Hills Road improvements between * SW 53rd Street and Western Boulevard: \$22.2 million
- SW West Hills Road and Western Boulevard roundabout: \$6.5 million

*Specifically the recently developed concept shared at the November 2023 open house and described above

These cost estimates, while preliminary, do include estimated costs for engineering design, right of way acquisition, staff time, and construction. Also at this stage of estimating, an approximately 30% contingency is included in these costs.

Next Steps

If Council and the Board of Commissioners agrees with moving the newest concept forward, staff will proceed with the remaining steps in the corridor plan process. These steps include developing a final corridor plan report, presenting it to Council for adoption, and considering the adopted plan elements in the City's System Development Charge (SDC) project list for streets. These final steps are required to ensure that future development-driven frontage improvements are constructed consistent with the preferred concept and that appropriate reimbursement mechanisms (SDC credits) are in place for any "oversizing" components. SDC funding could also be an important component of any future City/County initiated improvement efforts. No official action is required by the Board of Commissioners since Benton County's adopted Transportation System Plan (TSP) states that, in the case of County roadways like SW West Hills Road that are within a city's urban growth boundary, the City's adopted design standards will apply to the road.

It is important to remember that no funding source has been identified by either agency as available for improving SW West Hills Road and there is no anticipated timeline for construction. Those discussions are related to, but separate from and after, the adoption of the corridor plan. While area residents are aware of this, they remain interested in discussing timing for construction. With undefined improvements and unknown costs, such conversations were not possible until now.

Following adoption of the corridor plan, staff anticipates that Council and the Board of Commissioners will be asked by community members to consider construction of the identified improvements. While each agency has many competing priorities for our limited street funding, this conversation has historically been further complicated by the need to identify financial responsibilities for improvements. With the knowledge gained through corridor plan development, staff will have the information needed to facilitate further conversations when requested by the Council and/or Board of Commissioners.

Recommendation:

Staff recommends that the Council and Board of Commissioners concur with the community-supported third design concept developed by the project team and direct staff to bring the final corridor plan to Council for adoption.

Budget Impact:

There are no budget impacts at this time.

Attachment:

Attachment CC-A September 2023 West Hills Road Corridor Plan Update Council Work Session Staff Report

TO: City Council and Board of Commissioners for September 7, 2023
Work Session

FROM: Rory Rowan, P.E., Transportation Division Manager *RR*

DATE: August 29, 2023

THROUGH: Mark W. Shepard, P.E., City Manager *MWS*
Jeff Blaine, P.E. Public Works Director *JB*

SUBJECT: West Hills Road Corridor Plan Update



Action Requested:

For information only, no action required.

Strategic Operational Plan Priority:

N/A

Discussion:

Background

On September 7, 2021 following several years of process and multiple public hearings, Council approved the annexation of approximately 118 acres into Corvallis city limits at the northeast corner of SW West Hills Road and SW 53rd Street. A record of the process and findings is in ordinance 2021-17. This area is known as the “Marys Annexation” or “Lin Annexation” for the name of the landowner, in the latter.

During and following the annexation process, the surrounding neighborhoods, primarily represented by the West Hills Neighborhood Association (WHNA), expressed concerns about SW West Hills Road in this area such as lack of sidewalks and driver speeds. Initially the WHNA focused their attention on SW Sagebrush Drive, proposing that it be extended into the annexation area or at a minimum a shared use path for walking and bicycling be constructed along a similar alignment. From staff’s analysis, either option would require crossing other private property that is not currently developed, is not part of the annexation area, and that may not develop at the same time.

SW West Hills Road is currently under Benton County jurisdiction. Given that the road is within the City’s urban growth boundary and jurisdiction over the road is anticipated to be transferred to the City at some undefined point in the future, agency staff closely coordinated discussions regarding potential future improvements. Working with the WHNA regarding their concerns and requests is no exception. Following joint conversations with the WHNA about their proposals and requests, staff held a work session with Council on February 24, 2022 where the merits of WHNA’s requested approach were discussed. At the work session staff recommended that a better collaboration in the near term would be to focus limited staff time and budget on examining and refining infrastructure needs and timing along SW West Hills Road between SW Western Boulevard and SW 53rd Street. The staff report from this work session is provided as Attachment CC-A. County staff had a similar conversation with the Commissioners and ultimately the two agencies funded a joint project to study the corridor, identify desired improvements, and develop an estimate of probable cost to construct those improvements.

Corridor Plan

Following the February 2022 Council work session, City and County staff collaborated and enlisted the help of the transportation consulting firm Kittelson and Associates to develop a scope and schedule for a corridor plan of SW West Hills Road between SW Western Boulevard and SW 53rd Street. The corridor plan scope includes:

- Development of design options
- Examining the feasibility of a roundabout at the SW West Hills Road and SW Western Boulevard intersection
- Public engagement including outreach directly to surrounding neighborhoods, the wider community, an online survey, and multiple open houses
- Preparing cost estimates for the final selected design option

An in-person kick-off meeting and walk along the corridor was held in December 2022 with surrounding property owners, residents, and the WHNA. The project team received input about neighborhood concerns during this meeting. The initial corridor plan schedule was anticipated to include additional public engagement opportunities over the winter of 2023, design options development in spring, and conclude by summer. However, due to several unforeseen events such as staff turnover and property boundary survey and research taking longer than anticipated, the schedule had to be lengthened. The corridor scope summary and initial schedule are provided in a project information sheet in Attachment CC-B.

In May 2023 the project team launched an interactive online mapping tool and a questionnaire, both of which were promoted to the wider community through the following:

- On the project webpage
- Email list of kick-off meeting attendees
- Electronic newsletter/notifications by City and County public information officers
- WHNA communication to their membership
- Other email lists of specific interests within the community such as active transportation (walking and bicycling)

Over 100 responses to the questionnaire were received. While the questionnaire was promoted to the wider community and likely taken by those living outside of the immediate corridor, the feedback largely mirrored what the project team heard at the initial kick-off meeting from corridor property owners and residents. The feedback can be summarized into two primary categories with some overlap:

- Concern about driver speeds along the corridor
- High desire for some form of separated, high comfort facilities for walking and bicycling

The questionnaire results are summarized and available on the corridor plan website hosted by the County at: <https://www.co.benton.or.us/publicworks/project/sw-west-hills-road-corridor-plan>

Design Alternatives

The project team considered the feedback received at the December 2022 kick-off, prior engagement by the County with the WHNA, and the May 2023 questionnaire results to inform design options development. Two initial design options were developed and shared with the neighborhood and community at an in-person open house in June 2023. The open house exhibits were also published online to the project webpage.

For reference, on this corridor which is classified as an arterial roadway in the City's Transportation System Plan (TSP), the typical roadway section requires a 79-foot right-of-way with three vehicle travel lanes (one is a center two way left turn lane), on-street bike lanes with painted buffers, and sidewalks separated by nine foot planting strips. While modifications to TSP typical sections are allowed to take into account constraints such as natural features or other site-specific conditions, the many unique circumstances along the SW West Hills Road corridor are what has led staff to undertake the corridor plan to consider a modified street cross section and design elements. A summary of each design alternative is described below.

Common to both corridor options A & B:

- Two vehicle travel lanes except at select intersections where there is a third lane for turning movements
- A variety of design treatments to help manage corridor speeds such as partially raised intersections, raised median islands, and lateral shifts or curvature introduced in the alignment
- Marked crosswalks at multiple intersections to facilitate crossings of the corridor
- Where planting strips are minimal, areas are provided for garbage/recycling cans and mailboxes to be placed that do not block sidewalks, shared use path, or bike lanes

Corridor Option A – on street bike lanes

- 54 to 75 foot right-of-way width
- On street bike lanes with painted buffers
- Sidewalks on both sides with variable planting strip width

Corridor Option B – shared use path

- 44 to 65 foot right-of-way width
- Separated shared use path for walking and bicycling on north side of street
- Sidewalk on south side of street

SW West Hills Road and SW Western Boulevard intersection

The project team evaluated a roundabout at this intersection and shared a high-level concept sketch graphic at the June 2023 open house. While further refinement and design would be needed prior to any construction, early review indicates that a roundabout at this location could potentially fit within existing, available publicly-owned right-of-way. Additionally, this concept is independent of either corridor option and could be incorporated with or without changes to SW West Hills Road itself.

The design options and exhibits shared at the open house are available on the corridor plan website hosted by the County at: <https://www.co.benton.or.us/publicworks/project/sw-west-hills-road-corridor-plan>

Public Feedback on Design Alternatives

There were more than 70 attendees at the June 2023 open house. Most attendees provided written comments either during the open house itself or separately via email. The feedback can be summarized into the following primary themes:

- Appreciation for and continued desire for emphasis of the speed management features included in both options
- A preference for the separated facilities for walking and bicycling such as the shared use path option and sidewalks where shown in each option
- Support for the roundabout concept, especially as a “gateway” to help manage speeds

A summary of the open house feedback is provided in Attachment CC-C.

Shared Use Path Discussion

The strongest and most consistent themes that staff has heard from the neighborhood and community throughout the corridor plan effort so far is a desire for speed management and separated and comfortable facilities for walking and bicycling. During County staff’s prior work with the WHNA and at the December 2022 kick off meeting, a strong preference has been repeatedly heard for a shared use path. Because of this the project team believed it was important to develop at least one design option that showed that concept. However, there are some important considerations about shared use paths that should be taken into account.

The City’s TSP contains the following relevant guidance: “[shared use] paths in lieu of bike lanes are not appropriate due to the multiple conflicts created for bicycles at driveway and sidewalk intersections.” This is consistent with the wider trend within the transportation planning and engineering profession where shared use paths were once favored but there is now a growing movement in recent years toward providing separate facilities for walking and bicycling.

Reasons for this include the following concerns that have to be considered when a shared use path is being considered on one side of a street:

- It requires all users traveling to and from the opposite side to cross multiple lanes of traffic
- Drivers at street intersections and driveways may not expect people riding bicycles (who travel at higher speeds than people walking, especially when the increasing amount of electric bicycle riders are considered) to be coming from the opposite direction
- At intersections, multiple approaches may have to be crossed when turning onto another street
- By combining multiple travel modes there is potential conflict between people traveling at different speeds and with different masses such as walking or on different types of bicycles

Corridor Plan Next Steps

With these considerations about shared use paths in mind, the project team believes it is appropriate to develop a third design option (already provided for in current scope of work in anticipation that it may be necessary) and share with the neighborhood and community. This third design option would still balance the corridor’s unique constraints and include the speed management features already identified in the previously developed options. However, the goal of this new option would be to overcome the downsides of a shared use path while still working to provide the separate and comfortable facilities for walking and bicycling desired by the neighborhood and community. Once this concept is developed, the project team

will schedule an additional public engagement opportunity and seek feedback prior to staff finalizing and bringing back to Council a recommended cross section for adoption. The project team will also develop an estimate of probable costs and examine potential stormwater quality and treatment needs.

Once probable costs for the identified improvements have been developed, City and County staff can initiate discussions regarding potential funding options and timing of construction. To date, no funding source has been identified as available for these improvements and there is no anticipated timeline for construction. Those discussions are related to, but separate from, the current effort to identify the desired improvements and what they might cost. Even if near term funding is not available for construction of the entire corridor, adopting this corridor plan is important in order to ensure that when development occurs, they construct frontage improvements consistent with the desired improvements identified in the corridor plan. Without the corridor plan in place, improvements would more closely resemble the typical section in the City's TSP, which we know is not implementable along the entire reach.

Recommendation:

N/A

Budget Impact:

No budget impact.

Attachment(s):

Attachment CC-A: Sagebrush Extension & West Hills Road Improvements Council Work Session Staff Report

Attachment CC-B: Corridor Plan Information Sheet

Attachment CC-C: Open House Feedback Summary

CC:

Laurel Byer, P.E., Benton County Engineer

Rick Crager, Interim Benton County Administrator

Gary Stockhoff, PE, Benton County Public Works Director

TO: City Council for February 24, 2022, Council Work Session
FROM: Jeff Blaine, P.E., Public Works Director *JB*
DATE: February 14, 2022
THROUGH: Mark Shepard, P.E., City Manager *MS*
SUBJECT: Sagebrush Extension & West Hills Road Improvements
STRATEGIC OPERATIONAL PLAN PRIORITY: N/A



Action Requested:

Staff requests Council receive this memorandum, deliberate, and provide direction regarding staff's recommended next steps.

