A VACANT INDUSTRIAL SITE SURVEY
FOR THE CORVALLIS, OREGON URBAN AREA

by

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DEFINITIONS

Contiguous - The location of lots adjacent to each other, with a common lot line of at least thirty feet.

Lot - Any area of property having a legal description and established by the Benton County Assessor as a tax lot on the records.

Parcel - A single, or combination of, tax lots having an individual or common ownership.

Site - An agglomeration of vacant parcels, regardless of ownership, that could be combined to form a contiguous, developable area of property.

Urban Fringe - That property included within the Urban Growth Boundary for the City of Corvallis that is not currently within the city limits.

Urban Growth Boundary - The boundary established by the Corvallis Comprehensive Plan, and designated on the Future Land Use Map, which establishes the limit to which urban services will be extended.
ABSTRACT: There is a considerable amount of vacant land zoned for industrial use within the Corvallis Urban Growth Boundary. A detailed investigation of the area reveals a total of 632.98 acres of such land. However, when closely scrutinized, it appears that the total number of acres is misleading, as only 77.50 acres can be considered available for immediate industrial development. Although it may appear that sufficient total acres of land have been provided for the industrial growth of the area, the location of that land, the lack of supporting public facilities and the existence of on-site restrictions and constraints render a majority of Corvallis' industrial property unusable for industrial development at the present time.

A basic element of a local economy is the amount of industrial activity that exists in the community. Because industry is so important to the economic health of the local area, major consideration is usually given to the provision of adequate and appropriate land for industrial development. However, such consideration is usually accompanied by controversy, as the community attempts to determine how much growth is desirable and how that growth can be best accommodated. In doing so,
the community must determine the most acceptable types of industrial activities, where those industries should be located and how necessary public facilities can be provided.

Designated industrial land can be of two types, land generally set aside for industry on a Comprehensive Plan or land specifically identified for industrial use through zoning of the property. Although the land use allocations of the Plan and zoning are both designed to preserve areas for industry, they vary significantly in that zoning regulations dictate current uses of land, while Plan designations support existing uses and reserve undeveloped areas for eventual industrial use.

The City of Corvallis has provided for certain types of industrial activity through the zoning of real property. However, the adequacy of that provision can be questioned, primarily in terms of the usability of zoned land rather than the number of acres zoned for industrial use. Because a realistic evaluation of industrially zoned land that can be considered available for development appears to be lacking, the potential for future industrial development has not been adequately explored.

Objectives

A basis for determining the current potential for additional industrial activity in the Corvallis area is an adequate evaluation of the availability of vacant industrially zoned land. This study is designed to evaluate such land by providing an inventory and a detailed investigation of all land currently zoned for industrial use within the Corvallis Urban
Growth Boundary (UGB). The primary exercise attempts to isolate all potential industrial sites within the UGB that are realistically considered available for industrial development at this time. Through a process of elimination, that land has been identified and segregated from the total industrially zoned area. Other information has also been generated, including:

1) Total acres of land currently zoned M-1 and M-2 within the UGB, by jurisdiction;

2) Areas under industrial zoning at this time that conflict with the land use allocations of the recently adopted Future Land Use Map of the Corvallis Comprehensive Plan;

3) Identification of vacant, industrially zoned land for the entire UGB;

4) Consideration of other restrictions and constraints to immediate industrial development in the Corvallis area.

The study has been conducted by assuming that an industrial site requires a contiguous, reasonably shaped area of land at least three (3) acres in size. In addition to this, public facilities (including sewer and water) are required immediately and the purchase of the property is a necessary option.

**PROCEDURE**

A methodological procedure has been used in conducting this study to identify all land within the Corvallis UGB that is currently zoned for industrial use. Then, by considering existing conditions that affect potential industrial use, properties have been eliminated when found to be unusable for
that purpose. The primary findings of this investigation include the alternative sites currently available for locating a new industry in the Corvallis UGB under the conditions specified.

Identification of Industrial Land

In order to arrive at the amount of land that is currently zoned for industrial use and is available for potential development, the first step (Step 1) in this project has identified all industrially zoned land within the area. This task was accomplished by using zoning information obtained from the City of Corvallis and Benton County for areas within the city limits and urban fringe, respectively. Total amounts of industrially zoned land were calculated from the Benton County Assessor's records after zoning information had been transferred to the project work sheets (copies of Assessor's plat maps) and serve as the base for subsequent considerations.

