

# 2022 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

***Applications must be received by July 28, 2022 at 11:59 p.m. (PDT)***

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## Applicant information

**Instructions:** Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

### Primary applicant jurisdiction

City of Corvallis

### Mailing address

PO Box 1083, Corvallis, Oregon 97339

### Website

<https://www.corvallisoregon.gov>

### Contact person name

Sarah Johnson

### Contact person title

Senior Planner

### Contact phone

(541) 766-6574

### Contact email

[sarah.johnson@corvallisoregon.gov](mailto:sarah.johnson@corvallisoregon.gov)

### Would you like to receive TGM news and updates?

I am already subscribed

### Authorized representative name, if different from the applicant contact

N/A

### Authorized representative title

Phone

Email

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## List other participating local jurisdictions (if any)

Participating local jurisdiction

Providing match?

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## Project name and location

### Project title

West Corvallis Specific Area PLaN

**Project area:** *Using either of the two fields below, attach a map of the project area or describe the area your project is located in.*

### Option 1: Project area map

### Option 2: Project area description

West/Southwest Corvallis: Area within UGB west of Marys River to the western border of the UGB. The northern boundary is the W&P rail line that connects to Reservoir Ave on the west. The southern boundary is the southern UGB boundary, just south of Nash Ave. The total area comprises approximately 2500 acres. The area contains the full breadth of Comprehensive Plan map designations, with some significant pockets of county-developed low density residential on large and/or irregular lots. A recent annexation brought an additional 100 + acres composed of commercial and higher density residential lands. The study area is bisected by Philomath Blvd/ Highway 20/34.

### ODOT region (1-5)

Region 2

[ODOT Region Map](#)

### Type of grant

Category 2: Integrated Land Use & Transportation Planning

### Summary description of project

The Southwest Area Plan (Study Area B) is a project identified in the Corvallis Strategic Operational Plan (P-5E) as a specific area plan intended to address land use and transportation planning at the neighborhood scale. The purpose of the project is to develop a plan through a public process for adoption by the City Council that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The plan is intended to refine land uses in response to urbanization patterns in the area,

state legislation on middle housing and Climate Friendly and Equitable Communities, and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and creates a sense of community and neighborhood character for the area.

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## Project cost table

<b>TGM funds requested</b>	<b>Consultant</b> \$280,000.00	<b>Local reimbursement</b>	<b>Total TGM funds requested</b> \$280,000.00
<b>Local match</b>			<b>Minimum Match (Calculated)</b> \$38,181.82
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$40,000.00	<b>Payment when Intergovernmental Agreement is signed</b> \$15,000.00	

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## Certifications

### Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

### Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

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## Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

## 1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

### **Certification: Clear transportation relationship**

By checking this box, I certify that the project meets this eligibility criterion.

## 2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

### **Certification: Adoption of products to meet project objectives**

By checking this box, I certify that the project meets this eligibility criterion.

## 3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

### **Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:**

Resolution 2019-11 May 6 Transportation Growth Management Grant.pdf

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## Award criteria

### **Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)**

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2022 Application Instructions.

**Explain how your proposed project addresses a need and supports TGM objectives**

#### Need:

This project would produce a specific area plan that combines land use planning with transportation growth management, yielding a comprehensive long term plan for Southwest Corvallis. The integrated approach to combining land use and transportation planning will respond to issues in the area caused by large and irregular lot configurations, older county rural residential development, few local street alternatives, and little bike/ped connectivity. The plan area includes SW Philomath Blvd (Hwy 20/34) and also West Hills Road, two facilities that lack safe and efficient bike/ped alternatives, with little connectivity to multi-use paths. While the City's TSP and Parks Master Plan contain collector street and multi-use path locations, they do not address local street connections and neighborhood pathways. There are two major commercial centers in the study area - one on Hwy 20/34 and another in a newly annexed area at the intersection of West Hills Road and SW 53rd. Transportation management, especially safe and efficient alternative transportation options, are critical to develop a comprehensive neighborhood that is safe for pedestrians and cyclists and does not rely solely on automotive transportation. The legacy development that occurred prior to annexation is reliant on Highway 20/34 and arterial roadways for even short local trips due to the lack of a functional local street network.