Discussion:

Background

The "Marys Annexation, or Lin Annexation" are the names typically applied to the approximately 119 acre annexation generally located north east of the intersection of West Hills Road and 53rd Street, two roads currently under Benton County jurisdiction. A vicinity map is provided as Attachment CC-A.

The Marys Annexation was approved by the City Council on September 7, 2021 and incorporated a Development Phasing and Infrastructure Timing Agreement (Agreement), provided as Attachment CC-B. Infrastructure concerns, particularly the lack of existing urban standard bicycle and pedestrian facilities along West Hills Road, were a point of significant emphasis during annexation proceedings and a primary point of concern for the West Hills Neighborhood Association (WHNA).

West Hills Road will be improved with development from the 53rd Street and West Hills Road intersection easterly through the eastern most boundary of the recently annexed Lin property. However, a gap in urban facilities will remain between the future development and existing urban improvements further east on West Hills Road. This gap was, and continues to be, the largest source of concern for the WHNA.

Through the annexation process, City and County staff initiated discussions surrounding mechanisms and timing for improving West Hills Road and ultimately transferring jurisdiction to the City. Such a process is complex and ultimately a path forward was not identifiable within the timeframe of considering the annexation. The annexation agreement outlined how street frontage improvements will be made through the development process and that the performance of three offsite intersections would be evaluated. These considerations were deemed adequate to serve the developing property.

Also included in the Agreement was discussion about an extension of Sagebrush across neighboring, largely undeveloped, property; referred to as "N Offsite". These properties and an existing 40-foot right-of-way (ROW) are shown in Attachment CC-C. The existing ROW is specifically dedicated to Benton County. During the annexation process, discussion was given to the thought that perhaps an extension of Sagebrush could provide an alternate means of connectivity for active transportation facilities if the rural nature of portions of West Hills Road proved problematic.

Considering the concept may have some merit, N Offsite was included in the Agreement but didn't obligate the developer to construct it. Rather, it identified the developer could construct or request the City form a

Local Improvement District (LID) to construct it, at which point, the City could choose to either move forward, or not. In other words, if expressed concerns surrounding the lack of connectivity of urban active transportation improvements materialized, the City Council could consider a LID to extend Sagebrush as a potential solution. To be clear, LID's are a tool available to the Council at any time and could be pursued regardless of what is in the Agreement.

The lack of existing urban infrastructure and anticipated increase in traffic volumes with development remains a concern for the WHNA. They are an active, well-informed group, desiring continued dialog regarding improvements in their area. Once the annexation was approved, the WHNA contacted Public Works staff and requested that construction of Sagebrush be included in the 5-year Capital Improvement Plan (CIP). The request was made in a good-faith effort to follow what was their understanding of the recommended next step in addressing their underlying concerns.

Their request sparked a series of conversations over several months and a decision to bring a discussion to Council. If nothing else, Council's interest in forming a LID to construct Sagebrush would need to be understood before staff would be comfortable showing such a project in the CIP. Staff suggested, and WHNA agreed, that a collaborative presentation to Council would be the most efficient means to discuss the issues of concern. Attachment CC-D provides WHNA's submittals for Council's consideration at the work session. Attachment CC-D also includes a submittal from a property owner in West Corvallis that works closely with the WHNA but is not a member of the WHNA.

City staff also reached out to the neighboring property owners shown on Attachment CC-C where an extension of Sagebrush, "N Offsite", would occur. Staff felt it was important these property owners be aware that improvements across their property were being discussed. Attachment CC-E provides a submittal from one of the property owners, for Council's consideration at the work session.

It is important to remember that no matter what actions occur for N Offsite (Sagebrush extension) or West Hills Road, all must be coordinated and approved by Benton County. As such, it will be critical for City and County staff to collaborate and be in agreement regarding any paths forward. Examples of various approvals are described throughout this staff report.

Considering Sagebrush Extension

As Council may recall from the Development 101 presentation on December 16, 2021, the most typical way for infrastructure extensions to occur is through development. In this way, each development pays its fair share for infrastructure fronting its property and extends it to-and-through so that it is available for the next property to connect to and extend. If, instead, the City were to extend this infrastructure, it would be done so using funds from existing rate payers to the benefit of a private development. To avoid this situation, if the City did desire to construct infrastructure ahead of development, it could do so through a LID where the costs are assessed to benefiting properties and not burden existing rate payers. Even with this approach, City funds must be obligated. The City serves as the bank and gets paid back through assessments over time. The point being, a cash reserve that is not needed for other purposes is required to fund the LID from the onset, or the City must borrow the money.

From a funding standpoint alone, City staff does not support using existing City funds planned for other improvements to construct Sagebrush at this time. Staff has concerns about spending limited City funds on improvements that will be donated to the City in the future for free at the time properties develop.

If the City had a cash reserve to tie up in a LID, one could be considered as contemplated in the Agreement. However, staff does not believe there is a near term need to form a LID. LIDs are important tools but should

be carefully considered and applied in the right situations, which staff does not believe currently exists on Sagebrush.

The following paragraphs describe additional challenges with considering a LID along the Sagebrush alignment at this time. This information is provided to further explain staff's position as to why it is not the right time to consider a LID for constructing Sagebrush. This discussion should not be misconstrued to imply that staff believes Sagebrush is not ultimately needed. The Transportation System Plan (TSP) identifies Sagebrush as ultimately being a needed improvement to serve the growing population in the area. Consequently, staff's evaluation is centered on timing and funding.

ROW

The Lin property has not yet dedicated right-of-way and the properties that N Offsite will traverse have not dedicated enough ROW to construct a standard street section. If an improvement were pursued now, the City would be required to purchase additional ROW rather than have it donated through the development process. In other words, the City would pay for something it would otherwise get for free in order to expedite the improvement. Additionally, if the existing property owners are not willing to sell the ROW, the City would be required to use eminent domain. The N Offsite properties are currently in the county and the City's ability to use eminent domain would need to be evaluated. County concurrence may be required, even if only at a conceptual level given the existing ROW is Benton County's. If nothing else, they would need to support the concept or they would not authorize the City to construct the improvement in their ROW.

Anything built in the existing 40-ft ROW will require Benton County approval, or a transfer of jurisdiction from County to City.

UTILITIES

When considering constructing road improvements, one must not forget that water, sewer, and stormwater infrastructure would need to be built at the same time. These utilities are constructed under street improvements and are typically constructed first; because that is the most cost effective means of construction but also because one typically does not want to cut through a new road, both to preserve ride quality and to protect the integrity of a new street. The more the integrity of a road structure is compromised through cuts, the more failures and increased maintenance costs should be anticipated over time.

This presents a compounding funding challenge. If road improvements are pursued, funding for utilities must also be redirected away from other priorities or rolled into a LID. Here too, the previously outlined funding challenges exist.

JURISDICTIONAL LIMITS FOR LID FORMATION

The City can pursue a LID for annexed properties, however, the properties hosting N Offsite would require County approval to include in the City's LID as they are not annexed. If these property owners are not interested in having improvements constructed across their property, and/or paying for them, staff would expect them to request the County to not approve the LID. The outcome of that process is unknown.

Interestingly, it is clear that road improvements could be assessed to county properties through a LID, with County approval. Whether or not utilities could be assessed is less clear and would require legal research. If not allowed, it would create further complexity surrounding LID formation and funding all of the required infrastructure.

MULTI-USE PATH

Following up on past conversations regarding connectivity, the WHNA inquired about multi-use path construction and if that would create the desired benefits without the complications of road construction. While a creative solution worth discussing, it has many of the same complications previously described, and some new ones. Temporary versus permanent improvements, location within existing right-of-way as it relates to the ultimate improvements, the need to design ultimate improvements, and procedures for considering non-standard street section that incorporates a multi-use path, all further complicate consideration of such an approach.

Additionally, the concept was floated with the idea of pursuing grant funding. Staff would not anticipate such a project scoring well for grants, especially if it is a temporary improvement. Further, staff believes there are higher priority locations in town to pursue grant funding, with the benefits making them more likely to score higher in the grant process.

Staff does not consider pursuit of a multi-use path in this location a feasible alternative.

SAGEBRUSH CONCLUSION

Based on the financial and non-financial concerns described, staff strongly recommends against pursuing any City-initiated improvements at this time. As outlined, this does not prevent the City from pursuing improvements in the future if/when deemed appropriate.

West Hills Road

As previously mentioned, the lack of urban active transportation improvements along West Hills Road has been a significant concern for area residents. In response, the County recently widened shoulders to allow more room for bicycles and pedestrians. The shoulder widening provided a significant interim improvement but not what is typically considered an urban improvement, with dedicated active transportation facilities ultimately envisioned for the area.

County staff continues to work with area residents and is currently evaluating a request for “quick-build” temporary safety improvements requested by WHNA. It is staff’s understanding that these quick-build measures are intended to help bridge the gap in time until the road is improved to urban standards. These conversations are ongoing and it is anticipated the County and City will discuss any improvements the County intends to construct that may impact future jurisdictional transfers. Regardless, this section is a county road and any treatments are a County decision.

Some area residents feel strongly that the current road configuration, combined with excessive speeds by drivers, represent a safety concern that should be addressed immediately by constructing urban improvements. Whether or not that is the case does not impact staff’s recommended next steps. In other words, the degree of concern need not be a point of debate as staff’s recommended approach is consistent with an approach to address a heightened concern.

Urbanization of West Hills Road is complicated by topography, existing ROW, and existing development’s proximity to existing ROW. Staff anticipates a standard arterial street section may not be feasible in this location. Consequently, it makes sense to study the road and better define what an ultimate design may be. A recent table-top exercise with engineering staff revealed this is not a simple solution to identify and preliminary design will be required to develop a plan.

Staff recommends pursuing this preliminary design effort now for two primary reasons. The first being that if a non-standard improvement is required, it would be beneficial to identify that ahead of recently annexed properties developing. We would want the developing property's frontage improvements to be consistent with the ultimate design. Additionally, all parties agree the road ultimately needs to be improved and jurisdiction will likely be transferred to the City. The current unknowns involve who is paying for improvements, and by when. It is difficult to have conversations surrounding funding when the scope is unknown and costs are undefined. It seems prudent to make progress on the aspects on which there is already agreement and not stall out worrying about subsequent steps in which we do not have enough information to resolve.

WEST HILLS CONCLUSION

Staff recommends Council direct staff to initiate conversations with Benton County about an intergovernmental agreement (IGA) to partner on preliminary design efforts necessary to define the scope and cost of ultimate improvements that would, upon construction, result in a transfer of jurisdiction. Benton County staff have expressed an openness to these discussions. Once completed, both agencies would be in a position to discuss construction timing and related funding alternatives.

Recommended Sequencing

If Council agrees with staff's recommended approach, sequencing of events would be as follows:

- 1) County considers quick-build request from WHNA
- 2) City/County pursue IGA for preliminary design of West Hills Road. Desired outcome being scope/cost estimate
- 3) Consider timing and funding alternatives for construction of West Hills improvements
- 4) Sagebrush constructed through progression of development. This is the best case scenario but could also be considered through other means if circumstances dictate in the future.

It would be premature to outline what public engagement will look like for such a process but it is important to acknowledge that public involvement will be part of the work effort. Consideration of a non-standard arterial street would require dialog and it is understood that area residents want to be engaged at an early enough stage where their questions and input can be considered and still impact outcomes. This is a reasonable expectation and staff would plan to engage area stakeholders accordingly.

