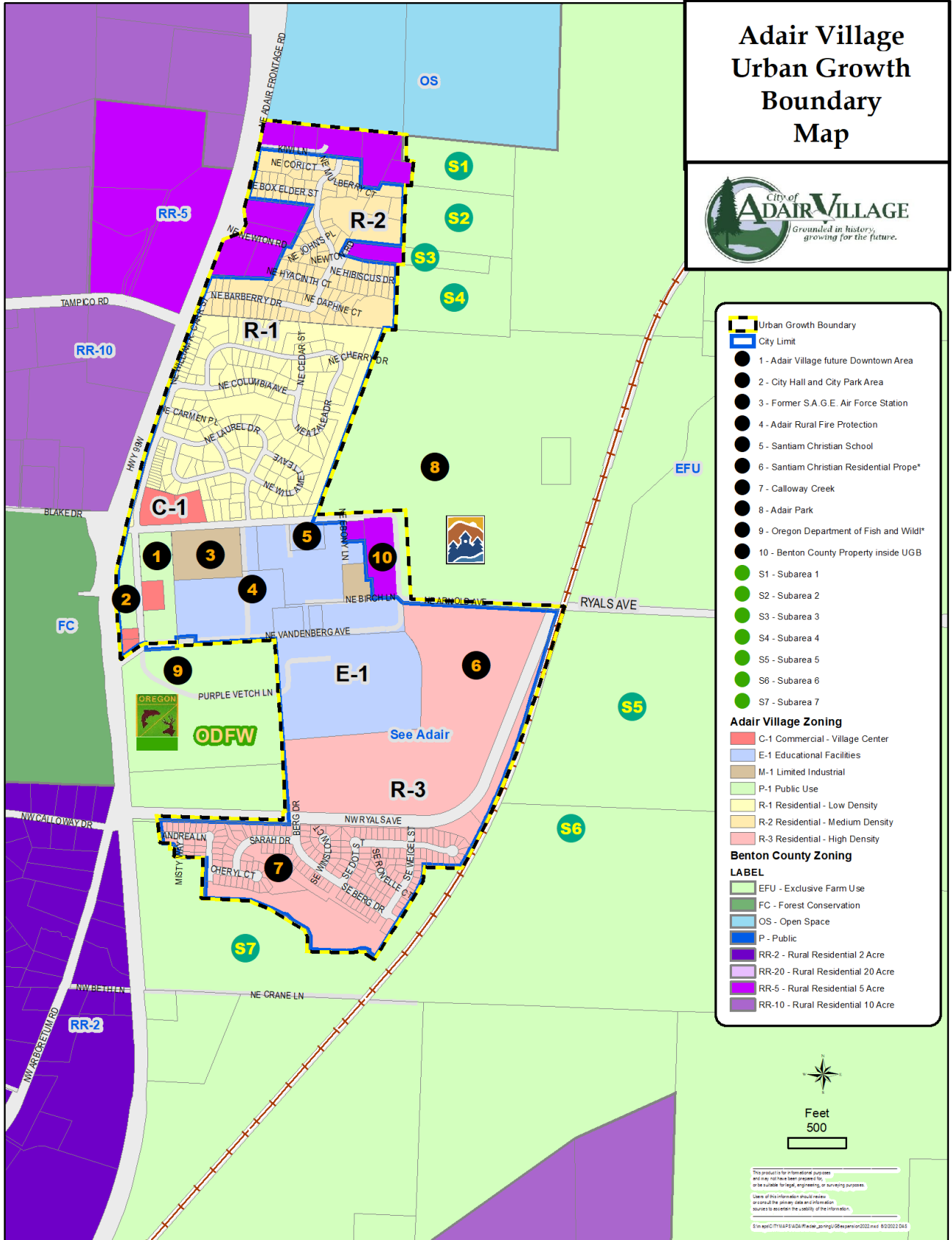


Adair Village Urban Growth Boundary Map



Urban Growth Boundary

City Limit

- 1 - Adair Village future Downtown Area
- 2 - City Hall and City Park Area
- 3 - Former S.A.G.E. Air Force Station
- 4 - Adair Rural Fire Protection
- 5 - Santiam Christian School
- 6 - Santiam Christian Residential Proper*
- 7 - Calloway Creek
- 8 - Adair Park
- 9 - Oregon Department of Fish and Wild*
- 10 - Benton County Property inside UGB