This area is characterized by large, irregular, rural residential lots with chaotic development patterns. The area needs a land use plan that refines land use patterns in the area to create a more cohesive neighborhood and create community character. The city has recently adopted several new land use zones and regulations related to mixed use zones, middle housing, and annexation policy. In addition, with thoughtful application of land uses and transportation planning, the area could implement the state's new Climate Friendly and Equitable Communities initiative. The area is ripe for new development and redevelopment, especially along the highway corridor, so setting land use and local street network patterns now will establish the orderly and appropriate development of the area.

#### TGM Objectives:

##### 1. Provide Transportation Choices

This project directly relates to TGM objectives, as it will establish a plan for an interconnected and safe transportation system in the project area. It supports the development of healthy transportation alternatives, and assists in the efficiency of local and regional transportation corridors. It also will assist underserved community members in the area by providing safe and efficient transportation alternatives to access goods and services.

##### 2. Create Communities

The project will help create a vibrant neighborhood by creating physical connections in the project area and providing access to commercial centers, employment, schools, and other services. It will create safe passageways through the project area using all modes of transportation. It will also advance additional residential development to provide needed housing in an area that is close to major commercial services, downtown, and Oregon State University.

##### 3. Support Economic Vitality and Growth

The project supports economic vitality and growth by planning local street networks and solving access issues within the project area that will reduce traffic conflicts and safety concerns along West Hills Road, 53rd Street, and Hwy 20/34. This is critical as the area further urbanizes, and especially in light of the planned neighborhood commercial center at the corner of 53rd Street and West Hills Road. Alternative transportation is crucial in this area to reduce traffic congestion and provide opportunities for active transportation choices. The development of the neighborhood commercial center will significantly urbanize the area, bringing commercial business and services, as well as high density and medium-high density residential development. There is great potential for the project area to become a vibrant and connected, "complete" neighborhood in the near future. Planning for neighborhood interconnectivity and multi-modal transportation options will help ensure that the area develops in a safe and efficient way.

##### 4. Save Public and Private Costs

This project is intended to support the urbanization of an area within City Limits and in close proximity to major services. The completion of a local street and alternative transportation plan for the area directly supports the efficient use of existing transportation corridors, including West Hills Road, 53rd Street, and Hwy 20/34 by reducing conflicts arising from multiple access drives onto these major thoroughfares, providing an interconnected local street plan to coordinate access, and providing safe and efficient alternative transportation choices to reduce stress on the transportation network. The City anticipates that the project could yield information that results in City purchase of land within the area to ensure local street connections are made.

## **Criterion 2: Proposed project is timely and urgent (up to 25 points)**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2022 Application Instructions.

### **Explain how your proposed project is timely and urgent**

The Corvallis City Council has this project listed on its 2022/23 FY Strategic Operational Plan (PN-E). Approval of this grant request would assist the City in meeting its long range planning goals.

The project coincides with the City's recent adoption of residential zoning regulations related to HB 2001 and other affordable housing initiatives. The City has recently rezoned all of the low density residential lands throughout the city to RS-6, offering new opportunities for infill/new development with more housing variety and smaller lot sizes.

The project is proposed on the heels of a recent initiative to introduce new mixed use zones. These commercial/residential zones provide more flexibility for developers to respond to market demand and a mix of commercial and residential uses that fits best in a particular area. The City hopes these changes will trigger more mixed use development in the near future.

The Southwest area lends itself well as a pilot/template area to implement the Climate Friendly and Equitable Communities initiative. The City has recently launched a project that will review local regulations and policies, leading to compliance with CFEC rulemaking.

The City has recently annexed ~120 acres of commercial and residential property at the corner of SW 53rd and SW Harrison. The area is receiving interest from developers. Having the proper land uses in place to ensure that future development meets the needs of the community and conforms with state and local policy is important.

Transportation Needs - It is critical that the City evaluate and plan a local street network in this area in order to ensure appropriate and timely extension of transportation connections for vehicle and alternative

transportation options. The area has developed in a haphazard manner over the years, with legacy county rural residential development resulting in large, irregular lotting patterns. This project will combine land use evaluation with transportation to result in a local street network that supports local trips and can relieve additional existing and future pressures on Highway 20/34, collectors, and county roads. A holistic approach to transportation planning in this area is critical to ensure vehicle, bike, and pedestrian access to a safe, convenient, and efficient system. The adoption of an integrated land use and transportation plan will provide the City with the regulatory plan necessary to ensure that developers will construct the needed infrastructure based on a holistic view of the area and taking into account lands outside of their immediate development area.

