

harrison apartments

*sustainable . transit-oriented . infill housing . compact form .
connected . compatible . energy efficient . tot lot . quality . liveable
. hidden parking . place-making . higher density . brick . pedestrian-
friendly . ecoroof . bicycle facilities . window trim . complies with
zoning . community gardens . on-site management . rain gardens .
private porches . gabled roof . provides jobs . trellis . promotes
clusters . building articulation . bocce court . building close to
street . porous pavement . garden courtyard .
exceeds standards . artwork . double street trees
. community input . horizontal wood . green
construction . bicycle washing . public promenade
. car-sharing . large windows . outdoor common
area . covered parking . innovative . dark roof .
neighborhood connections . close to osu*

JULY18
Planning
Commission

WRITE A LETTER OF SUPPORT

when: before **July 17, 2012** @ 5pm
mail: Mr. Robert Richardson, Associate Planner
Planning Division, City of Corvallis
P.O Box 1083, Corvallis, OR 97339
email: Robert.Richardson@ci.corvallis.or.us

GIVE PUBLIC TESTIMONY

when: Wednesday, **July 18, 2012** @ 7:00pm
where: Downtown Fire Station Meeting Room
400 NW Harrison Boulevard
Corvallis, OR 97333

harrison apartments

Proposed sustainable housing community offers new paradigm

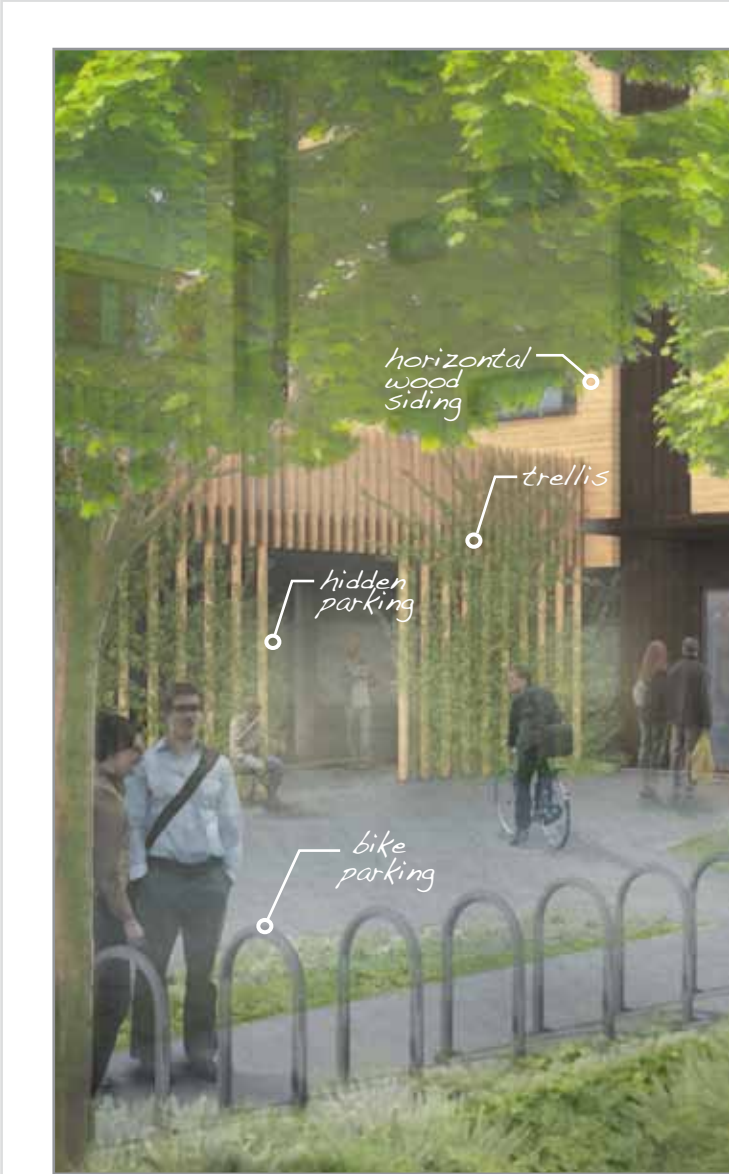
Corvallis needs more housing, yet those who live nearby worry that new housing may not be a good fit for their already-established neighborhoods. Understanding these concerns, Samaritan Health Services teamed with project^, a values-driven Oregon development company, to redevelop its Heart of the Valley property at 2750 NW Harrison Boulevard, preliminarily called Harrison Apartments.