- S1 - Subarea 1
- S2 - Subarea 2
- S3 - Subarea 3
- S4 - Subarea 4
- S5 - Subarea 5
- S6 - Subarea 6
- S7 - Subarea 7

Adair Village Zoning

- C-1 Commercial - Village Center
- E-1 Educational Facilities
- M-1 Limited Industrial
- P-1 Public Use
- R-1 Residential - Low Density
- R-2 Residential - Medium Density
- R-3 Residential - High Density

Benton County Zoning

LABEL

- EFU - Exclusive Farm Use
- FC - Forest Conservation
- OS - Open Space
- P - Public
- RR-2 - Rural Residential 2 Acre
- RR-20 - Rural Residential 20 Acre
- RR-5 - Rural Residential 5 Acre
- RR-10 - Rural Residential 10 Acre



This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should realize or consult the proper state and information sources to establish the usability of the information.

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Source: Eagle View Explorer

4 - Adair Rural Fire Protection

Adair Rural Fire and Rescue (ARF&R) was founded in 1974. They are a dedicated group of volunteer professionals who serve the fire and rescue needs of our community. They provide emergency response, promote public education, and assist the community with fire and life safety standards.

The ARF&R district is 18 square miles. They also provide mutual aid to Albany, Corvallis, and SE Polk County. ARF&R operates out of two stations. The main station is at 6021 Marcus Harris in Adair Village and our substation is at 37096 Soap Creek Road at the Southwest end of Soap Creek Valley.



Source: Eagle View Explorer

5 - Santiam Christian School

The school property is zoned E-1 (Educational facilities). In June 1980 Santiam Christian moved to Adair Village. Several of Camp Adair's buildings are in use by Santiam Christian. In 1986 the purchase of 12 buildings and 16.5 acres from US Government was finalized for \$1. Today the school consists of roughly 56 acres of developed and undeveloped property.



Source: Eagle View Explorer

6 - Santiam Christian Residential Property

The school owns approximately 52 acres of vacant land zoned R-3 (High Density Residential). The City is looking for a higher density project of approximately 250 new dwellings. The City is looking to bring a street down through this property from Vandenberg Avenue to Ryals Avenue for a safe pedestrian route and emergency vehicle access.



Source: Eagle View Explorer

7 - Calloway Creek

The City approved Phase I of the subdivision plat in mid-2018. Since then, Phase II & Phase III has been approved and developed. The first three phases consist of 178 new homes, a pump station and a ½ acre pocket park. The pocket park is connected to a proposed walking path set to be built during Phase IV of the development. Currently, three streets in Calloway Creek dead end into Phase IV of the development that hasn't begun but, leads directly into the 37 acres the City is proposing for a UGB expansion. Ryals Road is a county road that Calloway Creek has improved to county design standards that included widening, a bike lane and stormwater collection.



Source: Eagle View Explorer

8 - Adair Park

Adair Park is a County Park consisting of 43 acres. It has limited access considering how large it is with the main access coming from Arnold Avenue. In 2021 the City secured access to the park by establishing an easement from its historic neighborhood via Azalea Street by vacating Cherry Drive. Currently there is no access to and from the northern neighborhoods but, this will change

if the twelve (12) acre Cornelius property is brought into the UGB and eventually annexed. The County Parks department is working to create some connectivity to Adair Park as they develop their County Parks Master Plan. The park also includes an aerodrome area for model airplane use.