Budget Impact:

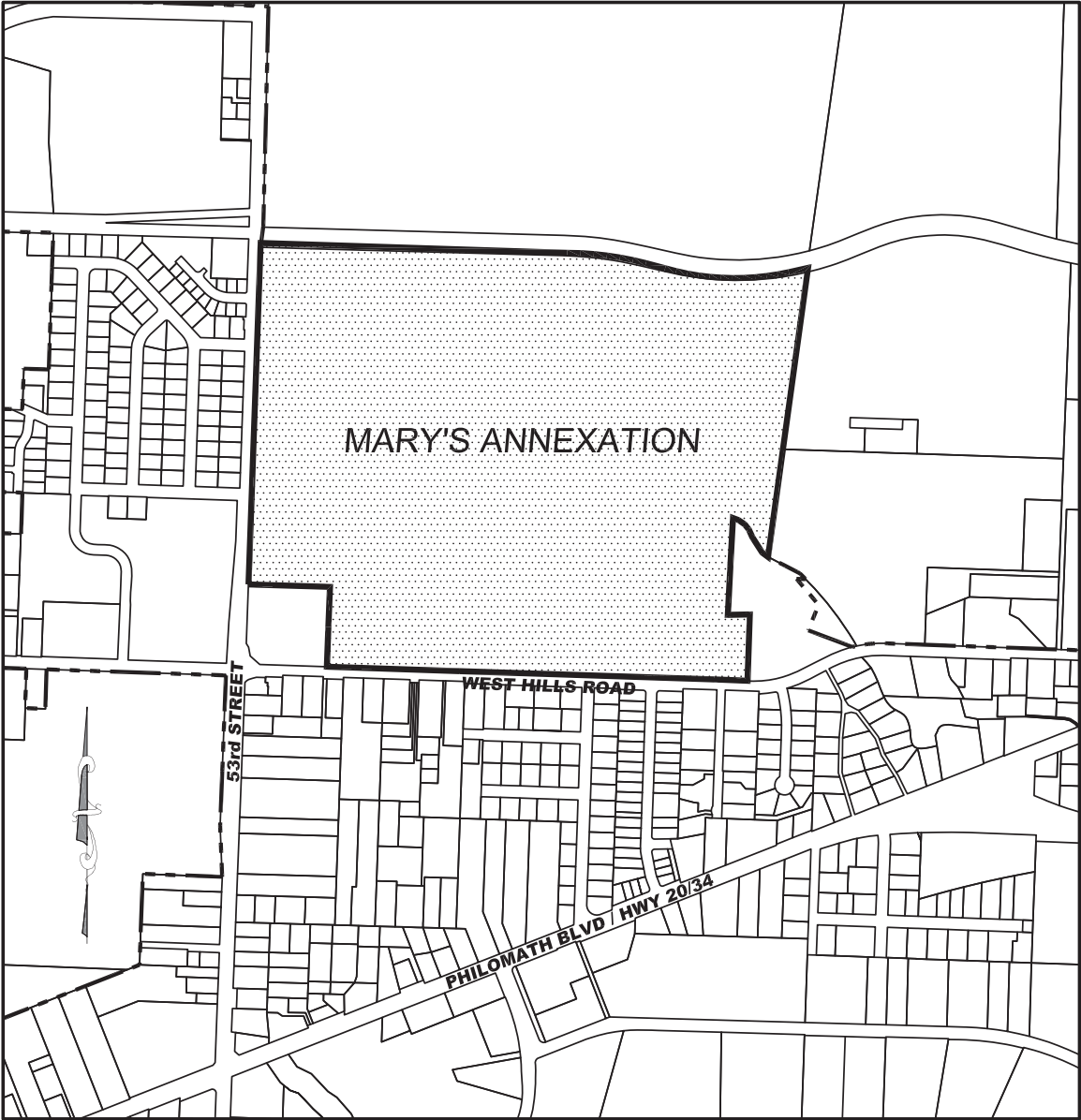
There are no budget impacts at this time.

Attachments:

Attachment CC-A Vicinity Map
Attachment CC-B Development Phasing and Infrastructure Funding Agreement
Attachment CC-C Property/ROW Map
Attachment CC-D WHNA Submittals
Attachment CC-E N Offsite Property Owner Submittals

Cc: Laurel Byers, P.E., Benton County Public Works

VICINITY MAP



After Recording Return To:

Benton County Public Works
360 SW Avery Avenue
Corvallis OR 97333

BENTON COUNTY, OREGON **2022-623406**
DE-AG
Cnt=1 Stn=47 COUNTER1 **01/10/2022 09:57:29 AM**
\$55.00 \$11.00 \$62.00 \$10.00 \$20.00 **NO FEE**



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I, James V. Morales, County Clerk for Benton County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.

James V. Morales - County Clerk



DEVELOPMENT PHASING AND INFRASTRUCTURE TIMING AGREEMENT AMENDMENT

This DEVELOPMENT PHASING AND INFRASTRUCTURE TIMING AGREEMENT AMENDMENT ("Amendment") is entered this 2nd day of December, 2021 by and between Benton County, a political subdivision of the State of Oregon ("County") and CMTWH LLC, an Oregon Limited Liability Company ("Owner" or "Developer") for the development of Marys Annexation (the "Property").

RECITALS

WHEREAS, the Developer and the City of Corvallis, an Oregon municipal corporation ("City"), entered into a Development Phasing and Infrastructure Timing Agreement ("Agreement"), a previously unrecorded agreement, on the 7th of May, 2021 for the Property, which included the County as a third party; and

WHEREAS, the Agreement was approved by the City Council at their July 19, 2021 regularly scheduled meeting; and

WHEREAS, the annexation of the Property was approved by the City Council at their September 7, 2021 regularly scheduled meeting with Special Ordinance 2021-17, which became effective October 8, 2021;

NOW THEREFORE, considering the above recitals and that the County was an active participant in the creation of the Agreement, hereto attached as Exhibit 'A', the County hereby agrees to abide by the conditions set forth in the Agreement as they relate to roads and infrastructure under County jurisdiction.

This Amendment is hereby executed by the Parties, on the dates set forth below:

BENTON COUNTY, OREGON

CMT WH LLC

BY: *Joe Kerby*
Joseph Kerby, County Administrator

BY: *Min-hsin Lin*
Min-hsin Lin, Manager

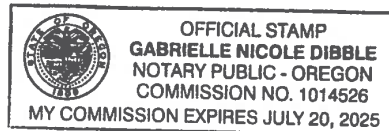
DATE: 12/2/2021

DATE: Dec 2, 2021

Approved as to Form:

Vance Croney 11-29-21
Vance Croney, County Counsel

STATE OF OREGON)
County of Benton) ss

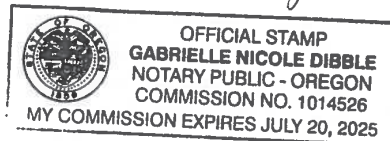


The above and foregoing was acknowledged before me this 2nd day of December, 2021, by Joe Kerby, County Administrator.

Witness my hand and official seal.

Gabrielle Dibble
Notary Public of Oregon
My Commission Expires: July 20, 2025

STATE OF OREGON)
County of Benton) ss



The above and foregoing was acknowledged before me this 2nd day of December, 2021, by Min-hsin Lin, Manager CMT WH LLC.

Witness my hand and official seal.

Gabrielle Dibble
Notary Public of Oregon
My Commission Expires: July 20, 2025

EXHIBIT 'A'
Attachment CC-B 3 of 11

DEVELOPMENT PHASING AND INFRASTRUCTURE TIMING AGREEMENT

This DEVELOPMENT PHASING AND INFRASTRUCTURE TIMING AGREEMENT ("Agreement") is entered this 7th day of MAY, 2021, by and between THE CITY OF CORVALLIS, an Oregon municipal corporation ("City"), and BENTON COUNTY, a political subdivision of the State of Oregon ("County"), and CMTWH LLC, an Oregon Limited Liability Company ("Owner" or "Developer") for the development of MARYS (the "Property").

Annexation

RECITALS

1. Owner is the sole owner of the Property.
2. The parties to this agreement desire to clearly state the conditions and requirements for development and use of the Property, especially concerning the installation and financial responsibility for the extension of public infrastructure and street improvements for the Property.
3. The parties to this agreement desire to provide certainty that the required public infrastructure is roughly proportionate to the burdens and benefits placed on the Property and on the public systems serving the Property as calculated according to Oregon State laws and regulations.
4. The parties intend that the covenants set out in this agreement will run with the Property and shall be binding upon the heirs, executors, assigns, administrators, and successors of the parties, and shall be construed to be a benefit to and a burden upon the Property.
5. This Agreement will be recorded at Owner's expense upon its execution, in the Benton County, Oregon, Deeds and Records. This Agreement may be assigned by Owner and shall benefit or burden any assigns or successors in interest to Owner. Execution of this Agreement is an alternative to providing all the public infrastructure and street improvements described in this agreement at the time of subdivision. Accordingly, the County and City retain all rights for enforcement of this Agreement.
6. This Agreement shall serve as an irrevocable petition and non-remonstrance for formation of a local improvement district or service district benefiting the entire Property or the Property and other properties, running with the land, should the County or City determine that a local improvement district or service district is necessary to provide public infrastructure benefiting the Property.
7. It is recognized that improvements to 53rd Street and West Hills Road, except for frontage improvements undertaken by the Developer, will be completed at a time and in a manner to be identified at the County's discretion as part of their capital improvement programming process. Improvements fronting the Developer's property will be

completed as identified in this agreement.

8. Sidewalks along the south side of West Hills Road are generally regarded as the responsibility of fronting parcels and will be completed at some future date, either by a County project to improve West Hills Road or property owner requests to the City to form a local improvement district to implement sidewalk improvements.
9. For purposes of this Agreement, the following definitions apply:
 - a. "Development" in conjunction with the timing of improvements or obligations, "development" means obtaining building permits.
 - b. "Developer" means the Owner of the property at the time of development, or the owner's agents, contractors, subcontractors, partners, or assigns.
 - c. "N Offsite" (read North Offsite Improvements) means street improvements consistent with City collector street standards from the NE corner of the Property to the current westerly terminus of SW Sagebrush Drive, as well as intersection control at SW Sagebrush Drive and SW 35th Street, if City mobility standards are not projected to be met with buildout of the parent parcel.
 - d. "Area 1", "Area 2", "Area 3", and "Area 4" mean designated development boundary areas as defined on the attached map (Exhibit 1).
 - e. "Frontage Improvements" means all utility and transportation improvements along a parcel's frontage as required by the City's Land Development Code.

In consideration of the recitals above, the parties agree that, depending on the type of development on the Property, the Owner is required to develop the property, install necessary infrastructure and street improvements, and complete phases of development in the manner described below.

Where this agreement identifies improvements or obligations that must occur with development, the Developer must complete the improvement or meet the obligation prior to the City issuing any occupancy permits.

The Developer must start development from Area 1, with primary access provided from Collector A. After completing the development of Area 1 and Area 2, the Developer may develop Area 3 and Area 4 in the order decided by the Developer.

Prior to Area 1 Development

- The Developer must record Irrevocable Petitions with both the City and County. The Developer will petition the City for all utility improvements necessary to serve the site, as well as all internal street improvements and N Offsite improvements. The Developer will petition the County for street improvements to 53rd and West Hills Road.

With Area 1 Development

- The Developer must complete Area 1 and Neighborhood Center frontage improvements on SW 53rd Street to County standards.

- The Developer must construct Collector A from SW 53rd Street through the crossing of the main stem of Dunawi Creek. Improvements will be for a full-width street to City standards, with the exception of the sidewalk and landscape strip on the north side of the street which may be built concurrent with the development of adjacent lands, and a bridge structure over the creek.
- The Developer must install an intersection of Collector A with SW 53rd Street at SW Willow Avenue that is consistent with Benton County plans for future improvements to SW 53rd Street.
- The Developer must provide right-of-way dedications for the intersection of Collector Street A and SW 53rd Street that provide for sufficient room to construct a roundabout, if warranted, within the 20-year planning horizon. The County will specify the right-of-way needs within 6 months of annexation approval.
- The Developer shall not install access to SW West Hills Road except for emergency vehicle access as required by the City or County for specific development approvals.
- Access to the future neighborhood center is governed by the accepted Counter Offer dated July 23, 2014 between CMTWH LLC and Benton County for a portion of the property on Tax Lot 12504 00400. Nothing in this Development Phasing and Infrastructure Timing Agreement is intended to modify the previously referenced agreement. The Developer must provide measures to prevent cut-through traffic from Area 1 to SW West Hills Road via this access.
- The Developer may further divide and develop Area 1 into phases, with Area 1 Phase 1 beginning at SW 53rd Street and subsequent phases extending to the east. Each phase will be responsible for all frontage utility and street improvements. Area 1 Phase 1 will have the additional responsibility of completing the future neighborhood center's frontage on SW 53rd Street.
- The bridge structure over the main stem of Dunawi Creek may be deferred until after the completion of Area 1 development, but must be completed prior to the development of any other Area.
- Concurrent with Area 1 Development, Developer commits to offer to the City land the City determines is most suitable to meet the City's needs for a City park. The Developer commits to work with the City to identify appropriate locations in Area 4 that are suitable for development as a three to five acre City Park, along with public access to the location if public streets are not yet available. The Developer will give the City the option to purchase this property for 2 years from the effective date of the annexation. The Developer commits to work with the City to identify appropriate locations in Area 3 for a small 2 – 4 lot Mini Park, along with access to the location if public streets are not yet available. The City must identify the area within 6 months of the effective date of the annexation. The Developer will give the City the option to purchase this property for two years from the effective date of the annexation. Before the purchase of the most suitable areas, determination of the fair market price for the property will be made by an independent certified appraiser. If Developer is dissatisfied with the appraised value, Developer may obtain a decision appraisal from a certified appraiser of Developer's choice, at Developer's cost. If the parties are unable to agree upon using either of the appraised values, the two appraisers will choose a third appraiser to conduct a review of the two appraisals and arrive at a price. At the conclusion of this process, Developer agrees to offer the property to the City at the determined fair market value. This offer is subject to approval of terms of a purchase and sale agreement by the City Council. If the City selects property that is within Area 3 as being most suitable for a Mini Park, the City understands and agrees any offer is conditioned upon the City paying the fair market value in cash (although nothing in this agreement prevents the Developer from deciding to accept SDC credits or offsets as part of the purchase price, if it is in the Developer's best interest to do so). If the City selects property that is within Area 4, the Developer commits to accepting SDC credits or offsets for ½ of the fair market price and cash for

the remaining ½ of the fair market price (although nothing in this agreement prevents the Developer from deciding to accept SDC credits or offsets as more or all of the purchase price, if it is in the Developer's best interest to do so). This commitment is subject to the City having appropriate cash resources to complete the transaction, due diligence, and City Council approval of the terms and conditions of the purchase and sale agreement.