“We are interested in meeting this dire need for housing in a place and in a way that positively impacts the community and can, perhaps, serve as a model for the future,” said Anyeley Hallova, partner at project^.

The project team met with several neighborhood associations, including Chintimini, College Hill, and Job’s Addition to better understand members’ perspectives and incorporate community input into the design of the project. Although near these neighborhoods, the site is not located within the bounds of a neighborhood association nor is the site governed by any design or historic review standards.

This said, the four-story contemporary building was designed to relate to Corvallis’ residential, historic, and pedestrian-friendly character by drawing upon the traditional elements of the adjacent neighborhoods for inspiration. The architect chose not to mimic historic building details but rather to develop a contemporary building language that has an appropriate structural design and form for the site and zoning, while incorporating aspects typical of a larger historic building.

The apartment building will be the first LEED-certified multi-family development in Corvallis and will target LEED gold certification, a high standard in green building.



1 View along Harrison Boulevard walking west



window groupings and trim

double-row of street trees

brick

covered porch

tot lot

lobby entrance

rain garden

pedestrian-friendly community

The City shall encourage land use patterns and development that promote clustering and multiple stories, take advantage of energy efficient designs, and have ready access to transit and other energy efficient modes of transportation. A location where this is desirable is in the Central City.

- Corvallis Comprehensive Plan (12.2.5)

The building has two wings, one that faces Harrison Boulevard and the other Short Avenue with an elevated garden courtyard in between that covers the majority of the parking. The plans include 68 apartments configured in 2 and 4 bedroom floor plans.

A subdued dark-colored gabled roof echo larger adjacent buildings. Natural materials of wood and brick, varying textures along the façade, and ground-level front porches along Harrison Boulevard and Short Avenue give the building its residential feel and scale. An articulated design that breaks the façade and roof of the building into parts creates a more intimate building for pedestrians and providing areas for trees and landscaped courtyards on the street, further complementing the neighborhood.

Care was taken to balance density, parking, and open space. Landscape plays an important role in distinguishing the project, with 39 percent of the site dedicated to green areas including an upper garden courtyard on the second floor, a public pedestrian promenade that crosses the site, and landscaped courtyards along Harrison Boulevard and Short Avenue.

Communal amenities available to residents include a tot lot; community gardens; bocce courts; picnic and barbeque areas; gardens for sitting, lounging, and reading; a bike cleaning and repair station, and an indoor community room.



The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize: Efficient use of Land

- Corvallis Comprehensive Plan (3.2.1 B)

2 View along Harrison Boulevard walking east



Buildings and trees are close to the street, providing an intimate outdoor room, which is comfortable to pedestrians.

- Corvallis Vision 2020 -Pedestrian Scale

3 View along 27th Street walking north to Short Avenue

The strategic location of this site two blocks from Oregon State University, Monroe Avenue, and adjacent to mass transit and bike lanes make these apartments attractive to the university community and those who choose not to own a car.

Project^ is working with WeCar, a national car-sharing company, to locate a car on the premises. The WeCar will be available for use by all residents and the membership and application fees will be waived.

Additionally, an ample amount of bike parking, 124 spaces will be provided on the site. Through the leasing processes, management at Harrison Apartments will encourage residents to use the subsidized onsite car-share program, bike facilities, and public transportation rather than be dependent on car transportation. For those who choose to own a car, the project will provide 151 onsite parking spaces (55 percent covered). An additional 26-parallel parking spots along the property's frontage are not included in this count.