Reduction of Industrial Land Base

The industrial land base, all currently zoned industrial land, was then evaluated to determine where potential industrial sites exist that meet the conditions specified for this project. In the evaluation, three additional steps were conducted that reduced the industrial land base, each step eliminating for specific reasons a portion of the potential land available for industry.

Step 2 of the project entailed a comparison of land under existing industrial zoning and the current designation of that
land on the adopted Future Land Use Map of the Corvallis Plan. Those areas, although currently zoned for industry, that were not supported by an industrial designation of the Future Land Use Map have been eliminated from the industrial land base. This elimination is necessary because the lack of an industrial designation on the Plan map effectively renders that land unusable for new industrial development.

Step 3, the elimination from the industrial land base of land currently supporting existing intensive land uses, has been completed for all land considered to have industrial potential from Step 2. A vacant land inventory has been conducted for all remaining lands, and the establishment of potential industrial sites resulted from the inventory findings.

Finally, Step 4 in the project included the consideration of other restrictions and constraints to potential industrial development at the sites identified. Consequently, sites that are currently committed to other uses, plagued by infrastructure problems or unable to be immediately serviced with public sewer and water were eliminated. Those industrial sites realistically considered available for immediate industrial development remain. (See Appendix A for a detailed account of the project procedure and rationale for conducting each step.)

INVENTORY AND ANALYSIS

Based on the procedure established for this study, total acreage figures for all industrially zoned land within the Corvallis UGB have been calculated. Approximately 1,061.50 acres of M-1 (Light Industrial) and M-2 (Heavy Industrial) zoned
land exist within the UGB. Of this total, 366.0 acres are located in the city limits, while 695.50 acres are under the jurisdiction of Benton County and in the urban fringe. (See Figure 1)

City of Corvallis

There are currently about 158.0 acres of M-2 zoned land in the entire UGB, all in the city limits of Corvallis. M-2 zoning has been verified on 42 parcels of land. Parcel sizes have been shown on Table 1. Of the 158.0 acres, public agencies (Corvallis and State of Oregon) own 64.03 acres, mostly in the northeast portion of the city near the Corvallis sewage treatment plant. As shown in the table below, only eight parcels of land are over five (5) acres in size.

TABLE 1 - M-2 ZONED PARCEL SIZES

<table>
<thead>
<tr>
<th>Size</th>
<th># of Parcels</th>
<th>Size</th>
<th># of Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1 Ac</td>
<td>11</td>
<td>5 to 10 Ac</td>
<td>4</td>
</tr>
<tr>
<td>1 to 2 Ac</td>
<td>12</td>
<td>10 to 20 Ac</td>
<td>2</td>
</tr>
<tr>
<td>2 to 3 Ac</td>
<td>5</td>
<td>20 to 30 Ac</td>
<td>1</td>
</tr>
<tr>
<td>3 to 4 Ac</td>
<td>4</td>
<td>30 to 40 Ac</td>
<td>1</td>
</tr>
<tr>
<td>4 to 5 Ac</td>
<td>2</td>
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</table>

This investigation also found 208.0 acres of M-1 zoned land in the City of Corvallis, contained in 165 parcels of land. The majority of those parcels, 114 of 165, are less than one (1) acre in size. Additionally, a total of 141 parcels (86%) are less than two (2) acres in size. (See Table 2)

TABLE 2 - M-1 ZONED PARCEL SIZES IN CORVALLIS

<table>
<thead>
<tr>
<th>Size</th>
<th># of Parcels</th>
<th>Size</th>
<th># of Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1 Ac</td>
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<tr>
<td>1 to 2 Ac</td>
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<tr>
<td>2 to 3 Ac</td>
<td>11</td>
<td>20 to 30 Ac</td>
<td>1</td>
</tr>
<tr>
<td>3 to 4 Ac</td>
<td>3</td>
<td>30 to 40 Ac</td>
<td>2</td>
</tr>
</tbody>
</table>
Urban Fringe

903.50 acres of land have been zoned M-1 in the entire Corvallis UGB. Since 208.0 acres of this land are in the city, the remaining 695.50 acres of Light Industrial property are located in the urban fringe and under the jurisdiction of Benton County.

There are 50 parcels of M-1 zoned land in the urban fringe of various sizes. (See Table 3) Of those parcels greater than 50 acres in size, three are between the south city limits and the Corvallis Airport, two are in the area near the Hewlett-Packard plant in the northeast portion of the city and one is at the industrial area west of Corvallis on Reservoir Road. These six parcels account for 436.16 acres of M-1 zoned land, 49% of the total industrial land in the urban fringe. A total of 17 parcels of land have been identified that are greater than five (5) acres in size. Public ownership accounts for about 21 acres of land, mostly in the area near Airport Way between Hwy. 99W and the Southern Pacific Railroad tracks.