Prior to Area 2 Development

- On or before 12/31/21, the City and County shall identify the location of the intersection of SW West Hills Road and the Neighborhood Collector B.

With Area 2 Development

- Developer must complete Area 2 and Neighborhood Center frontage improvements on SW West Hills Road.
- Developer must construct Neighborhood Collector B between Collector A and SW West Hills Road.

With Area 3 Development

- The Parties prefer not to construct a street access to SW West Hills Road east of Sylvia Street. However, if street access is required, it must align with SW Stopp Place.
- Developer must complete SW West Hills Road frontage improvements.

Prior to Area 4 Development

- Developer must construct N Offsite improvements and any remaining unimproved portions of Collector A. The parties consider the condition to construct N Offsite improvements to be satisfied by any of the following: (1) the Developer undertaking these improvements under a Public Improvement by Private Contract (PIPC) permit, or (2) through legal establishment of a Local Improvement District (LID) at the developer's request and the County Commission's or the City Council's discretion, or by (3) the Commission's and Council's decisions to not form an LID. The Commission and the Council shall have 4 years from the date the request is made at a regularly scheduled meeting to formally establish an LID. A portion of N Offsite improvement costs are SDC eligible. Should the Developer undertake N Offsite improvements, non-SDC eligible costs would be eligible for recovery from future benefitted properties through the establishment of a Zone of Benefit under the terms established in Corvallis Municipal Code Chapter 2.16.

General Notes:

1. Except for the Neighborhood Collector B, Developer must design all access points on SW West Hills Road, to be right in/right out until such time as there is a center turn lane installed in SW West Hills Road. Developer must record documents with every lot waiving the rights of any future owner to object to future conversion of any of these intersections to include more or full turning movements. Developer must obtain the City's and County's approval of the documents in advance of recording.

2. Any agreement by the City or County to facilitate offsite transportation infrastructure improvements, including the use of eminent domain, LIDs, service districts or City or County design and construction, will be with the caveat that the City or County must be left legally and financially harmless.
3. This annexation agreement does not waive any City or County requirement for the Developer to provide any required traffic impact analysis (TIA) with development, nor does it waive any improvements that the City or County may require as a result of these traffic impact studies in accordance with the City's Land Development Code, Transportation System Plan, or established safety standards.
4. Traffic impact analysis provided by Developer for each phase of development must include an analysis of the following off-site intersections:

SW West Hills Road and SW Western Boulevard
SW Western Boulevard and SW 35th Street
SW 53rd Street and SW West Hills Road

If the City or County determines that any of these intersections will not meet City or County mobility standards as a result of the proposed development activity, the Developer must construct the required improvements in conjunction with that development. The Developer may request that the City or County complete the mitigation at the Developer's expense, and the City or County, at the sole discretion of the City or County, may elect to undertake the mitigation. None of these intersections are identified on the City Street SDC improvement project list at the time of execution of this Agreement, making them ineligible for SDC reimbursement. However, should they become eligible with future updates to the street SDC program, the City will reimburse the cost to the Developer in the form of SDC credits to the development of the parent parcel to the extent allowed by Corvallis Municipal Code.


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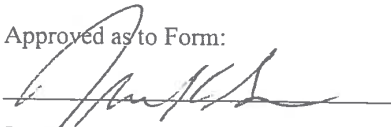
This Development Agreement is hereby executed by the Parties, on the dates set forth below:

CITY OF CORVALLIS

By: 
Mark W. Shepard, P.E., City Manager

Date: 9/9/2021

Approved as to Form:


James K. Brewer, City Attorney

CMT WH LLC

By: 
Min-hsin Lin, Manager

Date: MAY 7th 2021

Date: Sept 8, 2021

DATED this 7th day of May, 2021

Min-hsin Lin
Min-hsin Lin

STATE OF OREGON)
)ss.
County of Benton)

SUBSCRIBED AND SWORN TO before me this 7th day of May, 2021 by
Min-hsin Lin



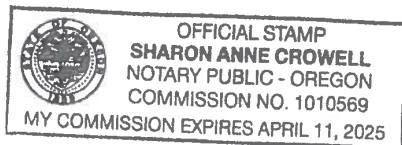
Kristen R Rosser
Notary Public of Oregon
My Commission Expires: Jan 27, 2024

DATED this 9th September day of ~~May~~, 2021

Mark W. Shepard
Mark W. Shepard

STATE OF OREGON)
)ss.
County of Benton)

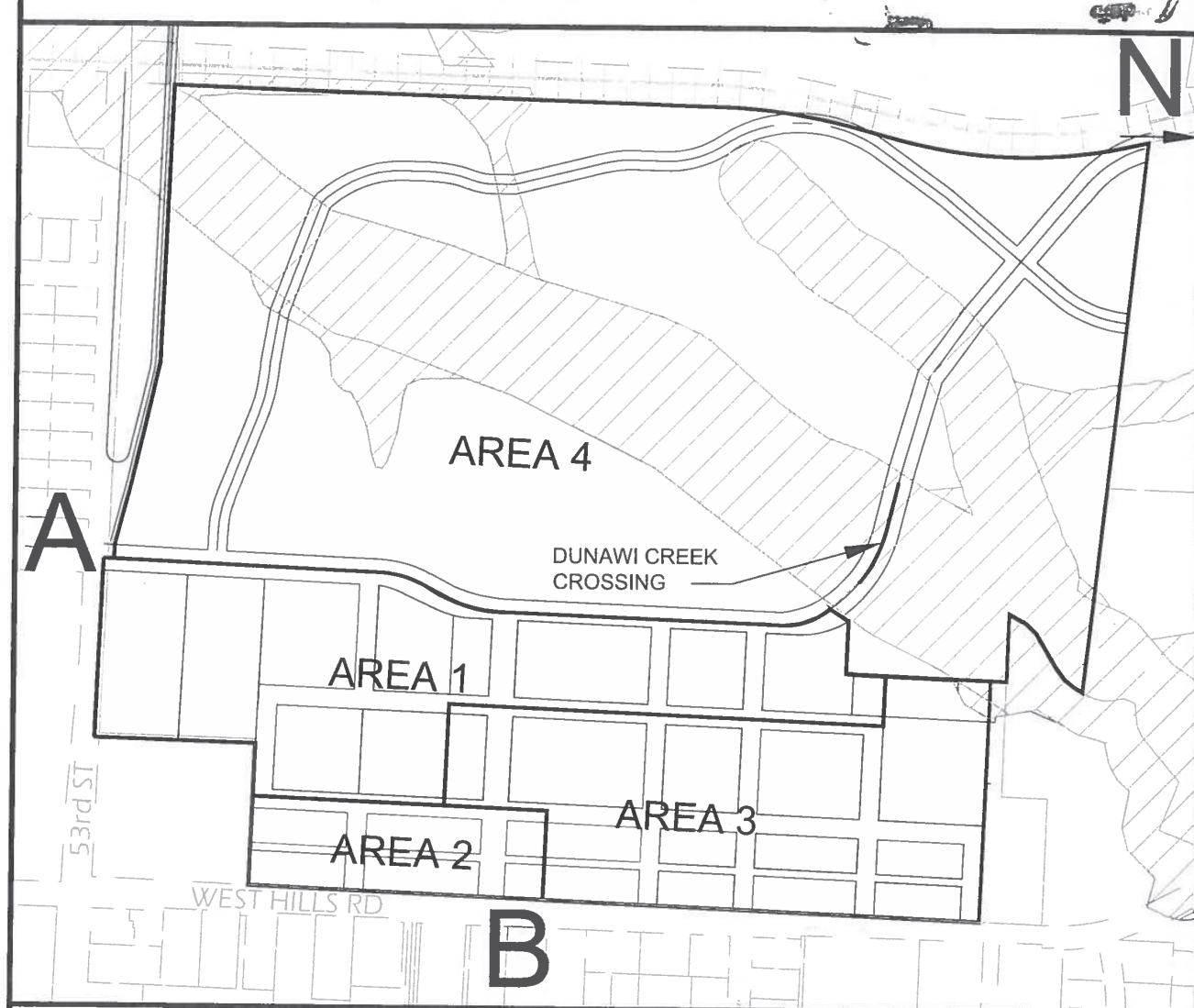
SUBSCRIBED AND SWORN TO before me this 9th September day of ~~May~~, 2021 by
Mark W. Shepard



Sharon Anne Crowell
Notary Public of Oregon
My Commission Expires: April 11, 2025

Exhibit 1

EXHIBIT 1
PAGE 1 OF 2



N: North off-site improvement

Attachment CC-B 11 of 11

EXHIBIT 1*PAGE 20FF***Annexation Agreement**

Legal Description

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

Except Parcel 1 of Partition Plat 2011-001, Benton County, Oregon Plat Records

The above described boundary contains 117.28 acres of land, more or less. The basis of bearing for the above described boundary is from Benton County Survey No. 7718



Mayor and City Council members:
CC: Benton County Board of Commissioners

RE: SW Sagebrush Drive

We, the board of West Hills Neighborhood Association, believe it is the responsibility of the City of Corvallis to take the lead on West Hills corridors as a high priority, assisting Benton County in joint progress toward solutions for public benefit. Long overdue improvements cannot happen without multi jurisdictional cooperation and shared funding. We urge the council and commissioners to direct staff, in consultation with the neighborhood, to move forward with the design phase for West Hills Road.

Overview

Over the last decade, deaths of pedestrians and bicyclists have risen faster than roadway fatalities as a whole, illustrating a "chilling effect" on human-powered climate-friendly modes of transportation.

SW Sagebrush Drive

Sagebrush (TSP project M109 @ \$17million) is to be extended between 53rd and 35th to take pressure off SW West Hills Road prior to intensive development. When completed it will be a much needed new east-west connector, adding public benefit by partially mitigating traffic flow on 53rd, West Hills and Highway 20.

The attached image roughly shows, as a yellow line, the route Sagebrush will follow. However, mandated studies of floodplain and riparian habitat pose significant design and construction delays.



Regarding the Sagebrush project, we have these thoughts:

- * Poorly timed for short term construction, prior to advanced development needs and shared funding
- * Early estimates show it will be more expensive than addressing the 53rd to Western segment of West Hills

* Reduces prioritization and funding for West Hills improvements to make the existing neighborhood safer * The broader community will see heavily accessed benefits from West Hills modernization Safety improvements on West Hills are urgently needed from Reservoir to SW Western Blvd, with no ADA facilities or sidewalks and 4' wide bike lanes which double as space for pedestrians, mail and delivery vehicles and garbage containers. West Hills is used as a Benton Area Transit route, detour for highway closures, and cars, trucks and emergency response vehicles avoiding peak hour congestion. Habitual speeders fill in the daily mix over the knolls, with failing sight-distances and unacceptable stopping distances.

Currently, West Hills cannot be described as a community arterial. It is a hazardous "time clock" ticking toward personal injury or worse.