The City's recently adopted annexation policy and regulatory changes could lead to increased interest in annexation and development, and the Southwest Corvallis is an attractive location due to its proximity to OSU, downtown, and other major employment areas. A comprehensive local transportation system in this area is urgently needed to effectively manage transportation capacity and added stress as both Corvallis and adjacent Philomath continue to grow along this corridor.

Southwest Corvallis currently contains the greatest area of undeveloped and underdeveloped lands of all land use classifications in the city limits of Corvallis. There is urgency in refining land uses and local transportation systems that are supportive of land uses and neighborhood connectivity.

Housing availability and affordability pressures are driving increased interest in underdeveloped parcels throughout the project area that are legacy county parcels. There is significant disconnect in the development patterns. It is urgent and critical for the City to establish local street connectivity.

### **Criterion 3: Proposed project approach supports policy decision (up to 20 points)**

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 11 of the 2022 Application Instructions.

#### **Explain how your proposed project approach supports policy decision**

The City of Corvallis conducts all community planning efforts based on the IAP2 public involvement framework, with special emphasis on engaging traditionally underrepresented community groups. City staff and project managers also confer with the City's Diversity, Equity, and Inclusion coordinator to make an equity and involvement plan, and develop relationships with representatives and members of traditionally underrepresented populations in Corvallis.

All planning projects are evaluated for their consistency and furtherance of the City's Imagine Corvallis 2040 Vision. This project is identified in the City's Strategic Operational Plan as addressing vision statements pertaining primarily to the focus area Plan and Change.

This project will be governed by a project team of City Staff from the Community Development/Planning, Public Works, and Engineering divisions. This group will meet regularly with the consultant team by phone or in person to develop product components. The City will also appoint a stakeholder group to evaluate issues, opportunities, and alternatives and vet work products. ODOT, Benton County, City of Philomath, local property owners, traditionally underrepresented community groups, and business owners in the area will comprise the stakeholder group.

It is particularly important to have the participation of property owners within the area that will be impacted by the timing and location of local street connections. Throughout the process public input will be sought through open house events, public meetings/charrettes, and focus groups to ensure that community

members, property owners and stakeholders have contributed to the final product. The City of Corvallis will be the lead entity responsible for all public outreach.

#### General Process Includes

Kick-off – Consultants meet with staff project team for area orientation, background, history, local knowledge of project area. Highlight issues and opportunities and talk about outreach strategy.

Policy review and City/ODOT standards and requirements – Review of relevant master plans, Comprehensive Plan, Land Development Code requirements and other documents to determine parameters for location and elements of improvements.

Existing land use condition - Review of current land use designations in the project area, and review of new potential zones, and new regulations pertaining to land use and potential impacts and results. Identify areas that could be appropriate for changes in land use designation to support local and statewide goals. Particular focus is on provision of appropriate densities of housing, and CFEC implementation.

Existing conditions analysis, identification of opportunities and challenges – analyze existing streets, sidewalks, paths, drainage easements, natural features, other utility easements, and obstructions as considerations of future street extensions and multi-use path locations.

Vehicle, bike, pedestrian system analysis and future modeling – Consultant will examine existing system and identify issues and opportunities. Consultant will work with City staff to project future transportation impacts (commercial uses, residential densities) and propose local street networks, accesses, and multi-modal facility locations and alternatives.

Stakeholder and public input on alternatives – This includes input from stakeholders and significant outreach and discussion with property owners who would be impacted by the street connection and multi-use path alternatives. General public outreach will be conducted in order to receive input from community members at large. Particular efforts will be made to engage traditionally underrepresented community members. In this area, some of those groups are identified as students of OSU, renters, small business owners, and economically disadvantaged persons/families.

Develop preferred alternative – Fully develop analysis, maps, etc. for preferred alternative, with evaluation of other alternatives and explanation for preference. Develop stakeholder concurrence on final proposed plan. This includes check-ins with decision makers (City Council, Benton County Commission, Planning Commission).

Draft final document – Consultant preparation of final plan, including policy analysis, alternatives discussion and preferred alternative conclusion, evaluation of utilities (water, sewer, storm) considerations, maps, cost assessment and funding strategies (SDC, LID, etc.)

Adoption-ready final document – Final document delivered by consultant to staff, with relevant finding and ordinances for adoption.