<table>
<thead>
<tr>
<th>Size</th>
<th># of Parcels</th>
<th>Size</th>
<th># of Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1 Ac</td>
<td>19</td>
<td>10 to 20 Ac</td>
<td>4</td>
</tr>
<tr>
<td>1 to 2 Ac</td>
<td>8</td>
<td>20 to 30 Ac</td>
<td>1</td>
</tr>
<tr>
<td>2 to 3 Ac</td>
<td>4</td>
<td>30 to 40 Ac</td>
<td>1</td>
</tr>
<tr>
<td>3 to 4 Ac</td>
<td>1</td>
<td>40 to 50 Ac</td>
<td>2</td>
</tr>
<tr>
<td>4 to 5 Ac</td>
<td>1</td>
<td>Greater than</td>
<td></td>
</tr>
<tr>
<td>5 to 10 Ac</td>
<td>3</td>
<td>50 Ac</td>
<td>6</td>
</tr>
</tbody>
</table>

ZONING - COMPREHENSIVE PLAN CONFLICTS

Zoning that conflicts with the Corvallis Comprehensive Plan, including all land within the UGB, can be categorized in two ways.
There are situations where land currently zoned for industry has been designated for some other use on the Plan map, a direct conflict in the future expectations for the area. The existence of such a situation, presumed to be knowingly accomplished by the City, effectively eliminates the future potential of that property for industrial development.

The second situation, although not nearly so restrictive as the elimination of potential, is the reduction of industrial capability of an area. This occurs when a Light Industrial classification is designated on the Plan map for land currently zoned M-2 (Heavy Industrial). Since there is a substantial difference in the intent and the types of uses allowed under "Light" and "Heavy" industrial classifications, a reduction in the number of future alternatives for industrial development on that land is incurred by this action.

An evaluation of Zoning - Comprehensive Plan conflicts has been conducted, the results being categorized below and shown on Figure 2. The findings reflect the impact on existing zoning of the recent adoption of the Corvallis Plan and give figures on the amount of industrial land actually affected.

Elimination of Industrial Potential

Eight areas have been identified that have lost all potential for future industrial development due to new land use allocations for these areas on the Plan map. A total of 172.99 acres of M-1 zoned land has lost its industrial potential. Of this figure, 94.60 acres are within the city limits and 78.39 in the urban fringe. In addition to the loss of M-1 zoned land,
25.93 acres of M-2 zoned land have also been eliminated.

An accounting of these areas follows. The first six (6) areas are entirely within the city limits, while areas #7 and #8 are located in the urban fringe.

1) 9th Street - Hwy 99W Area 92.97 Ac
All industrially zoned land between these streets, from the northern terminus of the zone at NW Hemlock Avenue to NW Tyler, has been designated for other uses, primarily linear commercial. About three blocks of land between 9th and 11th streets in the vicinity of NW Fremont Ave. has also been included in this area. Current use of this property is primarily commercial, with some light industry in operation. A total of 67.04 acres of M-1 and 25.93 acres of M-2 zoned land is involved.

2) Downtown Industrial Area 6.85 Ac
This property, in the western portion of the industrial area southwest of the CBD, has now been designated for residential use. Existing uses are primarily residential in nature.

3) Crystal Lake Drive Area 5.27 Ac
Current M-1 zoned land in the city limits north of Crystal Lake Drive and as far west as Hwy 99W has been designated for Open Space/Conservation and affects 4.22 acres of land in the city. The property appears to be partially used by Evans Products, Inc., while the city-owned portion is in open space use. Another 1.05 acres of land east of Crystal Lake Drive at the north end of the cemetery has also been designated for OS/C.

4) SW Twin Oaks Circle Area 7.07 Ac
The area north of SW Twin Oaks Circle, between the SPRR on the west and Hwy 99W has been designated for High-Density Residential development. Much of the area is currently part of a mobile home park, although the eastern three acres is vacant. The property is zoned M-1.

5) Avery Avenue Area 3.85 Ac
This property fronts onto Hwy 99W and is now designated for linear commercial uses. Currently, development has been commercial and industrial in nature.
6)  Butterfield Station Area  

This land includes three properties, part of which has been developed for apartments. However, the majority of the property has recently received approval as a mobile home subdivision. The area is now designated for Medium-Density Residential development.