Conclusion

We request the City of Corvallis to take the lead, making the West Hills corridor a higher priority. Assist Benton County in joint progress toward solutions for community benefit, while avoiding potential litigation; as recently seen in southtown. Modernization of area roads is cost effective and public benefits are positive and long lasting. Long overdue improvements cannot happen without multi jurisdictional cooperation and shared funding. We urge the council and commissioners to direct staff, in consultation with the neighborhood, to move forward with the design phase for West Hills Road.

Thank you for your continued service to our community and carefully considering all the input our neighbors provide.

(Supporting narrative - Attachment A)

Respectfully,

Daniel Wood

President, West Hills Neighborhood Association

Attachment A:**Outline**

Mary's Annexation was approved despite neighborhood concerns that local roads surrounding the development site are substandard, unsafe and cannot support the additional roadway users that will result from this site's development without added infrastructure.

Mary's annexation, projected to increase the population of Corvallis by 8.6%, will direct significantly more automobile, pedestrian and bicycle traffic onto West Hills Road. This annexation squarely places County owned West Hills Road in an urban environment, within the City of Corvallis.

Constructing Sagebrush Drive across the Marys parcel to serve residents of the development was adopted as the solution to this problem and is an important piece of the long term vision for southwest Corvallis. However, the annexation was approved without a definitive plan as to how to complete the east/west connection to SW 35th Street on the adjoining properties.

SW West Hills Road is a basic county roadway where it enters the City. It includes two narrow, dangerous, sight-distance plagued knolls, and where it merges with SW Western Blvd, an inadequate traffic triangle.

West Hills Road was not designed to handle traffic volumes avoiding heavily congested Highway 20: Commuters from Philomath, the Grand Oaks subdivision, plus housed and houseless people living in the immediate neighborhoods. Pedestrians and bicyclists depend on sidewalks and safe bicycle paths (often in darkness) to reach necessary services.

(Relevant Imagine Corvallis 2040 Goal): Corvallis is a compact, well-planned, livable city with a vibrant downtown and commercial centers that blend employment, retail and housing; stable, healthy neighborhoods; a diverse mix of affordable housing; and a network of parks and green spaces, all connected by transit, biking and walking.

Our city leaders have adopted Imagine Corvallis 2040 goals, formally committing to pedestrian and bicycle friendly facilities. Residents and commuters in SW Corvallis are not safe, as pedestrians and bicyclists, in our highly stressed road environment. In order to meet basic safety standards and be compliant for multimodal modal use, West Hills Road needs modernization at the level of a City street, which it has in effect become.

Community outlook:

1. As one key element of the annexation, SW Sagebrush (TSP project M109 @ \$17million) is to be completed between 53rd and 35th to take pressure off West Hills Road prior to intensive development. When it is installed it will be a much needed new east-west connector, adding public benefit by partially mitigating traffic flow on 53rd and Highway 20. Environmental concerns pose significant delays due to mandated wetland and riparian zone studies.

2. Safety improvements are urgently needed all along West Hills Road and at the traffic triangle at West Hills Road and SW Western Blvd which merges automobiles, truck traffic, pedestrians and bicyclists.

Recommendation: Support city staff direction in improving SW West Hills Road

We believe it is the responsibility of the City of Corvallis to take the lead on the West Hills corridor; making it a higher priority, urging and assisting Benton County to make forward progress toward long overdue solutions for public benefit while avoiding potential litigation, as recently seen in southtown. Modernization of area roads is cost effective, comparative to settling lawsuits, and benefits from road infrastructure improvements are positive, productive and long lasting.

Recent meetings with city professionals:

Current Public Works Director Blaine has very logically told us, considering fiscal constraints, of the need to put Sagebrush (TSP project M108 @ \$17 million) on the back burner as poorly timed. A successful Local Improvement District is improbable at this time as there is no current property owner or developer need to directly access the proposed roadway. Acquisition of approximately 20' of additional ROW width would be needed on the 2 county parcels to the east, not owned by Mr. Lin. This works out to approx. 40,000 square feet. (West Hills Neighborhood Association previously submitted a detailed CIP proposal to city staff for the N offsite road extension project.)

Results of accelerated Sagebrush construction:

The short term implications for West Hills Road are decreased bicycle and vehicle volumes as a percentage of multimodal traffic headed north on 53rd toward campus and west on Harrison see the logic in jogging over to a more direct route on 35th, avoiding the often flooded R/R undercrossing and the Reservoir intersection. However, mandated studies of Dunawi Creek floodplains and riparian habitat have not been completed along the proposed roadway, and pose significant delays for construction.

Consequences of delayed Sagebrush construction:

(anticipated by the developer to occur in 2032 with Area 4 development)

- * Presents need to press for an accelerated West Hills Road improvement schedule
- * Development of all phases may be greatly delayed, or not even proceed past Area 1.
- * Any degree of development will exacerbate the safety issues on West Hills Road
- * Under the agreement phasing, the long term implications for West Hills Road are decreased traffic volumes from the developed annexation, partially mitigating flows to 53rd and Western, while delaying need to acquire four (4) existing housing units to construct the Tech Loop Extension, (2018 TSP projects M108 @ \$3.97 million, M138 @ \$.977), north to "Collector B" in the annexation.

Reasons to Focus on the SW West Hills corridor

- * Construction costs continue to rise, as does aging of hard to maintain underground infrastructure.
- * Total estimated costs in the 2018 TSP for West Hills modernization, before analysis of design solutions to the geographical challenges posed by the two knolls, are Reservoir to 53rd (projects M144 & P53 @ \$12.38 million), and 53rd to Western (projects M3 & P47 @ \$10.5 million).
- * With no ADA facilities or sidewalks and 4' wide bike lanes which double as space for pedestrians, mail and delivery vehicles and garbage containers, West Hills is used as a Benton Area Transit route and detour for Highway closures, and cars, trucks and emergency response vehicles avoiding peak hour congestion.
- * Habitual speeders fill in the mix that travel daily over the knolls, with sight-distance issues prohibiting acceptable stopping distances.
- * West Hills, cannot be plausibly described as a community arterial. It is a hazardous "time clock" ticking toward personal injury or worse.

* The addition of a crossing signal to the crosswalk at Deon, adjacent to The Retreat, is also critical to active transportation users on this segment.

Our Conclusions regarding Sagebrush construction timing

- * Poorly timed for near horizon construction
- * Reduces prioritization and funding for SW West Hills upgrades
- * Estimations show it is more expensive than modernizing SW West Hills
- * The broader community will see heavily accessed benefits from SW West Hills modernization
- * The potential for serious personal injury and fatalities increases exponentially with increasing throughput volumes on West Hills Road.
- * All connecting roads and intersections will see additional congestion issues with vehicle delays increasing degradation of natural resources, need for additional road and vehicle maintenance and fuel, while increasing air pollution from residual exhaust.

A vision for SW West Hills at Western

A roundabout at Western will slow the 55,000 automobiles who approach and exit Highway 20 on Western each week to reasonable speeds at the vision challenged curve on SW Western Blvd. Roundabouts are widely recognized as efficient, effective and are typically cheaper to install at new intersections, with less on-going maintenance than signalized intersections.

Summary:

1. Appropriate design treatments such as installing roundabouts at the new West Hills collector intersection and the Western Blvd triangle, along with adequate crosswalks on West Hills Road and a pedestrian crossing signal at Deon Drive will result in a safer and efficient corridor while maintaining future throughput capacities.
2. Long overdue improvements cannot happen without multi jurisdictional cooperation and shared funding. We urge the council and commissioners to act swiftly to resolve documented SW Corvallis issues with rural farm roads in an urban setting.

Thank you for your continued service to our community and careful consideration of all our neighbors' comments. We look forward to partnering with both the city and county, as we all strive toward an improved community.

Respectfully submitted,

Daniel Wood
President
West Hills Neighborhood Association

For the City Council Work Session 2/24/22
Respectfully submitted by Blair Girard

Mayor Traber and City Council Members,

Thank you for your continued service to this community and for this opportunity to weigh in and participate in the public process regarding Sagebrush Drive.

I'd like to first express my gratitude to city staff members Jeff Blaine and Greg Gescher for their approach to this issue which has been collaborative in nature with community members. We are looking forward to a continued partnership.

Regarding the construction of Sagebrush Drive, it is known that Marys Annexation was approved by council in contrast with concerns that local roads surrounding the development site are substandard and unsafe and cannot support the additional roadway users that will result from this site's development without added infrastructure. Constructing Sagebrush Drive across the Marys parcel to serve area residents was adopted as the solution to this problem, however the Marys parcel was annexed and approved without any definitive designs, project plans, or directed funds for Sagebrush Drive.

City staff acknowledges that Sagebrush Drive is a needed connection to serve the area as it grows, but concludes that user demand and development will be the driver of construction. I understand that therefore, city staff wishes to pivot and direct their energy and city resources towards West Hills Road instead of Sagebrush Drive (at this time).

I understand that it is city staff's recommendation to council that council direct staff to pursue preliminary designs for West Hills Road in collaboration with county staff and West Corvallis residents to define the scope and cost of the finalized design.

I ask city council to support city staff's recommendations with the following inclusions:

- I respectfully ask that council direct staff to consult with county staff and community residents/WHNA early on in the design phase when input can be constructive, and to perform outreach to West Corvallis residents with these generated options in the form of workshops to identify which design features for West Hills Road have support from community residents before adoption of the formalized design plan.

- I respectfully ask that council direct staff to include protected bicycle and pedestrian infrastructure and traffic calming in the design plans for West Hills Road in accordance with council's Vision Zero resolution adoption, our Climate Action Plan, and with the end goal being: the safety of all roadway users- Especially the more vulnerable unprotected roadway users who travel in wheelchairs, on bicycles, and on foot.
- Lastly, it is imperative that city council acknowledge that improving West Hills Road is not the final resolution to the problem of the need for another arterial/connector road to serve community residents traveling east to west from Reservoir Road or 53rd Street to 35th Street and on towards downtown. Improvements to West Hills Road must not be seen by council as a singular solution to the problem of safely supporting the thousands of additional roadway users that will result from the development of the Marys Parcel and the other many parcels that have been or will be developed in the West Corvallis area. Construction of Sagebrush Drive must be completed when the need arises.

Thank you for your time and for your consideration.

With sincere gratitude,

Blair Girard

February 9, 2022

Dear Mayor and City Council,

First, I want to thank you for your dedication, time, and effort expended in making, and keeping, Corvallis a special community to live in. I might not always agree with your decisions, but I still applaud and truly appreciate your efforts.

The Mary's Annexation was approved by Council despite strong neighborhood concerns that local roads surrounding the development site are substandard and unsafe. I feel an added urgency to address these concerns since West Hills Road cannot safely support the additional roadway users – cars, bicycles, pedestrians - that will result from the Marys Annexation and the many new developments being constructed in Philomath without the necessary added infrastructure.

Constructing Sagebrush Drive across the Marys parcel to serve residents of the development was adopted as the solution to this problem and is an important piece of the long-term vision for southwest Corvallis. However, the Marys Annexation was approved without a definitive plan as to how to complete the east/west connection to SW 35th Street on the adjoining properties. My understanding is City staff believes that directing energy and resources towards improvements to West Hills Road should be the short-term priority. City staff will seek Council direction to initiate joint meetings with Benton County staff and West Corvallis stakeholders (WHNA) to pursue preliminary designs for West Hills Road in order to define the scope and cost of these improvements. I agree with this course of action.

I respectfully ask the Council to:

- Approve City staff's recommendation to prioritize a solution to the problematic issues that need to be addressed to make West Hills Road a safe corridor for all users – cars, bicycles, and pedestrian traffic. I would also like to see a cooperative effort in generating this solution to include City staff, County staff, and West Hills residents who are the most greatly affected by the proposed solution.
- To request that City staff initiate this coordinated effort since this will ultimately be a city street within the City's boundaries. I strongly feel that residents of the affected corridor also be included in these efforts in order come up with a solution that will be supported by the community.
- In accordance with Council's Vision Zero Resolution adoption, I request that City Council direct Staff to include not just vehicular traffic, but also include solutions to the bicycle and pedestrian traffic issues in equal measure/priority in the solution to remedying the problems that are currently experienced on West Hills Road.

Thank you for your consideration of my concerns and requests.