Staff anticipates the completion of the process to take approximately 12 months.

### **Criterion 4: Proposed project has community support (up to 5 points)**

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 13 of the 2022 Application Instructions.



**Upload letters of support from stakeholders here**

Letter of Support Coxon.pdf

Letter of Support Napack.pdf

Letter of Support R Baxter.pdf

Letter of Support York.pdf

Letter of SupportWHNA.pdf

**Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)**

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2022Application Instructions.

**Explain how proposed project sponsor is ready and capable**

The City of Corvallis has prioritized long range planning in policy and in its Strategic Operational Plan, and employs a full-time long range planner who will be the project manager. The staff team consists of the project manager, an assistant/associate planner, the Planning Division Manager, the Public Work Engineering Manager, and other Public Works engineering, transportation, and alternative transportation management staff. The Senior Long Range Planner will be the primary project manager, responsible for coordination with the consultant, public outreach and provision of materials, scheduling meetings and outreach, and managing the project scope, budget, and timeline.

The City struggled with staffing capacity during the Covid Pandemic, when city and county staff were activated in the City/County Emergency Operations Center , both for Covid and later for wildfires. The City is now fully staffed in the Planning Division, and the Council has provided direction through the Strategic Operational Plan how Community Development and Planning should direct priorities.

The staff management team has worked together on various other initiatives over the past few years, including development of the Imagine Corvallis 2040 Vision, the South Corvallis Urban Renewal District, the BLI adoption and resultant land use change decisions, and other projects.

Planning and Engineering staff will be expected to review issues and alternatives together in workshops regularly to provide professional input from staff with local knowledge.

The project manager will accept the final written plan and associated materials and will be responsible for the public adoption process at the Planning Commission and City Council.

**If applicable, list local jurisdiction’s TGM projects within last 10 years and their status**

**If applicable, list local jurisdiction’s TGM projects within last 10 years and their status**

TGM File Code	Project Title	Status

# Required forms

**Title VI: Racial & Ethnic Impact Statement form**  
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

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**Today's date**  
7/28/2022

**If you encounter any issues with the submittal process, please contact:**

Rachael Levasseur  
Planning Section Web Coordinator  
[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)

**RESOLUTION 2019-11**

**A RESOLUTION AUTHORIZING THE COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR A TRANSPORTATION GROWTH MANAGEMENT GRANT TO DEVELOP A SMALL AREA TRANSPORTATION AND PEDESTRIAN CONNECTIVITY PLAN FUNDED BY THE DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT AND THE OREGON DEPARTMENT OF TRANSPORTATION.**

Minutes of the May 6, 2019, Corvallis City Council meeting, continued.

A resolution submitted by Councilor Struthers.

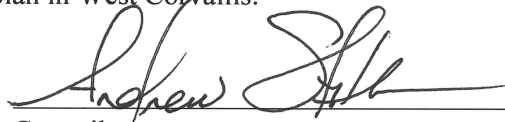
WHEREAS, the Oregon Department of Land Conservation and Development and Oregon Department of Transportation jointly administer the Transportation and Growth Management (TGM) Grant Program; and

WHEREAS, the TGM Grant Program is accepting applications for grant funding to support local area integrated land use and transportation planning; and

WHEREAS, the Corvallis Community Development Department desires to participate in this grant program to develop a transportation and pedestrian connectivity plan for an area in West Corvallis; and

WHEREAS, a small area plan in West Corvallis to achieve local street connectivity and multi-modal transportation alternatives supports many of the community's goals in the Imagine Corvallis 2040 Vision;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES that it supports the submittal of a grant application to the Transportation Growth Management Program to develop a small area transportation and pedestrian connectivity plan in West Corvallis.

  
Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted, and the Mayor thereupon declared said resolution to be adopted.

**Johnson, Sarah**

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**From:** Sheila A Coxon <sacoxon123@comcast.net>  
**Sent:** Tuesday, July 26, 2022 3:48 PM  
**To:** Johnson, Sarah  
**Cc:** sacoxon123@comcast.net; Napack, Jan  
**Subject:** Letters of Support from NA Leaders for Strategic Area Plan Grant

**Categories:** TGM Grant

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

Please consider this email in support of the City of Corvallis' application for a Transportation Growth Management and Planning Grant for a SAP for Southwest Corvallis. Ward 1 City Councilor Jan Napack has detailed why such a SAP is urgently needed for Southwest Corvallis. Growth in all areas has exploded; a new plan is critical to address this growth.