7)  Wake Robin Avenue Area  

There is no longer an industrial designation for any area west of the SPRR in this vicinity on the new Comp Plan map. The property, in Benton County, has been designated for Open Space/Conservation and is currently in agricultural use. M-1 zoning exists now.

8)  Corvallis Airport Area  

The southern terminus of the M-1 zoned land between the SPRR and Hwy 99W has been moved northward approximately 1,400 feet. This land, in the county, is now designated for Open Space/Agriculture and is currently being farmed.

The only other area considered under this classification was approximately 31.57 acres of M-1 zoned land in Benton County at the industrial area west of Corvallis. Map measurement of this area on the Plan map clearly indicates that tax lots 600, 700 and 800 have now been designated for "Low-Density Residential" development, in spite of the fact that the majority of the Leading Plywood Company plant is situated on those lots at the present time.

When questioned about this discrepancy, both City and County planning staff personnel indicated that the area designated for Heavy Industrial use at this site was intended to include all land currently zoned M-1. Therefore, they indicated that a mapping error had been committed. As a result of this explanation, the assumption has been made for this project that...
the land conforms to the Plan and the discrepancy will be resolved.

**Reduction of Industrial Potential**

Four areas that are currently zoned M-2 have been designated on the Future Land Use Map for "Light Industrial" uses. Those areas, totaling 117.79 acres of land, include:

1) Approximately 42.76 acres of land in the north-east Corvallis area, on the east side of Hwy 99W and north of Circle Blvd;

2) Approximately 61.84 acres of land in the area between Circle Blvd and the Corvallis sewage treatment plant, and east of the SPRR;

3) Approximately 9.13 acres of land on the east side of Hwy 99W, north of the Mill Race and south of the SPRR;

4) Approximately 4.06 acres of land between the SPRR and Hwy 99W, and just south of Good Night Ave.

**Summary**

When the total acreage figures for industrially zoned land in the Corvallis UGB are adjusted to reflect the affect of the existing Comprehensive Plan on the industrial potential of those lands, it appears that 617.11 acres of M-1 zoned land in the urban fringe, plus 93.40 acres of M-1 and 14.28 acres of M-2 zoned land within the City of Corvallis have been retained with existing industrial potential. Further, 117.79 acres of land, currently zoned M-2 by the City, has been designated for Light Industrial uses on the Comprehensive Plan map. Effectively, then, 828.30 acres of Light Industrial and 14.28 acres of Heavy Industrial land remain intact in the entire area.
IDENTIFICATION OF VACANT INDUSTRIAL LAND

Since land that is currently being used for intensive purposes cannot be considered available for new industrial development, such land must also be eliminated from those areas deemed to have current industrial potential. In order to do this, and to identify vacant industrial land, a land use survey and a vacant land inventory have been conducted for all areas currently zoned for industry within the Corvallis UGB, except that land previously found to be lacking industrial potential due to conflict with the Corvallis Comp Plan map.

After developed lands have been excluded from those considered to have industrial potential, a vacant land inventory can be established, identifying the location and quantity of vacant, industrially zoned parcels in the study area.

Vacant Land Inventory

For purposes of this study, the term "vacant" includes any land that has not been intensively developed with structures, buildings or other hindrances to new development. It is not intended to include only idle land, since non-intensive uses, such as agriculture or open space, retain the future alternatives of that land for potential industrial development. The following information encompasses the major findings of the Inventory:

1) Vacant property north of Circle Blvd and east of Hwy 99W is limited to portions of parcels containing existing industrial and commercial uses. Contiguous portions of three parcels containing 6.75, 10.75 and 1.08 acres of vacant land appear to have industrial potential.

2) A considerable amount of vacant land exists around the Hewlett-Packard plant. Three major land owners are
involved with the approximately 238.67 acres of currently employed farmland, on parcels of 24.50, 45.25, 55.25, 56.17 and 57.50 acres in size.

3) The industrially zoned area west of Corvallis appears to offer an alternative for future industrial location. The majority of the property is within areas previously used as log ponds, is surrounded by dikes and would require a considerable amount of reclamation before it would be usable for industrial purposes. Although under the ownership of a single party at this time, nearly all portions of the land that have not been part of the ponds are used by two existing wood products operations. Approximately 61.46 acres of vacant land exists at the location.

4) Some vacant SPRR property exists in the downtown area, although a usable size parcel is questionable.

5) Only one vacant parcel exists east of Hwy 99W in the Evans Products, Inc. area. The parcel, 6.85 acres in size, fronts onto Hwy 99W and abuts the SPRR and the Mill Race.