Sincerely and in good health,

Deb Sether
1155 SW Timian Street
541-549-6886

Cc: Benton County Board of Commissioners

Blaine, Jeff

From: Colleen Al-Samarrie <colleen.alsamarrie@gmail.com>
Sent: Wednesday, February 9, 2022 7:26 PM
To: Blaine, Jeff
Subject: Comments for the 2/24 City Council Work Session

Dear Mayor and City Council,

Thank you for your continued service to our city. Mary's Annexation was approved by city council despite neighborhood concerns that local roads surrounding the development site are substandard, unsafe, and cannot support the additional roadway users that will result from this site's development without added infrastructure.

Constructing Sagebrush Drive across the Mary's Annexation parcel to serve residents of the development was adopted as the solution to this problem and is an important piece of the long term vision for southwest Corvallis. However, Mary's Annexation was approved without a definitive plan as to how to complete the east-west connection to SW 35th Street on the adjoining properties. The intent is to finalize the plan and project when the adjoining properties are annexed and developed at a future date. Staff states that if Sagebrush becomes a pressing need and is not being built through development, there are ways it could be pursued, but that there is not much benefit to moving forward on Sagebrush at this time. Instead, they believe that directing energy and resources towards improvements to West Hills Road would be of greater benefit to residents. Staff does not anticipate a cookie cutter approach being reasonably implementable for West Hills Road. Alternatives will need to be considered due to its unique features that do not fit within arterial standards, coupled with increasing user-demand due to development. A long term plan and design for this road is needed. City staff will seek city council direction to initiate joint meetings with Benton County staff and West Corvallis stakeholders (West Hills Neighborhood Association-WHNA) to pursue preliminary designs for West Hills Road in order to define the scope and cost.

The following is my position, and my request of city councilors as my representatives:

I agree with city staff's recommendation to city council that city staff spend their energy and city resources on West Hills Road at this time, and that staff move forward with initiating joint meetings between Benton County staff and West Corvallis residents/WHNA to pursue preliminary design plans for West Hills Road so that city staff can better define the scope and cost of implementation. I agree because Southwest West Hills Road is a basic county roadway where it enters Corvallis. It includes two narrow, dangerous, sight-distance plagued knolls, and an inadequate traffic triangle where it merges with Southwest Western Boulevard. West Hills Road was not designed to handle traffic volumes avoiding heavily congested Highway 20 including commuters from Philomath, the Grand Oaks subdivision, plus housed and unhoused people living in the immediate neighborhoods. Additionally, pedestrians and bicyclists depend

on sidewalks and safe bicycle paths (often in darkness) to reach necessary services which are sorely lacking along West Hills Road. The recently approved Mary's Annexation, projected to increase the population of Corvallis by 8.6%, will direct significantly more automobile, pedestrian and bicycle traffic onto West Hills Road. This annexation squarely places Benton County owned West Hills Road in an urban environment, within the City of Corvallis.

I do want city council to direct city staff to initiate these joint meetings with Benton County staff and West Corvallis residents/WHNA in order to pursue preliminary design plans for West Hills Road, and to define the scope and cost of implementation.

I do want city council to direct city staff to consult with West Corvallis residents/WHNA early on and throughout the process regarding these design plans for West Hills with the end goal being a mutually agreed upon design plan for West Hills Road that has good community support.

I do want city council to direct staff to prioritize the inclusion of protected bicycle and pedestrian infrastructure and traffic calming in the design plans for West Hills Road in accordance with Council's Vision Zero Resolution adoption, and with the end goal being the safety of all roadway users.

I agree that improvements to West Hills Road must not be seen by city council as a singular solution to the problem of supporting the thousands of additional roadway users that will result from Mary's Annexation development and that construction of Sagebrush Drive (by some design that connects 53rd or Reservoir Road to 35th and downtown) must be completed when the need arises. I agree because when Sagebrush Drive is installed it will be a much needed new east-west connector, adding public benefit by partially mitigating traffic flow on 53rd and Highway 20.

I do want city Council to direct City staff to give special consideration in the design plans where the Gerold Street (extension) intersects with West Hills Road and connects with Sagebrush Drive.

Thank you for this consideration.

Sincerely,

Colleen Al-Samarrie

WHNA Member and Southwest Timian Street Neighbor

Blaine, Jeff

From: Doug Parker <dtone@hotmail.com>
Sent: Thursday, February 10, 2022 4:09 PM
To: Blaine, Jeff
Cc: nancy.wyse@co.benton.or.us; AUGEROT, Xanthippe; patrick.malone@co.benton.or.us
Subject: Letter for city Council 2/24/22 Sagebrush

For the City Council Work Session 2/24/22
submitted by Douglas Parker

Mayor Traber and City Council Members,

I would like to thank you all for your continued service to our community, I am grateful for your efforts to enhance so many aspects of Corvallis, to make this a safe, attractive, progressive and inclusive place to live and work.

Your work session as I understand it will be to discuss Sagebrush Drive and the public process regarding Sagebrush Drive design and development. While I feel this is a much need discussion regarding an important stage of development for S.W. Corvallis, for many of the same reasons that may be cited by my neighbors and friends here within WHNA I believe now is not the appropriate time to pursue this important transportation development and design.

That said, it is also my understanding, to which I heartily agree, that city staff wishes to pivot at this time and direct energy and city resources towards West Hills Road designs instead of Sagebrush Drive.

If this recommendation by city staff is indeed true, **I ask city council to support the staff's recommendation with the following inclusions.**

- That council direct staff to consult with county staff and community residents including WHNA, early and often, in the design process when input may be most constructive and to perform numerous methods of outreach to West Corvallis residents.
- That council direct staff to include protected bicycle and pedestrian infrastructure and traffic calming designs for West Hills Road in accordance with council's Vision Zero resolution adoption. As our local, state and national awareness shifts to transportation and streets becoming more inclusive and safer for walkers, bikers and handicapped users, it is critical all designs moving forward reflect this emerging consciousness.
- One last comment. While traffic calming and provision for pedestrian, bicycle and handicap safety and comfort are at the top of my personal list of critical design improvements, I urge council and city staff to take into consideration the burden being added to the WHN of 4 to 5 thousand projected residents on the North side of West Hills Road... Mary's Annexation. These eventual residents (our new neighbors) in addition to the rapidly expanding West of Corvallis and Philomath, greatly add to the importance that West Hills Road not be viewed as a traditional Arterial Road as it has been in past designs. Please take into consideration in your requests to city staff the need to calm (slow) traffic and provide numerous and safe means for crossing access along West Hills Road. These requests are imperative for present and future travelers wanting to not only travel East and West but also to Bi-sect WHN via the Gerold Street extension as they seek entry to Safeway, Bi-mart, and numerous other businesses along HWY. 20.

Thank you for your time and consideration to these requests.

Sincerely, Douglas Parker

c.c. Benton County Board of Commissioners

Blaine, Jeff

From: nancy votrain <votrain@gmail.com>
Sent: Thursday, February 10, 2022 6:30 PM
To: Blaine, Jeff
Subject: Sagebrush Rd. extension

February 10, 2022

Dear Mayor Traber and City Council members,

On the City's Community Involvement page it says: Healthy, safe, and welcoming neighborhoods are built on the strengths and contributions of those who call the neighborhood their "home". Thank you to the city councilors, county commissioners and staff who have been collaborating with those of us who call West Hills neighborhood our "home".

I appreciate the City Councilors willingness to collaborate with the City Staff, County Commissioners, and West Hills neighborhood association to think outside the box to create a plan which will ensure that we have a healthy, safe and welcoming neighborhood as Mary's Annexation increases in population on West Hills Rd. by *4-5,00 people, the equivalent to the population of Philomath.*

Constructing Sagebrush Drive across the Marys Annexation to serve area residents was adopted as the solution to this problem. Marys Annexation was annexed and approved without any definitive designs, project plans, or directed funds for Sagebrush Drive.

West Hills neighbors have met with the City staff, resulting in a positive collaboration and understanding of why at this time, it is necessary to pivot the direction of resources from Sagebrush Dr. to West Hills Rd. I support the City staff's conclusion to prioritize energy and resources towards West Hills Rd, as a first step, and I applaud the recommendation of City staff to collaborate with all the parties involved, including our neighborhood association to generate the best solutions possible.

My request is for the City Councilors to:

1. Approve the City staff's recommendation to prioritize a solution to the problematic issues that need to be addressed to make West Hills Road a safe corridor for all users; cars, bicycles, and pedestrians. I request that the cooperative effort in generating this solution continue to include City staff, County staff, and West Hills residents who are the most greatly affected by the proposed solution.
2. Direct City staff to initiate this coordinated effort since this will ultimately be a city street within the City's boundaries. It is essential that residents of the affected corridor also be included in these efforts in order come up with the best solution that will be supported by the community.
3. Direct the staff to include protected bicycle and pedestrian infrastructure and traffic calming solutions in accordance with Vision Zero and our Climate Change Plan to remedying the problems that residents are currently experiencing on West Hills Rd.

Currently the walkability status of West Hills Rd. is 28/100. Let's build a neighborhood who rates higher on the walkability scale, than it does now, making us less car dependent and keeps us safe as we strive to stay healthy, active and fit.

Two of my neighbors who live on West Hills Rd. are in wheelchairs, and not able to safely enjoy their own neighborhood. Additionally we have one neighbor who is 109 years old who walks everyday up and down the knoll, weaving around trash bins, while navigating oncoming traffic! I am both in awe, inspired and frightened every time I pass them on the road.

I am hopeful that, together, we will find a solution that allows for development while improving our neighborhood, making it healthier, safer and more inclusive.

Thank you for your continued dedication and commitment to making Corvallis a community which reflects the values of its citizens.

Nancy Votrain
4920 SW West Hills Rd.

Blaine, Jeff

From: JON D POLANSKY <JDPOLANSKY@msn.com>
Sent: Thursday, February 10, 2022 8:16 PM
To: Blaine, Jeff
Subject: Resident Comments for 2/24 City Council work session

Dear Mayor and City Council,

Thank you for your continued service to our City.

Mary's Annexation was approved by Council despite neighborhood concerns that local roads surrounding the development site are substandard and unsafe and cannot support the additional roadway users that will result from this site's development without added infrastructure.

Constructing Sagebrush Drive across the Mary's parcel to serve residents of the development was adopted as the solution to this problem and is an important piece of the long term vision for southwest Corvallis. However, the Marys Annexation was approved without a definitive plan as to how to complete the east/west connection to SW 35th Street on the adjoining properties. The intent is to finalize the plan and project when the adjoining properties are annexed and developed at a future date. Staff states that if Sagebrush becomes a pressing need and is not being built through development, there are ways it could be pursued, but that there is not much benefit to moving forward on Sagebrush at this time. Instead, they believe that directing energy and resources towards improvements to West Hills Road would be of greater benefit to residents. Staff does not anticipate a cookie cutter approach being reasonably implementable for West Hills Road. Alternatives will need to be considered due to its unique features that do not fit within arterial standards, coupled with increasing user-demand due to development. A long term plan and design for this road is needed. City staff will seek Council direction to initiate joint meetings with Benton County staff and West Corvallis stakeholders (WHNA) to pursue preliminary designs for West Hills Road in order to define the scope and cost.

The following is my position, and my request of City Councilors as my representatives:

I **AGREE** with City staff's recommendation to Council that City staff spend their energy and City resources on West Hills Road at this time, and that staff move forward with initiating joint meetings between Benton County staff and West Corvallis residents/WHNA to pursue preliminary design plans for West Hills Road so that City staff can better define the scope and cost of implementation.

I **WANT** City Council to direct City staff to initiate these joint meetings with Benton County staff and West Corvallis residents/WHNA in order to pursue preliminary design plans for West Hills Road, and to define the scope and cost of implementation.

I **WANT** City Council to direct City staff to consult with West Corvallis residents/WHNA early on and throughout the process regarding these design plans for West Hills with the end goal being a mutually agreed upon design plan for West Hills Road that has good community support.

I **WANT** City Council to direct staff to prioritize the inclusion of protected bicycle and pedestrian infrastructure and traffic calming in the design plans for West Hills Road in accordance with Council's Vision Zero Resolution adoption, and with the end goal being the safety of all roadway users.

Attachment CC-D 16 of 24

I **AGREE** that improvements to West Hills Road must not be seen by Council as a singular solution to the problem of supporting the thousands of additional roadway users that will result from Mary's Annexation development, and that construction of Sagebrush Drive (by some design that connects 53rd or Reservoir Rd. to 35th and downtown) must be completed when the need arises.