Sincerely,

*Sheila*

Sheila Ann Coxon

[sacoxon123@comcast.net](mailto:sacoxon123@comcast.net)

541-738-0589

2310 SW Peony Street

Corvallis, OR 97333

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Jan and Steve Napack  
4998 SW Hollyhock Cir.  
Corvallis, OR 97333  
541-745-5335

July 26, 2022

David Helton  
ODOT Region 2 Coordinator

Greetings,

We are pleased to provide a letter of support for the City of Corvallis' application for a Transportation Growth Management and Planning Grant.

We have been waiting a very long time to initiate the Strategic Area Plan (SAP) for Southwest Corvallis. The SW region has grown by leaps and bounds since the last SAP was finalized in 1996. Since then, several residential planned developments, a shopping center, large apartment buildings, senior living facilities, and multi-family affordable housing units have been built or are in the final stages of completion. In addition to these changes the city of Philomath has seen a dramatic increase in the number of houses and apartments. The upshot is that all of these people use Philomath Blvd (HWY 20/34) to commute, shop, and travel. There are very few options to circumvent this reality.

In short, Philomath Blvd and adjoining arterials and local streets are overcrowded. With heavy freight and commuter traffic bottlenecks on the highway are a daily occurrence. And except for a small section adjacent to a shopping center the major road lacks sidewalks, bike lanes, and pedestrian friendly crossings.

Growth in this section of Corvallis has raced ahead of our City master plans for Parks and Transportation due to piecemeal development. Without this SAP project we will find ourselves further behind than before.

Sincerely,

Janet and Steven Napack

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**Jan Napack**

**Ward 1 Corvallis City Council**

**541-745-5335 (mobile / text)**

**Disclaimer:** This e-mail message is a public record of the City of Corvallis. The contents may be subject to public disclosure under Oregon Public Records Law and subject to the State of Oregon Records Retention Schedules. (OAR:166.200.0200-405)

Jan and Steve Napack  
4998 SW Hollyhock Cir.  
Corvallis, OR 97333  
541-745-5335

July 26, 2022

David Helton  
ODOT Region 2 Coordinator

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In short, Philomath Blvd (Hwy 20/34) is a bottleneck, with heavy freight and commuter traffic. And except for a small section adjacent to a shopping center it lacks sidewalks, bike lanes, and pedestrian friendly crossings.

Growth in this section of Corvallis has raced ahead of our City master plans for Parks and Transportation due to piecemeal development. Without this SAP project we will find ourselves further behind than before.

Sincerely,

Janet and Steven Napack

July 26, 2022

David Helton  
ODOT Region 2 Coordinator

RE: Strategic Area Plan (SAP) for West Corvallis

The grape vine reports that the City of Corvallis has or soon will apply for a grant to conduct an SAP for West Corvallis. I write in support of the application, although I know little about the grant program or precisely what the City is applying for.

For background, West Corvallis is now the fastest growing portion of Corvallis. The last plan was prepared in 1996. Given current conditions and needs, that old plan is abysmally outdated and largely ignored or irrelevant. Growth in the area has outstripped the infrastructure and those of us who reside here are now experiencing a dramatic and ongoing diminishment of livability.

To describe the conditions: Streets are substandard and can not meet the travel demands. Sidewalks are non-existent in some areas and dis-continuous everywhere. Bike lanes are lacking and even where they exist, they are dangerous and below standard. Pedestrians and bicyclists are in danger in the entire area and can not safely reach destinations. One can not get to downtown, OSU, shopping areas or anywhere safely from most areas of W. Corvallis.

Because of the random nature of development, collector and arterial streets are a joke, to say the least. Improvements are severely lacking. Major intersections, particularly at Hwy 20/34 are not adequate for autos, trucks, bikes or pedestrians. The highway acts as a barrier and blocks reasonable alternatives for travel by any means.

Yet West Corvallis IS THE major area for development. It is virtually the only area where affordable housing is being developed. This "affordable housing" will not be very attractive or even very livable unless the land use, planning and infrastructure issues are addressed. Affordable housing is hardly affordable if you have to get in a car and drive everywhere because it is dangerous to travel by any other means.