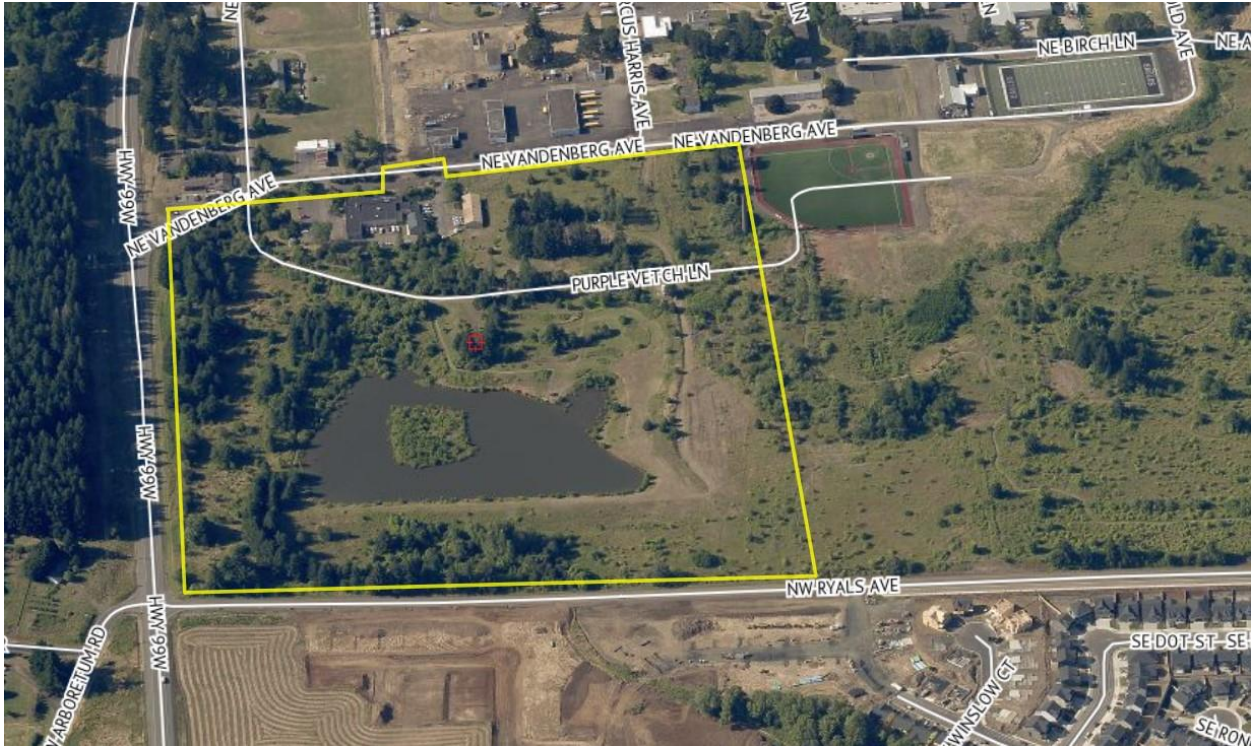


Source: Eagle View Explorer

9 - The Oregon Department of Fish and Wildlife Property

The ODFW converted the former base engineering building off of Vandenberg Avenue into its district headquarters facility in the late 1970's. ODFW's property includes two contiguous parcels totaling 44 acres, most of which is open land and is outside the City boundary. The land itself is presently not intensively used for game management purposes although the roughly 6-acre lake is regularly stocked with various species of fish, and it is frequently visited by nesting and migrating birds.

The ODFW property borders Adair Village on three sides two of which are Adair Village's highest density residential zoning districts. Both areas are master planned to have access through the state property via existing and planned trails that will connect to the City's planned future downtown commercial district. More specific details of the connection from the southern subdivisions to the City's future downtown will be outlined in the forthcoming Adair Village Trails Plan.



Source: Eagle View Explorer

10 - Benton County Property inside UGB

The area immediately east of the present City limits consists of another seven acres owned by Benton County south of Arnold Avenue as part of the Adair Regional Park. This area also contains the former Officers' Mess, Building 257, which is now leased by Valley Catering. In recent past the county moved the historic Palestine church there through a historic preservation grant.



Source: Eagle View Explorer

Comparative Site Analysis

Per Oregon Administrative Rules (OAR) 660-24-0065(1), cities outside of Metro must evaluate alternative locations when considering a UGB amendment to accommodate an identified housing need per OAR 660-024-0050(4). The evaluation of sites is twofold. First, a prioritization analysis is required per Oregon Revised Statute (ORS) 197.298 to determine which lands are considered a high priority for inclusion in a UGB. Generally, non-resource lands are considered high priority and resource lands (farm or forest land) are low priority. If it is determined that high priority lands cannot meet the identified land need, then low priority (resource) lands may be considered. In that case, the second evaluation involves a comparison of resource lands against the Goal 14 factors. These sites are separated in seven sub areas.

Methodology

This analysis presents construction cost estimates for public infrastructure necessary to access and serve the subject areas. These infrastructure projects do not include any on-site costs, except those necessary for any development of the area. Cost estimates rely on recent construction costs in the area when applicable, and existing facility and master plans where more recent work is not available.