6) There are few vacant areas of any size in the vicinity south of the Marys River to the Mill Race, and west of Hwy 99W. Only three parcels worth noting have been identified.

7) The M-2 zoned land between Good Night Avenue, Wake Robin Avenue, Hwy 99W and the SPRR is currently being used for industry. Only two unused portions of two parcels exist, totaling about two (2) acres.

8) A great deal of vacant land exists in the strip of land from the city limits near Good Night Avenue to the Airport Way vicinity. Although in agricultural use, the property appears to be readily convertible to an intensive use. 276.59 acres of land under six (6) ownerships are potentially available in this area for industrial development, on parcels of 45.33, 32.31, 66.16, 58.94, 54.12 and 19.73 acres.

Summary

The results of this inventory found 40 parcels of land that appear to have industrial potential. Thirty-two ownerships are involved with the property.

There are a total of 632.98 acres of potential industrial land identified, with 152.70 acres in the City of Corvallis and 480.28 acres in the urban fringe. A breakdown of all parcels
found to be vacant reveals that an overwhelming majority (96%) of potential industrial land exists in seventeen parcels greater than three (3) acres in size, or 610.76 of the 632.98 total acres. Sixty-five (65) percent of the total vacant land is included in the seven parcels greater than 50 acres in size. (See Table 1)

POTENTIAL SITE IDENTIFICATION

By analyzing the information contained in the Vacant Land Inventory, it becomes evident that the agglomeration of contiguous parcels could be attempted to enlarge potential industrial sites in some cases. This is especially true when small parcels are involved, since a number of parcels too small by themselves to be usable could be combined to produce a viable site. Although this action could identify more potential sites, the problem of dealing with multiple owners within those sites would have to be addressed before the sites could be feasible.

A total of seventeen (17) sites have been identified by this effort, encompassing 26 vacant parcels. A total of 621.10 acres of land is involved in the entire UGB, with 140.82 acres in seven (7) sites under the city jurisdiction and 480.28 acres in ten (10) sites in the urban fringe. (See Figure 3)

Five of the seventeen sites have been created by combining 14 parcels of land, nine of which would have been eliminated individually as possible sites due to the three-acre minimum requirement. However, 14 parcels could not be combined and have been eliminated.

Sites within the City of Corvallis are 3.86, 4.06, 6.05, 6.85, 18.58, 45.25 and 56.17 acres in size. Somewhat larger
in size are the sites located in the urban fringe: 19.73, 24.50, 32.31, 45.33, 55.25, 56.12, 57.50, 58.94, 61.46 and 69.14 acres.

OTHER RESTRICTIONS AND CONSTRAINTS

If the sites identified in Section VI are considered the only reasonable properties to pursue as new industrial sites, one must consider what other restrictions or constraints would bear on a current development proposal.

Prior Commitment of Land

The City of Corvallis has specifically identified several properties as being committed to future use in the recently completed Economic Study for the City of Corvallis and, consequently, not considered to be "... available for new industry". 1 Because some of those areas are being considered in this study, they must be excluded from those areas potentially available for industry.

Because the Economic Study deals with areas designated for industry on the Comprehensive Plan map rather than existing zoning, the acreage figures do not exactly match with the findings of this project. However, the areas being considered have been defined and can be appropriately coordinated with the potential sites under study at this time.

The following land must be eliminated:

1) State-owned property (56.17 acres) in the northeast portion of the city near the sewage treatment plant. "...the city is currently negotiating to purchase this land for sludge disposal". 2

2) The area between Conifer Blvd and Seavy Road will
lose four acres of land to right-of-way for the extension of Walnut Blvd. Although this figure may be true for that industrial land designated on the Plan map, it appears to only affect 1.1 acres of industrially zoned land. Essentially, the 18.58 acre site will be reduced to 17.48 acres and will be divided into two parts by the street extension.

3) Unused Hewlett-Packard property, totaling 79.75 acres (24.50 and 55.25), is not for sale and, therefore, not available for the location of new industry. Certainly, the property will be used for H-P expansion, but the consideration of this land as industrial property must be predicated on that fact.

