City of Corvallis – Development Services Division
Pre-development Meeting

July 29, 2025

Project Addresses:
516 SW 4th Street, Corvallis, OR 97333
520, 530, and 544 SW 4th Street, and such adjacent vacant approximately 10,000 square foot lot located on SW Western Boulevard, Corvallis, OR 97333

Pineview Development, LLC
c/o Eran Fields
2337 Roscomare Rd., Suite 2-227
Los Angeles, CA 90077

Dear City of Corvallis Development Services,

Thank you for the opportunity to meet with your team to discuss our proposed development. We appreciate your time and guidance as we move forward with planning. Please find a list of questions below, and preliminary building plans attached. We look forward to discussing this together.

Project Description:

The project is a new construction 14-story/148' apartment building with commercial use on the ground floor. We plan to use the parcel across the alley on 4th St as a surface lot for vehicle and bike parking.

Questions:

Architecture – Planning:

1. Please note: Below are several questions that we have regarding the project. We organized them by department but please know that there may be some overlap. The proposed project is on several parcels with two main portions separated by an alley. The property east of the alley is zoned CMU-3 and the property to the west of the alley is zoned RS-12 in the University Neighborhoods Overlay. The proposed building will be on the CMU-3 portion and the RS-12 portion will remain a surface lot with bike and car parking. Therefore, these questions are related to the proposed building on the CMU-3 portion rather than the RS-12 portion.
2. Under SB 1537 Section 38(4)(g)(E), qualifying residential developments may increase the maximum building height by 20%. For this project, the base height in CMU-3 with the 18-foot bonus (per Section 4.9.100) is 123 feet, allowing an increase to 148 feet. Do you agree with this maximum building height calculation under the state's mandatory adjustment provisions?
3. This height is measured from the reference datum (highest adjoining sidewalk or ground surface within 5 feet horizontal of the exterior wall when such sidewalk or ground surface is not more than 10 feet above lowest grade) to the top of the parapet (assuming a flat roof). Equipment

screening, elevators, and stairs are allowed to project above this height. Does the city agree with this building height measurement approach?

4. In the CMU-3 zone, the maximum building height is 148 feet (inclusive of the bonus and 20% increase). There is a requirement that the maximum building height within 20 ft. of an abutting residential zone (RS-12/ University Neighborhoods Overlay) the maximum height within the CMU zone must not exceed the maximum height of the abutting residential zone. Since there is a 14-foot-wide alley between the CMU-3 & RS-12 parcels, our assumption is that the property abuts the alley and not the RS-12 parcels thus this will not apply. Alternatively, the 20-foot distance is measured from the RS-12 property line and includes the 14-foot width of the alley. Does the city agree with one of the suggested approaches?
5. In the CMU-3 zone, there are no minimum Front Yard, Exterior Side Yard, or Rear Yard abutting a street setback requirement. It is our understanding that the alley is considered a street, and no setback is required. Does the city agree with this approach?
6. Per Section 4.0.60.j.2.d, garages adjacent to one-way alleys angled zero degrees to 45 degrees from the alley may be located along the outside boundaries of the alleys with no setback required. It is our understanding that a 90-degree turn into a parking structure is not allowed at the project site. If we can demonstrate that the maneuver into the parking garage functions adequately, would this be acceptable to the city? Or, will a direct entry for the parking garage off of SW Western Blvd or Pacific Hwy W be allowed?
7. Per Section 4.0.60.j.3.d it's noted that alleys providing access to one or more properties, and 15 or more vehicle parking spaces must be a minimum of 20 feet wide. Can you confirm this will not be required for the proposed project?
8. The loading, trash, and garage entry are being located off the alley. Does the city agree with this approach?
9. In accordance with SB 1537 Section 38(4)(g)(A), the project is requesting a reduction in minimum bicycle parking to 0.5 spaces per residential unit. This is a mandatory adjustment under state law. Can you confirm that this provision applies to our project?
10. The Bike Parking is currently planned to be accessed from the alley. Does the city agree with this approach?
11. Are there any specific bicycle rack styles that are not allowed in Corvallis for use on projects?
12. Can required bicycle parking spaces be provided within apartment units and count toward the minimum bicycle parking requirement?
13. There appear to be a few large trees in the public right of way that overhang the property line, and may conflict with construction of a project. Are there any issues with these trees being replaced?
14. Does the first floor plan shown in the attached PDF meet the requirements of Section 4.9.100 Mixed Use Building Incentives for bonus height, including the requirement that cumulative upper-floor residential gross floor area is at least 100% of the first floor gross floor area? Please refer to the area chart on the last page of the PDF.
15. For the SB 1537 adjustments, what process will the city use to implement the required provisions?