Sewer Methodology: The City of Adair Village completed a Wastewater Facilities Plan update in 2019. Based on ENR index increases since 2019, unit costs have been increased 6% from those determined in the report. Sewer work for the subareas included in this analysis primarily include lift stations, gravity main, force mains, and railroad crossings when necessary. Costs associated with work which is not included in the WWFP (railroad crossing), are estimated based on recent similar work in the region.

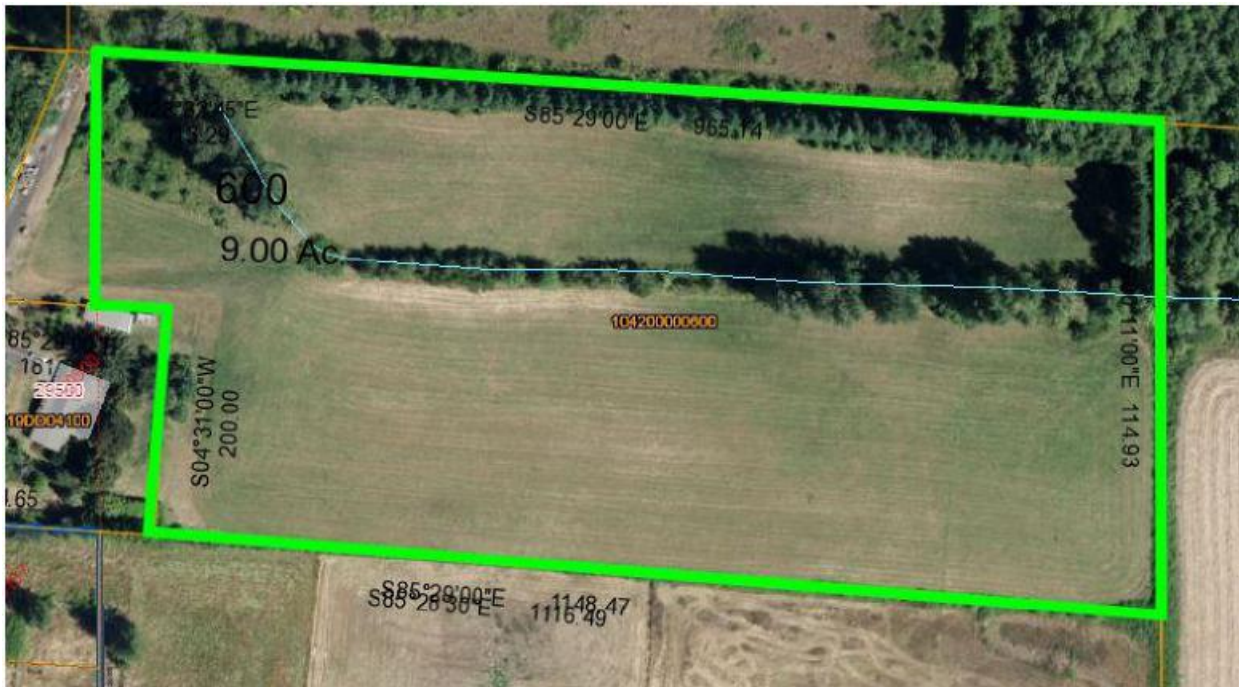
Water Methodology: Water needs associated with each subarea include extending service to the boundary of the property. Costs used for water cost estimates are based on recent water infrastructure improvements in, and around, the City of Adair Village.

Transportation Methodology: Many of the subareas evaluated herein do not have legal public access to the properties. Cost for transportation infrastructure include the procurement of right-of-way, development of a public street to current City standards, and when necessary, railroad crossings. Costs used for roadway work are estimated using recent roadway costs for development in the City of Adair Village and include dry utility conduit.

Stormwater Methodology: Most of the subareas evaluated do not need offsite stormwater infrastructure, which is why the cost is \$0. Only one requires offsite work. The estimated costs for that infrastructure are determined using recent development cost in the City of Adair Village.

S1 - Subarea 1

Subarea consists of 8.66 acres of agriculturally zoned (EFU) land. The owners, Antonio & Elizabeth Amandi, own 6.09 acres of rural residential land already inside the UGB, directly adjacent to their holdings within subarea 1. While subarea 1 does not directly abut the UGB, the subarea is included in this analysis due to contiguous ownership.