Infrastructure Problems

There appear to be several infrastructure problems in the Corvallis area that tend to constrain or postpone industrial development. The first of these problems, again cited in the Economic Study, is the lack of public sewer and water service, especially in the area south of the city. The land that extends along Hwy 99W from the city limits to the Airport, approximately 281.57 acres, has "... limited immediate usefulness because of infrastructure limitations".3

The industrial area west of Corvallis is not currently served by sewer service, and is not expected to receive the service in the near future. In addition, this property has never been studied to determine the feasibility of utilizing that portion of the land that was previously under water for intensive industrial development. Although the site continues to be designated for industrial use, it would seem that the lack of a feasibility study should neither approve nor completely reject the site. However, the usability of the property must remain suspect.
Street access seems to pose a problem to the 6.05-acre site just south of Cummings Avenue. This property has no frontage onto a public street, but is connected to Cummings Avenue by approximately 200 feet of 20-foot non-dedicated roadway. The roadway, a narrow, graveled lane, is in general use by several properties in the vicinity.

Cummings Avenue is also very restrictive because it has only a 20-foot right-of-way for most of its length, with only 400 feet of 30-foot right-of-way at the eastern end. In view of the fact that fifteen parcels of land abut the street in this area, it would appear that the adequate provision of access to the site could only be accomplished by the City or County, under the power of eminent domain. Since the feasibility of this action has not been evaluated, and is not likely in the near future, the property would appear to have no value as an industrial site at this time.

Finally, since the provision of sewer and water from the City of Corvallis requires the serviced property to be in the city limits, land in the urban fringe possesses a further constraint to development. In order to develop urban fringe land, annexation is required, an action that currently requires acceptance by the City of Corvallis and voter approval at a general election. These requirements, for all practical purposes, render land in the fringe unavailable for immediate industrial development.

SUMMARY OF FINDINGS

The elimination of 63.32 and 281.57 acres of land in the
city and urban fringe, respectively, lessens the total acreage potentially available for industrial development to 77.50 acres in the city and 198.71 acres in the urban fringe. Further reduction of the fringe figure is required to reflect the lack of potential at the site west of Corvallis (61.46 acres) and at the Hewlett-Packard property (79.75 acres), retaining only 57.50 acres at one site under County jurisdiction. Unfortunately, when one considers the requirement of annexation to receive public services, even this 57.50 acres is eliminated until annexation is achieved.

The 77.50 acres of land in the city is contained in five sites of the following sizes: 3.86, 4.06, 6.85, 17.48 and 45.25 acres. Even then, the 17.48-acre site will be split by the eventual extension of Walnut Blvd. (See Figure 4)

SHORTCOMINGS OF THE INVESTIGATION

A number of factors are impossible to specifically address in this type of project because they are not static and depend on a number of variables. However, mention of them is necessary to complete this discussion.

Availability of land, for the purposes of this study, refers to the identification of real property that is zoned for industrial use, supported by an industrial designation on the Future Land Use Map of the Corvallis Comprehensive Plan, is of usable size, has adequate access and is immediately serviceable with public sewer and water. Although a considerable amount of land has been identified through this process that has some
of the characteristics of availability, only the 77.50 acres in the City of Corvallis have them all.

However, the scope of this project does not permit the investigation of market influences on land prices for available land in short supply, uncommitted expectations of existing property owners for their land or the type of land that is available versus the type of land desired by those industries the Corvallis community would like to have locate near the city. Any of these factors may further diminish the amount of land this project has identified.

Also, this investigation does not address the possibility of obtaining zoning amendments on other properties, particularly in the city. Although that possibility exists, especially in areas designated on the Plan map for industry but zoned for a lesser use at this time, the time constraints and unpredictability of such an action remain questionable.

Finally, it should be mentioned that the City of Corvallis' Airport Industrial Park has not been considered in this study because it is not currently zoned for industry and is not available for purchase.

CONCLUSIONS

Although a considerable amount of land has been found to be zoned for industrial development within the Corvallis UGB, very little of it is capable of being utilized for new industry at this time.

The vast majority of industrially zoned land is currently located in the urban fringe and under the jurisdiction of Benton
County. However, annexation is required to obtain public services from the City of Corvallis. Under the conditions specified by this study, this requirement effectively eliminates all 480.28 acres of vacant industrial land that is not currently in the city from immediate industrial development requiring those services. However, it has also been found that, if annexation could be accomplished, only the 57.50-acre site in the Hewlett-Packard area is in close proximity to public services and practical to develop at this time.

There are 77.50 acres of industrially zoned land in the city, with five sites potentially available for industry. The two largest sites, 45.25 and 17.48 acres in size, are both in the northeast portion of the city. The larger of these two is adjacent to the 57.50-acre site in the urban fringe, and all 102.75 acres are owned by the same party.