I **WANT** City Council to direct City staff to give special consideration in the design plans where the Gerold Street (extension) intersects with West Hills Road and connects with Sagebrush Drive.

Thank you for this consideration,

JON POLANSKY

Blaine, Jeff

From: Wayne Gibson <gibsonwp@comcast.net>
Sent: Friday, February 11, 2022 11:07 AM
To: Blaine, Jeff
Cc: Wayne Gibson
Subject: 2/24 Worksession on West Hills Road and Sagebrush Road

Dear Mayor Traber and City Council Members,

I am writing in regards to the Feb 23 work session, particularly in regards to developing issues with Sagebrush Drive and impending improvements of West Hills Road.

First off, I want to thank you for your service to our community. I know difficult decisions need to be made and that weight falls on your shoulders. So thank you all for wading through the difficult issues.

In regards to the Mary's Annexation and development of Sagebrush Drive based on communications with city staff and the West Hills Neighborhood Association (WHNA), there seems to be a shift in direction away from developing Sagebrush Drive to a much later time frame in the Mary's Annexation development. As I understand it, the communications are as follows.

Mary's Annexation was approved by the City council despite neighborhood concerns that local roads surrounding the development site are substandard and unsafe and cannot support the additional roadway users that will result from this site's development without added infrastructure. That lack of infrastructure was also a concern voiced by City council members. One solution presented was construction of Sagebrush Drive.

Constructing Sagebrush Drive across the Mary's parcel to serve residents of the development was presented prior to approval of the Mary's Annexation as the solution to this problem and is an important piece of the long term vision for southwest Corvallis. It is also outlined in the Transportation Service Plan (TSP) as project M109. However, the Mary's Annexation was approved without a definitive plan as to how to complete the east/west connection to SW 35th Street on the adjoining properties. Based on City staff recommendations, the intent now is to finalize at a much later time frame the Sagebrush Drive project when the adjoining properties are annexed and developed. Most likely this would be in the last phase of the Mary's development. City staff states that if Sagebrush becomes a pressing need and is not being built through development, there are ways it could be pursued, but that there is not much benefit to moving forward on Sagebrush at this time. Instead, they believe that directing energy and resources towards improvements to West Hills Road would be of greater benefit to residents. Furthermore, staff does not anticipate a cookie cutter approach being reasonably implementable for West Hills Road. Alternatives will need to be considered due to its unique features that do not fit within arterial standards, coupled with increasing user-demand due to development. A long term plan and design for this road is needed. City staff will seek Council direction to initiate joint meetings with Benton County staff and West Corvallis stakeholders (West Hills Neighborhood Association (WHNA)) to pursue preliminary designs for West Hills Road in order to define the scope and cost.

Knowing that scenario, I would agree with City staff. However, that places another heavy burden with regards to safety and traffic on West Hills Road and 53rd Street. Those concerns were raised by residents in the West Hills area and also voiced by city council members. With that in mind, I respectfully request the following of city council in helping to define the direction of resources and time.

First, I agree with City staff's recommendation to Council that City staff spend their energy and City resources on West Hills Road at this time, and that staff move forward with initiating joint meetings between Benton County staff and West Corvallis residents/WHNA to pursue preliminary design plans for West Hills Road so that City staff can better define the scope and cost of implementation.

Second, I also agree improvements to West Hills Road must not be seen by Council as a singular solution to the problem of supporting the thousands of additional roadway users that will result from Mary's Annexation development, and that construction of Sagebrush Drive (by some design that connects 53rd or Reservoir Rd. to 35th and downtown) must be completed when the need arises.

With that in mind I respectfully:

- Ask City Council to direct City staff to initiate these joint meetings with Benton County staff and West Corvallis residents/WHNA in order to pursue preliminary design plans for West Hills Road, and to define the scope and cost of implementation.
- Ask City Council to direct City staff to consult with West Corvallis residents/WHNA early on and throughout the process regarding these design plans for West Hills with the end goal being a mutually agreed upon design plan for West Hills Road that has good community support. Perhaps workshops would be an effective tool to gain community support.
- Ask City Council to direct staff to prioritize the inclusion of protected bicycle and pedestrian infrastructure and traffic calming in the design plans for West Hills Road in accordance with Council's Vision Zero Resolution adoption, and with the end goal being the safety of all roadway users. Corvallis prides itself on its pedestrian and bicycle culture and it would be a missed opportunity to not properly address these issues as the West Hills area expands.
- And lastly, I ask City Council to direct City staff to give special consideration in the design plans where the Gerold Street extension intersects with West Hills Road (i.e. Mary's Annexation Collector B that terminates with Sagebrush Drive in the north and West Hills Road in the south). In the future, this will be a 4 way intersection with West Hills Road and the remainder of the east-west collector that will join with Technology Loop at the signal light on Hwy 20.

Thank you for the opportunity to provide comments and your considerations.

Sincerely,

Wayne Gibson

February 9, 2022

Mayor and City Council

RE: WORK SESSION FEBRUARY 24, 2022

WEST CORVALLIS TRANSPORTATION

I understand the Council has scheduled a work session for the purpose of hearing from City staff their recommendations regarding two projects proposed by the West Hills Neighborhood Association (WHNA). The two projects being Sagebrush and West Hills Road.

Thank you for putting this topic on your work session agenda and taking the time consider community input. Your job isn't easy and you have many important issues to deal with. I think the urbanization process in W. Corvallis is an important issue and I am glad you are taking the time to hear from staff and citizens.

I am not a member of the WHNA nor do I live withing the boundaries of their neighborhood organization. I have from time to time communicated with their members and sat in on some meetings. I do live in W. Corvallis in Grand Oaks.

I believe that the transportation issues in W. Corvallis are much bigger than Sagebrush or West Hills Rd. The entire W. Corvallis area has not received the attention it deserves from the City in terms of building infrastructure to support urban development. There have been annexations and subdivision approvals, but no constructive or consequential improvements to the transportation network, including continuous, linked, and safe bike and pedestrian ways have been undertaken. You can disagree with me or defend the City's apparent perspective that facilities are adequate, but I think the evidence clearly supports my conclusions.

If you do not wish to read a long-term resident's perspective of how we got into this situation, skip to the end where I will try to offer some constructive suggestions.

I think the problems began when the City failed to plan for and fund improvements in advance of urbanization in W. Corvallis. I don't know why that

happened and I am not trying to place blame anywhere. In the 70s and 80s the City invested heavily in street improvements in N, NW and NE Corvallis, with much of the funding from bonds and city-wide revenues. These were the areas where the bulk of the urbanization was occurring and these facilities are, still today, serving the urbanization process in these areas.

Now that W. Corvallis is one of only a few areas that have significant amounts of undeveloped and affordable land to support urbanization, development has turned in our direction. The city needs housing and, in their eagerness to support new housing, the City Council and staff have supported and approved annexations and subdivisions where adequate transportation infrastructure is sorely lacking. I also think that the City has failed to recognize the urgency and importance of this infrastructure need, otherwise they would have acted to fund the improvements needed.

Perhaps the City Council is not aware of previous investments made by the public to fund the urbanization process in N. Corvallis or NW Corvallis or even S. Corvallis. In those areas, the City made significant investments in advance of urbanization and they have all proven to be wise and effective investments. I frankly do not understand why the City is unwilling or unable to provide the same support or interest in W. Corvallis. Perhaps funding strategies have changed or perhaps there is no longer an interest in bonding or other long-term financing for infrastructure (that have always proven to be beneficial).

In any case, the WHNA is obviously concerned, as they rightfully should be, of the quite adverse impacts that the Lin property will have on the transportation systems of the area. They know, as does anyone who fairly judges infrastructure, that West Hills Rd has dangerous conditions now, not just for motorists, but for bicyclists and pedestrians. The facilities there are nothing like those provided in other areas of the community so saying they are safe for now is simply disingenuous. If conditions were like this in any area of N. Corvallis or NW Corvallis, you can bet that the problems would be fixed or at least the fixes would be funded and in the design phase. Unfortunately, what West Corvallis gets is what? Talk and debate? What is needed is focus, planning and action. I hope this meeting results in some focus, planning and ultimately some action.

In terms of the purpose of your meeting (Sagebrush and West Hills Rd), I think the Council needs to pivot a bit and move forward on what can be done. Determine what is needed to facilitate urbanization in the broader W. Corvallis area and then move with some deliberate speed to fund and construct those improvements.

I do not think that Sagebrush is a viable project in the near or even mid term future. It is highly dependent on the Lin development and will largely serve to ameliorate the adverse impacts of the Lin development, not serve the broader area already under pressure from urbanization. The Sagebrush extension to 35th was an appeasement put into the annexation agreement to divert attention and to justify the annexation. It never was the short term fix it was represented to be. I do not see any practical way that the city staff could come up with any reasonable funding or construction approach for this roadway at this time.

I do think that West Hills Rd is a viable and much needed project. It is needed now, not at some arbitrary future date when the City (or unlikely, the County) gets around to it. The urbanization process has already started in W. Corvallis. West Hills Rd is one of the few collector streets leading to campus and downtown and is dangerous and substandard. Again, people in N. Corvallis would not be subjected by the City to such dangerous and inadequate facilities. Can you imagine if the City forced bikes and pedestrians to share a narrow shoulder of the roadway along 29th or Kings Blvd or any other roadway in N. Corvallis? Wouldn't happen. Council would fix it. Please ask yourself why this can happen in W. Corvallis.

I also think that 53rd St is a much needed urban arterial. It is positioned well within City limits and its functionally an arterial for not only W. Corvallis but the entire Corvallis community. Yet the facility is lacking in urban features and is ill prepared to support the urbanization process that is proceeding in W. Corvallis. The City needs to accept responsibility for this roadway and develop a plan to fund the improvements needed to support urban uses and development.

The transportation issues in W. Corvallis are significant and bigger than just West Hills Rd. I understand that there are "jurisdictional" issues between the City and County. However, there have always been these jurisdictional issues as lands were annexed and developed. The County has always cooperated but have almost never provided for significant funding of improvements transitioning from

County to City jurisdiction. The County has always willingly transferred jurisdiction to the City. The City's insistence that the County will bring roads up to City standards on arterial and collector streets is simply absurd and has never occurred. Why the City staff is insisting on this "policy" or "practice" that is neither an adopted policy or practice is puzzling. In my opinion, it is simply being used as a rationale to justify the City's inaction. Can you imagine if the City had insisted that the County improve Walnut from its old rural roadway status to an arterial? Or Circle east of Hwy 99? Or Witham Hill Road, which was a rural roadway out to the NW? I fear the current staff either do not understand the history of Corvallis or have abandoned any past practice of getting important, key infrastructure constructed in advance of urbanization. That is to say, making investments to facilitate the urbanization process.

I realize this is perhaps a harsh assessment of the position in which everyone finds themselves and I understand that some may take issue with some of my comments. But informed perspectives matter and I think my perspective is as reasonably informed as others. I certainly understand the difficulties in putting together funding strategies for much needed infrastructure. I know some projects may be difficult to scope in order to get community support and reasonably fit the need. I understand that the funding opportunities for infrastructure may have changed from the 70s, 80s or 90s. I know that "City Standards" are not always the answer and compromise and creativity is often needed on difficult projects. Clearly, preparing our community for urbanization is not easy. But it must be done.

So here are my more or less constructive suggestions for some pathways forward:

- 1) Direct City staff to focus on West Hills Rd from Western to 53rd as a needed infrastructure improvement in the near or short term. I understand that PW staff is leaning in this direction. Direct staff to bring back to Council a proposal (or alternative proposals) for advancing the project in the near term. Indicate to staff an expectation that the project would be brought into the funded window in the CIP next year, as a minimum.

- 2) Direct staff to include the WHNA, the County and other residents of W. Corvallis in seeking an acceptable design and funding strategy for West Hills Rd. An acceptable design must be one that the neighborhood supports, is compatible with the area and terrain and is fundable within the near term.
Note: it may be entirely appropriate and necessary to change the designation of the roadway to collector status in the transportation plan.
- 3) Direct staff to consider new, innovative or creative ways of funding West Hills roadway improvement if the standard or typical funding strategies fail to be practical or viable in the short or near term. Clearly express that funding must be found or created. Clearly express that the City can not wait for the County to solve the urbanization problems for the City.
- 4) Direct staff to advance or move up the W. Corvallis Area Plan in the City's priority list of things to do (the Strategic Operation Plan). If additional staffing is required to move the project up to year 2023, consider hiring a consultant using federal covid funds or other funds.
- 5) Put Sagebrush improvements on the back burner (on simmer) until such time that development of the Lin property becomes a reality. I understand that, here again, the PW staff is leaning in this direction.
- 6) Direct staff to actively support the County in seeking grant funding for 53rd. Also, direct staff to identify means of making 53rd SDC eligible, if for some reason it is not now eligible.