Source: Benton County GIS Subarea 1

Tax lot	Ownership	Acreage
104200000600	ANTONIO & ELIZABETH AMANDI	8.66

Infrastructure analysis:

Transportation: Access to Subarea 1 is only available by way of Newton Road. Newton Rd is an unimproved PRIVATE road across 5 different properties. Development of Subarea 1 will require 1000 lf of ROW dedication and roadway improvements. **Cost to develop: \$450,000**

Sewer: The closest sewer available is at the south end of Newton Road, approximately 1000 feet away from the west side of the property. However, the property topography slopes from west to east, so the low point of the property is approximately 20' below the grade of the nearest sewer, meaning a wastewater lift station would be required to serve this property. Wastewater would be pumped to the west side of the property and then south along Newton Road to a point approximately 200' north of the end of Newton Road where it would transition to a gravity sewer for the remaining 200'. Costs include upgrade of existing lift station in Adair County Park. **Cost to develop: \$760,000**

Water: Public water extends approximately 500 north from the intersection of Newton Road, however the waterline is only a 6" main. To serve a multi-unit development, the entire watermain (1000 lf) would have to be increased in size to an 8" or 10" pipe. **Cost to develop: \$120,000**

Stormwater: There are no stormwater facilities near the property. Stormwater would be required to be captured, detained, and treated on-site prior to discharge along the east property boundary. No offsite stormwater facilities would be required. **Cost to develop: \$0**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 1: \$1,330,000
(\$153,580/acre)

S2 - Subarea 2

Subarea 2 consists of a single 11.59-acre property. There is an existing residential structure on the site, which is accessible to Newton Road to the west via a private driveway. The site is surrounded by residential areas to the west, agricultural lands to the east, subarea 1 to the north, and subarea 3 to the south.



Source: Benton County GIS Subarea 2

Tax lot	Ownership	Acreage
104290001200	HOWE MICHELLE B	11.59

Infrastructure analysis:

Transportation: Access to Subarea 2 is only available by way of Newton Road. Newton Rd is an unimproved PRIVATE road across 3 different properties. In addition to Newton Road, access would also have to cross on additional property adjacent to Subarea 2 on the west side. Development of Subarea 2 will require 1000 lf of ROW dedication and roadway improvements. Cost to develop: \$450,000

Sewer: The closest sewer available is at the south end of Newton Road, approximately 1000 feet away from the west side of the property. However, the property topography slopes from west to east, so the low point of the property is approximately 20’ below the grade of the nearest sewer, meaning a wastewater lift station would be required to serve this property. Costs include upgrade of existing lift station in Adair County Park. **Cost to develop: \$730,000**

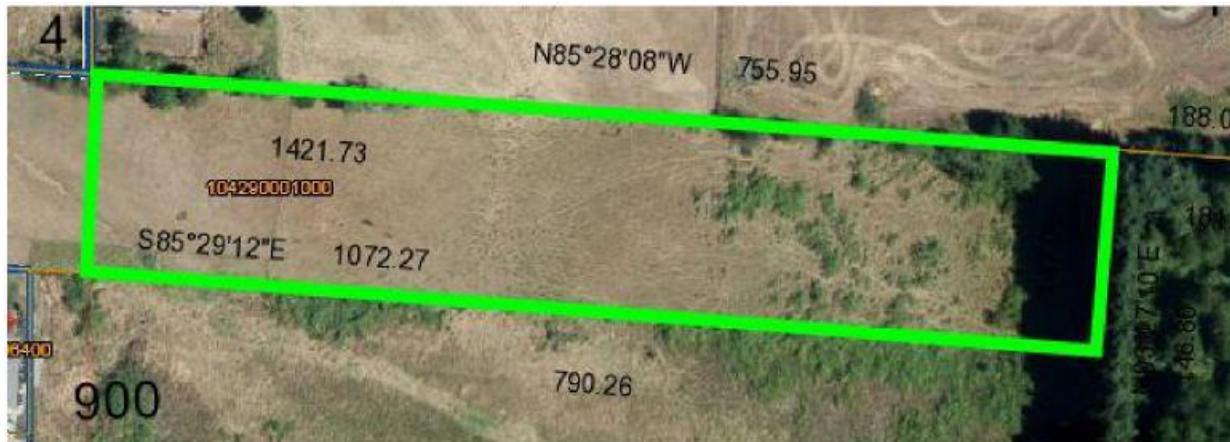
Water: Public water extends approximately 500 north from the intersection of Newton Road, however the waterline is only a 6” main. To serve a multi-unit development, the entire watermain (850 lf) would have to be increased in size to an 8” or 10” pipe. **Cost to develop: \$475,000**