4 Bird's eye view of the proposed building from Harrison Blvd (looking west)



Project Information

- 79,086 square foot building
- 68 apartments, 221 bedrooms
- 151 parking stalls (55% covered)
- 124 bike stalls (55% covered)
- 7-minute walk to OSU
- 4-minute bike ride to OSU
- 1-minute walk to transit stops

The building will also have an extensive security system and management controls, including: videophone access for guests, security cameras, keycard access, and an on-site manager and assistants who lives in the building. On-site staff will ensure that residents comply with rules and regulations.

To preserve the history of the site, the project team is working with the Samaritan Foundation to design commemorative artwork that would celebrate those who were born or worked at the hospital formerly located at the site. Among ideas being considered is using bricks from the former hospital in a piece of public artwork.

Development Team

Project^, a company from Portland, Oregon has partnered with Samaritan Health Services to create a new rental community that enhances the lives of its residents.

Project^ is a values-driven real estate company providing resources, practices and stewardship for its partners, maximizing the environmental, social, and economic benefits inherent in meaningful places. Project^ specializes in high-quality managed communities near university campuses, having successfully completed two sustainable apartment communities in Eugene, Oregon adjacent to the University of Oregon, at a combined cost of more than \$30 million. Courtside and Skybox provide 123 apartments and are both LEED Gold certified.

Project^ works with a national property management company to provide on-site management and residence life services.

www.projectpdx.com

9 REASONS TO SUPPORT Harrison Apartments

1. Fulfills the Corvallis Comprehensive Plan

- Infill development, compact urban form
- Higher density housing within proximity to major streets, neighborhood centers, and transit
- Promotes clustering and multiple stories
- Adds to the mix of densities, lot sizes, and diversity in housing types
- Efficient use of land, energy, and resources
- Building close to the street, entrance toward public areas
- Reinforces neighborhood connections
- Bicycle parking facilities and pedestrian-oriented
- Exceeds state and federal environmental standards
- Green building construction

2. Fulfills the Vision 2020 Statement

- Higher densities and compact development
- Attractive residential option
- Variety of housing types
- Buildings and trees close to the street
- Reduce reliance on the automobile

3. Complies with the Zoning Code - meets density, height, setback, open space requirements

4. Transit-Oriented / Pedestrian-Friendly Development

5. Above Code Required Parking

6. Above Code Required Bike Parking

7. Sustainable Development (target LEED Gold)

8. On-site Management, Security, and Controlled Parking

9. Provides jobs in a down economy (approx. 134 jobs)



Illustrative Site Plan



zion
evangelical
lutheran

harrison
court
apartments

NW Harrison Boulevard

groundfloor
porches

rain
garden

artwork

common
room

bocce
courts

garden
courtyard

garden
courtyard
(parking
underneath)

new
public
promenade

NW Short Avenue

bike
washing

rain
garden

parking

parking
for neighbors

NW 27th Street

Alley

delta
delta
delta

alpha
chi
omega

NW Van Buren Avenue

COMMUNITY PROCESS

The project team felt it necessary to solicit community opinion early and often, gaining insight on how the plan should be crafted.

Neighbor Meeting #1 - Jun 20, 2011

The project team met with the Chintimini, College Hill, and Job's Addition neighborhood associations to solicit feedback on an initial draft plan for Harrison Apartments. Those in attendance expressed concerns about parking, traffic, and noise.

Neighbor Meeting #2 - Sept 26, 2011

Given this feedback, the project team revised its plans and presented new plans to the neighbors that increased the number of parking stalls, provided for alternative forms of transportation for its residents, and detailed the property management strategies for the building. Questions about building massing, height, and variances were also addressed.

Neighbor Meeting #3 - Oct 10, 2011

The team organized a meeting with neighbors who live within 300 feet of the property to present revised plans. Many of the attendees to this meeting were new to the process. They expressed some new concerns and some concerns that were addressed in earlier meetings including parking, density, building massing, and materials.