Frankly, there is an "equity" issue that the City of Corvallis has ignored for years. Citizens of West Corvallis have been requesting and even demanding an update to the 1996 area plan for several years. All other areas of the community have updated plans. Even S. Corvallis, with adequate roads, bike facilities and safe walking access has an updated plan. Yet the City has failed to fund the planning effort in W. Corvallis.

Perhaps the application for a grant to fund an SAP is a recognition by the City that they have failed W. Corvallis and are now eager to get the job done. Better late than never.

I urge you to fund the grant application.

Rolland Baxter  
6002 SW Grand Oaks Dr.  
Corvallis, OR 97333

## Johnson, Sarah

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**From:** Penny York <york.penny58@gmail.com>  
**Sent:** Wednesday, July 27, 2022 3:54 PM  
**To:** Johnson, Sarah  
**Cc:** Napack, Jan  
**Subject:** ODOT - southwest Corvallis - strategic area plan grant

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

Hi Sarah,

Please forward this email to:

**David Helton**  
**ODOT Region 2 Coordinator**

Dear David,

As a former city councilor who represented southwest Corvallis and as a former planning commissioner, I am very familiar with some of the planning needs for the area and for the city as a whole.

One of my biggest concerns is for the production of additional affordable housing. Southwest Corvallis is bordered on two sides by the UGB. Much of the property within that portion of our urban fringe is relatively flat and has limited wetlands. I think we should be planning how to integrate some of that land into the city, aligning transportation and the requirements of the Climate Friendly and Equitable Communities values and requirements. Having state assistance with looking at the extended southwest area, including buildable parts of the urban fringe lands, would be timely and productive.

I serve on Rep Pam Marsh's Manufactured Housing Work Group and I believe some of this land would be very suitable for a new (and new type) MH park. There may be an opportunity to work towards an additional grant for a pilot project here. Using alternative construction methods, paired with increased density, is a very good way to produce needed affordable units for families and seniors.

Another issue in our part of town is how to improve some of our legacy streets (residential roads annexed into the city without meeting city standards) to conform with the latest TSP while addressing the challenges of existing conditions (limited ROW, irregular and inadequate connectivity, existing structures and mature trees, etc.) This could also be a goal for the strategic area plan.

Thanks for your consideration,

Penny York

541-990-3608

Sent from [Mail](#) for Windows



July 26, 2022

David Helton  
ODOT Region 2 Coordinator

Mr. Helton,

The West Hills Neighborhood Association is pleased to provide a letter of support for the City of Corvallis' application for a Transportation Growth Management and Planning Grant.

A new Strategic Area Plan (SAP) for Southwest Corvallis is long overdue. This UGB/SW region has grown dramatically since the **1996** SAP. Sunset Shopping center, student focused housing, (The Domain, The Retreat), senior living facilities (Stoneybrook, Western Prestige Living) large apartment complexes (Spring Creek) and several other subdivisions have been built or are in various stages of completion. A recently annexed 118 Acre parcel is in the subdivision process, anticipating the population of SW Corvallis to increase by more than 3,000 individuals upon completion.

The city of Philomath has added a significant number of new houses and apartment complexes (The Boulevard, Oak Springs), with more expansion underway and on the near horizon.

Philomath Blvd is the primary arterial highway connecting Newport to the valley and it is already congested with truck and tourist traffic. The additional residents must use Philomath Blvd (HWY 20/34) to commute, shop, and travel, with very few secondary rural roadways to avoid using the highway, all of which are in desperate need of modernization. Heavy freight and commuter backups on the highway happen daily and not just at peak hours.

Philomath Blvd, adjoining collectors and local streets are congested, unsafe, substandard and non compliant for ADA and multi-modal use. With the exception of small segments adjacent to newer retail and residential development, SW Corvallis roads in the UGB lack sidewalks, bike lanes, and adequate crosswalks.

Anticipated growth in this sector has far exceeded 1996 projections and master plans for Parks and Transit are far behind, due to randomly placed developments. We cannot effectively rectify historically questionable planning and safely accommodate future growth without a new SAP in place.

We encourage you to join us in support of this proposal.

Respectfully,

Daniel Wood  
President,  
West Hills Neighborhood Association

## RACIAL AND ETHNIC IMPACT STATEMENT

**This form is used for informational purposes only and must be included with the grant application.**

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

**If you checked numbers 1 or 2 above**, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

*By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.*

**Dated:**

Printed Name:

Title:

Agency Name:

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<sup>1</sup> “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.