Stormwater: There are no stormwater facilities near the property. Stormwater would be required to be captured, detained, and treated on-site prior to discharge along the east property boundary. No offsite stormwater facilities would be required. **Cost to develop: \$0**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 2: \$1,282,000
 (\$110,610/acre)

S3 - Subarea 3

Subarea 3 is the agriculturally zoned, eastern portion of tax lot 1000. The 2.51-acre subarea is located immediately north of the Cornelius property.



Source: Benton County GIS Subarea 3

Tax lot	Ownership	Acreage
104290001000	WRIGHT THOMAS E	2.51

Infrastructure analysis:

Transportation: Access to Subarea 3 is only available by way of Newton Road and through the western portion of the tax lot. Newton Rd is public up to the western portion of the property. Development of this parcel would include the portion currently within the UGB. The only transportation improvements would along the 150’ frontage of the property along Newton Road. **Cost to develop: \$67,500**

Sewer: The closest sewer available is at the south end of Newton Road, adjacent to the west side of the property. However, the property topography slopes from west to east, so the low point of the property is approximately 15’ below the grade of the nearest sewer, meaning a wastewater lift station would be required to serve this property, or a gravity line may be able to run south, directly into the County Park and the City’s lift station in the park. Costs include upgrade of existing lift station in Adair County Park. **Cost to develop: \$475,000**

Water: Public water extends approximately 500 north from the intersection of Newton Road, however the waterline is only a 6” main. To serve a multi-unit development, the entire watermain (150 lf) would have to be increased in size to an 8” or 10” pipe. **Cost to develop: \$18,000**

Stormwater: There are no stormwater facilities near the property. Stormwater would be required to be captured, detained, and treated on-site prior to discharge along the east property boundary. No offsite stormwater facilities would be required. **Cost to develop: \$0**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 3: \$560,500
 (\$223,310/acre)

S4 - Subarea 4

Subarea 4, the Cornelius property, is the subject area for this analysis. The property consists of 12.97 acres. The eastern 5.12 acres of the property are unencumbered by wetlands. The site is accessible from the west via NE Hibiscus Drive and would be proposed for residential development subject to UGB expansion and annexation into Adair Village. Adair County Park abuts the property to the south.



Source: Benton County GIS Subarea 4

Tax lot	Ownership	Acreage
104290000900	CORNELIUS TIMOTHY W	12.97

Infrastructure analysis:

Transportation: Access to Subarea 4 is available by way of NE Hibiscus Dr which is a publicly owned street within the City of Adair Village. No additional roadway improvements will be necessary to develop Subarea 4. **Cost to develop: \$0**

Sewer: Public Sewer currently extends down Hibiscus Drive and turns and runs south at the end of the existing street to the Benton County Park. Because the land slopes from west to east, future development in Subarea 4 will likely require a new connection to the collection system in the park to the south. Costs include upgrade of existing lift station in Adair County Park. **Cost to develop: \$197,500**

Water: An 8” public watermain extends down Hibiscus Drive. This is likely adequate to serve development of this parcel **Cost to develop: \$0**

Stormwater: Stormwater facilities currently run west to east down Hibiscus Drive and discharge stormwater into Subarea 4. Development of Subarea 4 will need to account for drainage of upstream existing development. **Cost to develop: \$150,000.**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 4: \$347,500 (\$26,310/acre)

S5 - Subarea 5

Subarea 5 consists of 103.21 acres and abuts the eastern edge of the UGB. The property is adjacent to Adair County Park, separated by the Southern Pacific Railroad.