Neighbor Meeting #4 - Oct 20, 2011

The team was invited to meet with a few of the College Hill neighborhood leaders to walk the site and brainstorm on how the community's concerns expressed in the October 10th meeting and in neighborhood emails could be addressed. The group paid particular attention to design elements that meshed well with the adjacent historic neighborhood.

Submit Application - Oct 28, 2011

The project team then incorporated these solutions and submitted the "Detailed Development Plan and

Major Replat" including an introduction that detailed how the plan changed as a result of the process.

Neighbor Meeting #5 - Nov 3, 2011

The team presented this information to community leaders who then distributed it to the College Hill Neighborhood Association. The information was well received and they expressed their appreciation for the changes made.

Planning Commission #1 - Dec 14, 2011

The team presented the project to the Corvallis Planning Commission. The project, despite positive feedback on public boards, blogs, and in one-on-one meetings and a balanced outlook by the media, received intense criticism by the community, mainly members of the College Hill Neighborhood, who introduced known items and brand new items, which were not discussed at the previous five meetings.

None of the changes the team made to the plan as a result of community interaction were acknowledged during the public testimony.

Much of the criticism revolved around: 1) the project utilizing the allowed parking reduction by right due to its proximity to transit and above code bike parking facilities, 2) the fifteen variances requested and allowed as a part of the Planned Development process, 3) the architecture of the building and its compatibility with a historic neighborhood to the west, and 4) providing housing that catered to students.

Criticism was also directed at other aspects of the project including the type of trees, height, scale, density, materials, unit mix, traffic, and access, which are all allowed by right. The Commission postponed deliberations to the next meeting.

Changed Plans - Jan 4, 2012

Despite the strong opinion by the project team that

increased parking is not the solution to creating a pedestrian transit-oriented sustainable development, the team **changed the plans** to reflect the community priorities, mainly additional parking and reduction of variance requests.

These adjustments took the requested **variances from fifteen to four**; provided additional parking at 10% above the allowed parking count by right; increased parking stall widths; reduced the number of compact stalls; eliminated tandem stalls; increased outdoor space to code requirements; added a tot lot; set the building within the minimum setback; provided tree islands; moved the trash enclosure; and, provided a consistent utility easement width.

Responding to specific architectural opinions expressed at the December 14 hearing, the team also **changed some items** not related to code, such as making the wood siding horizontal in direction instead of vertical on the upper floors and changing the roof material from metal to architectural composition.

Neighbor Meeting #6 - Jan 26, 2012

The team presented this new plan to two College Hill Neighborhood Association leaders. Their thoughts can be wrapped up into one phrase, which was later reiterated in a letter from the Association dated February 1, 2012 that states, “We again express our concern that this proposed development may be the **right building** but it would be in the **wrong location**.”

Planning Commission #2 - Feb 1, 2012

Even though the revised plan **meets** the height, setback, parking, open space, and other requirements of RS-20 zoning, the Planning Commission **denied** the adjusted plan. The denial was based on three issues: 1) solar access performance; 2) issues of massing and scale evident from not meeting solar access; and 3) incompatible traffic and off-site parking impacts.

The Commission did not grant a solar waiver, which is

allowed because the property is within the minimum setbacks. In addition, the claims of “incompatible traffic and off-site parking impacts” were not substantiated with any real data.

Changed Plans - Mar 3, 2012

The team took the Planning Commissions findings **to heart and revised the plan** to 1) provide solar access protection for the properties to the north of the site; 2) stepped the building away from Harrison Boulevard; 3) addressed any additional issues of mass and scale by using the “Design Variety Menu” of the “Pedestrian Oriented Standards” to give the building and the roof more articulation; and 4) provided further documentation to show that the project according to the requirements of the City of Corvallis Land Development Code does not create any traffic and off-site parking impacts. Variances are **reduced from four to two**.

City Council - Mar 19, 2012

The development team **presented** the Harrison Apartments revised plans to the City Council.

Withdrew Application - Mar 23, 2012

Taking the neighbors comments during the City Council meeting to heart, the team withdrew the application in order to make changes to the project and **concentrate on the 3 primary reasons** Planning Commission cited in their decision of denial. The aim was to re-craft the project and application, work back through the process, and receive Planning Commission approval.