Architecture – Building:

1. Are there any local amendments to the OSSC that we should be aware of?
2. Are there any building code changes coming up that we should be aware of?
3. The proposed building abuts public streets on the north, south and east, and a 14' wide public alley on the west. Per OSSC table 705.8, there is no limit on unprotected openings on the north, south, and east. On the west (alley side) the fire separation distance is 7' and openings are limited to 25%. We would like to have significantly more openings than this percentage allows. Therefore, we will be proposing an alternate approach to use the same base allowable opening percentages relative to fire separation distance per OSSC table 705.8. However, rather than using

five-foot increments, we would like to calculate based on a finer gradient of one-foot increments. Have you processed similar requests and, if so, are there specifics that you would like addressed?

Architecture – Fire:

1. Are there any specific requirements, not in the standard fire code that we should be aware of?
2. Since this building is a high-rise per the building code, we will have a secondary water supply and a fire pump. Are there any special requirements that we should be aware of?
3. We will have the fire command center located on the first floor. Are there any special considerations, beyond those in the code, that we should be aware of?
4. Do you have any specific recommendations or requirements for the emergency radio coverage within the building? Some jurisdictions allow for an in-lieu fee for a system upgrade instead, it appears Corvallis does not, is that accurate?
5. We are locating the emergency generator on the ground floor. Do you have any specific requirements?
6. The interior exit stairways will be smokeproof enclosures per OSSC 1023.11. However, per OSSC 1023.22.2 a vestibule is not required because the stairway is using a pressurization alternative (the building is equipped with NFPA-13 fire sprinklers and the stairways are pressurized) complying with section 909.20.6. Do you agree that this is acceptable?
7. The elevator hoistways will be pressurized in compliance with OSSC 909.21. Therefore, elevator lobbies are not required. Do you agree that this is acceptable?

Architecture – Public Works:

1. In section 3.11 – Commercial Mixed Use (CMU) Zones, for setbacks it notes, the actual setback requirements may be affected by Vision Clearance Areas as determined by the City Engineer, and easements, including any utility easements required by Section 4.0.100. Are there any vision clearance areas that we should be aware of?
2. What is the anticipated extent of undergrounding of utilities required?

Civil Engineering:

1. What are the offsite (right of way) improvements the project will be required to construct?
2. The properties do not appear to be located in Natural Resources or Natural Hazards Overlays, so are there any other special requirements for existing street tree protection/removal we should be aware of?
3. Will the City of Corvallis provide verification that the existing water and sewer mains abutting the property are adequate to serve the new demand?
4. Who is the appropriate contact for as-built plans of utility infrastructure in the right of way (if available)?
5. Per section 6.3.1 of the Engineering Standards for Public Improvements, it appears the project is eligible for a stormwater detention exemption under item #1 "Areas that discharge directly to the Mary's River or Willamette River where the conveyance system between the project site and the ordinary high water line is composed entirely of manmade elements (e.g., piped systems)." Will the City of Corvallis provide verification that sufficient hydraulic capacity to serve the proposed development is available in the existing piped conveyance system?
6. Are there any specific or unique requirements for new connections to the existing utility mains we should be aware of?
7. Since the site is less than 5-acres, is DEQ Construction Stormwater Permit coverage under the City's 1200-CN permit applicable?

8. Does repaving and restriping the existing parking lot on tax lots 12502BA11700 and 12502BA11800 trigger any offsite (right of way) improvements?