The 17.48-acre site is going to be divided by the eventual extension of Walnut Blvd. However, the majority of the site appears to be north of the proposed street and should remain intact.

The other three sites, 3.86, 4.06 and 6.85 acres, are located in the southern part of Corvallis. Generally, these sites appear to be too small to accommodate a significant development and may not be particularly attractive to the type of industry the City of Corvallis residents desire to locate in the area.

When one ponders the fact that there are about 621.10 acres of vacant industrially zoned land within the UGB, it could appear that there is an abundance of land available to accomo-
date the industrial development required to maintain a healthy economy in the Corvallis area. However, without the proper consideration of land use regulations and the provision of necessary public service extensions, that figure is misleading.

There is other land designated for industry on the Comprehensive Plan map that is currently zoned for other uses. This appears to provide other alternatives for eventual location of industry near the city. However, these areas seem to lack the same considerations as land currently zoned for industrial use.

In view of these facts, it seems that the areas intended to accommodate industrial development have not really been afforded the necessary factors to create viable industrial land. Until these things are done, in spite of the number of acres zoned for industry, industrial activity will be inhibited in the Corvallis urban area. Most likely, those lands that are available will be subject to great pressure if development is to occur.
FIGURE 1
LAND ZONED FOR INDUSTRY
CORVALLIS URBAN AREA

M 1 ZONE
M 2 ZONE

CORVALLIS CITY LIMITS
URBAN GROWTH BOUNDARY
FIGURE 2
COMP PLAN-ZONING CONFLICTS
CORVALLIS URBAN AREA

- CORVALLIS CITY LIMITS
- URBAN GROWTH BOUNDARY

ELIMINATION
REDUCTION
FIGURE 3
POTENTIAL INDUSTRIAL SITES
CORVALLIS URBAN AREA

CORVALLIS CITY LIMITS
URBAN GROWTH BOUNDARY
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<th>TWP</th>
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<th>SEC</th>
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<th>OWNER</th>
<th>CITY</th>
<th>FRINGE</th>
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(P): Part of a tax lot.
(25A): Refers to adjacent tax lot on a subsection map and has been used to join contiguous lots of a single owner.
* : Site created by agglomeration
FOOTNOTES

1 City of Corvallis, "Economic Study for the City of Corvallis", 1979, page 82.

2 Ibid, page 82.

3 Ibid, page 86.
APPENDIX A

The following procedure and information sources have been used in the preparation of this project:

ZONING

Zoning of the City of Corvallis and Benton County have been used as the basis of land use regulation for all areas within the city limits and urban fringe, respectively. This information has been documented on maps obtained from each jurisdiction, with an effective date of July 1, 1979. Zoning has been transferred to plat maps obtained from the Assessor's office on June 15, 1979. This task has been completed with as much accuracy as possible. However, because both jurisdictional zoning maps are at a scale of 1" equals 2,000', locating exact boundaries is sometimes difficult.

It has been assumed that, when possible, physical characteristics and cultural features such as property lines, streets, rivers, etc. have been used as zoning boundaries. However, when some other logical interpretation could be made from the map (i.e. the apparent intent to zone an equal-width strip along a street), boundaries were scaled from the maps and zoning was considered on that basis.

ACREAGES

Acreage figures for individual tax lots have been included from the Assessor's records and have been used as a basis for
calculating the amount of land in each zone of the industrial classifications.

OWNERSHIP

Land ownership information has been obtained from the Benton County Assessor's office in June, 1979. It has been assumed that an insignificant amount of land ownership transfer has occurred prior to that time that has not been included in the records.

IDENTIFICATION OF PARCELS

After land ownership information has been obtained, all contiguous tax lots in the same ownership can be joined to create "parcels" of land. This step is important in establishing those areas that are under the influence of one owner and, especially when dealing with vacant land, capable of being considered as a single unit of land. However, individual tax lots are considered as parcels if no other land under the same ownership abuts that tax lot.

When more than one owner is involved with adjacent lots, a common ownership sometimes exists. For purposes of this study, a "common" ownership occurs when 2/3 of the ownership of adjacent tax lots is consistent. (See Appendix C)

Acreage figures for all parcels are calculated by the summation of tax lot information. This data is then used to obtain the total acreage figures for industrially zoned land within the UGB, the amount of land under each jurisdiction and the amount of land under each zoning district.
COMPREHENSIVE PLAN - ZONING CONFLICTS

Recent Oregon Supreme Court decisions have established the precedent of requiring current development plans to comply with the Comprehensive Plan for the appropriate jurisdiction. As a result, all zoned land that clearly conflicts with the recently adopted Corvallis Comprehensive Plan and the Future Land Use Map must be specially considered when evaluating the potential of that land as industrial property. In many cases, such land must be excluded from those areas considered appropriate for industrial use.