Submit New Application - May 8, 2012

The team resubmitted a plan that address the Planning Commission comments and many of the concerns raised by opponents. The result is a **reimagined plan** with less density.

Planning Commission - July 18, 2012

The Commission will review the new application.

frequently asked questions (FAQ)

GENERAL INFORMATION

What is this project?

Harrison Apartments is a new multi-family apartment building that addresses the growing housing needs of Corvallis by providing quality housing, adjacent to jobs and transit, that is integrated into the neighborhood fabric, while meeting community expectations and respecting city standards.

Where is the project?

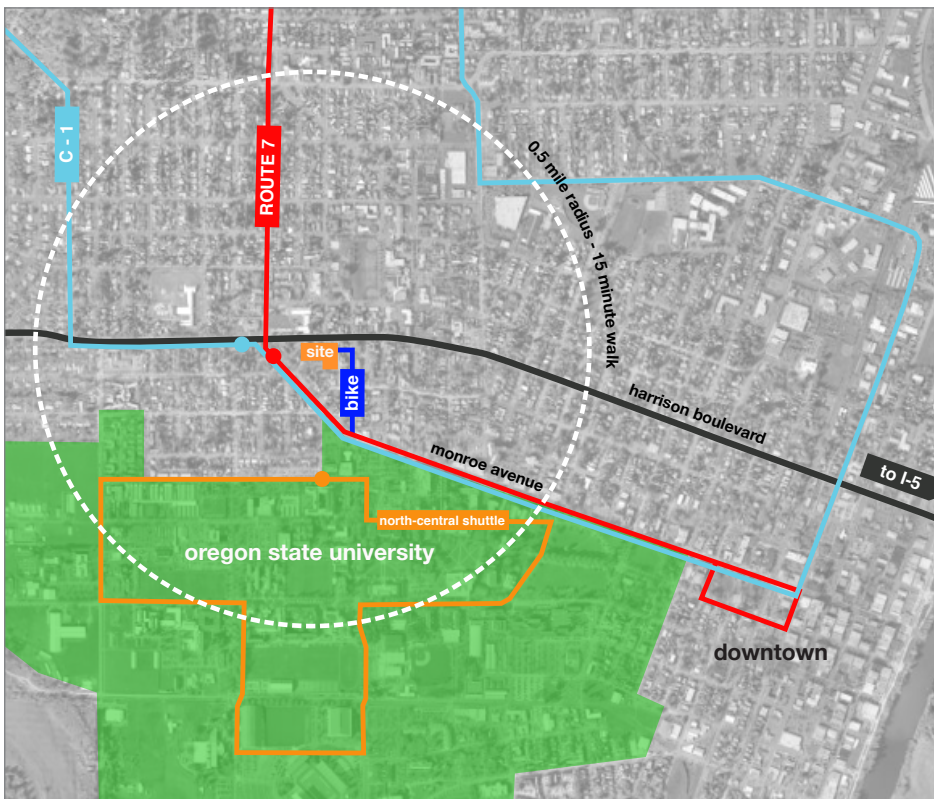
Harrison Apartments will be located on the old Corvallis General Hospital property (2750 Northwest Harrison Boulevard), between NW Arnold Way and NW 26th Street adjacent to Harrison Boulevard and Short Avenue. The Heart of the Valley Care Center was closed in 2009, has remained unoccupied and is currently being deconstructed.

Why is Samaritan Health Services involved?

With this project we saw an opportunity to meet a community need, and at the same time use existing assets to create an alternative source of revenue for the organization. This will help ensure the continued provision of quality health care in our community.

How will the project pay tribute to the memory of Corvallis General Hospital?

The project team is working with the Good Samaritan Hospital Foundation to keep the memory of Corvallis General Hospital alive. Initial concepts include making bricks available for keepsakes, public art, and/or a commemorative plaza that shows the timeline of the site, history of the hospital, and recognizes the role it played in the life and work of Corvallis residents. The Foundation will solicit input from key Foundation donors.