Source: Benton County GIS Subarea 5

Tax lot	Ownership	Acreage
104290000500	METGE CHARLES W	103.21

Infrastructure analysis:

Transportation: Access to Subarea 5 would only be available by way of Ryals Avenue. Ryals Avenue is a two-lane Benton County Road. Access from Ryals is assumed to require half street improvements to meet City requirements (curb, bike path, sidewalk). This would also include adding pedestrian and bicycle improvements to the railroad crossing. **Cost to develop: \$805,000**

Sewer: No existing Public Sewer collection system exists near this development. The closest system is currently in the Calloway Creek subdivision which is approximately 700 feet southwest. This sewer system is higher than Subarea 5 however, so a lift station would be required. Since a lift station is required, it would be best to pump sewage directly to the treatment plant approximately 1500 feet away, including a railroad crossing. **Cost to develop: \$800,000**

Water: A 10” public watermain runs through the property (from Voss Hill Reservoir to the City center). For this property to be developed, that watermain (approximately 2700 lf) would have to be replaced so that the property could be graded, and the waterline alignment could line up with proposed streets/easements. **Cost to develop: \$324,000**

Stormwater: There are no stormwater facilities near the property. Stormwater would be required to be captured, detained, and treated on-site prior to discharge along the northwest and southeast property boundaries. No offsite stormwater facilities would be required. **Cost to develop: \$0**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 5: \$1,929,000
(\$18,690/acre)

S6 - Subarea 6

Subarea 6 is adjacent to the UGB and Adair County Park along its northwest portion, separated by the Southern Pacific Railroad. The subarea is large, consisting of 115.12 acres.



Source: Benton County GIS Subarea 6

Tax lot	Ownership	Acreage
104320000200	GRAHAM ROBERT E	115.12

Infrastructure analysis:

Transportation: Access to Subarea 6 would only be available by way of Crane Lane. Crane Lane is an undedicated and unimproved road in Benton County. An easement is assumed across the south portion of Subarea 7, but the grantor and grantee have been in legal battles to determine ownership. This analysis assumes that the easement would be acquired and made into public right-of-way and improved from Hwy 99W. This access would also require a railroad crossing at the east end of crane lane/southwest corner of the subject property. **Cost to develop: \$1,700,000**

Sewer: No existing public sewer collection system exists near this development. The closest system is currently in the Calloway Creek subdivision which is across the railroad tracks to the west. This sewer system is higher than Subarea 6 however, so a lift station would be required. The force main would have to go under the railroad tracks. **Cost to develop: \$700,000**

Water: A 10” public watermain runs very close to the northeast corner of the property (from Voss Hill Reservoir to the City center). Connecting to this existing line would be relatively low cost. **Cost to develop: \$30,000**

Stormwater: There are no stormwater facilities near the property. Stormwater would be required to be captured, detained, and treated on-site prior to discharge along the northeast property boundaries. No offsite stormwater facilities would be required. **Cost to develop: \$0**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 6: \$2,430,000
(\$21,110/acre)

S7 - Subarea 7

Subarea 7 consists of two properties under common ownership that abut the UGB. The parcel is accessible via Highway 99W to the west and NE Crane Lane to the south. The smaller parcel is narrow property along the Southern Pacific Railroad.



Source: Benton County GIS

Subarea 7

Tax lot	Ownership	Acreage
104310000205	RST WEIGEL LLC	36.5
104320000201	WEIGEL RONALD C	5.22
		Total 41.72

Infrastructure analysis:

Transportation: Access to Subarea 7 would only be available by way of Ryals Avenue, through the Calloway Creek Subdivision and by Crane Lane. Crane Lane is an undedicated and unimproved road in Benton County. An easement is assumed across the south portion of Subarea 7, but the grantor and grantee have been in legal battles to determine ownership. This analysis assumes that property acquisition would not be required, but that 1000 of roadway improvements to Crane Lane would be required. **Cost to develop: \$300,000**

Sewer: Public Sewer is in the Calloway Creek subdivision which is the abutting property to the north. A lift station in Calloway Creek was constructed which has excess capacity and will be able to accommodate this additional flow with no additional improvements. No offsite sewer improvements are necessary. **Cost to develop: \$0**

Water: A 10” public watermain exists within the Calloway Creek development. Connection to the existing watermain in a minimum of two locations would be required. **Cost to develop: \$42,000**

Stormwater: There are no stormwater facilities near the property. Stormwater would be required to be captured, detained, and treated on-site prior to discharge along the east property boundary. No offsite stormwater facilities would be required **Cost to develop: \$0**

TOTAL COST TO EXTEND INFRASTRUCTURE TO SUBAREA 7: \$342,000 (\$8,200/acre)