I consider item 4, the W. Corvallis Plan to be an essential part of your deliberation. W. Corvallis is urbanizing and there is no plan for funding the needed transportation improvements in W. Corvallis. This plan needs to be developed ASAP, otherwise the City and City Council are simply going to move from neighborhood issue to neighborhood issue due to lack of adequate

infrastructure. All while the area residents experience increased frustration from the advancing developments and inadequate infrastructure.

Again, thank you for serving our community. We ask a lot of you and we appreciate your attention and hard work. You have an excellent staff and if you seek solutions I am confident that staff will assist you. As will the many residents of W. Corvallis.

Rolland Baxter

February 10, 2022

Greg Gescher
City Engineer
City of Corvallis, OR 97330

Dear Greg,

Thank you for contacting me regarding the upcoming discussion at the February 24th City Council Meeting regarding the Lin property Annexation. I am the adjacent farm and property owner (for 34 years) and have an existing 40-foot wide right-of-way at the north end of my property, to be constructed at some point in the future, as a connection between 53rd Street, through the Lin Annexation, through my property, through Morrie Craig's property, and ultimately to SW Sagebrush Drive and SW 35th Street. This is the first time I've been contacted by the City to be included in the conversation, and I appreciate you for that. Because my property is in Benton County, I have been in contact with the Benton County Engineer in the past about this development and have shared my opinions with the County.

I understand that the West Hills Neighborhood Association (WHNA) continues to express concerns regarding the lack of urban improvements on West Hills Road and (without notifying me) has asked the City to further consider the extension across the north end of my property. Conversely, I understand that your committee/staff suggest focusing City and County resources on developing improvements to West Hills Road. I agree with your committee/staff conclusions for the following reasons.

The primary problem is lack of adequate/safe VEHICLE connections between 53rd St and SW 35th St.

- Currently there are two roads, West Hill's Road and Harrison Street, and one pedestrian/bike path on Campus Way. There are problems with both roads that won't be solved by building another bike/pedestrian path on the North end of my property.
- A bike/pedestrian path already exists (Campus Way) that is popular and well used. Building another bike/pedestrian path on my property, a few hundred yards away, does nothing to improve the poor vehicle connections between 53rd Street and SW 35th Street.
- The Harrison Street cross connection was poorly designed where it meets 35th Street and is generally avoided because of congestion, too many stop signs, poor turning lanes, and it takes too long. This won't be solved by building a bike/pedestrian path through my property.
- West Hill's Road has curves and a hill and lacks shoulders, bike paths, turning lanes and is dangerous with the increased traffic load now associated with the Grand Oaks Development—people all wanting to come into the City quickly and, travel via a less congested route than Philomath Boulevard. I access my property off West Hill's Road at Lookout Drive and can say that no one goes 25 mph over the hill at the church and it is dangerous to be heading east on West Hill's Road, and stopped just below the crest of the hill waiting for traffic heading west to clear so I can turn left onto Lookout Drive, when cars are flying over the hill and nearly miss rear ending me. Also, turning from Lookout Drive left onto West Hill's Road is dangerous when cars come flying over the hill as there is very little distance to see them appear. There is already a vehicle backing-up problem at the junction of West Hill's Road and Western that will only get worse with additional traffic on West Hill's Road associated with this new Lin Development. Putting a bike/pedestrian path on the north end of my property won't fix these problems.
- What is really needed are improvements to West Hill's Road and Harrison Street to facilitate safe passage for **vehicles** between 53rd Street and SW 35th Street.

- A new connecting vehicle road could easily be constructed on government owned property (OSU), between the intersection of 53rd St. and Reservoir Road (or the existing berm already built across from the fairgrounds on 53rd Street) and the dead-ended SW Jefferson Street on the SW 35th Street end, to reduce the traffic load on Harrison St. and West Hill's road. This road would traverse property that is currently not used for anything but growing brush. I understand that this road is already proposed, and could readily be developed to relieve the traffic load on 53rd Street wanting to head east into the city. Building this road would also help solve the problem associated with vehicle traffic and flooding under the RR tracks on 53rd Street.
- Building a bike/pedestrian path on the north end of my property should be the last development as it does very little to solve the **vehicle** traffic problems outlined above.
- Building a bike/pedestrian path on the north end of my property will create additional problems with increased bike and foot traffic through a high intensity housing development (The Retreat at Corvallis) on a congested and curvy SW Sagebrush Drive before it meets SW 35th Street.

Again, I agree with the city engineer/staff for prioritizing fixing the current roads rather than building a bike/pedestrian path on the north end of my property to solve the current **vehicle** traffic problems. If funds are available, the priority should be to construct a new **vehicle** road between 53rd St. and SW 35th St. from Reservoir Road to SW Jefferson St.

Best regards,
Jean Hall
560 SW Lookout Drive
Corvallis, OR 97333





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Technical Memorandum

August 24, 2023

Project# 28138

To: Laurel Byer, PE, County Engineer
Benton County Public Works

To: Rory Rowan, PE, Transportation Division Manager
City of Corvallis Public Works

From: Russ Doubleday, Darren Hippenstiel, PE, and Phill Worth

CC: Laurel Byer, PE, Benton County

RE: West Hills Road Corridor Plan – June 2023 Open House Summary

The West Hills Road Corridor Plan hosted its first community open house on Tuesday, June 13th. The event, held at First Congregational United Church of Christ at 4515 SW West Hills Road in Corvallis, ran from 5:00 p.m. to 7:30 p.m. Approximately 75 people attended the open house, with 67 registering on the sign-in sheet, and 44 submitting feedback forms.

The open house sought feedback on two items:

- Two multimodal cross section options with corridor features to provide better speed management and walking and bicycling facilities for SW West Hills Road between SW 53rd Street and SW Western Boulevard:
 - **OPTION A: Buffered bike lanes and sidewalks on both sides.** This concept adds sidewalks and on-street buffered bike lanes on both sides of the roadway.
 - **OPTION B: Shared use path on the north and sidewalk on the south side.** This concept adds a shared use path on the north side of the roadway to serve people walking and bicycling, while providing a sidewalk on the south side.
- A potential single-lane roundabout concept at the SW West Hills Road/SW Western Boulevard intersection.

The project team shared these concepts at the open house and sought verbal and written feedback. Written feedback asked for the open house participant's opinion (favorable, unfavorable, or neutral) of the attributes comprising the two corridor concepts and the roundabout concept, as well as any other feedback they may have.

Corridor Concept Feedback

While not being asked to choose a preferred concept, most participants did so. The majority expressed a preference for Option B. Thirty-one of 44 respondents said that they supported Option B, and six participants said that they supported Option A. Several participants said that either option was preferable to the existing roadway configuration.

Option A (Buffered Bike Lanes with Sidewalks on Both Sides)

For participants who supported Option A, the primary reason was the dedicated space for all modes. Bicyclists had buffered bike lanes and pedestrians had sidewalks; this increased safety for both modes since

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they would not be intermingling on a shared use path. Providing facilities on both sides of the street minimized crossings and their related exposure risks.

Option B (Shared Use Path on the North and Sidewalk on the South Side)

Participants who supported Option B primarily cited two reasons. First, several participants pointed to the added safety benefit of further separation for people bicycling from people driving (compared to the buffered bike lanes in Option A). Second, participants appreciated the preliminarily smaller right-of-way needs (a 54-foot typical width for Option B compared to a 64-foot typical width for Option A) and apparent fewer potential property impacts for the existing property owners on SW West Hills Road, although additional design refinement would be needed to verify. As a corollary, a small handful of participants suggested that with the shared use path being on the north side of the street – where there are fewer private residences than the south side of the street – the right-of-way impacts would be lower compared to Option A and should bring down project costs overall.

Additional comments mentioned that a shared use path would be better for kids and for people walking dogs since the path would be wider than a sidewalk and that Option B would require less pavement than Option A.

Other Design Features

Overall, open house participants wanted to see slower speeds by people driving and a reduced emphasis on vehicular traffic on SW West Hills Road. There was general agreement around some design features that could help accomplish these goals, but a handful of dissenting voices pushed back on some of these design features.

- **Median islands** were generally supported, with four open house participants specifically saying they supported adding them onto SW West Hills Road. Benefits include adding space for people to cross the road and providing opportunities to add trees and other green features to the road. Two open house participants said that they thought median islands could create problems instead of slowing down traffic.
- **Turn lanes at intersections** allow for people driving to turn left onto side streets without blocking traffic. Where the right-of-way impacts are not severe, this design feature generally seems to have community support, although one participant said that turn lanes might encourage speeding and passing.
- **Raised intersections and crossings** garnered support from five participants specifically, either as a raised intersection or raised crosswalk concept on SW West Hills Road. This design feature brings people driving up to the level of people walking, leading those driving to typically slow down and allowing for people to cross more easily. Only one participant was not supportive of this design feature.
- **Speed bumps** were not proposed in the design concepts shared but were specifically mentioned by a few people, with one participant supporting them and two participants opposing them on SW West Hills Road.

Additionally, there were two notable design features that were not included in either Option A or Option B.

- **Traffic circles** (or mini-roundabouts) can slow traffic at intersections and facilitate turning movements to or from the side street. Two participants voiced support for adding traffic circles along SW West Hills Road.
- **Shifting the road to the north** was an idea that three people suggested. Shifting the road to the north for the western portion of SW West Hills Road would allow for fewer right-of-way impacts on the south side of the street (where there are more homes). In opposition, one participant was supportive of

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chicanes (a form of horizontal offsetting or meandering), and another participant wanted to see fewer straightaways on the road with the goal of reducing travel speeds.

Roundabout Concept Feedback

Open house participants were broadly supportive of the single lane roundabout concept at the SW West Hills Road/SW Western Boulevard intersection. Thirty-four participants were either supportive of the roundabout concept specifically or spoke favorably of a roundabout at this location, and three participants were opposed.

Participants cited several reasons for supporting a roundabout concept at this intersection. General reasons included improved traffic flow (four participants commented on this), improved safety and slower traffic speeds (five participants also commented on this), and safer walking and biking conditions (four participants commented on this).

There were specific comments relating to conditions that currently exist at this location, as well. The acute angle of the intersection and the challenge for eastbound left-turning people driving (or bicycling) from SW West Hills Road to SW Western Boulevard are unique. Five participants wanted to see slower travel speeds for westbound traffic on SW Western Boulevard, three participants wanted to reduce wait times for this eastbound left-turn movement, and two participants wanted to reduce overall intersection confusion.

Even though there was broad support for a roundabout at this location, there were several critiques the participants mentioned. Two participants didn't see how bicycle traffic would be incorporated into the proposed roundabout concept although it is important to note that the concept shared at this stage was a high level sketch with minimal design detail. Two participants thought that the space was too small for the roundabout concept here, calling for either a signalized intersection or a larger roundabout. Other concerns were related to access to SW Ivy Place, future development on SW Western Boulevard, reduced sight lines on SW Western Boulevard, and needing to move the existing bus stops on SW Western Boulevard immediately to the west of the intersection.

Additional Feedback

Open house participants included additional feedback, as noted below:

- Roundabout should not be limited to SW 53rd Street (already built) and to SW Western Boulevard (concept shared). Other roundabouts, such as at SW Gerold Street, would be beneficial.
- There was concern about future traffic growth on SW West Hills Road versus nearby parallel US Highway 20.
- There is future development coming in the area and could add traffic onto SW West Hills Road, which is both a consideration in planning for this roadway and a concern for future traffic.
- There is an old growth walnut tree that could be removed under both corridor options.
- The south side of SW West Hills Road near SW Hillside Drive has a steep embankment that will likely need a retaining wall and/or railing with roadway expansion.
- The SW Western Boulevard and SW Deon Drive intersection has documented pedestrian safety concerns. The intersection, while outside the study area, is close enough to the potential SW West Hills Road/SW Western Boulevard proposed roundabout that it should be considered in formal roundabout planning.
- What does an "Option C" look like that includes only a shared use path with no south side sidewalk?