Sororities and Fraternities around the site
Map from "Center for Fraternity & Sorority Life"
<http://oregonstate.edu/cfs/>

Harrison Apartments Location - proximity to bus, bike, 15-minute walking radius, and osu shuttle

Did you seek community members' opinions?

Yes. The project team felt it necessary to solicit community opinion early to gain insight on how the plan should be crafted. The project team met with neighbors and community members over six times during the process.

ARCHITECTURE

How does the building integrate with the neighborhood?

The architecture of the buildings is contemporary, yet the design employs traditional forms and materials that relate to and complement the surrounding neighborhood. The building has a subdued dark-colored gabled roof, which echoes the larger adjacent historic buildings. Natural materials of wood and brick with varying textures on the façade give the building a residential feel, as do ground-level front courtyards along Harrison Boulevard and Short Avenue.

Is there common and private outdoor space?

The project team provides outdoor space in the form of groundfloor courtyards along Harrison Boulevard; private patios on Harrison Boulevard and Short Avenue; common space along the new public promenade through the site; and an elevated garden courtyard on the second floor. The amount of outdoor space proposed is above the zoning requirement.

How far is the building from the street?

The building is 34 feet from Harrison Boulevard and 23 feet from Short Avenue. The building is 10-17 feet from the property line, which complies with the zoning code.

How tall is the building?

The building is 4 stories (42'9" tall), which is 22'3" feet shorter than the maximum allowed for the site at 5-stories (65' tall). The existing building on the site is 2 and 3 stories, with the tallest section reaching approximately 35 feet high.



Larger Buildings in the Vicinity of the Site

VARIANCES

Is this project seeking any density, height, setback, or parking variances?

No. The proposed density on the site is 48.4 units per acre, which conforms to the zoning code. The height is 47'2" (4 floors); the allowed height for this zone is 65' (5 stories). The building is within the minimum and maximum setback, except where there are courtyards, which is allowed by code. The parking provides 10% more parking than is allowed by right.

Is this project seeking any variances?

Yes, the project is seeking 2 variances, which are limited to buffer landscaping.

Variance #1: Asks not to provide a 20' wide through-lot planting screen easement in front of the building on one of its facing streets. Because the building faces both Harrison Boulevard and Short Avenue, the site does not act as a "through lot" and there are no unsightly views or visual conflicts to be screened.

The building, as designed, provides a generous landscaping from 10' to 42' wide along Harrison Boulevard and Short Avenue; promotes a pedestrian friendly environment; complies with the Corvallis Pedestrian-Oriented Design Standards; provides safety with "eyes-on-the street"; and allows for the majority of the parking to be hidden in the center of the site. Through these measures, the intent of the planting screen code is met.

Variance #2: Asks not to provide a 5' landscape buffer between the 27th parking lot and the neighboring properties. Currently, property owners to the south of the 27th Street parking lot, enter, with permission, the Harrison Apartments property to access the rear of their properties where they have parking. This variance allows the neighbors to continue to have permissive access to this parking.

SUSTAINABILITY

Does this project have any sustainability features?

Harrison Apartments is LEED Registered targeting Gold certification and will be the first LEED-certified multi-family development in Corvallis, a high standard in green building. An elevated garden courtyard with ecoroof planting give access to natural light for apartments and serve as a visible expression of the building's sustainability by beautifying and exposing stormwater management. Large operable windows provide garden views, a connection to nature, and access to daylight and ventilation, a vital feature in Corvallis.

The project appeals to the eco-minded in other ways - by providing green roof habitat for native birds; celebrating alternate forms of transportation with an onsite car-share vehicle and large bike facilities; conserving water and energy; and using materials that are regional, contain rapidly renewable materials, and have recycled content. The buildings are estimated to achieve savings of approximately 26% above energy code and save 46% of potable water use over standard fixtures. This helps to lower electric and water bills for residents, a tangible testament that sustainability works.

PARKING

Is this project providing required parking for its residents?