In comparing the existing zoning of property and the new designation of those areas on the Future Land Use Map, one finds two situations. The first situation includes the case where industrially zoned land is no longer supported by an industrial designation on the Plan map, eliminating the possibility of using that land for new industrial development. A second situation can be found when Heavy Industrial zoned land is now designated for light industrial use. Although maintained as industrial land, this property will no longer support the types of uses it once could.

Although the Plan map is only part of the Comprehensive Plan, the following rationale has been used to justify only using the map for establishing conflicts in this study.

Designed to direct future growth and provide a picture of future land use patterns in the Corvallis UGB, the Plan states:
... the land use philosophy proposed in the Plan is one of accommodation of anticipated change within the limitations established by the land use policies of the Plan.¹

There are three policies in the Plan that deal with industrial development directly, the primary one indicating that "land designated for industry, ... shall be reserved and protected from incompatible uses".²

In addition to this, property in the urban fringe must also comply with Urban Fringe Policy #7:

Development in the Urban Fringe portion of the planning area will be in conformance with the criteria and standards jointly adopted by Corvallis and Benton County as part of the Urban Fringe Study.

Although the Urban Fringe Policies have not been finalized at this time, they are proposed to require compatibility of development proposals, "... with the Corvallis Comprehensive Plan".⁴

Therefore, since few policies exist in the Corvallis Plan dealing specifically with industrial development, there is no way to establish compliance other than the allocation of land on the Plan map. If this is the case, a development permit would likely be refused for a proposal to develop land which is properly zoned but is in conflict with the Plan map.

LAND USE SURVEY AND VACANT LAND INVENTORY

A land use survey and vacant land inventory have been conducted for all parcels of land considered to have industrial potential, all industrially zoned land minus those that con-
lict with the Comprehensive Plan map. This task has been accomplished by using aerial photography from the WAC Corp. of Eugene, Oregon, taken on March 22, 1979. Scale of the photos is 1" = 1,100'. The photo-derived data have been field verified.

Any land currently being used for an intensive use is generally considered unavailable for new development. Thus, land identified through the survey as having such development has been excluded from those areas considered to have development potential. In addition, building permit information for Corvallis and Benton County has been checked to ensure that no development has recently received a permit for the parcels in question.

However, an exception to the complete elimination of a parcel occurs when a significant portion of a parcel is still vacant, even though part of the property contains development at this time. In this case, only the approximate acreage in use has been excluded. This case occurs most often with large parcels in the peripheral areas of the city.

**SITE IDENTIFICATION**

After vacant, industrially zoned parcels had been identified, potential industrial sites have been proposed by combining adjacent vacant parcels into development areas, regardless of ownership patterns. This action is often necessary in attempting to preserve small parcels in an area from elimination. However, it should be noted that the larger parcels of land have not been combined, even when they are contiguous. This
is especially true of parcels in the Hewlett-Packard area and along Hwy 99W south of the city limits. These parcels are individually designated as sites for two primary reasons. First, although the parcels could be combined in the future, their current size is such that they can be reasonably developed without agglomeration. Second, unlike the smaller parcels, these are large enough that they will not be eliminated due to the size requirement established for this study.
APPENDIX B
VACANT INDUSTRIAL PARCELS
CORVALLIS URBAN AREA

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<td>14</td>
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APPENDIX C
COMMON OWNERSHIP OF TAX LOTS

Adjacent lots with multiple owners were sometimes combined to create "parcels". This was done when two-thirds of the owners were common to adjacent lots. In this diagram, lots 1 and 2 would be treated as separate parcels. Lots 2 and 4 have a common ownership and would be combined into a single parcel. Although lots 4 and 6 could also be considered one parcel, two-thirds ownership cannot be established between 2, 4 and 6. In cases like this, the largest parcel was created in this study.
APPENDIX D
CUMMINGS AVENUE SITE

Cummings Avenue is a narrow, unimproved gravel roadway with a 20-foot and 30-foot right-of-way. (see diagram) Eighteen parcels abut the roadway. The potential industrial site does not even abut the street, but is served by a private roadway extending about 170 feet to the north.

SCALE: 1" = 200'
FOOTNOTES

APPENDIX A


2 Ibid, page 56.

3 Ibid, page 50.