Yes. 104% of the required parking is provided (151 spaces) in both covered and uncovered areas. The plan balances density, parking, and open space in a configuration that is ideal for an infill location.

What is WeCar?

WeCar, a subsidiary of Enterprise Rent-a-Car, is a membership-based car-sharing program for people who are looking for an alternative method of transportation that lowers the cost and reduces the hassles of transportation. Vehicles can be rented for

short periods of time by an automated system. OSU currently has two WeCar's on campus stationed on Jefferson Way near Weatherford Hall and plans to purchase a third car this year. Harrison Apartments will have a WeCar onsite that will be available exclusively to the residents of this apartment complex.

How will WeCar help to reduce the number of cars residents own?

Car sharing has many benefits to reducing car ownership, usage, and the need for car parking.

- Creates Modal Shifts in its members' transportation habits
- Members are less inclined to purchase a vehicle
- Takes 4.6 to 20 cars/unit vehicles off the road*
- 44% average decline in VMT*
- 25-71% of time Members report not purchasing a vehicle because of membership*
- WeCar reports that parking and transportation directors at universities across the country have told them that their parking congestion is reduced by the presence of WeCar on campus or in the surrounding area. Students are less likely to bring a car to campus when there is car sharing.

* Derived from report "North American Carsharing: A Ten-Year Retrospective" by Shaheen, Cohen, and Chung. TRB 09-3688 Conducted by Innovative Mobility Research (www.imr.berkeley.edu)

How does this project reduce the need to provide parking spaces?

The building, program and management, by design, discourage residents from owning or bringing a car to this building and encourage them to use alternative forms of transportation. The property was specifically chosen for redevelopment due to its close proximity to Oregon State University, mass transit, and bike lanes. This encourages residents to use public or bike transportation instead of own, bringing, or using a car:

- Providing a WeCar car onsite for easy and accessible car sharing; membership and application fees are waived for residents.
- Encouraging residents, through the leasing process, not to own, purchase a car, or bring a car if they are students by telling them about the care-sharing program and including a WeCar sign-up/authorization form within the lease.
- Requiring residents to identify in their lease whether they own a car, so parking can be monitored.
- Encouraging residents to talk to their roommates before their lease starts, so they can choose to share a car.
- Providing a resident-life program that encourages walking, bike riding and sustainable living.

MANAGEMENT









How will the design and management of this project address concerns of noise and partying?

The building has an inward focus for community activities and vehicle access in and out of the site, which allows for any noise from residents to be shielded from the general public and neighbors.

Differing from townhouse and single-family buildings (many with absentee landlords), the majority of the apartments are accessible through an internal corridor, which minimizes the noise and disturbance to the neighborhood. Additionally, the building will have an extensive security system and management controls including: videophone access for guests, security cameras, key card access, a live-in onsite manager, and live-in community assistants.

On-site staff will ensure that the building is policed and that residents' behavior complies with the building's rules and regulations.

Harrison Apartments - Get the Facts

<i>existing</i>	<i>corvallis code</i>	<i>proposed</i>	<i>compare</i>
HEIGHT			
35 feet	65 feet allowed	42.75 feet	 34% below code allowed
BUILDING SIZE			
82,400 sqft	n/a	79,086 sqft	 4% less than existing building
LOT COVERAGE			
82% coverage	75% allowed	61% coverage	 14% less than code allowed
PAVED AREA			
37,300 sqft	n/a	31,376 sqft	 16% less than existing site
CAR PARKING			
70 spaces	145 spaces required	151 spaces	 4% above code required
BIKE PARKING			
--	123 spaces required	124 spaces	 1% above code required
GREEN AREA			
18% green area	25% required	39% green area	 14% above code required
LANDSCAPED AREA			
--	10% required	25% landscaped	 15% above code required
OUTDOOR SPACE			
--	21,164 sqft required	21,680 sqft	 2% above code required
TREES			
14 trees	~ 41 trees required	63 trees	 450% more than existing site



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Harrison Apartments

updated: July 2, 2012